

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, September 13, 2018

Time: Immediately following the Public Meeting of Regional Council

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. July 12, 2018 Regional Council meeting

3.2. July 30, 2018 Interim Period Approvals Committee meeting

4. **APPROVAL OF AGENDA**

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

6. **CONSENT AGENDA**

7. **DELEGATIONS**

7.1. **Heather Coupy, Community Development, City of Mississauga; Andrew VonHolt, Division Chief and Nigel Robinson, Division Chief, Fire Prevention and Life Safety, City of Brampton**, Regarding Hoarding in the Region of Peel, Impacts on Community Safety and the Lack of Resources

7.2. **Carine Strong, Executive Director and Shan Abbasi, Community Development Specialist, Volunteer Mississauga Brampton Caledon**, Seeking Endorsement and Support for the Mississauga Brampton Caledon Charter of Volunteerism and Providing Information Regarding Activities Related to the Promotion of Volunteerism in Peel **(Additional Information now available)**

7.3. **Frank Paasche, Project Manager, Business Development Department, EEW Energy from Waste Germany and Stanley D'Sa, Vice President, Projects, Interspan Canada**, Regarding Waste to Energy in the Context of 3Rs in Europe; Waste Incineration as an Indispensable Part of a Modern Waste Management; Experiences with Waste Technologies Applied at EEW in Germany; and Incineration Residues, Emissions and Other Environmental Impacts

7.4. **Martin Tsvetanov, Grade School Student**, Regarding the Problem of Food Waste and a Proposition for a Law on Excess Food **(Presentation now available)**

7.5. **Sophia Brown Ramsay, Manager, Community Development and Julian Hasford, Co-Chair, Black Community Action Network (BCAN)**, Providing a Letter in Response to the Integrity Commissioner's Report presented to Regional Council on July 12, 2018 **(Presentation now available)**

- 7.6. **Kate Hepworth, President, Caledon Village Association**, Regarding Regional Paramedic Services – Divisional Model Update Report and Movement of Emergency Medical Services (Related to 8.3)

8. ITEMS RELATED TO HEALTH

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

- 8.1. Seniors' Services 2017 Annual Report (For information)
Presentation by Cathy Granger, Director and Dr. Sudip Saha, Senior Medical Director, Long Term Care
- 8.2. New Enforcement Tools to Strengthen Long Term Care Home Oversight (For information)
- 8.3. Regional Paramedic Services – Divisional Model Update (For information) **(As requested at the July 12, 2018 Regional Council meeting)** (Related to 7.6)
- 8.4. Development of a Community Safety and Well-Being Plan Required Under the *Police Services Act, 2018* (For information)
- 8.5. Report of the Community Water Fluoridation Committee (CWFC-2/2018) meeting held on July 5, 2018

9. COMMUNICATIONS

10. ITEMS RELATED TO PUBLIC WORKS

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

- 10.1. Establishing the Region of Peel Planning Committees **(As requested at the July 12, 2018 Regional Council meeting)**
- 10.2. Region of Peel Vision Zero Road Safety Strategic Plan Update (For information) **(A copy of the Region of Peel Vision Zero Road Safety Strategic Plan is available from the Office of the Regional Clerk for viewing)**
Presentation by Gary Carty, Staff Sergeant, Major Collision Bureau, Peel Regional Police and Joe Avsec, Manager, Traffic and Sustainable Transportation
- 10.3. Region of Peel Filming and Special Event Permitting Process (For information) (Related to 17.1)
- 10.4. Downtown Bolton All-Day On-Street Parking (For information) **(Appendix V – Petitions Received after August 17, 2018 and Appendix VI – Comments Received after August 17, 2018)**
- 10.5. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement a Speed Limit Reduction on Regional Road 136 (Main Street/Queen Street East/Porterfield Road), Alton Village, Town of Caledon, Ward 1 (Related to By-law 50-2018)

- 10.6. Professional Engineering Services for Detailed Design and Contract Administration for the Reconstruction of Regional Road 19 (Winston Churchill Boulevard) from 1200M South of Sideroad 32 (Ballinafad Road) to Regional Road 12 (Olde Base Line Road), Capital Project 09-4050, Document 2013-090P, Town of Caledon, Wards 1 and 2
- 10.7. Drinking Water Quality Management Systems Update (For information)
- 10.8. Detailed Design and Contract Administration Services for the Twinning of the East Brampton Trunk Sewer, Project 11-2201, Document 2012-575P, City of Brampton, Wards 8 and 10
- 10.9. Construction of the West Trunk Sewer Twinning - Engineering Services for Contract Administration and Inspection, Project 08-2205, Document 2009-468P, City of Mississauga, Wards 2, 8, 9 and 11
- 10.10. Airport Policies Regional Official Plan Amendment - Recommendation for Council Adoption (ROPA 31) (Related to 11.2 and By-law 54-2018)

11. COMMUNICATIONS

- 11.1. **Amanda Fusco, Manager, Legislative and Information Services, Corporate Services/Interim Town Clerk, Town of Caledon**, Letter dated July 17, 2018, Providing a Copy of the Town of Caledon Resolution and Report titled "Mayfield West Phase 2, Stage 2 Initiate Local Official Plan Amendment Process, Ward 2" (Receipt recommended)
- 11.2. **Philip Stewart, Pound & Stewart Associates Limited**, Letter dated September 10, 2018, Regarding Mississauga Official Plan - Proposed Airport/Airport Noise Policies and Land Use, Proposed City of Mississauga Official Plan Amendment Number 67 (Receipt recommended) (Related to 10.10 and By-law 54-2018)

12. ITEMS RELATED TO HUMAN SERVICES

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

- 12.1. 2018 Homelessness Point-in-Time Count and Registry Week Preliminary Results (For information)
- 12.2. Update on Refugee Claimants Use of Region of Peel Adult Shelters
- 12.3. Boys and Girls Club in Peel Region and Other Jurisdictions (For information)

13. COMMUNICATIONS

14. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

- 14.1. 2018 Development Charges Program Borrowing Update (For information)

- 14.2. Budget Policy and Reserve Management Policy Compliance Update - June 30, 2018 (For information)
- 14.3. Changes to the Statistics Canada Construction Price Indexes (Related to By-law 51-2018)
- 14.4. Region of Peel Climate Change Commitments and Impacts of *Cap and Trade Cancellation Act* (For information)
- 14.5. 2019 Regional Council and Committee Meeting Schedule
- 14.6. Amendments to the Region of Peel Procedure By-law 9-2018 (Related to By-law 52-2018)
- 14.7. IT Service Management (ITSM360) Solution Implementation and Support Services, Document Number 2018-531N
- 14.8. Supply of Amazon Web Services (AWS) for Region of Peel, Document 2018-543N
- 14.9. Amendments to the *Construction Lien Act* (Now Titled the *Construction Act*) (For information)
 - Presentation by Michelle Wong, Senior Legal Counsel, Dispute Resolution, Legal Services; Carmen Cancelliere, Acting Senior Legal Counsel, Business Law, Legal Services; and Andrew Farr, General Manager, Water and Wastewater, Public Works
- 15. COMMUNICATIONS**
- 15.1. **Terri Brenton, Legislative Coordinator, City Clerk's Office, City of Brampton**, Letter dated August 15, 2018, Providing a Copy of the City of Brampton Resolution Regarding Regional Funding for Peel Region Police Support at Community Events (Receipt recommended)
- 15.2. **Kathryn Lockyer, Regional Clerk and Director of Clerk's**, Memorandum dated September 5, 2018, Providing an Update on Sensitivity Training (Receipt recommended)
- 16. OTHER BUSINESS**
- 17. NOTICE OF MOTION/MOTION**
- 17.1. **Motion from Councillor Shaughnessy** Regarding Filming and Special Event Permits (Related to 10.3)

18. BY-LAWS

Three Readings

By-law 50-2018: A by-law to reduce the speed limit on Regional Road 136 (Main Street/Queen Street East/Porterfield Road) from 80 km/h to 50 km/h from 30 metres south of Beech Grove Sideroad to 425 metres north of Beechgrove Side Road; and from 515 metres east of Main Street to 1030 metres east of Main Street; and to reduce the speed limit from 80 km/h to 60 km/h from 1030 metres east of Main Street to 1530 metres east of Main Street; 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 10.5)

By-law 51-2018: A by-law to amend By-law 46-2015, titled "The Region of Peel Development Charges By-law". (Related to 14.3)

By-law 52-2018: A by-law to amend By-law 9-2018 being a by-law to govern the calling, place and proceedings of the meetings of Council and its committees and the conduct of their members. (Related to 14.6)

By-law 54-2018: A by-law to adopt Amendment Number 31 to the Region of Peel Official Plan in order to revise and remove policies to consider infill development or redevelopment of lands above the 35 Noise Exposure Forecast/Noise Exposure Projection noise contour. (Related to 10.10 and 11.2)

19. IN CAMERA MATTERS

- 19.1. July 5, 2018 Community Water Fluoridation Committee Closed Session Report
- 19.2. July 30, 2018 Interim Period Approvals Committee Closed Session Report
- 19.3. Solicitor-Client Privileged Legal Advice Regarding Release of Legal File Documentation (Advice that is subject to solicitor privilege, including communications necessary for that purpose)
- 19.4. Service System Enhancement Proposal (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

20. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 53-2018:

21. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

22. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
July 12, 2018**

Regional Chair Dale called the meeting of Regional Council to order at 9.33 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
L. Jeffrey	R. Starr
J. Kovac	A. Thompson
M. Mahoney	

Members Absent: Nil

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

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

Councillor Parrish declared a conflict of interest with respect to Item 16.1, listed on the July 12, 2018 Regional Council agenda.

* See text for arrivals

◆ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. June 28, 2018 Regional Council meeting

Moved by Councillor Ras,
Seconded by Councillor Shaughnessy;

That the minutes of the June 28, 2018 Regional Council meeting be approved.

Carried 2018-650

4. APPROVAL OF AGENDA

Moved by Councillor Palleschi,
Seconded by Councillor Medeiros;

That Item 7.2 listed on the July 12, 2018 Regional Council agenda be withdrawn;

And further, that the agenda for the July 12, 2018 Regional Council meeting include a delegation by Adrian Woolley, President, Peel Regional Police Association regarding Item 16.1, to be dealt with under Delegations - Item 7.3;

And further, that the agenda for the July 12, 2018 Regional Council meeting include a Notice of Motion from Councillor Shaughnessy regarding Road Occupancy Permits for consideration at the September 13, 2018 meeting, to be dealt with under Notice of Motion/Motion – Item 17.3;

And further, that the agenda for the July 12, 2018 Regional Council meeting be approved, as amended.

Carried 2018-651

Related to 2018-705

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

6. CONSENT AGENDA

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the following matters listed on the July 12, 2018 Regional Council Agenda be approved under the Consent Agenda:

8.2. Funding for New Supportive Housing in Mississauga

- 8.4. Additional 2018 Provincial Investments for Early Years and Child Care
- 8.5. Portable Housing Benefit - Special Priority Policy Transfer Payment Agreement
- 8.6. Development Charges Rebate Program
- 10.1. Procurement Activity Report - T1 2018
- 10.3. Proposed License Amending and Extending Agreement, Northeast Corner of Main Street and Queen Street, Licensee: The Alton Development Inc. and Lais Hotel Properties Limited, Town of Caledon (Village of Alton), Ward 1
- 10.4. Proposed Surplus and Transfer of Fee Simple Lands on Regional Road 4 (Dixie Road) in Connection with the Construction of New Noise Barrier Walls from Regional Road 107 (Queen Street East) to Springtown Trail - City of Brampton, Wards 7 and 9 (Related to By-law 40-2018)
- 10.5. Proposed Road Closure and Transfer of Region Owned Surplus Lands on Regional Road 9 (King Street), Town of Caledon, Ward 2, and Proposed Transfer of Ownership of Lands on Regional Road 1 (Mississauga Road) to The Regional Municipality of Peel, Town of Caledon, Ward 2
- 10.6. Proposed Road Closure and Transfer of Region Owned Lands on the West Side of Regional Road 50 (Highway 50), North of Regional Road 9 (King Street), Town of Caledon, Ward 5
- 10.7. Encroachment Agreement Regional Road 50 (Queen Street South), Town of Caledon, Ward 5 - Owner: 1732115 Ontario Inc.
- 10.8. Region of Peel Council Chamber Technology Upgrade Project
- 10.10. Report of the Greater Toronto Airports Authority Liaison Committee (GTAA-1/2018) meeting held on June 21, 2018
- 10.11. Report of the Government Relations Committee (GRC-2/2018) meeting held on June 21, 2018
- 10.12. Report of the Region of Peel Accessibility Advisory Committee (AAC-3/2018) meeting held on June 21, 2018
- 12.2. The *Promoting Affordable Housing Act, 2016* - Inclusionary Zoning Update
- 12.3. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 50 (Highway 50) from Regional Road 15 (Steeles Avenue East) to Regional Road 14 (Mayfield Road), City of Brampton, Wards 8 and 10 and Town of Caledon, Ward 5
- 12.4. Salt Management and Application - Opportunities for Partnership and Outreach

- 13.1. Dr. Mark A. Knight, Consulting Engineer, Executive Director, Centre for Advancement of Trenchless Technologies (CATT) and Associate Professor, Department of Civil and Environmental Engineering, University of Waterloo, Letter dated June 8, 2018, Regarding Concrete Pressure Pipe for Large Diameter Water Pipelines
- 13.2. Allyson D'Ovidio, Legislative Coordinator, City of Mississauga, Email dated July 9, 2018, Providing a Copy of the City of Mississauga Council Resolution Regarding Vision Zero Logo
- 14.4. Provincial Base Funding for Registered Nurses in Long Term Care Homes (Related to 15.2 to 15.5 inclusive)
- 14.5. Sheridan Villa's Spruce Lane Unit (Special Behaviour Support Unit)
- 14.6. Interim Cannabis Revenue Sharing Agreement Between the Region of Peel, the City of Brampton and the City of Mississauga
- 15.1. Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network, Letter dated June 7, 2018, Regarding Funding for the Implementation of the *Fair Workplaces, Better Jobs Act, 2017*
- 15.2. Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Davis Centre
- 15.3. Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Malton Village
- 15.4. Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Peel Manor
- 15.5. Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Tall Pines

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-652

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

8.2. Funding for New Supportive Housing in Mississauga

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the contract (Document 2018-140N) for New Supportive Housing in Peel be awarded to Indwell Community Homes in the estimated amount of \$21,538,440 (inclusive of all applicable taxes) in accordance with Purchasing By-law 30-2018;

And further, that the Commissioner of Human Services be authorized to negotiate and execute a conditional Memorandum of Understanding (“MOU”) with Indwell Community Homes, to fund an affordable housing project located at 425 Lakeshore East, Mississauga, ON, which includes a residential component of 66 supportive housing units as well as commercial space on the ground floor of the building (the “Project”) through Investment in Affordable Housing 2014 Extension funding in the amount of \$2,184,986, 2016 Social Infrastructure Fund funding in the amount of \$5,895,890, and a Regional Forgivable Loan in the amount of \$13,457,564, pursuant to Document 2018-140N and in accordance with the Purchasing By-Law 30-2018, as amended or replaced, on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services, be authorized to settle or waive the conditions of the MOU and, where all such conditions are either met or waived, and subject to the approval of the Project by the Ontario Minister of Housing or his designate, be authorized to execute an Investment in Affordable Housing 2014 Extension Contribution Agreement, a 2016 Social Infrastructure Fund Contribution Agreement, and a Regional Forgivable Loan Agreement, together with such further agreements and documents as deemed necessary or advisable, with Indwell Community Homes to provide funding for the Project in the amount of up to \$21,538,440, on business terms satisfactory to the

Commissioner of Finance and Chief Financial Officer, and on legal terms satisfactory to the Regional Solicitor;

And further, that the foregoing recommendations be conditional upon the completion of successful negotiations of the terms and conditions of the MOU with Indwell Community Homes and the receipt of all legal documentation pertaining to the agreements for this Project, being on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that Capital Project 175035 be revised to \$21,538,440, with funding in the amount of \$13,457,564 from Regional Reserve (R1160); \$5,895,890 from the Social Infrastructure Fund (SIF) Rental Housing component; and \$2,184,986 from the Investment in Affordable Housing (IAH) 2014 Extension Funding.

Carried 2018-653

8.4. **Additional 2018 Provincial Investments for Early Years and Child Care**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the 2018 Child Care Services gross expenditures and revenues be increased by \$7.3 million to expand access and affordability with no net impact, as a result of additional Provincial Funding;

And further, that the 2018 Early Growth and Development Services gross expenditures and revenues be increased by \$0.3 million to expand special needs resourcing supports with no net impact, as a result of additional Provincial Funding;

And further, that a child care capital project for \$4.0 million be established to fund six community-based non-profit child care capital projects with no net impact, as a result of additional Provincial Funding.

Carried 2018-654

8.5. **Portable Housing Benefit - Special Priority Policy Transfer Payment Agreement**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That participation by the Region of Peel in the Portable Housing Benefit – Special Priority Policy Program (the “Program”) be approved;

And further, that the Portable Housing Benefit – Special Priority Policy Transfer Payment Agreement with the Ministry of Housing and the Ministry of Finance (the “Transfer Payment Agreement”), together with such further agreements and ancillary documents that may be required for the Region of Peel’s participation in and delivery of the Program, be executed by the Commissioner of Human Services, provided that the Transfer Payment Agreement and any such further agreements and ancillary documents are on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

Carried 2018-655

8.6. Development Charges Rebate Program

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the Region of Peel carry out and administer the provincial Development Charges Rebate Program (DC Rebate Program) on behalf of the City of Mississauga and the City of Brampton;

And further, that the Ministry of Housing Transfer Payment Agreements and any related amendments and extensions (the “Transfer Payment Agreement”), together with such further agreements and ancillary documents that may be required to carry out and administer the DC Rebate Program, be negotiated and executed by the Region of Peel’s Commissioner of Human Services, provided the Transfer Payment Agreement and any such further agreements and ancillary documents are on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that staff in consultation with City of Brampton and City of Mississauga staff, be authorized to establish local criteria to be used by the City of Brampton and City of Mississauga in selecting eligible rental housing developments in their respective jurisdictions to receive development charges rebates under the DC Rebate program.

Carried 2018-656

10.1. Procurement Activity Report - T1 2018

Received 2018-657

10.3. **Proposed License Amending and Extending Agreement, Northeast Corner of Main Street and Queen Street, Licensee: The Alton Development Inc. and Lais Hotel Properties Limited, Town of Caledon (Village of Alton), Ward 1**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That The Regional Municipality of Peel, as Licensor, enter into a License Amending and Extending Agreement with The Alton Development Inc. and Lais Hotel Properties Limited, as Licensee, on legal terms satisfactory to the Regional Solicitor to allow a seven month extension of the existing License Agreement for a community directional sign temporarily located on the northeast corner of Main Street and Queen Street, Caledon;

And further, that the License Amending and Extending Agreement and any further documents relating thereto, on legal terms satisfactory to the Regional Solicitor, be executed by the Region of Peel's duly authorized signing officers.

Carried 2018-658

10.4. **Proposed Surplus and Transfer of Fee Simple Lands on Regional Road 4 (Dixie Road) in Connection with the Construction of New Noise Barrier Walls from Regional Road 107 (Queen Street East) to Springtown Trail - City of Brampton, Wards 7 and 9 (Related to By-law 40-2018)**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the lands described as follows be stopped-up, closed and deprived of their character as a public highway:

- Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel.

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

Carried 2018-659

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the lands described as follows be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the lands of their character as public highway:

- Part of Lot 219 on Plan of Subdivision M-338, designated as Part 5 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 220 on Plan of Subdivision M-338, designated as Part 7 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 223 on Plan of Subdivision M-338, designated as Part 8 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 224 on Plan of Subdivision M-338, designated as Part 9 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 226 on Plan of Subdivision M-338, designated as Part 10 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 227 on Plan of Subdivision M-338, designated as Part 11 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 259 on Plan of Subdivision M-338, designated as Part 12 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 13 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 14 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

Carried 2018-660

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the fee simple interest in lands described as follows be declared surplus to the needs of The Regional Municipality of Peel:

- Part of Lot 1 on Plan of Subdivision M-338 and Part of Block 23 on Plan of Subdivision 43M-484, designated as Parts 15, 16 and 17 on Draft Reference Plan 18-B7140-R4, City of Brampton, Regional Municipality of Peel.

- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Parts 18 and 19 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Part 20 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 21 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 22 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 23 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 24 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 25 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 26 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Part 27 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Parts 28 and 29 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 34 and Part of Block 126 on Plan of Subdivision 43M-441 designated as Parts 3 and 4 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 126 and Part of Lot 33 on Plan of Subdivision 43M-441 designated as Parts 5 and 6 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Lot 32 on Plan of Subdivision 43M-441 designated as Part 7 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 31 on Plan of Subdivision 43M-441 designated as Part 8 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 30 on Plan of Subdivision 43M-441 designated as Part 9 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 29 on Plan of Subdivision 43M-441 designated as Part 10 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 28 on Plan of Subdivision 43M-441 designated as Part 11 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 26 on Plan of Subdivision 43M-441 designated as Part 12 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 13 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 14 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 15 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 16 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 17 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 18 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 19 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 20 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 21 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 4 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 5 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 6 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 7 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 8 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 9 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 10 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 11 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 12 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 13 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 14 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 15 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 16 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 17 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 18 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

Carried 2018-661

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That The Regional Municipality of Peel enter into agreements for the gratuitous transfers of the fee simple interests in the lands described as:

- Part of Lot 219 on Plan of Subdivision M-338, designated as Part 5 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 220 on Plan of Subdivision M-338, designated as Part 7 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 223 on Plan of Subdivision M-338, designated as Part 8 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 224 on Plan of Subdivision M-338, designated as Part 9 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Lot 226 on Plan of Subdivision M-338, designated as Part 10 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 227 on Plan of Subdivision M-338, designated as Part 11 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 259 on Plan of Subdivision M-338, designated as Part 12 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 13 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 14 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 1 on Plan of Subdivision M-338 and Part of Block 23 on Plan of Subdivision 43M-484, designated as Parts 15, 16 and 17 on Draft Reference Plan 18-B7140-R4, City of Brampton, Regional Municipality of Peel.
- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Parts 18 and 19 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Part 20 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 21 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 22 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 23 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 24 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 25 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 26 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Part 27 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Parts 28 and 29 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 34 and Part of Block 126 on Plan of Subdivision 43M-441 designated as Parts 3 and 4 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 126 and Part of Lot 33 on Plan of Subdivision 43M-441 designated as Parts 5 and 6 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 32 on Plan of Subdivision 43M-441 designated as Part 7 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 31 on Plan of Subdivision 43M-441 designated as Part 8 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 30 on Plan of Subdivision 43M-441 designated as Part 9 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 29 on Plan of Subdivision 43M-441 designated as Part 10 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 28 on Plan of Subdivision 43M-441 designated as Part 11 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 26 on Plan of Subdivision 43M-441 designated as Part 12 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 13 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 14 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 15 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 16 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 17 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 18 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 19 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 20 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 21 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 4 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 5 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 6 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 7 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 8 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 9 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 10 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 11 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 12 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 13 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 14 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 15 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 16 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 17 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 18 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.5. **Proposed Road Closure and Transfer of Region Owned Surplus Lands on Regional Road 9 (King Street), Town of Caledon, Ward 2, and Proposed Transfer of Ownership of Lands on Regional Road 1 (Mississauga Road) to The Regional Municipality of Peel, Town of Caledon, Ward 2**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047 be stopped-up, closed and deprived of its character as a public highway or street;

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

And further, that the fee simple interest in lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047 be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the lands of its character as public highway or street;

And further, that The Regional Municipality of Peel enter into an Agreement with The Estate of Jewel Ethel Lyons, or her successors for the following transfers of land:

- The Regional Municipality of Peel gratuitously transfer to The Estate of Jewel Ethel Lyons, or her successors, the fee simple interest in lands designated as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047;
- That title to the lands described as Part of Lot 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy)

designated as Part 1 on draft reference plan 17-B7116 prepared by Young & Young Surveying Inc., being part of the forced road widening limits of Mississauga Road, be transferred gratuitously from The Estate of Jewel Ethel Lyons, or her successors, to The Regional Municipality of Peel, as the beneficial owner of the lands, to facilitate dedication as public highway;

And further, that the encroachment of a portion of a concrete pad and electrical security gate equipment, a light standard, a sign, a wood utility pole, a flower bed and portions of a post and wire fence within the widened limits of Regional Road 1 (Mississauga Road) adjacent to the property known municipally as 14158 Mississauga Road in the Town of Caledon, be approved in accordance with the

terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and The Estate of Jewel Ethel Lyons, or her successors;

And further, that the application and annual encroachment fee as prescribed in By-law 43-2002, as amended , be waived;

And further, that The Regional Municipality of Peel enter into an Encroachment Agreement with The Estate of Jewel Ethel Lyons, or her successors in title, on legal terms satisfactory to the Regional Solicitor;

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

Carried 2018-663

Related to 2018-722

10.6. **Proposed Road Closure and Transfer of Region Owned Lands on the West Side of Regional Road 50 (Highway 50), North of Regional Road 9 (King Street), Town of Caledon, Ward 5**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748 be stopped-up, closed and deprived of its character as a public highway or street;

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

And further, that the fee simple interest in lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748 be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the lands of its character as public highway or street;

And further, that The Regional Municipality of Peel gratuitously transfer to The Corporation of the Town of Caledon the fee simple interest in lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748 (the "Subject Lands");

And further, that the Office of the Regional Solicitor be authorized to complete the transaction including the execution of all documents, affidavits, statutory declarations and undertakings required.

Carried 2018-664

Related to 2018-722

- 10.7. **Encroachment Agreement Regional Road 50 (Queen Street South), Town of Caledon, Ward 5 - Owner: 1732115 Ontario Inc.**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the encroachment of two pylon signs, snow storage, curbing, two partial parking spaces, and trees on Regional Road 50 (Queen Street South), adjacent to the property known municipally as 471 Queen Street South, Caledon, be permitted in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and 1732115 Ontario Inc.;

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

Carried 2018-665

Related to 2018-722

- 10.8. **Region of Peel Council Chamber Technology Upgrade Project**

Received 2018-666

- 10.10. **Report of the Greater Toronto Airports Authority Liaison Committee (GTAA-1/2018) meeting held on June 21, 2018**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the Report of the Greater Toronto Airports Authority Liaison Committee (GTAA-1/2018), meeting held on June 21, 2018 be adopted.

Carried 2018-667

Related to 2018-731

1. ELECTION OF CHAIR AND VICE CHAIR

RECOMMENDATION GTAA-1-2018:

That Councillor Crombie be elected as the Chair of the Greater Toronto Airports Authority (GTAA) Liaison Committee for the term ending November 30, 2018 or until a successor is appointed;

And further, that Councillor Thompson be elected as Vice-Chair of the GTAA Liaison Committee for the term ending November 30, 2018 or until a successor is appointed.

Approved 2018-668

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

3. APPROVAL OF AGENDA

RECOMMENDATION GTAA-2-2018:

That the agenda for the June 21, 2018 Greater Toronto Airports Authority (GTAA) Liaison Committee meeting, be approved.

Approved 2018-669

4. DELEGATIONS - Nil

5. REPORTS - Nil

6. COMMUNICATIONS - Nil

7. IN CAMERA MATTERS

7.1. Applications for Nominations to Serve on the Greater Toronto Airports Authority Board of Directors (Personal matters about identifiable individuals including municipal or local board employees)

RECOMMENDATION GTAA-3-2018:

That direction given to the Regional Clerk "In Camera" be approved, and voted upon in accordance with Section 239(6)(b) of the Municipal Act, 2001, as amended.

Approved 2018-670

10.11. **Report of the Government Relations Committee (GRC-2/2018) meeting held on June 21, 2018**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the Report of the Government Relations Committee (GRC-2/2018), meeting held on June 21, 2018 be adopted.

Carried 2018-671

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION GRC-4-2018:

That the agenda for the June 21, 2018 Government Relations Committee meeting be approved.

Approved 2018-672

3. DELEGATIONS - Nil

4. REPORTS

4.1. 2018 Association of Municipalities of Ontario (AMO) Annual Conference

RECOMMENDATION GRC-5-2018:

That the advocacy approach described in the report of the Commissioner of Corporate Services, titled "2018 Association of Municipalities of Ontario (AMO) Annual Conference," be endorsed.

Approved 2018-673

RECOMMENDATION GRC-6-2018:

That the Region of Peel host a briefing session for new Members of Provincial Parliament.

Approved 2018-674

4.2. **Government Relations Committee Summary Report 2015-2018**

Received 2018-675

5. **GOVERNEMENT RELATIONS UPDATE (Oral)**

*Discussion led by Sonia Mistry, Specialist, External Relations,
Strategic Public Policy and External Relations*

Received 2018-676

10.12. **Report of the Region of Peel Accessibility Advisory Committee (AAC-3/2018) meeting held on June 21, 2018**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the report of the Region of Peel Accessibility Advisory Committee (AAC-3/2018) meeting held on June 21, 2018 be adopted.

Carried 2018-677

1. **CALL TO ORDER**

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

3. **APPROVAL OF AGENDA**

RECOMMENDATION AAC-5-2018:

That the agenda for the June 21, 2018, Region of Peel Accessibility Advisory Committee meeting include an additional item regarding the resignation of Linda Soulliere, Region of Peel Accessibility Advisory Committee member to be dealt with under Other Business - Item 8.1;

And further, that the agenda for the June 21, 2018, Region of Peel Accessibility Advisory Committee meeting be approved, as amended.

Approved 2018-678

4. PREVIOUS MEETING MINUTES

- 4.1. *Minutes of the Region of Peel Accessibility Advisory Committee (AAC-2/2018) meeting held on April 19, 2018*

Received 2018-679

5. DELEGATIONS

- 5.1. ***Roksena Nivelova, Figure3; Bernard Sin, Rafael + Bigauskas Architects; Brock Stevenson, Daniels Homes; and Lorene Casiez, Human Space, Regarding the Daniels Affordable Housing Project Accessibility Features***

Received 2018-680

Related to 2018-681

6. REPORTS

- 6.1. ***Daniels Affordable Housing Project - 360 City Centre Drive, City of Mississauga, Ward 4 – Accessibility Features***

RECOMMENDATION AAC-6-2018:

That the site plan for the Daniels Affordable Housing Project located at 360 City Centre Drive, Mississauga, Ward 4, as presented to the Region of Peel Accessibility Advisory Committee, be supported;

And further, that notification of the Accessibility Advisory Committee's support for the subject site plan be provided to the City of Mississauga Planning and Development Department.

Approved 2018-681

Related to 2018-680

- 6.2. ***Design of Public Spaces Standard***
Presentation by Sandy Lovisotto, Program Manager, Roads – Design and Construction

Received 2018-682

Related to 2018-683

RECOMMENDATION AAC-7-2018:

That the Design of Public Spaces Compliance Checklist, be endorsed;

And further, that the Regional roads projects outlined in the report of the Commissioner of Public Works, titled "Design of Public Spaces Standard" presented at the June 21, 2018 Accessibility Advisory Committee (AAC) meeting, that were newly constructed or redeveloped in 2016 to the present, be supported;

And further, that staff be directed to use the Design of Public Spaces Compliance Checklist during the design of projects to ensure compliance with the legislated requirements of the Design of Public Spaces Standard and report to the AAC on the use and application.

Approved 2018-683

Related to 2018-682

6.3. **Region of Peel Accessibility Advisory Committee Terms of Reference**

RECOMMENDATION AAC-8-2018:

That the proposed amendments to the Terms of Reference for the Region of Peel Accessibility Advisory Committee, attached as Appendix I to the report of the Commissioner of Corporate Services, titled "Region of Peel Accessibility Advisory Committee Terms of Reference", be approved.

Approved 2018-684

6.4. **Accessibility Planning Program Update - June 21, 2018**

Received 2018-685

7. **COMMUNICATIONS**

7.1. **Dely Farrace, Region of Peel Accessibility Advisory Committee Chair, Email dated May 31, 2018, Sharing an Invitation from the TTC Advisory Committee on Accessible Transit to Participate in a Joint Meeting with Transit Accessibility Advisory Committees in the Greater Toronto Area**

Received 2018-686

8. OTHER BUSINESS

- 8.1. **Linda Soulliere, Region of Peel Accessibility Advisory Committee Member, Email dated June 18, 2018, Advising of Her Resignation from the Region of Peel Accessibility Advisory Committee**

RECOMMENDATION AAC-9-2018:

That the resignation of Linda Soulliere from the Region of Peel Accessibility Advisory Committee (AAC), be received.

Approved 2018-687

- 12.2. **The Promoting Affordable Housing Act, 2016 - Inclusionary Zoning Update**

Received 2018-688

- 12.3. **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 50 (Highway 50) from Regional Road 15 (Steeles Avenue East) to Regional Road 14 (Mayfield Road), City of Brampton, Wards 8 and 10 and Town of Caledon, Ward 5**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the existing 80 kilometres per hour posted speed limit on Regional Road 50 (Highway 50) be reduced to 70 kilometres per hour from Regional Road 15 (Steeles Avenue East) to 500 metres (1640 feet) north of Regional Road 14 (Mayfield Road);

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

And further, that the Peel Regional Police, York Regional Police, Ontario Provincial Police – Caledon Detachment, Region of York, City of Vaughan, City of Toronto, City of Brampton and the Town of Caledon be advised.

Carried 2018-689

Related to 2018-722

- 12.4. **Salt Management and Application - Opportunities for Partnership and Outreach**

Received 2018-690

- 13.1. **Dr. Mark A. Knight, Consulting Engineer, Executive Director, Centre for Advancement of Trenchless Technologies (CATT) and Associate Professor, Department of Civil and Environmental Engineering, University of Waterloo,** Letter dated June 8, 2018, Regarding Concrete Pressure Pipe for Large Diameter Water Pipelines

Received 2018-691

- 13.2. **Allyson D'Ovidio, Legislative Coordinator, City of Mississauga, Email dated July 9, 2018,** Providing a Copy of the City of Mississauga Council Resolution Regarding Vision Zero Logo

Received 2018-692

- 14.4. **Provincial Base Funding for Registered Nurses in Long Term Care Homes**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the 2018 Long Term Care operating budget be amended to include provincial base funding, to support the Registered Nurses in Long Term Care Homes initiative, to hire a registered nurse for every Region of Peel long term care home, for a total annualized budget of \$506,000, provided through the Central West and Mississauga Halton Local Health Integration Network.

Carried 2018-693

Related to 2018-697 to 2018-700 inclusive

- 14.5. **Sheridan Villa's Spruce Lane Unit (Special Behaviour Support Unit)**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the 2018 Long Term Care operating budget be amended to include gross \$115,000 (net \$0) provincial base funding, provided through the Mississauga Halton Local Health Integration Network, to support the operations of Spruce Lane unit (formerly known as the Special Behaviour Support Unit).

Carried 2018-694

14.6. **Interim Cannabis Revenue Sharing Agreement Between the Region of Peel, the City of Brampton and the City of Mississauga**

Moved by Councillor Crombie,
Seconded by Councillor Downey;

That the Region of Peel be authorized to enter into an agreement with the City of Brampton and the City of Mississauga for the allocation of cannabis revenue, as outlined in the report of the Commissioner of Health Services and the Medical Officer of Health titled, "Interim Cannabis Revenue Sharing Agreement Between the Region of Peel, the City of Brampton and the City of Mississauga";

And further, that an interim cannabis revenue sharing agreement, on legal terms satisfactory to the Regional Solicitor, be executed by the duly authorized signing officers of the Regional Corporation;

And further, that a copy of the signed agreement be sent to the Ministry of Finance.

Carried 2018-695

15.1. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Funding for the Implementation of the Fair Workplaces, Better Jobs Act, 2017

Received 2018-696

15.2. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Davis Centre

Received 2018-697

Related to 2018-693

15.3. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Malton Village

Received 2018-698

Related to 2018-693

- 15.4. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Peel Manor

Received 2018-699

Related to 2018-693

- 15.5. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Tall Pines

Received 2018-700

Related to 2018-693

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

David Szwarc, Chief Administrative Officer, introduced Sean Baird, Commissioner of Digital and Information Services who joined the Region of Peel on Monday, July 9, 2018.

7. DELEGATIONS

- 7.1. **Ken Paige, Chief Executive Officer and Erika De Rango, Vice President, Operations, Contract Pharmaceuticals Limited**, Regarding the Motion from Councillor Saito on the Peel Anaerobic Digestion Facility

Received 2018-701

Related to 2018-703, 2018-702 and 2018-704

Ken Paige, Chief Executive Officer and Erika De Rango, Vice President, Operations, Contract Pharmaceuticals Limited, provided an overview of Contract Pharmaceutical's operations at its facility located on Danbro Crescent, Mississauga, noting that the north wall of its facility is located approximately 5 metres from the proposed Region of Peel Anaerobic Digestion facility.

Ken Paige explained the company's concerns with the proposed anaerobic digestion facility is that it would attract insects and other pests, emit noxious odours and, that there would be idling trucks along the roadway. He advised that, as a pharmaceutical company, Contract Pharmaceuticals is subject to audits and inspections by regulatory authorities, including Health Canada. The proposed proximity of the proposed Anaerobic Digestion facility would require extensive and costly mitigation strategies to maintain strict quality control and could result in the company being unable to continue their operations at that location.

In response to a question from Councillor Palleschi, Ken Paige advised that Contract Pharmaceutical Limited had recently seen the report by Region of Peel staff and support staff recommendations.

In response to a question from Councillor Crombie, Ken Paige advised that Contract Pharmaceuticals was not aware of the public consultation sessions regarding the proposed anaerobic digestion facility.

Item 17.1 was dealt with.

17.1. Motion from Councillor Saito Regarding the Reopening of Resolution 2017-975

Moved by Councillor Saito,
Seconded by Councillor Crombie;

That the matter of the Peel Anaerobic Digestion Facility to be located at 7500 Danbro Crescent in Mississauga as in Resolution 2017-975 be re-opened for discussion on July 12, 2018 to enable the Ward Councillor to share critical information.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried by a two-thirds majority 2018-702

Related to 2018-701, 2018-703 and 2018-704

Item 12.7 was dealt with.

12.7. Anaerobic Digestion Facility Project Update

Moved by Councillor Saito,
Seconded by Councillor Crombie;

That the Region of Peel retain consultants with expertise in relation to pharmaceutical manufacturing to investigate and advise respecting the concerns raised by Contract Pharmaceuticals Limited with the siting of an Anaerobic Digestion Facility at 7500 Danbro Crescent, Mississauga (the “AD Facility”) including to undertake a risk assessment and an evaluation of measures available to address risks identified, and report to Regional Council with the results;

And further, that the retention of such consultants proceed by means of a direct negotiation process;

And further, that the Regional Corporation enter into such agreements for purposes of the retention of the consultants as the Commissioner of Public Works deems necessary or advisable on business terms satisfactory the Commissioner of Public Works and on legal terms satisfactory to the Regional Solicitor;

And further, that Contract Pharmaceuticals Limited be invited to review the “scope of work” of the consultants, and comment on reports prepared by the consultants;

And further, that until Regional Council has had the opportunity to consider a report of the findings of the retained consultants, the Request for Proposals for the design, build, operation and maintenance of the AD Facility not be issued.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-703

Councillor Saito noted that, due to confidentiality requirements, public consultation regarding the proposed anaerobic digestion facility could not occur until after the Region of Peel purchased the property and that several area businesses indicated that they had not received notice of the open house.

Councillor Saito indicated her support for the recommendation contained in the report listed as Item 12.7 on the July 12, 2018 Regional Council agenda, and withdrew her motion listed as item 17.2 on the agenda.

Councillor Parrish stated her support for the subject recommendation and encouraged staff to investigate other potential locations for the anaerobic digestion facility.

Councillor Shaughnessy requested that staff review the process of acquiring land when, due to confidentiality constraints, all potential associated issues are not yet identified.

Item 17.2 was dealt with.

17.2. **Motion from Councillor Saito** Regarding the Peel Anaerobic Digestion Facility

Withdrawn 2018-704

7.2. **Paulina Leung, Vice President, Corporate Strategy and Business Development; and, Graham Wathen, Vice President, Operations GTA East, Emterra Environmental**, Providing Information on Emterra Environmental's Previous and Current Operations, Improvements and Outstanding Issues and Results

This item was withdrawn under Resolution 2018-651

Additional Item 7.3.

7.3. **Adrian Woolley, President, Peel Regional Police Association**, Regarding the Report of the Integrity Commissioner listed as Item 16.1.

Received 2018-705

Adrian Woolley, President, Peel Regional Police Association, stated his support for the recommendations contained within the report of the Integrity Commissioner, listed as item 16.1 on the July 12, 2018 Regional Council agenda. He requested that Regional Council reinforce its support for front line officers by adopting the Integrity Commissioner's recommendations.

8. ITEMS RELATED TO HUMAN SERVICES
Chaired by Councillor M. Medeiros

8.1. Funding for New Supportive Housing in Caledon

Moved by Councillor Thompson,
Seconded by Councillor Innis;

That a one-time grant be issued in the amount of up to \$153,000 for the Reside project, to be funded within the existing Housing Support operating budget;

And further, that the Commissioner of Human Services be authorized to negotiate and execute a grant agreement with Raising the Roof Chez Toit under the Reside project up to the approved project budget, together with such further agreements and ancillary documents that may be required in furtherance of the Reside project, on legal terms satisfactory to the Regional Solicitor.

In Favour	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; R. Starr; A. Thompson	Total 23
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	J. Sprovieri	1

Carried 2018-706

8.3. Refugee Claimant Use of Peel Region Adult Shelters

Moved by Councillor Crombie,
Seconded by Councillor Jeffrey;

That the Region of Peel advocate for additional federal and provincial funding to provide supports and services for refugee claimants within the Peel shelter system.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-707

Related to 2018-708

Moved by Councillor Crombie,
Seconded by Councillor Jeffrey;

Whereas the federal government has stated that Canada has an obligation to help those seeking protection;

And whereas, the Large Urban Mayors' Caucus of Ontario (LUMCO) is working to create a regional strategy for addressing the increasing number of refugee/asylum claimants coming into Canada at this time;

And whereas, LUMCO has stated that cities are on the front lines of this crisis and have a moral obligation to act to provide shelter and assistance to those in need so they can start their lives and contribute positively to our communities;

And whereas, Mayors from across the province have offered their support including examining existing capacity within their shelter systems, potential temporary housing sites and facilitating opportunities for seasonal and full time employment;

And whereas, a regional strategy will need support and coordination of resources from other levels of government;

And whereas, the federal government, which is solely responsible for immigration policy and processes, has indicated a willingness to provide full funding to reimburse municipalities for the complete costs of providing accommodation, services and programs to refugees/asylum claimants;

Therefore be it resolved:

That, Peel staff work with the City of Toronto to provide shelter space if available and that the Commissioner of Human Services be authorized to enter into any necessary agreements, on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services be authorized to enter into funding agreements with the federal government or other levels of government for the provision of accommodation, services and programs to refugees/asylum claimants subject to the availability of such accommodation, services and programs, on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that copies of this Resolution be sent to the Federation of Canadian Municipalities and the Association of Municipalities of Ontario.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-708

Related to 2018-707

Councillor Crombie advised that John Tory, Mayor, City of Toronto, requested that Greater Toronto Area (GTA) municipal leaders identify facilities that could be re-purposed to provide temporary housing for refugees/asylum claimants, as well as potential employers for those individuals. Councillor Crombie also expressed the need for a GTA-wide strategy to address the ongoing issue of supports for refugees/asylum claimants.

Councillor Jeffrey highlighted the importance of municipalities working together and she encouraged Members of Regional Council to support a motion directing Region of Peel staff to work with staff from the City of Toronto to provide shelter space, if available.

The Commissioner of Human Services advised that the Region of Peel's shelter capacity is limited and that staff have been working with the Salvation Army to source vacant hotel/motel availability.

Councillor Thompson requested that a copy of the resolution be sent to the Federation of Canadian Municipalities and the Association of Municipalities of Ontario.

9. COMMUNICATIONS - Nil

10. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

10.2. 2018 Triannual Financial Performance Report - April 30, 2018

Moved by Councillor Ras,
Seconded by Councillor Starr;

That the financing for the Cawthra Road - Eastgate Parkway capital project 17-4070 as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled "2018 Triannual Financial Performance Report – April 30, 2018", be adjusted with an increased draw of \$850,000 from the Regional Roads Development Charges Reserve Fund (R3505) and a decrease of \$850,000 from the Federal Gas Tax Reserve (R0025);

And further, that the financing for the Dixie & Derry Road 20 capital project 03-4232 as outlined in the subject report, be adjusted with an increased draw of \$1.5 million from the Regional Roads Capital Financing Stabilization Reserve (R0210) and a decreased draw of \$1.5 million in External Recovery.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; 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	Total 22
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	D. Cook; G. Gibson	2

Carried 2018-709

In response to a question from Councillor Ras, the Commissioner of Human Services stated that staff are determining how to best spend the provincial funding earmarked for employment services, noting that the planned program re-design was put on hold in anticipation of revised provincial recommendations which have not yet been received.

10.9. Feasibility of the Physical Conversion of the Pool Area at Lincoln Alexander Secondary School in Malton to a Youth Hub

Received 2018-710

11. COMMUNICATIONS - Nil

12. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor R. Starr

12.1. Adapting to Changes in Land Use Planning Legislation

Received 2018-711

Related to 2018-712

Moved by Councillor Palleschi,
Seconded by Councillor Thompson;

That staff report to Regional Council in September 2018 with recommendations for the creation of a Planning Advisory Committee;

And further, that the report include information on how community members would be selected for the Planning Advisory Committee, requirements for local municipal representation, and recommendations regarding the establishment of local planning committees.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; M. Medeiros; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; R. Starr; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	S. McFadden; G. Miles; J. Sprovieri	3

Carried 2018-712

Related to 2018-711

In response to a question from Councillor Palleschi, Janette Smith, Commissioner of Public Works advised that new provincial legislation requires the establishment of a Planning Advisory Committee that includes community representation. The Commissioner undertook to report back to Regional Council in September, 2018 with recommendations for the creation of a Planning Advisory Committee.

Councillor Groves requested that the future report include information on how community members would be selected for the Planning Advisory Committee, as well as requirements for local municipal representation.

Councillor Shaughnessy requested that the future report address the feasibility of establishing local planning committees.

12.5. **New Utility Payment Portal**

Received 2018-713

12.6. **Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Highway 401 Expansion Project, City of Mississauga, Wards 5, 9 and 11**

Moved by Councillor Saito,
Seconded by Councillor Mahoney;

That the Commissioner of Public Works be granted delegated authority to negotiate and execute all agreements and documents necessary with the Province of Ontario Ministry of Transportation to deliver water and wastewater capital projects associated with the Highway 401 Expansion Project including cost sharing and implementation plans on legal terms satisfactory to the Regional Solicitor and on business terms satisfactory to the Commissioner of Finance and Chief Financial Officer;

And further, that the Commissioner of Public Works be authorized to approve, waive and/or execute any applicable permits, licenses and approvals as required for the Highway 401 Expansion Project;

And, further, that the Commissioner of Finance and Chief Financial Officer be authorized to approve the award of a direct negotiation contract with Jacobs Engineering Group Inc. for engineering services for the protection and relocation of the Region of Peel's water and wastewater infrastructure to facilitate the Province of Ontario Ministry of Transportation Highway 401 Expansion Project;

And further, that a copy of the report of the Commissioner of Public Works titled "Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Highway 401 Expansion Project, City of Mississauga, Wards 5, 9 and 11" be forwarded to the Ministry of Transportation;

And further, that the design assignment of the infrastructure works for \$2,000,000, be set up under Capital Project 18-1496, financed from Miscellaneous External Recovery.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; G. Gibson; A. Groves; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovierj; R. Starr; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Fonseca; N. Iannicca; M. Palleschi	3

Carried 2018-714

In response to concerns raised by Councillor Saito, the Commissioner of Public Works confirmed that any Region of Peel infrastructure that must be moved due to the Highway 401 Expansion Project would be done at the expense of the Ministry of Transportation. She noted, however, that if warranted by the life cycle of the infrastructure or by the need to upsize the infrastructure, the Region would bear or share costs.

Councillor Saito requested that staff make every effort to ensure impacts to the working farm in the area are minimized.

12.7. **Anaerobic Digestion Facility Project Update**

This item was dealt with under Resolution 2018-703

13. **COMMUNICATIONS**

These items were dealt with under Consent Agenda

14. **ITEMS RELATED TO HEALTH**

Chaired by Councillor E. Moore

14.1. **Paramedic Services 2019 Response Time Framework**

Moved by Councillor Shaughnessy,
Seconded by Councillor Groves;

That staff report to a future meeting of Regional Council with Caledon-specific statistics related to deployment and services provided by other municipalities, as well as general information on paramedic response times and deployment in the Town of Caledon.

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

Carried 2018-715

Related to 2018-716

Moved by Councillor Gibson,
Seconded by Councillor Jeffrey;

That the recommended Response Time Framework for Peel Regional Paramedic Services for the year 2019, as described in the report of the Commissioner of Health Services, titled "Paramedic Services 2019 Response Time Framework," be approved.

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

Carried 2018-716

Related to 2018-715

14.2. **Diabetes in Peel**

Received 2018-717

In response to a question from Councillor Sprovieri, Dr. Hopkins, Medical Officer of Health, advised that the Region of Peel participates in Health Community Initiatives in partnership with the Central West Local Health Integration Network, William Osler Health Care and local school boards, which include the promotion of healthy nutrition and eating as important components in preventing diabetes.

14.3. **Review of the Region of Peel Project Lifesaver Program**

Moved by Councillor Thompson,
Seconded by Councillor Groves;

That the Region of Peel make wandering prevention technology accessible to more clients and caregivers in Peel by phasing out the Project Lifesaver Peel program (the Program) and transitioning all Program funds to two community agencies within the region that already provide community support to residents with diagnoses that make them prone to wandering;

And further, that a Request for Proposal (RFP) process be conducted to select the community agencies that will receive the Program funds.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; R. Starr; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	J. Innis; B. Shaughnessy; J. Sprovieri	3

Carried 2018-718

15. **COMMUNICATIONS**

16. OTHER BUSINESS

16.1. Report from Principles Integrity titled “Region of Peel - Code of Conduct Complaint by Peel Regional Police Services Board Against Regional Councillor Parrish - Recommendation Report”

Moved by Councillor Saito,
Seconded by Councillor Cook;

Councillor Cook requested a recorded vote.

That the report from Principles Integrity titled “Region of Peel – Code of Conduct Complaint by Peel Regional Police Services Board Against Regional Councillor Parrish – Recommendation Report”, be received.

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

Lost 2018-719

•*due to declared conflict of interest and refrained from voting*

Related to 2018-720

Moved by Councillor Miles,
Seconded by Councillor Ras;

That the remuneration paid to Carolyn Parrish as a Member of Peel Regional Council be suspended for a period of five days;

And further, that Peel Regional Council engage a qualified person to provide sensitivity training to Councillor Parrish, and at their option, other members of Peel Regional Council, which training at minimum includes the subjects of sex-and-race based biases.

In Favour	B. Crombie; J. Downey; C. Fonseca; G. Gibson; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; M. Palleschi; K. Ras; R. Starr; A. Thompson	Total 16
Opposed	G. Carlson; D. Cook; A. Groves; E. Moore; P. Saito; B. Shaughnessy; J. Sprovieri	7
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Parrish•	1

Carried 2018-720

•*due to declared conflict of interest and refrained from voting*

Related to 2018-721

Councillor Parrish expressed regret for statements she made that resulted in a complaint being submitted to the Integrity Commissioner.

Janice Atwood-Petkovski and Jeffrey Abrams, Principles Integrity, were in attendance at the meeting and outlined how the complaint was investigated and stated that there was sufficient information to confirm the words contained in the text message were Councillor Parrish's words. They responded to questions of clarification from Members of Regional Council.

Some Members of Regional Council discussed their disappointment with the way the complaint was managed, as well as some of the contents in the report of the Integrity Commissioner.

Some members of Council expressed support for the process and recommendations in the Integrity Commissioner's report.

Members of Regional Council were reminded that the role of the Integrity Commissioner is to be impartial and provide fair and unbiased recommendations regarding any complaint received.

Members of Regional Council discussed the report recommendations and support for the Police Services Board and the Police Officer.

16.2. **Carolyn Parrish, Regional Councillor, City of Mississauga, Ward 5**, Letter dated July 3, 2018, Regarding the Report of the Integrity Commissioner

Received 2018-721

Related to 2018-720

17. NOTICE OF MOTION/MOTION

- 17.1. **Motion from Councillor Saito** Regarding the Reopening of Resolution 2017-975

This item was dealt with under Resolution 2018-702

- 17.2. **Motion from Councillor Saito** Regarding the Peel Anaerobic Digestion Facility

This item was dealt with under Resolution 2018-704

Additional Item 17.3

- 17.3. **Notice of Motion from Councillor Shaughnessy,** Regarding Regional Road Occupancy Permits

That staff report back to a future meeting of Regional Council with a review of the process for issuing filming and special event permits and how the provision of the permits align with Vision Zero.

To be considered at the September 13, 2018 Regional Council meeting.

Related to 2018-651

18. BY-LAWS

Three Readings

By-law 40-2018: A by-law to stop-up, close, and deprive of its character as part of the public highway those lands described as Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel and Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel, known as Regional Road 4 (Dixie Road).

By-law 41-2018: A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly the Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047, known as Regional Road 9 (King Street).

By-law 42-2018: A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Mississauga Road) in the Town of Caledon.

By-law 43-2018: A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748, known as Regional Road 50 (Highway 50).

By-law 44-2018: A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 50 (Queen Street South) in the Town of Caledon.

By-law 45-2018: A by-law to accept, assume and dedicate lands for public highway purposes.

By-law 46-2018: A by-law to reduce the speed limits on Regional Road 50 (Highway 50) from 80km/h to 70km/h from Regional Road 15 (Steeles Avenue East) to 500 metres north of Regional Road 14 (Mayfield Road); 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 Mahoney,
Seconded by Councillor Kovac;

That the by-laws listed on the Regional Council agenda, being By-laws 40-2018 to 46-2018 inclusive, 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 2018-722

Related to 2018-663 to 2018-665 inclusive and 2018-689

19. IN CAMERA MATTERS

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

- June 28, 2018 Regional Council Closed Session Report
- Proposed Payment of Legal and Professional Expenses in Connection with Expropriation Proceedings - Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road - City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 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)

- Proposed Property Acquisition 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)
- Proposed Property Acquisition - City of Brampton, Ward 3 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Willing Seller Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive), City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Property Acquisitions for Public Works Capital Works Program (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Appointment of Associate Medical Officer of Health (Personal matters about an identifiable individual, including municipal or local board employees)
- Nominations for the Greater Toronto Airports Authority Board of Directors (Personal matters about identifiable individuals, including municipal or local board employees)
- Paramedic Facility Co-location with the City of Brampton, Ward 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Beckett-Sproule Feedermain Update (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)

19.1. **June 28, 2018 Regional Council Closed Session Report**

Received 2018-723

19.2. **Proposed Payment of Legal and Professional Expenses in connection with Expropriation Proceedings - Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road - City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That The Regional Municipality of Peel reimburse the reasonable legal and professional fees incurred by a property owner in the amount of \$24,527.38 as a result of expropriation proceedings for the full taking of lands described as Part of Lot 5, Concession 3 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy), Regional Municipality of Peel, as described in

RO989129, save and except VS24688, which proceedings have since been discontinued by The Regional Municipality of Peel without any acquisition of land;

And further, that the reimbursement of reasonable legal and professional fees be financed from Capital Project 05-4045.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-724

19.3. **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)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation for the acquisition of a permanent easement or rights in the nature of a permanent easement on, over, under and through the lands described as Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38158, for the purposes of construction, installation, operation, maintenance, inspection, alteration, removal, replacement, reconstruction, enlargement and repair of sanitary sewers, drains, watermains and related appurtenances and accessories thereto, and for the acquisition of a temporary easement or rights in the nature of a temporary easement, for a term of four years commencing upon registration of the plan of expropriation, on, over, under and through the lands described as Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38158 for the purposes of entering upon and occupying the lands on an exclusive basis with all necessary vehicles, machinery, equipment and material required to facilitate and complete the construction of sanitary sewers, drains, watermains and related appurtenances and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;
- (d) service of the Notice of Expropriation, Notice of Possession and Notice of Election;
- (e) preparation of an appraisal report of the market value of the expropriated lands and, if applicable, damages for injurious affection and other compensation;
- (f) service upon the registered owners of the offer of full compensation and the offer for immediate payment of 100 per cent of the market value of the expropriated lands in accordance with s.25 of the *Expropriations Act*, together with the appraisal report;
- (g) payment of compensation offered pursuant to s.25 of the *Expropriations Act*, upon acceptance by the owners; and
- (h) all necessary steps be taken to obtain possession of the lands.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-725

Related to 2018-726

- 19.4. **Proposed Property Acquisition 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)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That the Regional Municipality of Peel, as Purchaser, enter into an Agreement of Purchase and Sale with Victor Amaral and Eduarda Amaral, as Vendors, on legal terms satisfactory to the Regional Solicitor, for the purchase of a fee simple interest and a temporary easement interest in the lands described as follows:

- A fee simple interest in the lands described as Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38158.
- A temporary easement interest in the lands described as Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38158.

And further, that the Office of the Regional Solicitor be authorized to complete the transactions, including the execution of all documents, Affidavits, Statutory Declarations and Undertakings required or appropriate for that purpose;

And further, that the funds be financed from Capital Projects 13-1125 and 18-2252.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-726

Related to 2018-725

19.5. **Proposed Property Acquisition - City of Brampton, Ward 3 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary to complete the acquisition of certain property in the City of Brampton, on business terms satisfactory to the Commissioner of Corporate Services, and on legal terms satisfactory to the Regional Solicitor, as described in the In Camera report of the Commissioner of Public Works and the Commissioner of Corporate Services titled "Proposed Property Acquisition – City of Brampton, Ward 3";

And further, that the Office of the Regional Solicitor be authorized to complete the transaction, including the execution of all documents, Affidavits, Statutory Declarations and Undertakings required or appropriate for that purpose;

And further, that the funds for the transaction be financed from the Wastewater Internal Reserve as described in the In Camera report of the Commissioner of Public Works and the Commissioner of Corporate Services titled "Proposed Property Acquisition – City of Brampton, Ward 3".

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-727

19.6. **Proposed Willing Seller Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive), City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That the acquisition of six residential properties identified for "full buyout" in the detailed design phase of the road widening project for the reconstruction of Mayfield Road be authorized;

And further, that the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary for the negotiation and acquisition of the six residential properties on a "willing seller" basis, on business terms satisfactory to the Commissioner of Corporate Services, and on legal terms satisfactory to the Regional Solicitor;

And further, that the Office of the Regional Solicitor be authorized to complete the transactions, including the execution of all documents, Affidavits, Statutory Declarations and Undertakings required or appropriate for that purpose;

And further, that the transactions be financed from Capital Projects 11-4075 and 13-4065.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-728

19.7. **Proposed Property Acquisitions for Public Works Capital Works Program (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That the Commissioner of Public Works be granted delegated authority to negotiate, approve and execute all appropriate agreements and documents necessary to complete property acquisitions required for various Public Works infrastructure projects during the period from July 12, 2018 until December 13, 2018 for property acquisitions where the costs to acquire exceeds \$250,000, with all such agreements being on business terms satisfactory to the Commissioner of Corporate Services, and on legal terms satisfactory to the Regional Solicitor;

And further, that the Office of the Regional Solicitor be authorized to complete the transactions, including the execution of all required documents, Affidavits, Statutory Declarations, and Undertakings required or appropriate for that purpose;

And further, that the funds for the acquisitions be provided from the affected Capital Works Project.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-729

19.8. **Appointment of Associate Medical Officer of Health (Personal matters about an identifiable individual, including municipal or local board employees)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That Dr. Laura Bourns be appointed as an Associate Medical Officer of Health, effective immediately;

And further, that documentation be provided to the Ministry of Health and Long-Term Care to obtain continuation of Ministry of Health and Long-Term Care funding under the Provincial Medical Officer of Health/Associate Medical Officer of Health Compensation Initiative.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-730

19.9. **Nominations for the Greater Toronto Airports Authority Board of Directors (Personal matters about identifiable individuals, including municipal or local board employees)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That the names and resumes of the following three nominees be forwarded to the Greater Toronto Airports Authority (GTAA) for consideration to be appointed as Peel's representative on the GTAA Board of Directors:

1. Louis Girard
2. Michele McKenzie
3. Doug Elliott

And further, that the GTAA Board of Directors and candidates be so advised.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-731

Related to 2018-667

19.10. **Paramedic Facility Co-location with the City of Brampton, Ward 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That The Regional Municipality of Peel enter into a future Memorandum of Understanding with The Corporation of the City of Brampton to commence design and construction of a potential co-located Paramedic Satellite Station and Fire and Emergency Services Station located at 917 and 927 Bovaird Drive, in the City of Brampton;

And further, that the Commissioner of Health Services be granted delegated authority to execute the Memorandum of Understanding, and to approve and execute any and all other documents and agreements relating to the co-located Paramedic Satellite Station and Fire and Emergency Services Station referred to herein, including, but not limited to, the construction agreements, design agreements, leases, project payments and/or co-tenancy agreements on business terms satisfactory to the Commissioner of Corporate Services and on legal terms satisfactory to the Regional Solicitor.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-732

19.11. **Beckett-Sproule Feedermain Update (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)**

Moved by Councillor Miles,
Seconded by Councillor Moore;

That direction given “In Camera” to the Commissioner of Public Works and the Regional Solicitor as set out in the joint In Camera report titled “Beckett-Sproule Feedermain Update” be approved, and voted upon in accordance with Section 239(6) (b) of the *Municipal Act, 2001*, as amended.

In Favour	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	Total 24
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>		

Carried 2018-733

20. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 47-2018: A by-law to approve the expropriation of land being Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38158.

Moved by Councillor Miles,
Seconded by Councillor Moore;

That the by-law relating to In Camera Item 19.3 being By-law 47-2018, 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 2018-734

Related to 2018-725

21. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Gibson,
Seconded by Councillor Groves;

That By-law 48-2018 to confirm the proceedings of Regional Council at its meeting held on July 12, 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 2018-735

22. ADJOURNMENT

The meeting adjourned at 12:54 p.m.

Regional Clerk

Regional Chair



**THE REGIONAL MUNICIPALITY OF PEEL
INTERIM PERIOD APPROVALS COMMITTEE
MINUTES**

IPAC - 1/2018

The Region of Peel Interim Period Approvals Committee met on July 30, 2018 at 1:00 p.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

Members Present: **C. Fonseca** **G. Miles**
 F. Dale **R. Starr**
 J. Downey

Members Absent: **G. Gibson** **Due to vacation**
 A. Groves **Due to other municipal business**
 M. Medeiros **Due to vacation**
 E. Moore **Due to other municipal business**

Also Present: D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. Hewitt; Acting Commissioner of Public Works; S. Jacques, Acting Commissioner of Finance and Chief Financial Officer; P. O'Connor Regional Solicitor; K. Lockyer, Regional Clerk and Director of Clerk's; J. Jones, Committee Clerk; D. Obaseki, Legislative Assistant

K. Lockyer, Regional Clerk and Director of Clerk's, presided.

1. ELECTION OF CHAIR AND VICE-CHAIR

Moved by Councillor Miles,
Seconded by Councillor Starr;

That Regional Chair Dale be elected Chair of the Interim Period Approvals Committee for a term ending November 30, 2018 or until a successor is appointed;

And further, that Councillor Downey be elected Vice-Chair of the Interim Period Approvals Committee for a term ending November 30, 2018 or until a successor is appointed.

Carried 2018-736

* See text for arrivals
♦ See text for departures

Regional Chair Dale assumed the Chair.

2. DECLARATIONS OF CONFLICT OF INTEREST - Nil

3. APPROVAL OF AGENDA

Moved by Councillor Starr,
Seconded by Councillor Miles;

That the agenda for the July 30, 2018 Interim Period Approvals Committee meeting be approved.

Carried 2018-737

4. DELEGATIONS - Nil

5. REPORTS - Nil

6. COMMUNICATIONS - Nil

7. IN CAMERA MATTERS

At 1:01 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Fonseca,
Seconded by Councillor Starr;

That the Interim Period Approvals Committee proceed "In Camera" to consider a Committee report relating to the following:

- Proposed Property Acquisition - City of Brampton, Ward 3 (A proposed or pending acquisition or disposition of land by the municipality or local board)

Carried 2018-738

Moved by Councillor Miles,
Seconded by Councillor Starr;

That the Interim Period Approvals Committee proceed out of "In Camera".

Carried 2018-739

The Interim Period Approvals Committee moved out of closed session at 1:05 p.m.

7.1. Proposed Property Acquisition - City of Brampton, Ward 3 (A proposed or pending acquisition or disposition of land by the municipality or local board)

Moved by Councillor Miles,
Seconded by Councillor Starr;

That the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary to complete the due diligence and acquisition of certain property in the City of Brampton, on business terms satisfactory to the Commissioner of Corporate Services, and on legal terms satisfactory to the Regional Solicitor, as described in the In Camera report of the Commissioner of Public Works and the Commissioner of Corporate Services titled "Proposed Property Acquisition – City of Brampton, Ward 3";

And further, that the Office of the Regional Solicitor be authorized to complete the transaction, including the execution of all documents, Affidavits, Statutory Declarations and Undertakings required or appropriate for that purpose;

And further, that the funds for the transaction be financed from the General Government Working Fund Reserve as described in the report of the Commissioner of Public Works and the Commissioner of Corporate Services titled "Proposed Property Acquisition – City of Brampton, Ward 3".

In Favour	Regional Chair Dale; J. Downey; C. Fonseca; G. Miles; R. Starr	Total 5
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	G. Gibson ; A. Groves ; M. Medeiros; E. Moore	4

Carried 2018-740

8. OTHER BUSINESS - Nil

9. CONFIRMING BY-LAW

Moved by Councillor Fonseca,
Seconded by Councillor Downey;

That By-law 49-2018 to confirm the proceedings of the Interim Period Approvals Committee at its meeting held on July 30, 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 affixed thereto.

Carried 2018-741

10. ADJOURNMENT

The meeting adjourned at 1:08 p.m.

Regional Clerk

Regional Chair

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/09/13	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

2018/06/28

NAME OF INDIVIDUAL(S)

Heather Coupy, Andrew VonHolt and Nigel Robinson

POSITION(S)/TITLE(S)

Community Development and Division Chief, Fire Prevention and Life Safety

NAME OF ORGANIZATION(S)

City of Mississauga and City of Brampton

E-MAIL

TELEPHONE NUMBER

EXTENSION

(905) 615-3200

3407

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

The Peel Coalition on Hoarding requests a delegation to inform council on the issues of Hoarding in the Region of Peel and impacts on community safety. The delegation will highlight the lack of resources and support for individuals and families with Hoarding disorder within the Region of Peel.

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt)

Adobe File or Equivalent (.pdf)

Picture File (.jpg)

Video File (.avi,.mpg)

Other

Additional printed information/materials will be distributed with my delegation : Yes

No

Attached

Note:

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

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

Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

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

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

Please complete and return this form via email to council@peelregion.ca

Hoarding in Peel “A Hidden Crisis”

Information Report

Regional Council
September 13th 2018



Watershed Moments...

Balcony Fire in High Rise

- ▶ Toronto, September 2010
- ▶ 200 Wellesley Street
- ▶ Discarded cigarette landed on balcony
- ▶ 719 units; 1200 tenants

Impact:

- ▶ residents displaced for over a year and a half
- ▶ 4.85 million dollars in compensations

Outcome:

- ▶ Toronto implemented a specialized program

Watershed Moments

Residential Fatal Fire

- ▶ Mississauga, February 2018
- ▶ “Fully-involved” fire destroyed the home
- ▶ Older adult perished

Impact:

- ▶ Twenty five (25) firefighters responded

Coalition on Hoarding in Peel, (CHIP)

Working to ensure
safer homes and safer communities

CHIP is a collaborative coalition supporting the safety and well-being of individuals, families and communities within the Region of Peel.

Raising awareness, education and prevention to ensure inclusive access to services and resources.

Coalition's Partners to Date

- ▶ CMHA – (Canadian Mental Health Association – Peel)
- ▶ LHINS – (Mississauga- Halton Health Integration Network)
- ▶ CCAC – (Mississauga Halton-Community Care Access Centre)
- ▶ SHIP – (Services and Housing In the Province)
- ▶ Peel CAS – (Peel Children's Aid Society)

Statistics on Hoarding

Hoarding occurs in **2-5%** of the general population
(Samuels, 2008)

2 x the rate of **Obsessive Compulsion Disorder**

4 x the rate of **Schizophrenia and bipolar disorders**

Personal Impacts

Hoarding is the persistent difficulty discarding or parting with possessions, regardless of their actual value. It's detrimental on all aspects of someone's life:

Social & Family life

Legal

Mental health

Emotional health

Physical health

Financial

Safety

Housing Security

Individuals have often endured traumas, abuse, loss of employment, long term disability or death of a loved one.

Need to Address Hoarding in Peel

- ▶ In 2017 – Fire Departments in Peel responded to 58 cases of reported Hoarding
- ▶ When surveyed (2018), Region of Peel external housing providers had 58 unreported cases of hoarding in 2017.
- ▶ SHIP stats

Need to Address Hoarding in Peel

Identified Gaps in Peel?

- A lack of resources and direct supports for families & individuals.
- Services and Housing In the Province (SHIP) has a 1 year wait list for a Hoarding Specialist.

What is the impact?

- Vulnerable individuals, often seniors and families are left on their own to solve a complex problem.
- Fire Departments equally cannot do it all.

Risk Reduction Plan

Peel's Action Plan?



1. A collaborative multi agency approach.
2. Agencies to open up eligibility criteria for Hoarding.
3. Public Awareness & Resources.
4. Prevention programs for Peel landlords.

Thank you

Coalition on Hoarding in Peel

Andrew VonHolt, Div. Chief Fire Prevention, City of Brampton 905-874-2740
Nigel Robinson, Div. Chief Fire Prevention, City of Mississauga 905-896-5908
Heather Coupey, City of Mississauga 905-615-3200 ext. 3407

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/09/13	MEETING NAME Regional Council
--	---

DATE SUBMITTED YYYY/MM/DD
2018/07/30

NAME OF INDIVIDUAL(S)

Carine Strong and Shan Abbasi

POSITION(S)/TITLE(S)

Executive Director and Community Development Specialist

NAME OF ORGANIZATION(S)

Volunteer Mississauga Brampton Caledon

E-MAIL

TELEPHONE NUMBER

EXTENSION

(905) 238-2622

224

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

Seeking endorsement and support for Volunteer MBC's Charter of Volunteerism and activities related to the promotion of meaningful volunteerism for all people in Peel.

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:

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Please complete and return this form via email to council@peelregion.ca



Charter of Volunteerism

Empowering volunteers
and the organizations that depend on them

About Volunteer MBC



- We are the volunteer centre serving all of Peel.
- Our mission is to **promote meaningful volunteerism and foster best practices through learning and development in Mississauga, Brampton and Caledon.**
- We are a **capacity-builder and backbone support** for community service organizations that supports all non-profits in the Peel region.
- Our frontline service is our **Volunteer Referral System** that matches thousands of volunteers to causes that need them

You may remember us from...

- 2017's Peel Cares – Canada 150 campaign
- We received endorsement of Council, which propelled campaign to success
- On International Volunteer Day we held a cocktail reception in honour of select volunteers who each gave more than 150 hours in the year
- 101 volunteers were formally recognized with commemorative Canada 150 pins and certificates
- Honourees almost doubled the historical average for hours volunteered by Peel residents (130), returning an average of 248 hours



Going the whole 10 yards

- Volunteer MBC opened its doors on **September 8, 2008**
- This year is our **10th Anniversary!**
- We are **celebrating year-round** by launching our Charter of Volunteerism and delving into the topic of what makes volunteerism truly meaningful to people
- We have a **proven track record** of making a difference in increasing volunteerism, access to meaningful volunteer opportunities and strength of community service organizations
- Over our 10-year history, we have mobilized thousands of volunteers to hundreds of community causes →
- Enjoy [this video](#) looking back at our decade of caring...



About the Charter *and why it matters*

- Peel is **growing and aging**, and community service organizations are feeling the increasing need
- There is an **urgent need to boost volunteer capacity**, enhance engagement, improve tracking and coordination
- We want to make volunteer engagement a focus and **community priority** rather than an afterthought
- We want to **energize** our community by drawing attention to our collective belief in **the power of volunteerism**
- The Charter of Volunteerism is Peel-focused and is both aspirational and realistic—it is a **call to action**



Using the Charter

- **Direct Engagement**

- At community events, people will be able to interact, learn and sign
- Organizations that sign will receive a small banner version of the Charter

- **Virtual Engagement**

- People can sign online
- Organizations that sign will be recognized with a virtual badge on our database, so prospective volunteers can see when applying for positions
- Supporting commentary throughout the year will engage the community in further reflection about applying its principles



Charter of Volunteerism 7.2-8

PREAMBLE

WHEREAS the need for volunteerism in Peel to support vital services is significant and growing;
 RECOGNIZING THAT we must increase volunteer engagement in Mississauga, Brampton and Caledon, which will build connections, improve safety and security, preserve the environment, embrace diversity and inclusiveness, enhance the health and wellness of volunteers and their beneficiaries;
 WE, THE SUPPORTERS AND SIGNATORIES OF THIS CHARTER, declare and commit to the following empowering principles that underpin and guide excellence in those who are part of our volunteering community;
 AND FURTHERMORE, we confer this Charter upon the residents of Peel as an earnest call to volunteer:

A Volunteer KNOWS

- Volunteering is a personal commitment and a democratic expression
- Volunteering involves exploration of what is meaningful in society
- Volunteering is a gateway to learning, mutual understanding, respect, and acceptance
- Volunteering makes a positive and lasting impact upon the community

A Volunteer SHARES

- Time and energy to accomplish shared goals
- Background, skills, experience selflessly
- Kindness, empathy for those in need
- Thoughtfulness, passion, and community spirit

A Volunteer CONTRIBUTES

- Talent, dedication, and determination
- Leadership by example and inspiration to everyone
- Ways and means to help the vulnerable, build diversity and inclusiveness, and promote the power of involvement
- The highest, best, and most meaningful expression of service to humanity

A Volunteer ENJOYS

- Identity and belonging in the community
- Transforming a vision for helping others
- Wealth that comes of new friendships and networks
- Shared learning, personal development, and fun

Community Service Organizations KNOW

- Volunteers are vital to realization of vision and mission
- Success results from respectful engagement of volunteers
- Meaningful engagement includes recruitment, screening, training, management, and recognition
- 'Best Practices', through application of the *Canadian Code for Volunteer Involvement*, yield best results

Community Service Organizations SHARE

- An inclusive environment where volunteers are afforded opportunities to apply their unique gifts to help others
- A culture of learning and depth of volunteer management experience
- Ways and means for volunteering success
- Achievement of goals in mission, outreach, and service, through volunteer recognition

Community Service Organizations PROVIDE

- Vital resources to the community through its volunteers
- Knowledge, skills, experience, confidence, and purpose through facility of organization and strength of commitment
- Healthy community connectivity and relationships in volunteering
- Spaces that are safer, where volunteers flourish

Community Service Organizations ENJOY

- The process and accomplishment of building a more caring community
- Empowering volunteers to define essential roles
- Helping volunteers reach and surpass their personal goals
- Recognizing achievements over a wide spectrum of accomplishment, with focus on volunteers of all backgrounds and abilities



The future rests in your helping hands

Building CARING & CONNECTED Communities

Together, we commit to build a united Peel community through volunteerism that ensures a safe and healthy environment, where people respect and truly care for each other.

How YOU can support us

- Provide public endorsement of the Charter of Volunteerism
- Feature the Charter of Volunteerism in the Region of Peel newsletter
- Promote the Charter of Volunteerism in your own newsletters and social media
- Display a Charter miniature in your office, Region of Peel places of business and other areas where people can be inspired by it
- Encourage volunteers and organizations that you connect with to adopt the Charter too
- Invite our Ambassadors to present or set up booths at community events or hubs where we can share and promote current volunteer opportunities and further promote the Charter of Volunteerism to the community



Get more involved!



- **Celebrate** International Volunteer Day – December 5, 2018
- **Attend** *V-Oscars* Volunteer Recognition Awards – April 11, 2019 (National Volunteer Week)
- **Subscribe** to our *V-News* and *I Care* newsletters, useful resources that educate and inspire

Thank you!



The future rests in *your* helping hands.



Charter of Volunteerism

We believe volunteerism is the lifeblood of a community. Numerous community service organizations in Peel rely on volunteers to deliver critical services to vulnerable populations, to protect our environment, and to make better, functional, friendlier and more just communities. However, volunteerism in Peel falls below the national average and with our booming and aging population, we are on the verge of a volunteer crisis. Peel's senior population is on pace to reach 340,000 by 2031, and with it, the demand on the non-profit sector will increase substantially. We must build a culture of volunteerism to keep up with the rising needs. Herein, we present our Charter of Volunteerism, to renew our commitments and move forward together, hand in hand.

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The future rests in **your** helping hands

Charter of Volunteerism

By Volunteer MBC



About Volunteer MBC

Volunteer MBC is the local volunteer centre serving the region of Peel, which is comprised of the cities of Mississauga and Brampton, and the town of Caledon. Throughout the region, we promote meaningful volunteerism and foster best practices through learning and development. At present, we mobilize volunteers for approximately 200 member organizations. These customer service organizations each provide vital programs and services to our communities addressing a wide variety of causes and issues. Our frontline service is a referral system with which we match prospective

volunteers to the organizations with volunteer roles that meet their interests, availability and goals. As a backbone support for these organizations, we help them recruit, retain and recognize volunteers. We provide training through our Learning Centre with a special focus on boards of directors and leaders of volunteers. It is this combination of backbone support and frontline service that enables us to move the dial on volunteerism. We make tens of thousands of referrals annually.

The need for greater volunteer engagement

Our mission is to promote meaningful volunteerism and foster best practices through learning and development. Nationally, volunteerism rates appear to be declining. Data on the overall numbers is limited, but from what we know, Peel is below the national average in terms of overall volunteer hours. However, with a growing and aging population and greater economic uncertainty, community needs will only continue to increase. Therefore, it is essential that we place volunteerism as a focus to increase civic engagement and prevent a drastic volunteer shortage.

10th Anniversary

Volunteer MBC was founded on September 8, 2008. To celebrate our 10th Anniversary, we will unveil the Charter of Volunteerism. The Charter of Volunteerism will remain hidden until September 8, 2018. This celebration will continue year-round to focus on different aspects of the Charter and community needs. The Charter is a call to action and a beacon that inspires residents to volunteer and community service organizations to generate and improve available opportunities.



Tone and Intent

The aim of the Charter is to set some ideals to aspire to, but maintaining a level of realism and tangibility. This means that rather than describing volunteerism and the voluntary sector plainly as we see it now (descriptivism), we have built our vision of a “caring community united by volunteerism” into the essence of the Charter. It gives us as a volunteer centre the ability to recommend best practices (prescriptivism), while recognizing that not every individual or organization is going to begin from the same place or be as prepared or comfortable with the ideas in it. Therefore, interaction with the Charter will involve choice, personal reflection and analysis. One principle of the Canadian Code for Volunteer Involvement is that volunteer involvement is personal, so the Charter’s interactivity celebrates that.

CCVI and the Charter

The Charter is not intended to duplicate or supersede the *Canadian Code for Volunteer Involvement*. Instead, the Charter complements it by delving more deeply into the idea of meaningful volunteerism.

Developing the Charter

In developing the Charter of Volunteerism, we analyzed other existing charters to consider the purpose and execution of charters, including the European Charter on the Rights and Responsibilities of Volunteers, Peel Youth Charter, Diversity and Inclusion Charter of Peel, Peel Charter of Children’s Rights, Region of Peel Passenger Charter, Peel Food Charter, and Canadian Charter of Rights and Freedoms. We also consulted with volunteers, community members, and seasoned volunteer coordinators for input and support with the content of the Charter.

Using the Charter

People will use the Charter through direct and virtual engagement.

Direct Engagement

At community events, people will be able to interact, learn about the Charter and sign it. Organizations that endorse it will receive a small banner version of the Charter. Our team of volunteer Ambassadors attends community events and various hubs to promote volunteerism and will promote the Charter on these occasions.

Virtual Engagement

People can sign the Charter online. Using our online learning management system, Vetch, we will educate people about the Charter. As organizations endorse the Charter, we will recognize them with a virtual badge on our volunteer database, so that prospective volunteers will be able to see that the Organization has adopted the Charter when applying for positions.



V-News and I Care

V-News is a monthly email newsletter sent to thousands of readers among our member organizations, designed as a free resource on board governance, best practices, learning and development and much more. The Charter will be a continuous feature during our 10th Anniversary celebrations. Each month, an article will focus on a different element of the Charter and how community service organizations can implement or better practice its principles.

I care... I volunteer is a monthly email newsletter sent to thousands of volunteers and prospective volunteers across Peel. It features stories about inspiring volunteers and courageous acts of kindness. The newsletter also highlights amazing local volunteer opportunities and ways for different audiences to participate. Each issue of *I Care* will relate its stories and opportunities to principles of the Charter.

Components

The Charter contains the following components:

- Preamble - this text introduces the Charter and provides context and officiality
- Charter text (prescriptive) - This is the part of the Charter that is based on Volunteer MBC's experience and insight on meaningful volunteerism.
 - Points for Volunteers - Key principles that volunteers can aspire toward
 - Points for Organizations - Key principles that organizations can aspire toward
- Endorsement
 - Individuals and organizations can formally endorse the Charter with their signature along the outer margins of the board upon which the Charter is printed or online through the Charter website.
- Volunteer MBC brand
 - The logo of the volunteer centre is placed centrally to signify our role as a connector between volunteers and community service organizations
 - The slogan of the volunteer centre, "The future rests in your helping hands," relates to the great responsibility and heroism of the person who endorses and adopts the Charter's principles.
 - The Volunteer MBC colours are visible in the Charter. The hint of green represents the communities of Mississauga, Brampton and Caledon. Gold represents the energy and light of collective volunteer power. Burgundy represents the strength and resolve of community service organizations with sound leadership.



Seeking the support of the Region of Peel

- Provide public endorsement of the Charter of Volunteerism
- Feature the Charter of Volunteerism in the Region of Peel newsletter
- Promote the Charter of Volunteerism in your own newsletters and social media
- Display a Charter miniature in your office, Region of Peel places of business and other areas where people can be inspired by it
- Encourage volunteers and organizations that you connect with to adopt the Charter too
- Invite our Ambassadors to present or set up booths at community events or hubs where we can share and promote current volunteer opportunities and further promote the Charter of Volunteerism to the community
- **Celebrate** International Volunteer Day - December 5, 2018
- **Attend V-Oscars** Volunteer Recognition Awards - April 11, 2019 (National Volunteer Week)
- **Subscribe** to our *V-News* and *I Care* newsletters, useful resources that educate and inspire

Roadshow

From September 2018 to August 2019, the Charter will be used at community events to engage residents and spark discussions about meaningful volunteer experiences and volunteer opportunities. We have engaged dozens of volunteer Ambassadors who receive training from Volunteer MBC to help us reach all corners of the community and be present at as many community events and hubs as possible. Our high school youth Ambassadors will set up lunchtime booths at their school to share volunteer opportunities and resources related to the Charter. We will also showcase the Charter during International Volunteer Day in December and National Volunteer Week in April. Ambassadors are individuals trained by Volunteer MBC with the knowledge to communicate the meaning and power of volunteerism using the best resources from the sector and leveraging their own personal experience. With their voice, we amplify the message of community service organizations and connect with people deeply.

Commentary and Supporting Documents

Staff and volunteers will produce a handbook featuring commentary about the Charter to delve deeper into each of its points, analyze the intent and connotations of various terms therein. The commentary will also include standards and guidelines on how the Charter can be used or understood by volunteers and community service organizations to improve their congruence or compliance.



MISSISSAUGA • BRAMPTON • CALEDON

The future rests in your helping hands

Key Milestones

- September 2018 - December 2018
 - Launch, Delegation of Regional Council, Roadshow, Volunteer Managers' Day, International Volunteer Day, Letter-size version of Charter to send to member organizations, Commentary release
- January 2019 - April 2019
 - Family Literacy Day, Bell Let's Talk Day, Valentine's Day, Random Acts of Kindness Week, Earth Hour, Earth Day, National Volunteer Week, V-Oscars Volunteer Recognition Awards Gala
- May 2019 - August 2019
 - Video reflections release, Pride in Volunteering, National Youth Week, Seniors Month, Carassauga, Carabram, Canada Day, International Youth Day, release of Learning Centre materials

Special Thanks

Volunteer MBC would like to thank the Region of Peel for its generous support of our volunteer centre and its work. We also appreciate the input of our volunteers and community partners on the content and direction of the Charter. We believe this will be a project of ongoing importance and can generate the reflection and commitment that is needed to place volunteerism at the forefront of our community building efforts in Peel. Thank you.



MISSISSAUGA • BRAMPTON • CALEDON

The future rests in **your** helping hands

Charter of Volunteerism

PREAMBLE

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RECOGNIZING THAT we must increase volunteer engagement in Mississauga, Brampton and Caledon, which will build connections, improve safety and security, preserve the environment, embrace diversity and inclusiveness, enhance the health and wellness of volunteers and their beneficiaries;

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Building

CARING & CONNECTED

Communities

- Volunteers are vital to realization of vision and mission
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MEETING DATE YYYY/MM/DD 2018/09/13	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 2018/09/13

NAME OF INDIVIDUAL(S) FRANK PAASCHE STANLEY D'SA
--

POSITION(S)/TITLE(S) PROJECT MANAGER (BUSINESS DEVELOPMENT DEPT) OF EEW GERMANY, V.P. PROJ - INTERSPAN CANADA INC
--

NAME OF ORGANIZATION(S) EEW ENERGY FROM WASTE GmbH, SCHOENINGER STRASSE 2-3, 38350 HELMSTEDT, GERMANY & INTERSPAN CAN
--

E-MAIL stanley@interspancanada.com	TELEPHONE NUMBER 9056609336	EXTENSION 322
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) WASTE TO ENERGY IN THE CONTEST OF 3R IN EUROPE: WASTE INCINERATION IS AN INDISPENSABLE PART OF THE MODERN WASTE MANAGEMENT EXPERIENCES WITH WASTE TO ENERGY TECHNOLOGIES APPLIED AT EEW IN GERMANY INCINERATION RESIDUES, EMISSIONS AND OTHER ENVIRONMENTAL IMPACTS
--

A formal presentation will accompany my delegation Yes No

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

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

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Please complete and return this form via email to council@peelregion.ca

EEW Energy from Waste Group

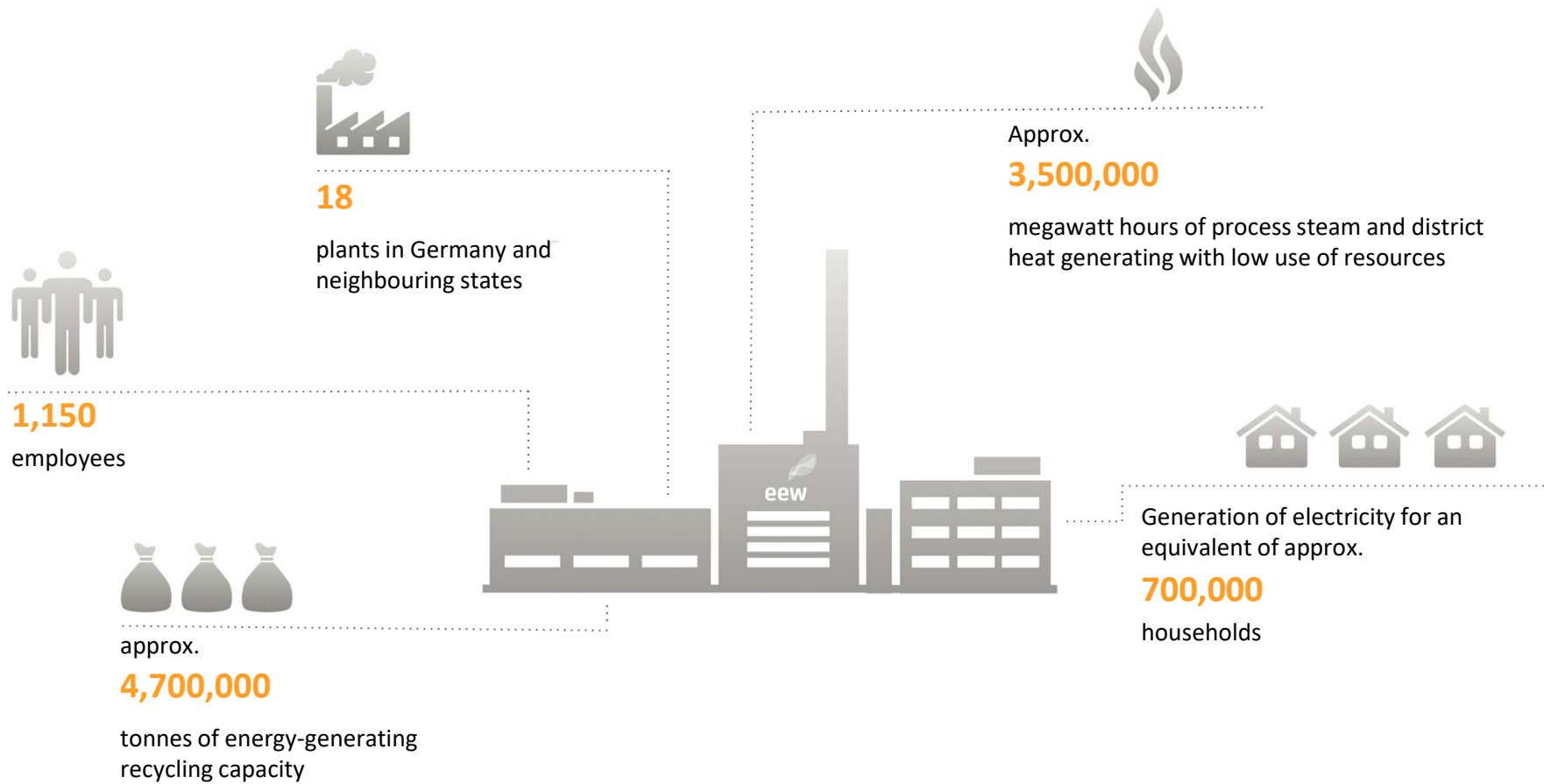
Frank Paasche | Business Development

Peel Regional Council, 13th September 2018



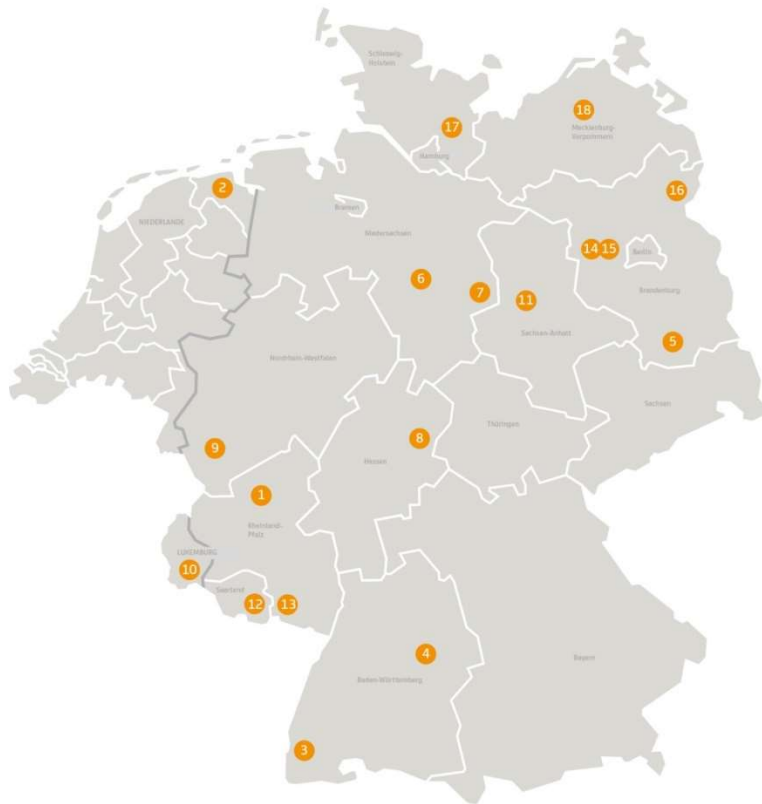
EEW Energy from Waste Group

145 years of experience

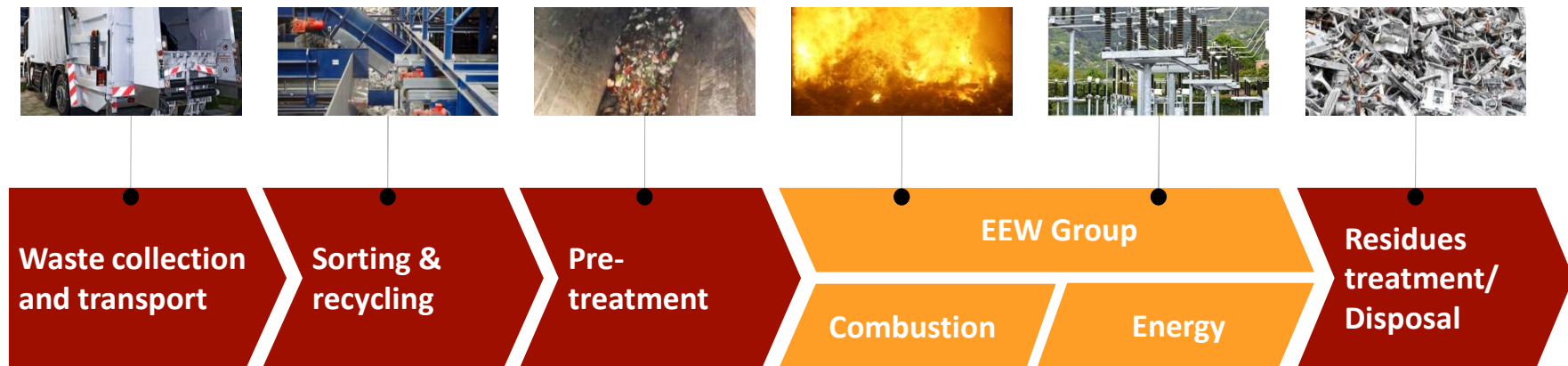


As at: 12/2017

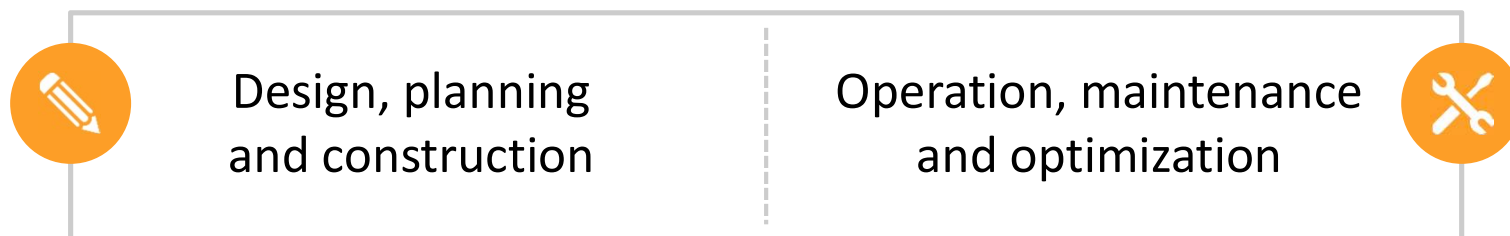
Eew's plant network in Europe



EEW's position in the waste industry



EEW's services





Beijing Enterprises Holdings Limited (BEHL) and EEW Energy from Waste (EEW)



The 100 % acquisition of EEW Energy from Waste GmbH by BEHL in February 2016 represented the largest direct Chinese investment in Germany up to that time (EUR 1.4 billion).

Public Private Partnership for waste to energy in Region of Peel

- **long-term relationship between private party and municipality for waste disposal**
 - Environmentally friendly with maximum landfill diversion
 - Fair risk distribution, no public dept
 - Guaranteed service
- **BOT model within PPP applicable**



Risk matrix in a Public Private Partnership

Risk	Private Partner	Municipality
Waste Supply		X
Construction (EPC)	X	
Operation and Maintenance	X	
Financing	X	
Energy Sales	X	

Risks are allocated to the party that is actually capable to bear it !

Thank you.

Frank Paasche

EEW Energy from Waste GmbH

Business Development

E frank.paasche@eew-energyfromwaste.com



Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/09/13	MEETING NAME REGIONAL COUNCIL
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2018/08/18

NAME OF INDIVIDUAL(S)
Martin Tsvetanov

POSITION(S)/TITLE(S)
Grade School Student

NAME OF ORGANIZATION(S)
No organization

E-MAIL [REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
I am wishing to make a delegation in the Region of Peel Council concerning our problem of food waste and a proposition for a law regarding excess food.

A formal presentation will accompany my delegation Yes No

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

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

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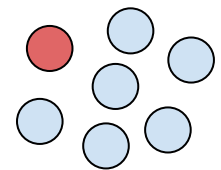
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Please complete and return this form via email to council@peelregion.ca

New Food waste law in Peel to have food distributors donate their excess foods

- Over 40% of our food ends up in landfills!
- Costing Mississauga over 16 million a year!
- With over 60 000 tons of food waste!
- That's the weight of the Statue of Liberty, the Eiffel Tower and two Brooklyn Bridges!
- And more than enough to feed the 100 000 people living in poverty in Mississauga alone!



What could be a solution to this issue?

Solutions already put into place :

- Law that requires all food distributors (ie bakeries, restaurants and supermarkets) to donate their excess foods Through method of negative reinforcement such as hefty fines and even jail time if not complying with the law
- A law that encourages all food distributors to donate their abundant foods by giving companies financial aid as well as tax exemption if they decided to follow the law therefore positive reinforcement

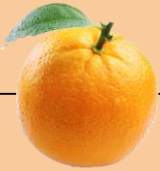
My proposed solution

A new law in our cities to donate our excess foods would alleviate both of our problems of food waste and difficult meal access



Thank you again for your time! :) This speech does mean a lot to me but, I am only 16 years old meaning that it is more difficult for me to make this change. I am willing to put in as much effort and as much time as I can to this issue but I would need some help. If you would be interested in helping me and would like to contact me, my email is martintsvetanov0802@gmail.com

**My proposition for a
new law to aid our
problem of food waste**



**40% of
our food**

**Ends up in landfills,
taking up space**



And emitting methane ;

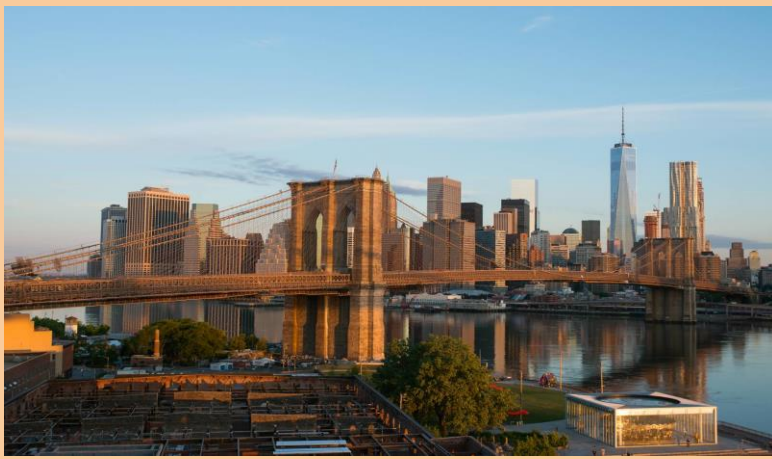
**A GHG 30X more
potent than CO₂**

Mississauga 2017

**60
000
tonnes
of food
waste**



7.4-8



27%

Of our garbage stream

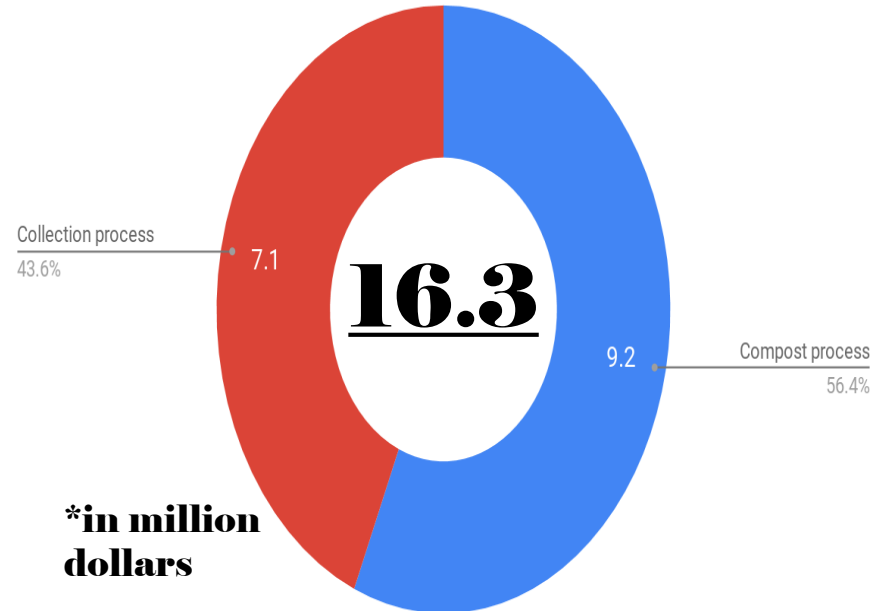
Mississauga 2017

*Peter Kalogerakos
Technical Analyst - Policy, Research
and Business Strategies
Waste Planning, Waste Management
Division, Brampton

**60 000 tonnes
of food waste**



Food waste cost



7.4-11

Food waste cost



MILLION DOLLARS!!!

7.4-13

Mississauga 2017

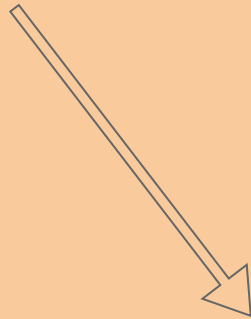
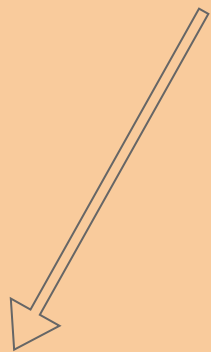
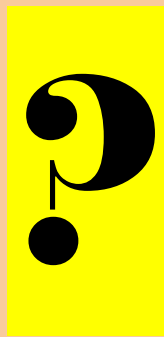
100 000

citizens

live in poverty!

*MISSISSAUGA FOOD BANK

Problems in Peel





7.4-15



- **Law that requires all food distributors to donate their excess foods**



- **Giving compensation such as financial aid or tax exemption to those who decided to donate their abundant foods**

- **No law that aids the people in need with the donations of food waste**





**Turin (pop.
700 000
~pop.
Mississauga)**

=

**400 kg of food
waste every
day**



**15% increase in
donations**

=

10 million meals



**City Harvest
gathers over 61
million pounds
of excess foods**

=

**1.2 million
plates of food**

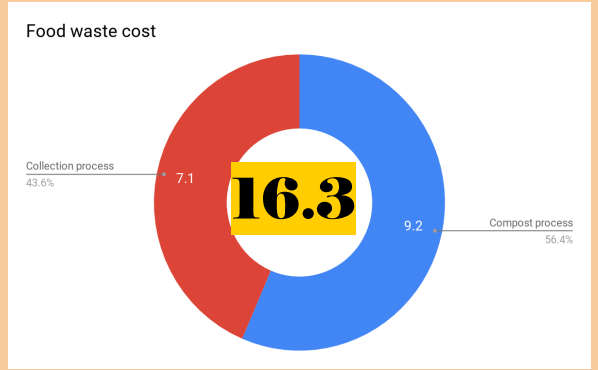
My proposition

Taking the best parts of the already current food waste solutions and implementing them in our own cities in order to curb food waste from landfills and have our food distributors donate their excess foods to shelters

**How could this
law work in
our cities?**

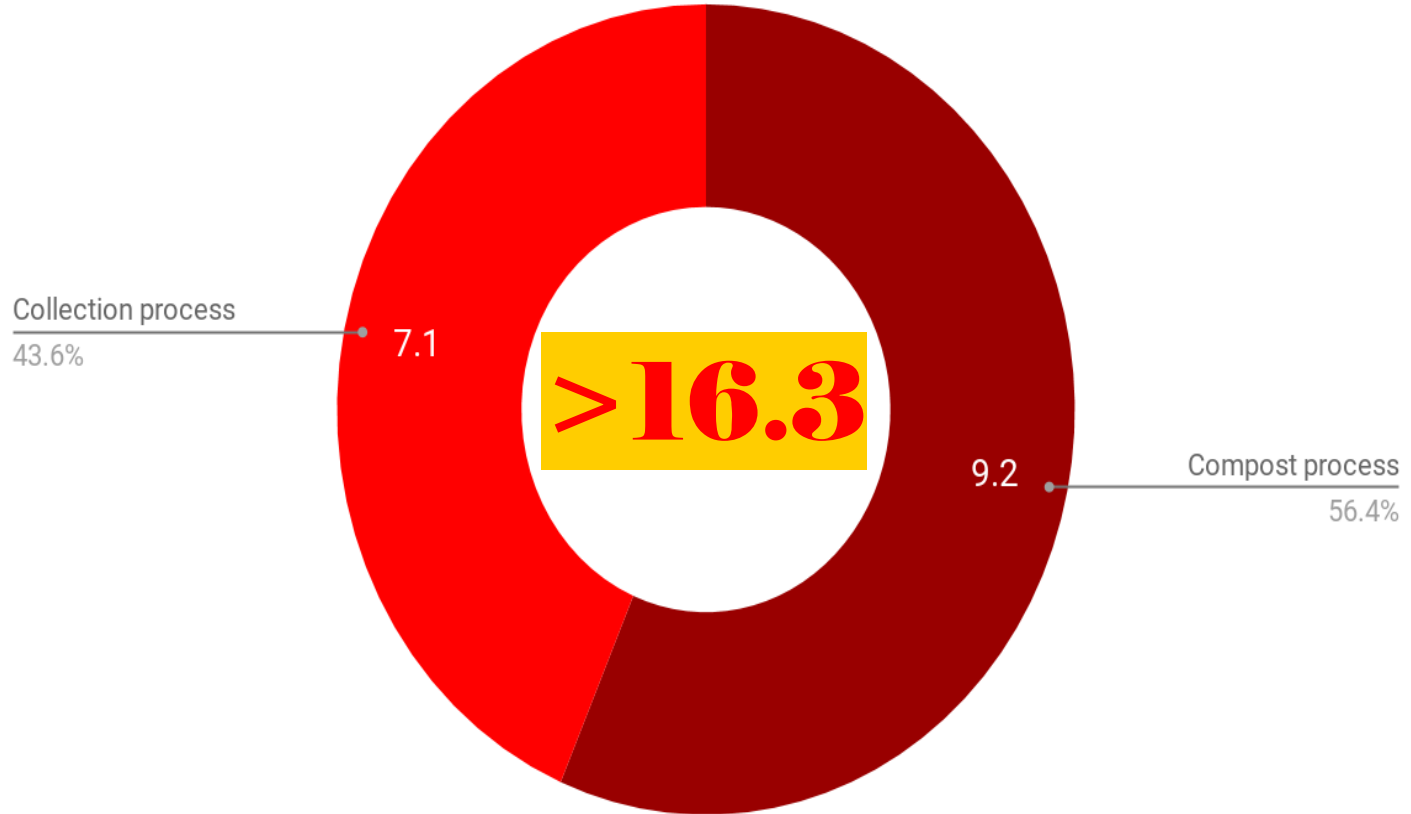


7.4-19



7.4-20

Food waste cost



Food waste cost

Money for law
12.3%

2

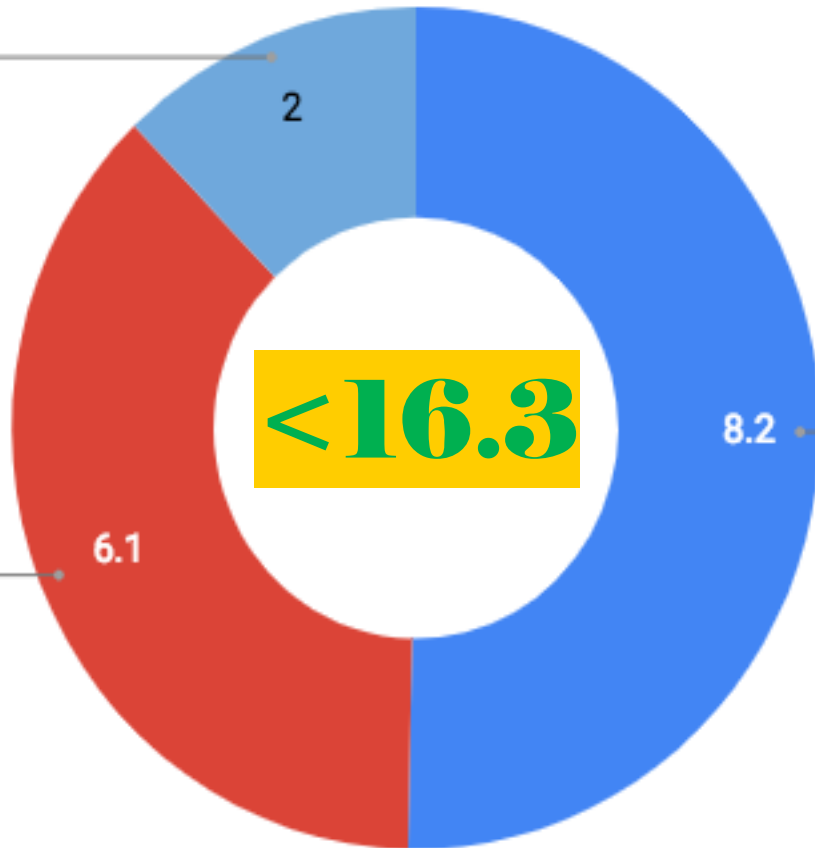
<16.3

8.2

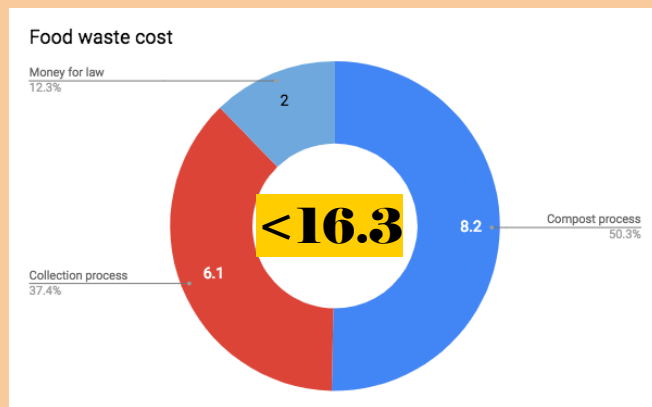
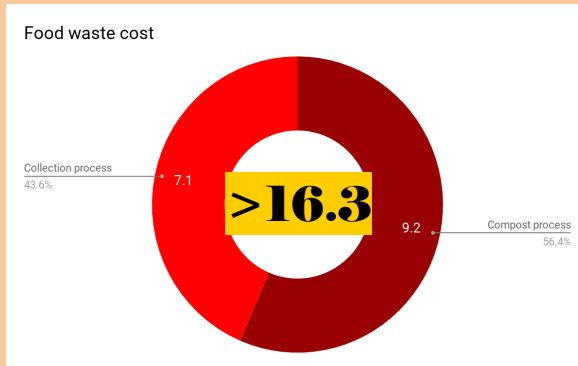
Compost process
50.3%

Collection process
37.4%

6.1



7.4-22



7.4-23

Montreal

Vancouver

London

Sydney

Los Angeles

End food waste in Canada!




101,583 have signed. Let's get to 150,000!




 Janiah Manimtim signed 34 minutes ago


 SAAD SAMI signed 2 hours ago

 Join me in asking @L_MacAuley to end food waste in Canada...

 Share on Facebook

 Send a Facebook message

 Send an email to friends

 Tweet to your followers

 Copy link

 Justin Kulk started this petition to Minister of Agriculture of Canada/Ministre du
agriculture du Canada Lawrence MacAuley

[French](#) | [English](#)

**Thank you so very much for your
time today and I hope we can
stay in touch to to divert excess
food from landfills
into plates.**

Any questions?

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/09/13	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 2018/09/04
--

NAME OF INDIVIDUAL(S) Sophia Brown Ramsay Julian Hasford
--

POSITION(S)/TITLE(S) Manager- Community Development/BCAN Co-chair

NAME OF ORGANIZATION(S) Black Community Action Network(BCAN)
--

E-MAIL sophia@bcanpeel.com	TELEPHONE NUMBER 416-433-77	EXTENSION
--------------------------------------	---------------------------------------	-----------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) On July 20th, 2018, an open letter was sent to the Chair of the Council in response to the Integrity Commissioner's report on complaints against Councillor Carolyn Parrish during the Council meeting on July 12, 2018. To date, the Chair has not responded! This delegation request is an official follow up to that letter.

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

Note:
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Please complete and return this form via email to council@peelregion.ca



240 Superior Blvd. Suite 202, Mississauga, ON L5T 2L2 | 416-433-7715 | info@bcanpeel.com

July 19, 2018

Dear Chair Frank Dale:

We, the undersigned, present this open letter to express our disappointment and dismay at recent proceedings during Peel Regional Council's meeting on July 12, 2018 regarding the Integrity Commissioner's report on complaints against Councillor Carolyn Parrish. Although we support the findings and recommendations of the Integrity Commissioner, we believe that the response from Councillor Parrish and several other Councillors was highly disrespectful and disingenuous, failing to address the core issues of the incident, while minimizing and justifying a racist comment that is unbecoming of an elected official and indicative of systemic anti-Black racism that subtly remains embedded within our public institutions.

Deputy Police Chief Ingrid Berkeley-Brown is a highly respected member of Peel community - an officer who has served our residents with integrity, humility and excellence for over three decades. She has earned the trust and support of people from across Peel's diverse constituencies, and embodies the character and competence that we expect of senior leadership within our police force, regardless of her race. Moreover, we believe that Deputy Chief Berkeley-Brown's achievement as the highest ranking African Canadian female police officer in Canada is a testament to her personal resilience and commitment to promoting inclusive and safe communities.

On July 4, 2018, the Integrity Commissioner for the Region of Peel released a report on a *Code of Conduct Complaint by Peel Regional Police Services Board Against Regional Councillor Parrish*. As you are aware, the complaint centered on the following text messages sent from Councillor Parrish to Councillor Sue McFadden (Chair of the Police Services Board) about then-Superintendent Berkeley-Brown in February 2018:

- "Friday, February 16, 9:13 Quite a protest in Malton last night re the closing of the Community police station at Westwood and the re-purposing of it. I had to defend the change because the black female Superintendent is awful! Terrible answers. Weak."
- ["...with the Chief?"] "No. Leave it. Just keep it in the back of your mind. It seems being black and female qualifies people for promotion which is dead wrong. Her last name is hyphenated, something I didn't catch ending in Brown. Very weak. Will..."
- "... 7:30 tonight. The Deputy Chief appointments blew my mind. Ingrid Berkeley-Brown isn't the brightest person I've ever listened to. Stumbles, bumbles and uses poor grammar at our public meetings. Very poor responding to the public questions..."

The Integrity Commissioner's report was discussed at Peel Regional Council's meeting on July 12, 2018. The discussion opened with Councillor Parrish expressing regret about her comments. The Councillor's remarks was followed by a series of statements by Council members, several of whom focused on defending the character of Councillor Parrish and questioning the report's credibility, process, and recommendations. The comments by some Councillors, and silence by others, during the meeting was disheartening and hurtful to many in the room, particularly those of the African Canadian community and colleagues of Deputy Chief Berkeley-Brown, as it amounted to a deflection and minimization of the core issue, and demonstrated insensitivity to the nature and impacts of racism.

To be clear: the most critical issue at hand is that Councillor Parrish's text messages contained anti-Black racist and sexist language that impugned the reputation and questioned the competence of a Black female police officer.

7.5-3

The private nature of the message, the context of the community meeting, and Councillor Parrish's reputation are essentially irrelevant to the hurtful impact of such comments on Deputy Chief Berkeley-Brown and on the wider African Canadian community - a community that has a long history of exclusion from employment, housing, education, and social services due to anti-Black stereotypes that their skills and qualifications do not measure up to others, and that African Canadian do not contribute to the building of Canadian cities and regions.

We do not accept that Councillor Parrish's comments simply reflect a poor choice of words or a frustrated impulse. Many of us have experienced frustration with the performance of our colleagues and public servants, irrespective of race and gender, but do not engage in such disparaging behaviour. The evocation of racial and gender identity to express such frustrations reflect a deeper, perhaps even unconscious, bias about Black people. We do not accept Councillor Parrish's justification that the comments were expressing a belief that merit should supersede identity in promotion decisions. The assumption that Superintendent Berkeley-Brown's promotion was simply a function of her race/gender is, in fact, a reflection of this deep racial bias.

It does not appear that Councillor Parrish and several of her colleagues on Peel Regional Council appreciate this central issue. It does not appear that they understand that members of the community who are offended by such comments (some even left the meeting in tears), and whose lives are impacted by such attitudes and microaggressions on a daily basis, would expect accountability. Such attitudes are particularly problematic when they are espoused by those in power who have the authority to shape policy, allocate resources, and influence public attitudes. We understand that all individuals err from time to time, but genuine leadership requires that we examine the underlying attitudes and beliefs that cause us to err, and the role we play in the dehumanization and marginalization of particular groups, including African Canadians. Undoing such attitudes requires a stance of humility and an acknowledgment that anti-Black racism is a fact at the individual and institutional levels within our public service. It will not be addressed through continued defensiveness or condescension, such as Councillor Sprovieri's dismissal of sensitivity training, or Councillor Shaughnessy's suggestion that the investigation threatens the future of "democracy." These statements lead us to conclude that in acts of oppression, it is those who are oppressed who should be supported in their experience, and it is the oppressor who must with humility see the impact of their oppression, if 'democracy' is to be achieved.

In conclusion, we demand the following:

1. A full, written, unqualified apology from Councillor Parrish that explicitly acknowledges the racist implications of her message:
2. A written letter from Peel Regional Council that explicitly acknowledges the racist implications of the Councillor Parrish's message:
3. Peel Regional Council establish a sub-committee with a focus on anti-racism and equity to advise Council on matters concerning anti-Black racism and anti-racism, including approaches to training and accountability:
4. The Region of Peel, City of Brampton, City of Mississauga and Town of Caledon create or expand equity and diversity divisions to ensure that there is a mechanism to address issues of anti-racism, inclusion, and equity in the workplace.

This is an important moment in Peel's evolution. It is our hope that our elected officials and senior leadership will seize this opportunity to learn from this experience, challenge their assumptions and biases, and take action to illustrate their commitment to confronting systemic racism and building a stronger community for all.

Sincerely,

Black Community Action Network of Peel

African Community Services
Malton Neighbourhood Services
Jamaican Canadian Association
ResQ Youth International
Elder Help Peel
Angela Carter - United Acheivers Community Services
Wesley Jones - Peel Resident
Entyce Your Beauty-Naturally
Crystal Perryman-Mark,
Manager of Equity & Inclusion OCCAS Hamilton
Malton Moms
TAIBU Community Health Centre
Joyce Temple Smith - Peel Resident
Reginald Lewis
Marjorie Taylor
Erica Taylor
Horace Williams
Sheryl Thompson
Brea Smekle
David Green
Tyrell Ramsay
Hyacinth Whyte
Clement Stewart
David Stewart
Linval Cousins
Lisa Green
Rainford Cornish
Oswald Bailey
Keven Cousins
Domon Haynes
Carol Swaby
Leroy Clarke
Sharlene Brenton
Gracey Gifford
Leaven Reliford
Suelyn Knight
Darcy MacCallum
Jennifer Clarke
Jeff Msangi
Keisha East
Marqez Ramsay
Faye Schepmyer
D. Sargeant

Marcia Ortiz
Trevor Poyser
Nevannah Norris
Marcia Knight
Cassandra Watts
Kieza Sinclair
Madeline Edwards
Radcliffe Dockery
Tennyson Ramsay
Sharon Douglas
Marcia Glassgow
Ron Cunningham
Tamera Boothe
Clovalyn Wilson
Michelle Richards
Roxanne DeNobrega
Jacqueline Guishard
Evette Reece
Ambreen Jamil
Rukhsana Khan
Fay Allen
Len Carby
Kerri Byam
Shea Seale
Imran Riazuddin
Julia Nguyen
Naveed Jamil
Keegan Seale
Syeda Sabil Arshad
Arif Jamal Kidwai
Aqsa Owasi
Julian Hasford
Sophia Brown Ramsay
Joanne Reece

Deputation to Peel Regional Council

Black Community Action Network of Peel

September 13, 2018

*I come as one,
but stand as 10,000*

Maya Angelou



Timeline

- On July 19, 2018 BCAN submitted a letter (signed by agencies and members of the African Canadian community) to the Chair of Peel Regional Council outlining community concerns about Council's deliberations on the Integrity Commissioner's report on complaints against Councillor Carolyn Parrish during the Council meeting on July 12, 2018
- BCAN received a response from Councillor Iannicca and Councillor Saito on July 20, 2018
- We did not receive a response from Chair Dale until September 6, 2018

The Problem

- Councillor Parrish's text messages contained anti-Black racist and sexist language that impugned the reputation and questioned the competence of a Black female police officer
- Peel Council's deliberations, and delayed response from Council Chair, represented a deflection and minimization of this core issue, and insensitivity to the impacts of racism
- A failure to act will continue to perpetuate anti-Black racism and will be a missed opportunity for leadership and healing

The Way Forward

- Our demands:
 1. A full, written, unqualified apology from Councillor Parrish that explicitly acknowledges the racist implications of her message:
 2. A written letter from Peel Regional Council that explicitly acknowledges the racist implications of the Councillor Parrish's message:
 3. Peel Regional Council establish a sub-committee with a focus on anti-racism and equity to advise Council on matters concerning anti-Black racism and anti-racism, including approaches to training and accountability:
 4. The Region of Peel, City of Brampton, City of Mississauga and Town of Caledon create or expand equity and diversity divisions to ensure that there is a mechanism to address issues of anti-racism, inclusion, and equity in the workplace.

7.5-10

Thank you!

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/09/13	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
2018/09/08

NAME OF INDIVIDUAL(S)
Kate Hepworth

POSITION(S)/TITLE(S)
President

NAME OF ORGANIZATION(S)
Caledon Village Association

E-MAIL	TELEPHONE NUMBER	EXTENSION

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Movement of EMS - reference Report 8.3 in the package

A formal presentation will accompany my delegation Yes No

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

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

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Please complete and return this form via email to council@peelregion.ca

**ITEMS RELATED TO
HEALTH**

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intentionally left blank

For information

DATE: August 30, 2018

REPORT TITLE: **SENIORS' SERVICES 2017 ANNUAL REPORT**

FROM: Nancy Polsinelli, Commissioner of Health Services

OBJECTIVE

To report the 2017 annual performance of seniors' services operated out of Peel Long Term Care centres, to Regional Council as the Committee of Management under the *Long-Term Care Homes Act, 2007*.

REPORT HIGHLIGHTS

- Peel Long Term Care Centers have a total bed capacity of 703 at any one time. In 2017, long term care services were provided to 939 people and adult day services were provided to over 500 people living in the surrounding community.
- In meeting requirements of safe and effective care, the Ministry of Health and Long-Term Care designated all five Peel Long Term Care centres with the highest performance level rating that a long term care home can receive – “in good standing”.
- Out of six quality indicators for long term care home performance (as defined by Health Quality Ontario), the Region of Peel (Region) performed better than the provincial average on five quality indicators, related to falls, pain, worsened skin wounds, worsened mood, and use of physical restraints.
- Initiatives through Peel Long Term Care's complex care model has reduced the proportion of people taking antipsychotic medication without a diagnosis of a psychosis compared to the previous year, however this continues to be an area of focus.
- Programs such as the Butterfly Model of Care support the Region's ability to provide specialty long term care and adult day services that improve quality of life and provide an enriching and engaging experience for those living, visiting, and working in Peel Long Term Care centres.
- Staff will continue to prepare for the seniors population by examining current data, reviewing the best evidence available, and advancing the Region's existing programs and services for seniors to create a healthy, safe and connected community for individuals at every stage of life.

DISCUSSION
1. Background

The Region of Peel's five long term care centres, Sheridan Villa, Malton Village, Peel Manor, Tall Pines and the Davis Centre, are home to a combined number of 703 people who

SENIORS' SERVICES 2017 ANNUAL REPORT

require long term care services, and supports over 500 people living in the surrounding community through the Adult Day Service program. In keeping with Council direction to support Peel's growing aging population, Peel Long Term Care centres provide long term care services that focus on specialty areas to improve quality of life for those with complex medical needs, thereby, filling gaps in the system not being met by private or non-profit partners. Adult Day Service programs operated out of Peel Long Term Care centres also provide a critical service by supporting frail seniors in the community to maintain their wellbeing and independence, and providing respite support for their caregivers.

In accordance with the *Long-Term Care Homes Act, 2007* ("the Act"), Regional Council, as Committee of Management, is responsible for the oversight of Peel Long Term Care centres, ensuring performance and operations of the centres are in compliance with the Act and its regulations. Each year, to support Council's oversight role, staff provides a report on the annual performance of Peel Long Term Care centres. A copy of this report will also be shared with Peel Housing Corporation, license owner of the Vera M. Davis Centre.

Service Utilization and Health Status

Each year, spaces in the Region's Adult Day Service programs are consistently 100 per cent occupied. In 2017, the program served an average of 127 clients per day, with approximately 400 people waiting for a spot across the five program sites. Long term care services were provided to 939 people, with over 1,700 individuals on the wait list awaiting placement for a bed. Of those waiting, five per cent required immediate admission to long term care as their needs could no longer be met at home and/or were awaiting admission from a hospital bed.

The needs of seniors living in the surrounding community have become more medically complex than before, as demonstrated with the high proportion (61 per cent) of Adult Day Service clients with high-needs. Four out of every five people living within the centres are extensively or totally dependent on staff to eat, walk, toilet and/or get dressed, and two out of every three are diagnosed with dementia.

2. Findings

a) Lived Experiences in Peel Long Term Care Centres

Moving beyond the traditional focus of providing task-based clinical care, and creating an environment where people who live, visit or work here feel more like home has been the fundamental approach in enhancing the lived experiences in Peel Long Term Care centres. Through annual satisfaction surveys, 86 per cent of people living with us reported they would recommend their centres to others as a place to live. A large majority of their family members (75 per cent) also reported that they were satisfied with their loved one's quality of life and care received. Of those that attended Adult Day Service programs, nine out of ten people reported that their attendance at these programs helped them to achieve, maintain or improve their wellbeing.

One of the benefits of Malton Village's Butterfly Home (refer to "Dementia Butterfly Care Model" report presented to Regional Council on May 10, 2018), is that people living in the home become more 'alive' as a result of home-like design enhancements and person-centred approaches that build emotional connections and social interactions with staff. These enhanced connections between people living and working within the

SENIORS' SERVICES 2017 ANNUAL REPORT

household, has begun to positively impact workplace culture, with a 12.8% reduction in incidental sick time hours per month. Over the next three years, the expansion of the Dementia Butterfly Care Model in dedicated units across all five Peel Long Term Care centres will continue to enhance the environment for those living and working in the homes.

b) Compliance with the *Long-Term Care Homes Act, 2007*

Each year, the Ministry of Health and Long-Term Care (“Ministry”) conducts Resident Quality Inspections in every long term care home across the province. In addition to these inspections, the Ministry may conduct inspections in response to a complaint, an incident, or in follow-up. On December 12, 2017, Bill 160 – *Strengthening Quality and Accountability for Patients Act, 2017* was passed, an omnibus bill which included amendments to strengthen Ontario’s quality and safety inspection program. (refer to “New Enforcement tools to Strengthen Long Term Care Oversight” presented to Regional Council on September 13, 2018.) The changes introduced new enforcement tools, provincial offences and financial penalties (effective starting January 2019) to ensure long term care home operators are addressing concerns promptly.

In 2017, an average of eight non-compliance findings per Peel Long Term Care home were received by the Ministry during the Resident Quality Inspections, compared to the provincial average of seven non-compliance findings per home. These findings were due in part to gaps identified in staff training and education. A dedicated resource will be supporting required and ongoing mandatory training. Other areas of non-compliance included: ensuring a clinically appropriate assessment was completed, delivering care as set out in the plan of care, and utilizing safe transferring and positioning techniques when using lift equipment. Committed to continuous improvement, staff have revised policies, developed new processes and tools, and reinforced roles and responsibilities of the interdisciplinary team to return these areas into compliance

In addition to the Resident Quality Inspections, as part of ongoing efforts to improve the transparency of public information related to the Long Term Care Homes Quality Inspection Program, the Ministry launched a new process of publicly posting a long term care home’s level of performance. All five Peel Long Term Care centres received the highest performance level rating that a long term care home can receive – “in good standing with the *Act*”.

c) Measuring Up Peel Long Term Care’s Quality Performance

Annually, performance results of long term care homes across the province, including one indicator related to system performance and six indicators related to the quality of resident care, is publicly posted by Health Quality Ontario. Appendix I provides information on how Peel Long Term Care centres measure up to the provincial average for each quality indicator. An identified area for continued improvement is the proportion of people taking antipsychotic medication without a diagnosis of a psychosis, with Peel’s performance trending higher than the provincial average. This is partially attributed to Sheridan Villa’s Spruce Lane Unit (formerly known as the Special Behaviour Support Unit), a transitional unit for people with a primary diagnosis of dementia that have behaviours unmanageable in a normal long term care setting, as these drugs are traditionally been used to manage behaviours in people who have dementia.

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Initiatives through Peel Long Term Care's complex care model (refer to report "Peel Long Term Care's Complex Care Model – Update" presented to Regional Council on May 10, 2018), such as a specialized clinical process led by neuro-behavioural nurse practitioners to support people with behavioural and psychological symptom of dementia and person-centred approaches such as the Butterfly Model of Care have significantly reduced the proportion of people taking antipsychotic medication without a diagnosis of a psychosis compared to last year (reduced to 23.6 per cent from 27.9 per cent). This will remain an area of focus in 2019. Initiatives to continue reducing the inappropriate prescribing of antipsychotic medication include: strengthening quarterly medication reviews, development of a tool to support staff in assessing psychosis, and education and training on non-pharmacological strategies to manage behaviours.

3. Next Steps

Peel Long Term Care centres will continue to focus on specialty areas to improve quality of life and experience for those with complex medical needs. Planned initiatives for the coming year include:

- making Peel Long Term Care centres feel more like home and building staff capacity to be person-centred by implementing the Dementia Butterfly Care Model, starting with a second unit at Malton Village and another unit at Sheridan Villa.
- advocating for provincial funding and support for person-centred dementia care to enhance the overall quality of care both in the Region's long term care homes and across the sector broadly
- strengthening Peel Long Term Care's Continuous Quality Improvement and Risk Management program to support quality improvement in how staff work together to provide safe, compassionate and effective care
- leveraging the specialty skills of nurse practitioners and other resources to support acute needs and alleviate pressures from the hospital sector
- focusing on workforce planning, development, recruitment and retention strategies to cultivate a positive workplace culture

And further, given the anticipated growth of the seniors population in Peel (refer to "Update on the Region of Peel's Preparedness Planning for the Aging Population" report presented to Regional Council on April 26, 2018), staff will continue to prepare for the seniors population by examining current data, reviewing the best evidence available, and advancing the Region's existing programs and services to ensure the Region continues to meet its mandate of promoting the health and wellbeing of Peel seniors now and well into the future. Any recommended changes to programs and services will be brought back to Council for approval.

CONCLUSION

In keeping with Council direction to support Peel's growing aging population through the provision of both long term care services and community-based services, Peel Long Term Care centres focus on specialty areas to improve quality of life and experience for those with complex medical needs. Ongoing quality improvement initiatives are implemented to ensure that Peel Long Term Care centres continue to deliver services in accordance with provincial regulations,

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and advance the Region's mandate of creating a healthy, safe and connected community for individuals at every stage of life.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Peel Long Term Care 2017/18 Quality Performance

For further information regarding this report, please contact Cathy Granger, Director, Long Term Care at Cathy.Granger@peelregion.ca.

Authored By: Khanh Dang, Research and Policy Analyst, Long Term Care

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Peel Long Term Care 2017/18 Quality Performance

Quality Indicator	Indicator Definition	Divisional Performance (2017/18)	Divisional Performance (2016/17)	Provincial Performance (2016/17)	Commentary
Domain: Compliance with Long Term Care Homes Act, 2007					
Long Term Care Home Performance	This performance rating is based on a comprehensive performance assessment framework that compiles data from multiple sources to assess the performance of the long term care home in meeting the requirements of safe and effective care for people living in the home. The current performance ranking is for the period up to and including December 31, 2017.	In good standing	N/A <small>(Public reporting for this indicator was only introduced in March 2017)</small>	In good standing	This is the highest performance level a long term care home can receive. A home in good standing indicates the home addresses areas of concern with provincial standards for resident care and home operations; reports incidents and corrects issues identified in high risk areas; generally manages complaints. Like Peel Long Term Care homes, the majority of long term care homes in the province received a performance rating of "in good standing".
Non-Compliance Findings <small>(received during Resident Quality Inspections only)</small>	Average number of non-compliances findings (per home) received during annual Resident Quality Inspections under the <i>Long Term Care Homes Act, 2007</i> .	8 per home	6 per home	7 per home	Compared to the provincial average, Peel Long Term Care centres non-compliance findings received throughout the annual Resident Quality Inspection process were slightly higher than the provincial average.
Domain: Lived Experiences in Peel Long Term Care Centres					
Residents' Satisfaction (2017)	The proportion of people living in Peel Long Term Care centres that would recommend their centre to others as a place to live. A higher percentage is better.	86 per cent	92 per cent	N/A	In 2017, the Resident Satisfaction Survey was revised. Survey years cannot be compared due to differences in data collection methods and the way survey questions were asked to residents and family members.
Family Satisfaction (2017)	The proportion of family satisfied with their loved one's quality of life and care in Peel Long Term Care centres. A higher percentage is better.	75 per cent	N/A	N/A	As referenced above, the Family Satisfaction Survey was introduced in 2017. As such, there is no comparative data for 2016.

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Quality Indicator	Indicator Definition	Divisional Performance (2017/18)	Divisional Performance (2016/17)	Provincial Performance (2016/17)	Commentary
Adult Day Service Client Satisfaction (2017)	The proportion of people reporting attendance to Adult Day Service programs helped achieve, maintain or improve their wellbeing. A higher percentage is better.	92 per cent	92 per cent	N/A	Like in long term care, person-centred interactions are the focal point in Adult Day Service programs to support frail seniors living in the community and respite support for their caregivers.
Domain: Safety and Effectiveness					
Potentially inappropriate prescribing of antipsychotic medication	This indicator looks at how many people are prescribed anti-psychotic drugs without a diagnosis of psychosis. A lower percentage is better.	23.4 per cent	27.9 per cent	20.4 per cent	<p>Specialized programs and resources, such as the Behaviour Supports Ontario initiative, neuro-behavioural nurse practitioners, and person-centred Dementia Butterfly Care Model has significantly improved Peel's performance in this area compared to last year.</p> <p>Initiatives to continue reducing the inappropriate prescribing of antipsychotic medication includes:</p> <ul style="list-style-type: none"> • Strengthening quarterly medication reviews; • Development of a tool to support staff in assessing a psychosis and documenting medication use; • Education and training on strategies to manage behaviours without the use of anti-psychotic medications. <p>The divisional target for 2018/19 performance is 20.0% (the collective goal is to trend below the provincial average).</p>
Pressure ulcers (worsening)	This indicator looks at how many people have stage 2 to 4 pressure ulcers that have worsened. A lower percentage is better.	2.7 per cent	2.8 per cent	2.7 per cent	Staff continue to use clinically appropriate assessment tools to ensure people experiencing altered skin integrity, breakdowns, pressure ulcers or skin wounds are appropriately managed to prevent the onset or worsening of pressure ulcers.

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Quality Indicator	Indicator Definition	Divisional Performance (2017/18)	Divisional Performance (2016/17)	Provincial Performance (2016/17)	Commentary
Restraints use	<p>Restraint use is defined as the percentage of residents who were ordered by a Physician/Nurse Practitioner to be physically restrained daily, over the seven days preceding their resident assessment.</p> <p>This includes using devices such as trunk restraints, limb restraints, chairs or any item that restricts the residents' regular range of movement. It does not include Personal Assistive Service Devices (PASD) such as belts, vests, and laptop trays, which can be necessary to assist a resident with a routine activity of living.</p>	4.8 per cent	4.2 per cent	5.1 per cent	Peel Long Term Care centres practice a minimal restraints use policy. If the use of a restraint is required, staff regularly reviews the appropriateness of using the restraint to ensure an individual's dignity and respect is always maintained.
Falls	<p>This indicator looks at how many people have fallen in the last 30 days. A fall is any unintentional change in position where the person ends up on the floor, ground or another lower level. A lower percentage is better.</p>	13.7 per cent	13.9 per cent	15.8 per cent	<p>Through Peel's Nursing Rehabilitation and Restorative Care programs, an interdisciplinary approach is taken to help individuals maintain or improve their independence and prevent falls, including activities such as walking or using the bathroom. Each centre also continues to sustain practices changes of implementing the Falls Prevention Best Practice Guidelines, as a Best Practice Spotlight Organization designated by the Registered Nurses' Association of Ontario to prevent the risk of falls.</p>
Pain	<p>This indicator looks at how many people have experienced worsened pain. Pain is a type of physical pain or discomfort in any part of the body. A lower percentage is better.</p>	2 per cent	1 per cent	5.6 per cent	<p>Pain is often an indication of palliation. Peel Long Term Care has partnered with ThinkResearch to pilot a palliative and end-of-life assessment tool, as part of the Long Term Care Clinical Support Tools Program, funded by the Ministry, that will support the Region's ability to deliver sensitive and skilled care that promotes dignity and</p>

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Quality Indicator	Indicator Definition	Divisional Performance (2017/18)	Divisional Performance (2016/17)	Provincial Performance (2016/17)	Commentary
					comfort to manage pain throughout the end stages of life.
Behavioural symptoms (worsened)	This measure captures people experiencing growing sadness, anger, anxiety or tearfulness. A lower percentage is better.	14.7 per cent	14.3 per cent	23.5 per cent	By engaging people in meaningful and purposeful activity that makes them feel valued and connected to their home environment and the people living and working within the household, cases of worsened depression have begun to reduce. This has been demonstrated through the Dementia Butterfly Care Model pilot at Malton Village.
Domain: Staff Engagement					
Paid Overtime Hours (2017)	Percentage of paid overtime collected for all bargaining (CUPE, ONA, UFCW) staff, and excluding statutory holidays	2.1 per cent	2.3 per cent	N/A	An internal review of the business office functions has identified areas to improve staff scheduling processes. While changes as a result of the review are not yet in place, initial performance has strengthened as efforts to improve this area have begun.
Incidental Sick Time (2017)	Average number of hours of paid approved absence hours per active full-time employee	3.4 hours	3.9 hours	N/A	Through initiatives such as the Dementia Butterfly Care Model, frontline staff are engaged to embody person-centredness and provide care that is heartfelt. These opportunities to strengthen emotional intelligence among our workforce contribute towards increased staff satisfaction and engagement.
Domain: Integrated Care					
Number of Potentially Avoidable Emergency Department Visits	Number of emergency department visits for modified list of ambulatory care sensitive conditions per 100 people living in long term care	N/A (Performance for 2017/18 has not yet been released)	22.4 per 100 visits	24.0 per 100 visits	By leveraging speciality resources available in the community (e.g. shared nurse practitioners, psychogeriatric resource consultants and other behavioural supports) or in-home supports (e.g. dedicated nurse

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Quality Indicator	Indicator Definition	Divisional Performance (2017/18)	Divisional Performance (2016/17)	Provincial Performance (2016/17)	Commentary
					practitioners) Peel Long Term Care is able to support people with acute needs to “age in place”, alleviating pressures from the hospital
Volunteer Services (2017)	Average number of volunteer hours per person living in long term care	8.7 hours	7.9 hours	N/A	Volunteers supporting Peel Long Term Care centres are a valuable resource, strengthening life enrichment programs for people living in Peel Long Term Care centres. In 2017, an increase of volunteer service hours per person contributed to higher levels of engagement.

Note: Provincial performance on quality indicators for long term care home performance references 2016/17 data as 2017/18 data has not yet been released.

Data Sources:

- Peel Long Term Care 2017 Resident Satisfaction Survey; 2017 Family Satisfaction Survey
- Real time in house RAI-MDS data (data extracted and reported on Peel Long Term Care's Quality Improvement Dashboard and Annual Strategic Performance Indicator Reports)
- Health Quality Ontario – Long Term Care Home Performance
- Ministry of Health and Long-Term Care Inspection Reports
- Ministry of Health and Long Term Care Director Update (presented at Advantage Ontario Conference 2018)
- Complex Continuing Care Reporting System; National Ambulatory Reporting System



Peel Long Term Care Seniors' Services 2017 Annual Report

Cathy Granger

Director, Long Term Care

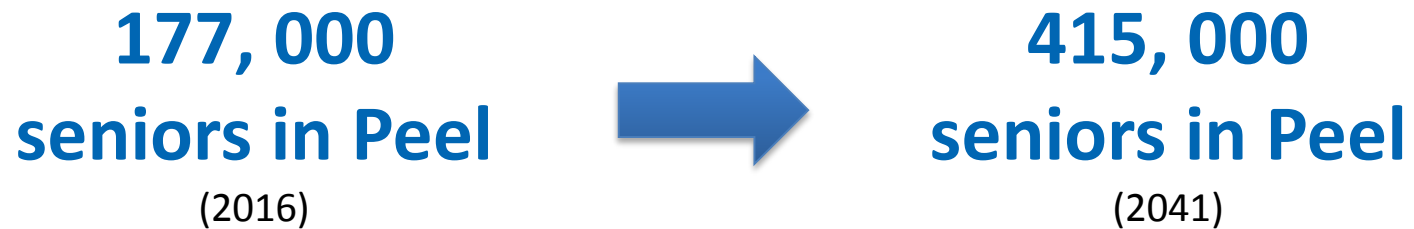
Dr. Sudip Saha

Senior Medical Director, Long Term Care



Preparedness Planning for the Aging Population

- In Peel, it is estimated that by 2041, the number of seniors (individuals aged 65 and over) will increase by 134%.



By 2041, one in five Peel residents will be over the age of 65.

- The rapid rise and growth of the aging population creates increasing pressures across the seniors' services sector.



Feeling at Home with Peel Long Term Care

- **939** people received care across all five Peel Long Term Care centres
 - **86 per cent** would recommend their centres to others as a place to live
 - **75 per cent of families** are satisfied with their loved one's quality of life and care received in their centres
- **81 years old** was the average age
- **Four out of every five** people are extensively or totally dependent on staff
- **Two out of every three** people are living with dementia



Measuring Up Performance


- **Received the highest performance level rating** by the Ministry of Health and Long-Term Care – “In good standing with the Act
- **Five out of six indicators** related to the quality of care, as defined by Health Quality Ontario, trended better than the provincial average:

Quality Indicator	Peel Performance (2017/18)	Provincial Performance (2016/17)
Pressure ulcers (worsening)	2.7%	2.7%
Restraints use	4.8%	5.1%
Falls	13.7%	15.8%
Pain	2%	5.6%
Symptoms of depression (worsening)	14.7%	23.5%
Anti-psychotic drugs (inappropriate use)	23.4%	20.4%

Improving Quality of Life and Experience

Contributing to the Region's mandate of creating a healthy, safe and connected community by supporting those living, visiting and working in Peel Long Term Care centres

Community for Life:

- providing long term care with love and compassion, meeting medically complex needs through person-centred approaches
 - supporting families with education and providing opportunities to involve family members in their loved ones care
 - strengthening staff capacity and skill through education, workforce planning and development to cultivate a positive workplace culture
- 

Leading by Example

- Championing Ontario's first Butterfly Home at Malton Village and expanding the Dementia Butterfly Care Model across Peel Long Term Care centres, and beyond through provincial advocacy
- Launching the Neuro-behavioural Program across the Central West Local Health Integration Network
- Maintaining and sustaining Best Practice Spotlight Organization designated from the Registered Nurses' Association of Ontario
- Participating in the Ministry of Health and Long-Term Care's Clinical Support Tools Program





**Together, we have one goal and
a shared commitment:**

**Working with you to provide service excellence in a safe and
compassionate environment where everyone can thrive.**

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For Information

DATE: September 5, 2018

REPORT TITLE: **NEW ENFORCEMENT TOOLS TO STRENGTHEN LONG TERM CARE HOME OVERSIGHT**

FROM: Nancy Polsinelli, Commissioner of Health Services
Patrick O'Connor, Regional Solicitor

OBJECTIVE

To provide an update on legislative changes to the *Long Term Care Homes Act, 2007* (“the Act”) related to the introduction of new enforcement tools, to support Council’s obligations and responsibilities as the Committee of Management, in accordance with the Act.

REPORT HIGHLIGHTS

- All long term care homes in Ontario are governed under the *Long Term Care Homes Act, 2007*, enforced by the Ministry of Health and Long Term Care to ensure people living in long term care homes receive safe, consistent, high-quality, resident-centered care.
- Recent enactment of the *Strengthening Quality and Accountability for Patients Act, 2017* introduced amendments to the Act (the “Amendments”) and new enforcement tools to strengthen the Ministry of Health and Long Term Care’s oversight of long term care homes in Ontario
- In accordance with governance requirements under the Act, Regional Council is the Committee of Management, responsible for the oversight of all five Region of Peel long term care homes and to ensure the Region of Peel’s compliance with the Act.
- As the statutory Committee of Management, Regional Council will continue to be accountable for ensuring that Peel Long Term Care centres comply with the Act, including the Amendments.
- Based on previous compliance history with the Act and Peel Long Term Care’s oversight framework to monitor performance, the Region is well-positioned to ensure continued compliance with legislated requirements in delivering quality care.

DISCUSSION
1. Background

All long term care homes in Ontario are governed under the *Long Term Care Homes Act, 2007*, enforced by the Ministry of Health and Long Term Care (“the Ministry”). The Act repealed the *Nursing Homes Act*, *Homes for the Aged and Rest Homes Act*, and the *Charitable Institutions Act* and replaced these statutes with one system of governance for all

NEW ENFORCEMENT TOOLS TO STRENGTHEN LONG TERM CARE HOME OVERSIGHT

long term care homes in Ontario. The Ministry identifies the *Act* as being designed to ensure people living in long term care homes receive safe, consistent, high-quality, resident-centred care, bringing greater attention to quality and accountability to the sector.

On December 12, 2017, the *Strengthening Quality and Accountability for Patients Act, 2017* was proclaimed into force to enhance transparency, accountability and the quality of care across the health care sector. This included strengthening oversight and safeguarding the quality of care in long term care homes. This new legislation introduces new enforcement tools to strengthen Ontario's quality and safety inspection program, including administrative monetary penalties and new provincial offences for non-compliance with the *Act* as well as technical changes most notably dealing with limitations on the restraint and confinement of residents.

In accordance with governance requirements under the *Act*, through Resolution 2011-688, Regional Council confirmed its role as the Committee of Management, responsible for the oversight of all five Region of Peel long term care homes.

2. Findings

The Ministry's Long Term Care Home Quality Inspection Program ("the Program") safeguards the rights, safety, security and quality of life for those living in long term care homes by continuously inspecting complaints and critical incidents, and by ensuring that all homes are inspected at least once a year through a Resident Quality Inspection. For each instance where non-compliance with the *Act* has been identified, the inspector decides the appropriate action to take, including whether to issue an Order. At a minimum the inspector will issue a Written Notification of Non-Compliance (refer to Appendix I for an overview of types of non-compliances).

The Amendments appear for the most part to be aimed at making enforcement of the *Act* more effective, primarily through the use of administrative monetary penalties, but also potentially through prosecution of offences for non-compliance with orders issued under the *Act*.

a) Administrative Monetary Penalties

In January, 2019, the Ministry will begin issuing administrative monetary penalties. Administrative monetary penalties are amounts required to be paid on the basis that a Ministry inspector is of the opinion that a licensee (the Region) has not complied with a requirement under the *Act*. The *Act* states that the purpose of administrative penalties is to encourage compliance with the requirements of the *Act* or to prevent a licensee from deriving an economic benefit from non-compliance. Staff's understanding is that the Ministry intends to utilize administrative monetary penalties primarily when a home has been issued an Order and is non-compliant with it. However, the *Act* does not limit the use of monetary penalties in this way and they can be imposed in any case of non-compliance with the *Act*.

Where an Order is involved, it is typically re-issued at a first and/or subsequent follow-up inspection until compliance is achieved and the subject matter of the Order is resolved. In 2017, only a small proportion (14 per cent) of long term care homes in the province received a re-issued order.

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A re-inspection fee would also be issued when the inspector has entered a home to conduct a second and/or subsequent follow-up inspection. Depending on the level of risk (critical, high, or other), the penalty amount will vary. If the re-issued Order is not addressed, the amount multiplies accordingly. These amounts are depicted in Table 1.

Table 1: Administrative Monetary Penalty Framework and Penalty Amounts

Non-compliance with requirement under the Act – compliance order	Critical Risk	High Risk	Other Risk	Re-inspection Fee
First issued Order	None	None	None	None
First re-issued Order	\$10,000	\$5,000	\$1,000	\$500
Second re-issued Order	\$20,000	\$10,000	\$2,000	\$500
Third re-issued Order	\$30,000	\$15,000	\$3,000	\$500
Fourth re-issued Order	\$40,000	\$20,000	\$4,000	\$500
Subsequent re-issued Orders	\$50,000	\$30,000	\$5,000	\$500

b) Provincial Offences and Increased Maximum Penalties

Two new provincial offences have also been created to promote compliance with the *Act* and enhance enforcement options available to the Ministry.

A new general offence is created of failure by a licensee (i.e. the Region, in the case of Regional Long Term Care Centres) to protect residents from abuse or neglect.

A new offence of failure to comply with a variety of orders, which may be issued by Inspectors, the Director or the Minister under the *Act*, is created for which the defences available to a person charged will be statutorily limited. It will not be possible to defend such prosecutions on the basis that the defendant took all reasonable steps to prevent non-compliance or mistakenly believe that there was compliance.

The orders that will be enforceable under this strict liability prosecution regime for non-compliance include orders to comply (with the *Act*), orders to permit and pay for work required to achieve compliance, orders to retain and employ management expertise, orders to return funding and orders suspending licenses.

Failure to comply in these areas may result in increased enhanced maximum fines, including up to \$200,000 for individuals and up to \$500,000 for corporations. The Ministry will also have the ability to stop admission to a home that is non-compliant with provincial rules and regulations.

c) Implications for Regional Council as the Statutory Committee of Management for the Homes

As members of the statutory Committee of Management for the Homes, members of Regional Council will continue to have a legal obligation to ensure that the Region complies with all of the requirements applicable to it under the *Act*. A failure to do so exposes members to the possibility of prosecution under the *Provincial Offences Act*.

NEW ENFORCEMENT TOOLS TO STRENGTHEN LONG TERM CARE HOME OVERSIGHT

The Amendments increase the maximum fine upon a conviction of a member for this offence, from \$1,000 to \$2,000. This maximum fine remains quite modest in relation to the maximum fines referred to above, available to enforce the obligations of the Region as a licensee, or of a person to whom an order has been issued and not complied with. In the unlikely event of a prosecution and conviction of a member under this provision, indemnification for legal costs and fines levied would be available in accordance with the Region's indemnification by-law 38-2005 as amended.

The administrative penalties referred to above are imposable only upon licensees (i.e. the Region for present purposes) and members are accordingly not exposed to these penalties.

d) Peel Long Term Care's Compliance History

Peel Long Term Care is committed to improving resident quality of life, and providing person centred care for all people living in their centers. The Division's Continuous Quality Improvement and Risk Management program is one strategy that Peel Long Term Care uses to actively monitor the effectiveness of its services and programs to continuously improve resident safety, and enhance quality of care and service. As part of this program, staff at each home conducts routine audits of programs and services provided within the Home. In addition, a Divisional team conducts an internal Divisional audit at all five homes, applying inspection protocols similar to those utilized during Ministry-led Resident Quality Inspections, providing recommendations to support staff in achieving care objectives, including regulatory compliance in anticipation of the Ministry-led inspection process. Resident programs are evaluated annually to identify gaps, and determine whether resident care and services appropriately address resident needs, align with internal Regional policies and comply with legislative requirements governing the sector.

In the most recent reporting year (2017), all five Region of Peel long-term care homes received the highest performance level rating that a home can receive from the Ministry – "in good standing with the *Act*", based on the Ministry's comprehensive performance assessment framework that uses available data from multiple sources for specific risk indicators. In the past three years, the Region of Peel has only received one re-issued order (failed to ensure that the training required from the previous compliance order – related to nutrition and hydration received in June 2017 – was completed within the timeline identified) (refer to Appendix II) which would have resulted in a \$1,000 fine had it occurred under the new administrative monetary penalty framework as it would not be deemed of high or critical risk under that framework. Based on previous compliance history with the *Act* and existing oversight frameworks to monitor performance, the Region is well-positioned to achieve continued adherence to legislative requirements of the *Act*.

3. Next Steps

While this new legislation has been proclaimed into force in December 2017, some of the Amendments, including new administrative monetary penalties will not come into effect until January 1, 2019. To support the long term care sector, the Ministry has identified that it will host informational sessions to provide education on these new legislative changes, however to date, nothing further has been announced. In addition, the Ministry has yet to release detailed information related to the implementation of the administrative monetary penalties

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(e.g. expected timeline to pay the levied fees or definitions of a fine that is a ‘critical’, ‘high’, or ‘other’ risk that would inform the amount being levied from the home).

Peel Long Term Care will ensure the new legislative changes related to enforcement align with current practices and policies and continue ongoing work to enhance the Division’s Continuous Quality and Risk Management Improvement program. Following the release of the Ministry’s training resources related to the new administrative monetary penalties and provincial offences, staff education will be provided to increase awareness of the Ministry’s new oversight framework to ensure the provision of safe, secure and effective resident care.

CONCLUSION

To support Regional Council in fulfilling its role as the Committee of Management for all five Peel Long Term Care centres, staff will utilize the risk mitigation strategies outlined in this report to ensure continued compliance with the *Long Term Care Homes Act, 2007* and the delivery of long term care services that promotes safe and effective care enabling everyone to thrive.



Nancy Polsinelli, Commissioner of Health Services



Patrick O'Connor, Regional Solicitor

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Citation of Non-Compliances with the *Long Term Care Homes Act, 2007*

Appendix II – Peel Long Term Care Compliance History with the *Long Term Care Homes Act, 2007*

For further information regarding this report, please contact Cathy Granger, Director, Long Term Care via Cathy.Granger@peelregion.ca.

Authored By: Khanh Dang and Ann-Marie Case-Volkert, Long Term Care

**APPENDIX I
NEW ENFORCEMENT TOOLS TO STRENGTHEN LONG TERM CARE HOME OVERSIGHT**

Citation of Non-Compliances with the *Long Term Care Homes Act, 2007*

For each instance where 'non-compliance' with the legislation has been identified, a decision must be made by the Long Term Care Home Inspector (on behalf of the Ministry of Health and Long Term Care), on the appropriate action to take, including whether to impose a sanction that is an Order. At minimum, the inspector will issue a Written Notification of Non-Compliance (*Long Term Care Homes Act, 2007*, C.8 s.152.1).

Whether further action is required is based on an assessment of the following factors:

1. The severity of harm (or risk of harm) resulting from the non-compliance
2. The scope of harm (or risk of harm) in the home as a result of the non-compliance
3. The licensee's past history of compliance for the last 36 months, in any Home, with requirements under the *Long Term Care Homes Act, 2007* and any service agreements (O. Reg. 79/10 s.299(1)).

Inspectors are required to apply the definitions of severity, scope and history of compliance when deciding on other actions that may be taken which may include:

Citation	Definition
Written Notice	The inspector may issue a written notification to the licensee/home. The licensee decides what action to take. There is no requirement to develop an action plan and timeline for the ministry. The ministry will expect to see compliance at their next unannounced inspection of the home.
Voluntary Plan of Correction	The inspector can make a written request for the licensee/home to prepare a written plan of correction for achieving compliance to be implemented voluntarily. The licensee/home is not required to submit the plan to the ministry. There is no required compliance date set out in the inspection report. The ministry expects to see compliance on the next unannounced inspection of the home.
Compliance Orders	The inspector may order a licensee/home to: a. Do anything, or refrain from doing anything to achieve compliance with a requirement under this Act or ; b. Prepare, submit and implement a plan for achieving compliance with a requirement under the Act. The licensee/home is required to follow the order to achieve compliance with the LTCHA. There are timelines for compliance documented on the order.
Work and Activity Orders	The inspector may order a licensee: a. To allow employees of the ministry, or agents or contractors acting under the authority of the ministry, to perform any work or activity at the long term care home that is necessary, in the opinion of the person making the order, to achieve compliance with a requirement under this Act; and b. To pay the reasonable costs of the work or activity. The licensee/home is required to follow the order to achieve compliance with the LTCHA. There are timelines for compliance documented on the order.
Written Notification with a Referral to the Director	The inspector may issue a written notification to the licensee/home and refer the matter to the Director for further action. This would be done when there are actions that need to be taken that are only in the scope of the Director.

APPENDIX II

NEW ENFORCEMENT TOOLS TO STRENGTHEN LONG TERM CARE HOME OVERSIGHT

Peel Long Term Care Compliance History with the *Long Term Care Homes Act, 2007*

	2015	2016	2017
Total # of non-compliance findings received	87 non-compliances	47 non-compliances	61 non-compliances
# of non-compliance Orders	5 non-compliance Orders	4 non-compliance Orders	9 non-compliance Orders
Areas of non-compliance (as per sections outlined in the Act)	<ul style="list-style-type: none"> • Required programs – skin and wound • Prevention of Abuse and Neglect (2) • Plan of Care Safe transfers 	<ul style="list-style-type: none"> • Nutrition care and hydration programs - weight changes • Minimizing of use of restraints • Required programs- skin and wound care • Nursing and personal support services - transferring and positioning 	<ul style="list-style-type: none"> • Plan of Care (2) • Licensing • Safe and Secure Home • Nutrition care and hydration programs • Prevention of Abuse and Neglect • Required Programs • Training and Orientation • Nursing and Personal Support Services
# of re-issued non-compliance Orders	0 re-issued Orders	0 re-issued Orders	1 re-issued order* *This order was re-issued because of failure to ensure that the training required from the previous compliance order – related to nutrition and hydration received in June 2017 – was completed within the timeline identified

For Information

DATE: September 4, 2018

REPORT TITLE: **REGIONAL PARAMEDIC SERVICES - DIVISIONAL MODEL UPDATE**

FROM: Nancy Polsinelli, Commissioner of Health Services

OBJECTIVE

To provide Regional Council with an update on the implementation of the Paramedic Services divisional model with a focus on paramedic deployment in Caledon.

REPORT HIGHLIGHTS

- Paramedic Services' transition to the Council-endorsed divisional model will be complete in January 2019 when the Erin Mills and Thomas reporting station in Mississauga opens, bringing the system to its currently-approved four reporting stations.
- Regional Council adopted the divisional model for Brampton and Mississauga in June 2007 to meet the growing health care needs of the Peel community, get paramedics to emergencies faster, improve efficiency and achieve system sustainability.
- Caledon was to remain with stand-alone stations until such time that call demand warranted implementation of a divisional model there. Based on the original direction from Council, management began the transition to a full divisional model in late 2008 when it became clear that call volumes were increasing faster than original projections.
- The average response time for all calls (Jan-May 2018) in Caledon was 10:36, while the average time in Brampton was 08:26 and Mississauga was 09:01.
- Neighbouring paramedic services responded to 3,567 calls in Peel last year, while our service responded to 3,097 calls outside Peel. Fourteen per cent of ambulance calls (2017) in Caledon were serviced by neighbouring paramedic services.
- Peel's system provides optimal emergency coverage for a large urban/rural setting to protect the health of citizens living in and visiting Peel.

DISCUSSION
1. Background

At the July 12, 2018 meeting Council received the report titled "Paramedic Services 2019 Response Time Framework". Council directed staff to report to a future meeting of Regional Council regarding paramedic deployment in Caledon, provide Caledon-specific statistics on paramedic response times and response by neighbouring services.

Accountability for the paramedic services system in Ontario is shared between upper and single-tier municipalities and the Ontario Ministry of Health and Long-Term Care (Ministry). The Ministry is responsible for system regulation and oversight, which includes ambulance dispatch and communication, and 50:50 cost-sharing with municipalities.

REGIONAL PARAMEDIC SERVICES - DIVISIONAL MODEL UPDATE

Municipalities are responsible for Paramedic service delivery, including the development of a Council-approved Response Time Framework that sets performance targets for six patient acuity levels, and a deployment plan to meet these targets. Paramedic Services' deployment plan is shared with the Ministry-operated Mississauga Central Ambulance Communications Centre (CACC) for implementation.

Paramedic Services operates within one of the most strained local health systems in Ontario. Health system pressures stem from rapid growth in ambulance call volume due to Peel's quick demographic growth and changes such as an aging population. This is coupled with the Ministry's CACC that routinely over-prioritizes ambulance calls, further putting stress on the system. For example, in 2017 the CACC dispatched 74 per cent of all calls to Peel's service at top priority, or 'red lights and sirens.' Only 10 per cent of those calls were actually transported to hospital red lights and siren.

2. Divisional Model

Consistent with municipal responsibility for deployment planning and Paramedic service delivery, Regional Council adopted a Divisional Model in 2007 to meet the growing health care needs of the Peel community, get paramedics to emergencies faster and ensure system efficiency and sustainability, in the context of the system pressures noted above.

The Divisional Model reorganizes ambulance facilities, from one of 'stand-alone' stations to a 'hub and spoke' where smaller satellite stations are organized around large reporting stations. Vehicles are prepared (i.e. cleaned, stocked, serviced) by dedicated, expert staff at reporting stations and assigned to paramedics who are then positioned at satellite stations or to specific geographic areas throughout Peel to provide coverage and respond to emergency calls. The 2007 decision focused the divisional model in Brampton and Mississauga, and stated that stand-alone stations would remain in Caledon until such time that call demand warranted implementation of a divisional model there. Given its rural geography, Caledon would remain as a high priority for deployment and coverage in any final model.

Implementation of the Divisional Model and the 10-year capital plan has evolved over the years to ensure the emergency health needs of Peel residents are met, and to deliver cost efficiencies to taxpayers. Based on the original direction from Council, management began the transition to a full divisional model across Peel in late 2008 when it became clear that call volumes were increasing faster than original projections. Since then, updates on the implementation of the divisional model have been provided to Council on a regular basis.

The Report "Peel Regional Paramedic Services-Facilities Update" to September 22, 2016 Regional Council itemized progress at each of the satellite and reporting stations. The overall divisional model, which was initially projected for completion in 2017, will now be complete in 2019. Two additional satellite stations are scheduled for completion in 2018, and three more in 2019. The Thomas and Erin Mills Reporting Station will also open in 2019.

System improvements in response times, workforce support and cost controls can only be realized when all areas in Peel are part of the divisional model.

REGIONAL PARAMEDIC SERVICES - DIVISIONAL MODEL UPDATE**3. Regional Paramedic Deployment**

Paramedic Services' deployment plan is a mathematical model that predicts where and when 911 calls are most likely to occur across Peel. It factors in time of day, population/location, historical call volumes and types, and the Council-approved response time framework. The deployment plan is used by the Ministry's CACC to optimally place ambulances where calls are likely to come in and backfill zones when ambulances respond to 911 calls. The deployment plan also includes a process to manage the system at times when emergency calls are significantly high, and resources are being depleted.

In this fluid system, the Ministry's CACC constantly adjusts the locations of ambulances, based on available resources in the system at any given minute of the day, to ensure coverage for the next call. As well, the CACC deploys the closest ambulance to each emergency call, regardless of municipal borders (e.g., a Peel ambulance that is at Headwaters Health Care Centre in Orangeville may be assigned to a call in that community if it is closest to the emergency at the time). This provincial system ensures that resident safety is prioritized, and that there is seamless service across jurisdictions.

i) Paramedic Coverage in Caledon

Caledon will become part of the divisional model in early January 2019. Under the divisional model, paramedic coverage in Caledon will be the same as it is in the existing, stand-alone station model. There will be no change to the number of paramedics serving Caledon or to the community's prioritization in the deployment model due to Caledon's rural geography.

Beginning in early 2019, paramedic crews deployed to Caledon will begin (and end) their shifts at the Fernforest Reporting Station in Brampton (1600 Bovaird Dr. E.). Paramedic Services is working to support paramedics through this change. For some, it will mean driving further to work and some may perceive a loss of autonomy in their work. As with all paramedic crews in Peel, coverage is ensured through staggered start times so that new shifts at satellite stations are replaced before the existing crews return to the reporting station. Paramedic crews on their way to satellite stations in Caledon and across Peel that are dispatched to calls will be promptly backfilled by other paramedic crews to ensure coverage.

Currently, the total number of ambulance calls in Caledon does not yet warrant the construction of a reporting station there.

ii) Service Levels and Response Times in Caledon

Response times in Caledon are good, despite the geographical challenges of the town. The average response time (Jan-May 2018) for Brampton was 08:26 and Mississauga was 09:01. Caledon's average was 10:36. The difference in response time between large urban and rural areas is comparable to neighbouring regions such as Halton, York and Durham.

Growing call volumes across Peel continue to add pressure to system response (Table 1). Calls have increased significantly in each municipality as they have grown. In 2017, Paramedic Services received more than 125,000 calls. The volume for 2018 is on track to exceed that number. By the end of 2019, each of Peel's four reporting stations will

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REGIONAL PARAMEDIC SERVICES - DIVISIONAL MODEL UPDATE

manage approximately 35,000 calls per year. This is the approximate minimum number of calls that would necessitate a reporting station in our community.

Table 1: Call Volume Growth, 2007-2017

	2007 calls	2017 calls	Increase in number of calls	% increase from 2007
Brampton	28,118	51,352	23,234	83%
Caledon	1,898	6,899	5,001	263%
Mississauga	44,242	67,418	23,176	52%

Neighbouring paramedic services responded to 3,567 calls in Peel last year, while our service responded to 3,097 calls outside Peel. Of the 6,899 ambulance calls in Caledon in 2017, neighbouring paramedic services such as Dufferin and York Region Paramedic Services responded to 953 calls (14 per cent).

System improvements, such as the expansion of Paramedic Services' Rapid Response Unit (RRU) Program into Caledon, continue to prioritize that community in the deployment model due to its rural geography. The single-paramedic RRUs are designed to reduce response times for the most urgent life-threatening calls. While the RRU cannot transport patients to hospital, the paramedic can start life-saving care until a transport ambulance arrives on the scene.

Ongoing review of Paramedic Services' Response Time Framework and deployment plan provides an opportunity for staff to apply system data and make modifications and adjustments to paramedic deployment to ensure coverage and improve response times to help protect the good health of all residents. In addition, planned upgrades to patient triaging technology used at the Mississauga CACC will, when implemented, improve the efficiency of deploying ambulance resources across the system and help relieve stress on the workforce.

NEXT STEPS

Paramedic Services will proceed with implementation of the divisional model and continue to report to Regional Council regarding progress. Recognizing that serving Caledon brings unique geographic challenges, staff will continue to monitor and consider required service changes that improve overall system performance across the Region.

Paramedic Services will also continue to work with the Ministry and local health system partners to address system pressures such as updating ambulance dispatch that will further enhance Paramedic Services' ability to meet response time targets.

REGIONAL PARAMEDIC SERVICES - DIVISIONAL MODEL UPDATE

CONCLUSION

Resident safety is the priority when planning emergency services across Peel. Paramedic Services' adoption of the divisional model is designed to meet the growing health care needs of the Peel community, get paramedics to emergencies faster, improve efficiency and achieve system sustainability.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Peter Dundas, Chief and Director, ext. 3921, peter.dundas@peelregion.ca.

Authored By: Cullen Perry and Lincoln Bryant

For Information

DATE: September 4, 2018

REPORT TITLE: **DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER *THE POLICE SERVICES ACT, 2018***

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

OBJECTIVE

To provide an update on the development of a Community Safety and Well-Being Plan as required under the *Police Services Act, 2018*.

REPORT HIGHLIGHTS

- The *Police Services Act, 2018* includes new requirements for municipal councils to prepare and adopt a community safety and well-being plan (Plan). The Plan must be prepared and adopted by January 1, 2021.
- The Plan must identify risk factors and strategies to reduce identified priority risks to support and enhance community safety and well-being. Priority areas may include tackling systemic discrimination and other social factors that contribute to crime, victimization, addiction, drug overdose and suicide.
- Development and implementation of the Plan provides an opportunity for the Region, local municipalities, police, health, social services, education and community organizations to formalize working relationships and advance existing priorities collaboratively related to community well-being and safety.
- In 2016-17, the top ten citizen-initiated events ranked by number of hours on scene for Peel Regional Police frontline patrol officers included domestic violence, mental health act apprehension and related hospital accompaniment and weapons danger. The Plan will allow partners to work together to provide more comprehensive responses to these types of incidents, and work upstream to ultimately prevent them.
- The goals of the Plan are well aligned with the Region's 20-year Strategic Plan mission of creating a healthy, safe and connected community.
- One plan will be developed by the Region of Peel (Region) guided by an advisory group with legislated membership including representation from each of the local municipalities.
- Additional staff will be required to support the Plan development. Incremental costs will be included in the 2019 budget.

DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER THE POLICE SERVICES ACT, 2018

DISCUSSION

1. Background

Bill 175, *Safer Ontario Act, 2018* received Royal Assent on March 8, 2018. The *Police Services Act, 2018*, included under the umbrella of Bill 175, includes new requirements for municipal councils to prepare and adopt a community safety and well-being plan. In Peel the requirements apply to Regional Council. The Plan must identify risk factors and strategies to reduce identified priority risks to support and enhance community safety and well-being. The plan must be prepared and adopted by January 1, 2021.

Since Bill 175 received Royal Assent in March 2018 there has been a change in provincial government. The new government has postponed the implementation of another act under the umbrella of the Bill, the *Ontario Special Investigations Unit Act, 2018*, although it is unclear what, if any, further changes the provincial government will make to Bill 175.

Regardless of the status of the legislation, the Community Safety and Well-Being Plan requirements pose a unique opportunity for the Region, local governments, police, health, social services, education and community organizations to formalize working relationships and advance existing priorities collaboratively related to community health and safety.

2. Community Safety and Well-Being Plan Overview

The Ministry of Community Safety and Correctional Services defines community safety and well-being as the ideal state of a sustainable community where everyone is safe, has a sense of belonging, opportunities to participate, and where individuals and families are able to meet their needs for education, health care, food, housing, income, and social and cultural expression.

The focus is likely to be largely on social development, addressing complex social issues that negatively impact the well-being and safety of communities. The Plan also provides opportunities for member organizations to coordinate their efforts for the reduction of already existing risks, mitigate elevated risk situations, and work better together in the case of immediate urgent incidents.

Decisions regarding what priority areas to tackle first through the Plan are part of the development of the plan itself and will reflect the available data, expertise of member organizations and in consultation with the public on current and future risks to the safety and well-being of the community. Priority areas may include tackling systemic discrimination and other social factors that contribute to crime, victimization, addiction, drug overdose and suicide. Strategies to address priority areas could include providing new services, changing existing services, improving the integration of existing services or coordinating existing services in a different way.

In 2016-17, the top ten citizen-initiated events ranked by number of hours on scene for Peel Regional Police frontline patrol officers included domestic violence, *Mental Health Act* apprehension and related hospital accompaniment, and weapons danger. The Plan will allow partners to work together to provide more comprehensive responses to these types of incidents, and work upstream to ultimately prevent them.

DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER THE POLICE SERVICES ACT, 2018

The goals of the Plan are well aligned with both the Living and Thriving areas of focus of the Region's 20-year Strategic Plan. It will support the promotion of priority outcomes such as the Region's contribution to the safety and well-being of the community and the community's embracement of diversity and inclusion.

3. Community Safety and Well-Being Plan Requirements

The legislation requires that the Plan:

- Identify and prioritize community risk factors;
- Identify strategies to reduce the prioritized risk factors;
- Include a sustainable system to monitor, evaluate and report on the effect of the Plan;
- Be reviewed and revised at regular intervals;
- Be supported by an advisory committee with legislated membership (see Appendix I for list of legislated membership); and,
- Be prepared and adopted by Regional Council by January 1, 2021.

4. Plan Development

One plan will be developed by the Region, guided by an advisory group with legislated membership, including representation from each of the local municipalities. Regional staff have begun meeting with local municipalities, police, health, social services, education and community organizations to establish a System Leadership Table (See Appendix II for a list of identified member organizations) that will function as the legislated advisory committee to inform the development of the Plan. The System Leadership Table will report to Regional Council through the Medical Officer of Health. Once the Plan is adopted by Regional Council the composition of the System Leadership Table will be revisited and structure revised, if needed, to reflect the more operational needs of addressing the priorities articulated in the Plan.

5. Community Safety and Well-Being Coordination

The development of the Plan is a complex undertaking which will require dedicated, evidence-based, and focused effort to work inclusively with partners including the public. This is a new regional requirement. Where possible, based on mandate and prioritization, existing staff resources have been reallocated to support the Plan development. In order to realize the potential benefits of the planning process and achieve an effective and inclusive plan by the legislated deadline, additional 2-year contract staff are required. These staff will facilitate the Plan development and related public consultations, provide technological and communications supports, collect and analyze data, and provide logistical and administrative support to ensure alignment, project management, and strong communication across multiple sectors, organizations, individuals, and Councils. Incremental costs will be included in the 2019 budget.

CONCLUSION

The Community Safety and Well-Being Plan requirements under the *Police Services Act, 2018* provide an opportunity for the Region, local municipalities, police, health, social services, education and community organizations to formalize working relationships and advance existing priorities collaboratively related to community safety. The goals of the Plan are well aligned with

**DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER
THE POLICE SERVICES ACT, 2018**

the Region's 20-year Strategic Plan mission of creating a healthy, safe and connected community.



Nancy Polsinelli, Commissioner of Health Services



Jessica Hopkins, MD MHSc CCFP FRCPC
Medical Officer of Health



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Legislated Advisory Committee Membership

Appendix II – Member Organizations of System Leadership Table

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

Authored By: Samantha Ball, Supervisor, Chronic Disease and Injury Prevention

Reviewed in workflow by:

Financial Support Unit

Legal Services

**APPENDIX I
DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER
THE *POLICE SERVICES ACT, 2018***

**LEGISLATED COMMUNITY SAFETY AND WELL-BEING PLAN ADVISORY
COMMITTEE MEMBERSHIP**

The advisory committee must, at a minimum, consist of representation from the following types of organizations.

- Local health integration networks (LHINs) for the geographic area in which the municipality is located;
- Physical or mental health service providers;
- Educational services providers;
- Community or social services providers;
- Community or social services provider to children or youth in the municipality;
- Custodial services providers to children or youth in the municipality;
- An employee of the municipality or a member of the municipal council;
- The police service board; and,
- Any other prescribed persons.

**APPENDIX II
DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER
THE *POLICE SERVICES ACT, 2018***

PEEL REGION ADVISORY COMMITTEE MEMBERSHIP

Senior management of the following organizations have been engaged to date to participate as members of the Peel Region advisory committee for the development of the Community Safety and Well-Being Plan.

LHINs

- Central West LHIN
- Mississauga Halton LHIN

Physical and Mental Health Providers

- Canadian Mental Health Association (CMHA)
- Peel Children's Centre
- Trillium Health Partners
- William Osler Health System

Educational Service Providers

- Dufferin-Peel Catholic School Board
- Peel District School Board
- Ryerson University
- Sheridan College
- University of Toronto Mississauga

Community and Social Services Providers

- Region of Peel – Human Services
- United Way Greater Toronto

Custodial Services Providers for Children and Youth

- Peel Children's Aid

Employees of Municipalities

- City of Brampton
- City of Mississauga
- Town of Caledon
- Region of Peel – Public Health

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DEVELOPMENT OF A COMMUNITY SAFETY AND WELL-BEING PLAN REQUIRED UNDER THE *POLICE SERVICES ACT, 2018*

Police Services Boards

- OPP – Caledon
- Peel Regional Police



THE REGIONAL MUNICIPALITY OF PEEL
COMMUNITY WATER FLUORIDATION COMMITTEE
MINUTES

CWFC - 2/2018

The Region of Peel Community Water Fluoridation Committee met on July 5, 2018 at 1:13 p.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, Suite A, 10 Peel Centre Drive, Brampton, ON.

Members Present: J. Downey; J. Kovac; M. Palleschi; J. Sprovieri

Members Absent: F. Dale, due to personal matters

Also Present: D. Szwarc, Chief Administrative Officer; N. Polsinelli, Commissioner of Health Services; J. Smith, Commissioner of Public Works; P. O'Connor, Regional Solicitor; Dr. J. Hopkins, Medical Officer of Health; K. Lockyer, Regional Clerk and Director of Clerk's; H. West, Committee Clerk; S. MacGregor, Legislative Assistant

1. DECLARATIONS OF CONFLICTS OF INTEREST – Nil

2. APPROVAL OF AGENDA

RECOMMENDATION CWFC-4-2018:

That the agenda for the July 5, 2018 Community Water Fluoridation Committee meeting be approved.

3. DELEGATIONS

Delegation 3.2 was dealt with.

3.2. Christine Massey, Spokesperson, Fluoride Free Peel, Regarding Water Fluoridation in Peel

Received

* See text for arrivals

◆ See text for departures

Christine Massey, Spokesperson, Fluoride Free Peel, expressed her disappointment with the report and played an excerpt from a YouTube video posted by Dr. William Hirzy, Senior Vice President, Environmental Protection Agency (EPA) Union, which presents his testimony to the U.S. Senate Committee on Environment and Public Works, Subcommittee on Fisheries, Wildlife, and Water regarding "Why EPA's Union of Professionals Opposes Fluoridation".

- 3.1. Liesa Cianchino, Chair**, Concerned Residents of Peel to End Fluoridation, Regarding Water Fluoridation in Peel

Received

RECOMMENDATION CWFC-5-2018:

That the Regional Clerk be directed to poll the Community Water Fluoridation Committee (CWFC) Members to schedule a date for a CWFC meeting in September, 2018.

Liesa Cianchino, Chair, Concerned Residents of Peel to End Fluoride, provided a synopsis of her journey and advocacy efforts to end municipal water fluoridation. She stated that John Remington Graham, Counselor at Law, would like to delegate to the CWFC, however, he was not able to attend this meeting. She requested that a further meeting be scheduled to receive his delegation. A Curriculum Vitae of John Remington Graham and the judicial findings in three landmark cases in the United States regarding artificial water fluoridation, was distributed to Members of the Committee and staff.

Councillor Sprovieri suggested that an additional meeting be scheduled. Committee Members suggested a meeting be scheduled in September, 2018.

- 3.2. Christine Massey, Spokesperson**, Fluoride Free Peel, Regarding Water Fluoridation in Peel

This item was dealt with earlier in the meeting

4. REPORTS

- 4.1. Community Water Fluoridation - Staff Responses to Statements and Questions**

Presentation by Jessica Hopkins, Medical Officer of Health and Samantha Ball, Supervisor, Research, Policy and Planning Team Peel Public Health, Chronic Disease and Injury Prevention

Received

RECOMMENDATION CWFC-5-2018:

Whereas the Province of Ontario is responsible for *The Safe Drinking Water Act*, the purposes of which include (i) recognizing that the people of Ontario are

entitled to expect their drinking water to be safe and (ii) providing for the protection of human health and the prevention of drinking water health hazards through the control and regulation of drinking water systems and drinking water testing;

And whereas, there has recently been a change in the Provincial Government and the Progressive Conservative Party sits as the Government of Ontario;

And whereas, there is a new Premier and Minister of Health and Long Term Care;

And whereas, Municipal Councillors do not have the detailed familiarity to interpret data regarding the efficacy of Hydrofluorosilicic Acid [HFSA] in water fluoridation treatments and are struggling with a range of conflicting reports and public concern on the matter of fluoridation;

Therefore be it resolved, that Region of Peel Council request the Premier of Ontario, and the Minister of Health and Long Term Care, whose mandate it is to protect the health of Ontarians, (i) to undertake appropriate and comprehensive toxicity testing necessary to reassure the public that the use of HFSA in water fluoridation treatments is safe; and (ii) take legislative responsibility for the regulation and administration of HFSA in water fluoridation treatments across the province relieving local governments from what is a provincial responsibility;

And further, that copies of this resolution be circulated to MPPs, and the Association of Municipalities of Ontario.

RECOMMENDATION CWFC-6-2018:

That staff report back to Regional Council in six months, pending receipt of a response from the Premier of Ontario, and the Minister of Health and Long Term Care in regard to Recommendation CWFC-5-2018.

Dr. Jessica Hopkins, Medical Officer of Health, outlined the responses to the statements and questions that were presented to staff at the April 19, 2018 CWFC meeting. Dr. Hopkins highlighted that the water treatment additive HFSA that is used in the Region of Peel, completely dissociates when added to water leaving only the fluoride ion in the drinking water; therefore, toxicological studies are not required for HFSA as studies are required for substances that are ingested with water, not added to water.

In response to a question raised by Councillor Palleschi regarding where the data is derived that for every \$1 invested in community water fluoride, \$32 is saved from dental treatment costs, Dr. Hopkins stated the data comes from the 2016 O'Connell study. Dr. Hopkins undertook to provide Councillor Palleschi with a copy of the study.

Councillor Sprovieri raised concern that Health Canada lists fluoride as a mineral nutrient but does not regulate it, the National Sanitation Foundation (NSF) classifies fluoride as a water treatment chemical and, the USA Environmental Protection Agency (EPA) classifies fluoride as a neuro toxin and he questioned whether fluoride takes a different form. Dr. Hopkins responded that fluoride is classified and regulated differently based on its use and its form. She stated that

the EPA supports community water fluoridation and that fluoride, as used for water fluoridation, is not a neurotoxin.

In response to a question from Councillor Sprovieri, Patrick O'Connor, Regional Solicitor, stated that the Provincial government has the authority to mandate community water fluoridation; however, he noted it would be a multi-faceted policy development process to decide on whether or not to proceed with such a mandate.

Councillor Kovac inquired what type of program would be needed if the Region of Peel did not use community water fluoride. Dr. Hopkins responded that universal access to dental care and/or a fluoride varnish program could be considered, but would be at a greater financial cost to the Region, ranging from millions to hundreds of millions of dollars.

Councillor Downey suggested that the issue be discussed with new Members of Provincial Parliament at the Annual AMO Conference being held in August, 2018.

5. COMMUNICATIONS

5.1. Liesa Cianchino, Chair, Concerned Residents of Peel to End Fluoridation, E-mail dated May 10, 2018, Regarding the Response from the Ministry of Health and Long-Term Care

Received

Additional Item 7.1 was dealt with

7. OTHER BUSINESS

7.1. The University of Sydney Study Regarding the Health Effects of Water Fluoridation

RECOMMENDATION CWFC-7-2018:

That staff review the University of Sydney Evidence Evaluation Report regarding the Health Effects of Water Fluoridation and the Cochrane Review regarding Water Fluoridation and provide a report to the next CWFC meeting.

Councillor Sprovieri distributed the University of Sydney Evidence Evaluation Report, making particular reference to page 20, and he requested that staff review the report, as well as the Cochrane Review regarding water fluoridation and report back to the next Committee meeting.

6. IN CAMERA MATTERS

At 2:58 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

RECOMMENDATION CWFC-8-2018:

That the Community Water Fluoridation Committee proceed “In Camera” to consider the following:

- Community Water Fluoridation – Staff Responses to Legal Statements and Questions (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

RECOMMENDATION CWFC-9-2018:

That the Community Water Fluoridation Committee proceed out of “In Camera”.

The Committee moved out of closed session at 3:22 p.m.

- 6.1. **Community Water Fluoridation - Staff Responses to Legal Statements and Questions (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Received

7. **OTHER BUSINESS**

Additional Item 7.1

- 7.1. **The University of Sydney Study Regarding the Health Effects of Water Fluoridation.**

This item was dealt with earlier in the meeting

8. **NEXT MEETING**

To be determined.

9. **ADJOURNMENT**

The meeting adjourned at 3:25 p.m.

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**ITEMS RELATED TO
PUBLIC WORKS**

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DATE: September 5, 2018

REPORT TITLE: **ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

FROM: Janette Smith, Commissioner of Public Works
Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

RECOMMENDATION

That the Region of Peel Growth Management Committee's name and mandate be expanded as the "Planning and Growth Management Committee" to encompass a wider breadth of land use planning policy matters;

And further, the Planning and Growth Management Committee Terms of Reference as outlined in the report of the Commissioner of Public Works and Commissioner of Finance and Chief Financial Officer titled, "Establishing the Region of Peel Planning Committees", be approved;

And further, that the Region of Peel Planning Advisory Committee be established as a subcommittee of the Planning and Growth Management Committee, in compliance with the requirements of the *Planning Act R.S.O. 1990*;

And further, that the Terms of Reference of the Region of Peel Planning Advisory Committee as outlined in the subject report, be approved;

And further, that the public membership recruitment and selection process for the Region of Peel Planning Advisory Committee as described in the subject report, be approved.

REPORT HIGHLIGHTS

- As a result of changes to the *Planning Act* by Bill 73 (2015), the Province of Ontario requires that upper and single-tier municipalities establish a planning advisory committee. Membership of the planning advisory committee must include at least one resident of the municipality that is neither a member of Regional staff, nor elected to municipal council.
- The purpose of a planning advisory committee is to provide greater opportunity for public members to participate in community planning. The benefits of the Region establishing a Planning Advisory Committee include complying with legislated requirements, enabling greater input from the public on community planning and visioning, enhancing the Region's existing planning consultation and engagement

ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES

initiatives, and providing diverse community representation on high level planning matters.

- It is recommended that the existing Growth Management Committee's name and mandate be expanded as the "Planning and Growth Management Committee" to encompass a wider breadth of land use planning matters.
- To respond to the *Planning Act* requirement, it is further recommended that a Planning Advisory Committee be established as a subcommittee of the Planning and Growth Management Committee. Its mandate would be to provide input on the Region's long term community vision and initiatives, and key land use planning matters. It would be consultative and advisory in nature, with no decision making authority.
- It is further recommended that the Region of Peel Planning Advisory Committee consist of nine (9) public members with three (3) from each of the local municipalities, and four (4) Regional Councillors. The Regional Chair would be an ex-officio member.
- Recruitment for public members of the Committee would begin at the start of the new Council term. Every effort will be made to ensure Peel's geographic, ethnic, cultural, and economic diversity are considered in the recruitment and selection of public members.

DISCUSSION

1. Background

On July 12, 2018, Regional Council received a report from the Commissioners of Public Works and Finance and Chief Financial Officer titled "Adapting to Changes in Land Use Planning Legislation" which outlined several initiatives to respond to changes in Provincial legislation including an increased role for the Region in planning matters, the replacement of the Ontario Municipal Board with the Local Planning Appeals Tribunal and the requirement for upper and single tier municipalities to establish a Planning Advisory Committee. Council directed staff to report back to the September Council meeting with further details of the Planning Advisory Committee proposed to be established in 2019 for the new Term of Council.

The requirement to establish a Planning Advisory Committee arises from the *Smart Growth for Our Communities Act, 2015* (Bill 73) that came into effect on December 3, 2015 with a number of new or revised *Planning Act* regulations in effect as of July 1, 2016. These regulations provide direction on a range of matters, including public participation in the planning process through a newly mandated planning advisory committee. Section 8 of the *Planning Act* requires that single and upper-tier municipalities create and maintain a planning advisory committee (Appendix I).

The *Planning Act* does not include a specified mandate for the planning advisory committee, only that it is required. According to Ministry of Municipal Affairs staff, the purpose of this planning advisory committee is to provide greater opportunity for residents to participate in community planning. The legislation requires that membership of the planning advisory committee must include at least one resident of the municipality that is neither a member of municipal staff, nor elected to municipal council.

Other single and upper-tier municipalities in Ontario have taken a variety of approaches to establishing planning advisory committees that are unique to the municipality's goals, priorities, and needs. The approaches range from transitioning existing committees with similar mandates to fulfill the requirements, to developing new committees to advise on broad community planning matters. These committees also range in how they are organized, facilitated by municipal staff, and approach public membership recruitment and engagement.

ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES

Although these committees differ in some areas, they are similar in that they are consultative and advisory in nature, and focus on broad community planning matters such as community visions, planning education and outreach, and municipal strategic plans.

2. Establishing the Mandatory Planning Advisory Committee

The Region currently has a Growth Management Committee dedicated to matters of land use planning specific to growth. This is a Committee of Council established in 2013. It is proposed that the Growth Management Committee's name and mandate be expanded as to the "Planning and Growth Management Committee" to encompass a wider breadth of land use planning matters. Further details on the proposed Terms of Reference for the Planning and Growth Management Committee can be found in Appendix II.

It is also recommended that the Region of Peel Planning Advisory Committee (the Advisory Committee) be established as a subcommittee of the Planning and Growth Management Committee. It would take direction from and report to the Planning and Growth Management Committee.

The proposed mandate of the Advisory Committee therefore would be:

- To provide input on the Region's long term community vision and initiatives, and key land use planning matters
- To champion land use planning literacy, education, and outreach in the Region of Peel
- To promote input from members of the public on planning matters in the Region of Peel

The proposed Advisory Committee's Terms of Reference can be found in Appendix III and includes other details such as meeting frequencies and membership terms.

The Advisory Committee members would be responsible for preparing for meetings by reading agendas, engaging in discussion, and providing advice and input to inform staff recommendations on planning and growth management matters. Members would also be responsible for occasionally participating in orientation, education, and training sessions if the Committee determines a need for these types of educational support for it to continue its advisory responsibilities.

The Advisory Committee would consist of a total of thirteen (13) members. The Regional Chair would be an ex-officio member. There would be a total of up to nine (9) public members, three (3) from the City of Brampton, Town of Caledon, and City of Mississauga. The Committee would also be comprised of one (1) additional Regional Councillor from each local municipality, nominated from the Planning and Growth Management Committee.

Public membership composition will provide an opportunity to include diverse representation from a social, economic and cultural perspective. The Advisory Committee would not have decision making authority, and is recommended to provide as many perspectives as possible to the Planning and Growth Management Committee. The Advisory Committee would also enhance existing public consultation and outreach strategies and help diversify approaches to working with the public. The Advisory Committee would supplement community input obtained through public open houses, meetings, and outreach strategies to ensure public input is representative of Peel.

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The Advisory Committee would have an annual work plan that would be reported on to the Planning and Growth Management Committee. The work plan would be created based on the Region's priorities and needs, and draw from the Planning and Growth Management Committee work plan.

Examples of what it could include are:

- Municipal public engagement approaches and initiatives
- Long term community visions and Strategic Plans
- Municipal finance and budget literacy
- Environmental and climate change studies and policy
- Municipal Comprehensive Review Background Studies
- Settlement Expansion Background Studies
- Transportation planning research and policy initiatives

The Commissioner of Public Works, Commissioner of Finance and Chief Financial Officer, and Regional staff will support the Region of Peel Planning Advisory Committee as it maintains and implements the annual work plan.

The proposed approach to establishing the Advisory Committee was informed by a review of how other Greater Golden Horseshoe municipalities established their planning advisory committees, discussions with other municipal staff and Provincial staff, and a review of existing advisory committees in the Region. A list of established planning advisory committees can be found in Appendix IV.

3. Relationships with Local Municipalities

The Region of Peel Planning Advisory Committee (the Advisory Committee) would be a subcommittee of the Planning and Growth Management Committee, responsible for advising Regional Council on Peel's high level planning matters. And as such, the Advisory Committee would not be responsible for local municipal and site specific planning matters and/or development-related applications. The Advisory Committee would be open to receiving input from local planning and development-related committees regarding Peel's community vision and planning matters.

The Advisory Committee would serve as an additional public consultation and engagement initiative by the Region that aims to provide a greater opportunity for public input to be considered and a diversity of community representation on planning matters. It would not replace other public consultation undertaken through stakeholders meetings and workshops, open houses, public outreach, digital media, and statutory public meetings.

4. Recruiting and Selecting Public Members for the Region of Peel Planning Advisory Committee

Efforts would be made to ensure Peel's geographic, ethnic, cultural, and economic diversity are considered in the recruitment and selection of public members of the Region of Peel Planning Advisory Committee. Other aspects of diverse representation, such as, but not limited to home

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ownership type, employment type, and education levels would also be considered. Persons with general knowledge of municipal planning, engineering, and finance may also be considered.

The selection of public members would include efforts to enhance the public's opportunity to provide input on planning matters.

Staff would be responsible for the recruitment of public members and provide a recommendation to Regional Council for appointments. It would be an open competitive process and involve local media.

Additional details on the proposed recruitment and selection process for public membership of the Advisory Committee can be found in Appendix V.

RISK CONSIDERATIONS

There is the potential risk that the Advisory Committee could provide advice contrary to preferences of some internal and external stakeholders. This is observed in the Region's existing planning consultation and engagement initiatives. Diverse perspectives and advice are an opportunity for the Region to apply its "Working With You" culture and collaborate with a variety of stakeholders and perspectives to improve planning in Peel. Ultimately Regional Council will be the decision making authority for establishing the Region's position on planning matters.

Other potential risks include Advisory Committee members feel disengaged and find it challenging to learn about planning. Staff are prepared to facilitate the Advisory Committee members' engagement throughout their term. Supporting orientation and educational resources can be provided to help members be equipped to provide their advice. There is also a risk that Advisory Committee members advocate for planning work and engagement outside of the capacity of current Regional resources or planned work program. Staff can also help guide Regional Council and the Advisory Committee on the types of planning matters that should ideally be deferred to the Advisory Committee for advice, and are within its mandate.

FINANCIAL IMPLICATIONS

Members of the Region of Peel Planning Advisory Committee would be volunteers. Non-elected members of the Advisory Committee (those other than Regional Councillors) shall be eligible for reimbursement of expenses incurred which are deemed necessary for full participation in the Advisory Committee, and in accordance with Regional policy. These can include transportation, sign language interpretation services, and other services.

Staff and other resources will be required to organize and support the Advisory Committee. These can be accommodated within existing budgets. Every effort will be made to ensure the Advisory Committee's activities and annual work plan reflects the Committee's mandate, and is within reasonable expectations of staff time and capacity, and availability of resources. Staff will seek assistance from other divisions within the Region as required from time to time to support the Advisory Committee in implementing the annual work plan. Regular review of the Advisory Committee's work plan can help inform future budget requests.

ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES

CONCLUSION

Establishing a Planning Advisory Committee would meet legislated requirements, enhance existing planning consultation and engagement opportunities in the Region of Peel, and allow greater input from the public on community visioning and planning matters. Greater community member representation can provide a further opportunity to integrate public input into realizing the Region's vision of "Community for Life", and mission of "Working With You" to create a healthy, safe and connected community.



Steve Fantin for
Janette Smith, Commissioner of Public Works



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - *Planning Act* Requirement for Planning Advisory Committee
- Appendix II - Proposed Terms of Reference for the Region of Peel Planning and Growth Management Committee
- Appendix III - Proposed Terms of Reference for the Region of Peel Planning Advisory Committee
- Appendix IV - List of Planning Advisory Committees in the Greater Golden Horseshoe
- Appendix V - Proposed Public Membership Recruitment and Selection Process for the Region of Peel Planning Advisory Committee

For further information regarding this report, please contact Steve Jacques, Director, Growth Management Strategy (steve.jacques@peelregion.ca, ext. 4625)

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**APPENDIX I
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

EXCERPT FROM THE *PLANNING ACT*, SECTION 8

Part II – Local Planning Administration

Planning advisory committee

Mandatory for certain municipalities

8 (1) The council of every upper-tier municipality and the council of every single-tier municipality that is not in a territorial district, except the council of the Township of Pelee, shall appoint a planning advisory committee in accordance with this section. 2015, c. 26, s. 16.

Optional for other municipalities

(2) The council of a lower-tier municipality, the council of a single-tier municipality that is in a territorial district or the council of the Township of Pelee may appoint a planning advisory committee in accordance with this section. 2015, c. 26, s. 16.

Joint planning by agreement

(3) The councils of two or more municipalities described in subsection (2) may enter into an agreement to provide for the joint undertaking of such matters of a planning nature as may be agreed upon and may appoint a joint planning advisory committee in accordance with this section. 2015, c. 26, s. 16.

Membership

(4) The members of a planning advisory committee shall be chosen by the council and shall include at least one resident of the municipality who is neither a member of a municipal council nor an employee of the municipality. 2015, c. 26, s. 16.

Same

(5) Subsection (4) applies with respect to a joint planning advisory committee, with necessary modifications. 2015, c. 26, s. 16.

Remuneration

(6) Persons appointed to a committee under this section may be paid such remuneration and expenses as the council or councils may determine, and where a joint committee is appointed, the councils may by agreement provide for apportioning the costs of the payments to their respective municipalities. 2015, c. 26, s. 16.

Source: Planning Act, R.S.O. 1990, c. P.13

(https://www.ontario.ca/laws/statute/90p13?_ga=2.198026287.1628211034.1533742587-35595433.1533742587#BK13)

**APPENDIX II
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

**PROPOSED TERMS OF REFERENCE FOR THE PLANNING AND GROWTH
MANAGEMENT COMMITTEE**

Committee Name:

The Planning and Growth Management Committee shall be referred to herein as the “Committee”.

Mandate:

The Committee’s mandate will be to review and provide input into strategies for managing growth, including intensification. This is to be done in consideration of the need for infrastructure based on the Region’s distribution of population and jobs, while ensuring the Region’s long-term financial sustainability. The Committee will review and make recommendations on the Region’s long term community vision and initiatives, key land use planning matters, growth management issues, planning and servicing policies, and consider population and employment distribution in the Region. The Committee will receive advice and input from the Region of Peel Planning Advisory Committee.

Responsibilities:

The Committee will be tasked to:

- Review regional land use planning matters, and inform Council’s decisions on regional land use planning decisions,
- Review issues related to growth in Peel, and inform Council’s decisions on the allocation of population and employment forecasts across the Region, and
- Seek assistance from the Region of Peel Planning Advisory Committee to provide strategic insight and advice on the Region’s long term community vision and initiatives, and key land use planning matters.

The Committee will receive advice and input from the Region of Peel Planning Advisory Committee.

Membership:

The Committee will be comprised of members of Regional Council including at least one member from each area municipality as appointed by Regional Council.

Term of Appointment:

Members of the Committee shall be appointed for a term ending upon the dissolution of the Committee or at the end of the term of Council, whichever comes first.

Chair and Vice-Chair:

**APPENDIX II
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

The Chair and Vice-Chair of the Committee will be elected from members of the Committee at the first meeting.

Quorum:

Quorum will consist of the majority of the total number of members on the Committee.

Reporting Function:

The Committee will report to Regional Council. The minutes of each Committee meeting will be placed on the next available Regional Council Agenda for approval.

Meeting Structure:

The Committee meeting structure will follow the same rules as laid out in the Procedure By-law.

In-Camera:

The Committee reserves the right to go In Camera for matters that meet the requirements as outlined in the Procedure By-law.

Staff Resources:

The Committee will be supported by staff from the Office of the Regional Clerk, Integrated Planning Division, and Growth Management Strategy.

**APPENDIX III
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

**PROPOSED TERMS OF REFERENCE
REGION OF PEEL PLANNING ADVISORY COMMITTEE**

Mandate

The mandate of the Planning Advisory Committee is to:

- Provide input on the Region's long term community vision and initiatives, and key land use planning matters
- Champion land use planning literacy, education, and outreach in the Region of Peel
- Promote input from members of the public on planning matters in the Region of Peel

For further clarity, the Region of Peel Planning Advisory Committee (the Advisory Committee) is responsible for advising Regional Council on Peel's high level planning matters. The Advisory Committee is not responsible in any way for local municipal and site specific planning matters and/or development-related applications.

Membership Composition

The Advisory Committee is comprised of the Regional Chair (ex-officio) and one (1) Regional Councillor from each local municipality, nominated from the Planning and Growth Management Committee.

The Advisory Committee is also comprised of nine (9) members of the public, three (3) from each local municipality. These members shall be residents of the Region of Peel, shall not be a member of the current or immediately past municipal Council, shall not be an employee of the Region of Peel or any municipality in the Region of Peel, and shall not be directly affiliated with the development industry or other specific interest groups related to the planning and development industry. The members shall represent the interests of the broader community.

Regional Council approves the appointment of members of the public in the Planning Advisory Committee.

The Planning Advisory Committee therefore will comprise thirteen (13) members.

Roles and Responsibilities of Members

Members of the Advisory Committee responsible for:

- Preparing for meetings by reading agendas, engaging in discussion, and providing advice to the Planning and Growth Management Committee.
- Informing the Office of the Regional Clerk in advance if they cannot attend a meeting.
- Occasionally participating in orientation, education, and training sessions if the Planning Advisory Committee has determined a need for these types of educational support in order for it to continue to be a consultative and advisory body.

APPENDIX III

ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES

Election of the Chair and Vice-Chair

The Advisory Committee will elect from among its members a Chair and Vice–Chair, and this election shall be held at its first meeting.

The Advisory Committee shall appoint a Vice-Chair who may act in the capacity of chair and exercise all the rights, powers and authorities of the Chair when the Chair is absent through illness or otherwise, or is absent from the office in course of his or her duties, or on vacation or on an approved leave.

Quorum

Quorum will consist of the majority of the membership, with at least one member of Council and two public members present.

Reporting Structure

The Advisory Committee will report to the Planning and Growth Management Committee. It will take direction from and report to the Planning and Growth Management Committee as a consultative and advisory body on planning and community visioning matters. It will report on its annual work plan to the Planning and Growth Management Committee.

The Chair of the Planning Advisory Committee would report on the Committee’s behalf to the Planning and Growth Management Committee.

Term of Appointment

Members will serve for a term of up to four years, coinciding with the term of Regional Council.

Reappointment is possible, however public members may only serve for a maximum of two consecutive Council terms, subject to Regional Council approval.

Frequency of Meetings

The Advisory Committee will be established to meet a minimum of three (3) times per year. The first meeting of every year is intended to set an annual work plan, establish the meeting schedule, and establish the meeting location. Meetings may also be held at the call of the Chair.

Other orientation, education, and training sessions may be provided as suggested by staff or upon request of the Advisory Committee to support the annual work plan.

Staff Resources

The Growth Management Strategy and Integrated Planning Division will support the Planning Advisory Committee as it maintains and implements the annual work plan.

The Growth Management Strategy and Integrated Planning Division will seek assistance from other divisions within the Region as required from time to time to support the Advisory Committee in implementing the annual work plan.

A designate of the Regional Clerk will serve as the secretary to the Planning Advisory Committee and provide administrative support.

**APPENDIX III
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

Reimbursement of Expenses

Non-elected members of the Advisory Committee (those other than Regional Councillors) shall be eligible for reimbursement of expenses incurred which are deemed necessary for full participation in the Advisory Committee, and in accordance with Regional policy. These can include transportation, sign language interpretation services, Braille translation services, and support care services.

Resignation of Members

Resignation of a member during the term must be made in writing to the Office of the Regional Clerk. Regional Council may choose not to fill a vacancy, except where a resignation will leave the Committee without public membership representation.

Members may be required to resign if they have been absent for more than two consecutive meetings without good cause and advance notice.

Conflict of Interest

Members shall disclose any conflicts of interest to the Advisory Committee and remove themselves from meetings for the duration of the discussion and voting (if any) with respect to that matter.

Amendments to the Terms of Reference

The Advisory Committee's Terms of Reference will be reviewed and amended in the fourth year of every Council term.

Regional Council will have authority to make changes to the Advisory Committee's Terms of Reference, as required.

**APPENDIX IV
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

LIST OF PLANNING ADVISORY COMMITTEES IN THE GREATER GOLDEN HORSESHOE

The list shows municipalities with Planning Advisory Committees similar to the proposed Region of Peel Planning Advisory Committee. Note that there is no preferred approach to establishing a Planning Advisory Committee. The approach depends on the municipality’s goals, needs, and context. All Advisory Committees generally had the goal to improve opportunities for the public to provide advice on planning matters.

Municipality	Committee Name	Mandate	Membership Composition	Membership Term
Niagara Region	Planning Advisory Committee	To provide input into the new Official Plan and help shape Niagara's growth and prosperity.	Total: 8 members Council representation: 0 Public representation: 8	2 years; up to 4 committee members can serve one consecutive term.
City of Toronto *	Planning Review Panel	The Panel is mandated to provide input on City Planning strategies, plans, policies, and initiatives that have city-wide implications. This input should be provided to help ensure City Planning’s work is informed by resident experience and well-aligned with the values and priorities of all Torontonians.	Total: 28 members Council representation: 0 Public representation: 28	Members will serve on the Panel for 2 years, following an orientation program.

10.1-14

**APPENDIX IV
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

Municipality	Committee Name	Mandate	Membership Composition	Membership Term
York Region	Planning Advisory Committee	<p>The mandate of the Planning Advisory Committee is to provide York Regional Council and staff with advice regarding key land use planning matters in York Region.</p> <p>Members will provide input on issues that impact the long-term community vision for the Region, specifically:</p> <ul style="list-style-type: none"> • Proposed new or revised plans, legislation and initiatives from Provincial ministries, Federal departments and other agencies that affect planning in York Region. • Updates and amendments to policies of the Regional Official Plan. • Other planning matters warranting consideration, as referred by York Regional Council or staff. 	<p>Total: 8 to 14 members</p> <p>Council representation: 1 to 3</p> <p>Public representation: 7 to 11</p>	Council Term

* Established for general public outreach and education on planning, not initially intended to be a Planning Advisory Committee.

**APPENDIX V
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

**PROPOSED PUBLIC MEMBERSHIP RECRUITMENT AND SELECTION PROCESS FOR
REGION OF PEEL PLANNING ADVISORY COMMITTEE**

Recruitment

Recruitment for the nine (9) public members of the Region of Peel Planning Advisory Committee (the Advisory Committee) will begin at the start of the new Council term. Recruitment will be led by Regional staff with support from the Office of the Regional Clerk and Communications. It would be an open competitive process and involve communications in local media.

The prospective candidate must express their interest in participating in the Advisory Committee by submitting an application to the Office of the Regional Clerk. The application would consist of a resume and/or cover letter, their availability for meetings, and description of their interest in advising on the Region's community and planning matters.

The prospective candidate must be a resident of the Region of Peel.

The prospective candidate cannot be:

- A member of the current or immediately past municipal council,
- An employee of the Region of Peel or any municipality in the Region of Peel,
- Directly affiliated with the development industry or other specific interest groups related to the planning and development industry.

Staff are responsible for the screening of potential members and making the recommendation to the interview panel, consisting of the Director of Planning and Growth Management and Chief Planner, Chair of the Planning and Growth Management Committee, Regional Clerk, and Growth Management Strategist.

Staff will be recommending nine (9) public members to Regional Council for appointment to the Planning Advisory Committee, three (3) from each local municipality.

The recruitment process will be open and transparent. All efforts would be made to ensure Peel's geographic, ethnic, cultural, and economic diversity are considered in the recruitment of public members of the Advisory Committee.

Selection

Public members will be selected in early 2019. Staff will be responsible for the recruitment and selection of public members and provide a recommendation to Regional Council for appointments to the Advisory Committee.

The selection of public members may consider other aspects of diverse representation such as, but not limited to home ownership, employment type, and education levels. The selection of public members may also give preference to persons with general knowledge of municipal planning, engineering, and finance.

The selection of public members would make every effort to enhance the public's opportunity to provide input on planning matters.

**APPENDIX V
ESTABLISHING THE REGION OF PEEL PLANNING COMMITTEES**

The selection process will be open and transparent. All efforts would be made to ensure Peel's geographic, ethnic, cultural, and economic diversity are considered in the selection of public members of the Advisory Committee.

For Information

DATE: September 5, 2018

REPORT TITLE: **REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE**

FROM: Janette Smith, Commissioner of Public Works
Nancy Polsinelli, Commissioner of Health Services
Dr. Jessica Hopkins, Medical Officer of Health

OBJECTIVE

To provide an update on the final Region of Peel Vision Zero Road Safety Strategic Plan and its associated five year action plan.

REPORT HIGHLIGHTS

- In December 2017, Region of Peel Council adopted the Vision Zero framework to better coordinate efforts and resources among agencies and stakeholders to reduce fatal and injury motor vehicle collisions in Peel.
- Regional staff developed a Road Safety Strategic Plan in consultation with local municipalities, Peel Regional Police, the Ontario Provincial Police – Caledon Detachment and other road safety stakeholders.
- The goal of the Road Safety Strategic Plan is a 10 per cent reduction in fatal and injury motor vehicle collisions on Regional roads in five years (2018 to 2022).
- Notable recommendations of the Road Safety Strategic Plan include the establishment of a Vision Zero Task Force, participation in the development of Automated Speed Enforcement and expansion of the Red Light Camera program.
- The investment to implement new safety improvement programs identified in the Road Safety Strategic Plan is estimated to be \$21.3M over five years and funding will be requested as a part of the annual budget process.

DISCUSSION
1. Background

On average, nearly 6,000 collisions are reported annually on Region of Peel roads, resulting in approximately 1,000 personal injury collisions and nine fatal collisions. These injuries and deaths affect not only the victims and their families, but also impact healthcare, community and social services. Most of these collisions can be reduced through strategic and effective road safety initiatives that include: infrastructure planning and design changes; enforcement; public education; and empathy – putting one road user in the position of another to understand the consequences of their actions.

REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

The Road Safety Strategic Plan's goal is to improve road safety and reduce the occurrence of fatal and injury collisions on Regional roads. It incorporates the principles of Vision Zero, the philosophy that no loss of life is acceptable and represents an important milestone towards addressing the needs of vulnerable road users in the Region, such as pedestrians and bicycle riders. The Road Safety Strategic Plan was developed based on an analysis of collision data, public consultation, Regional Council priorities, and input from key road safety stakeholders and partner agencies including, local municipalities, Peel Public Health, Peel Regional Police, and the Ontario Provincial Police – Caledon Detachment, all of whom have committed to its implementation.

Appendix I provides the Executive Summary of the Region of Peel Vision Zero Road Safety Strategic Plan. A copy of the complete Region of Peel Vision Zero Road Safety Strategic Plan and a Summary Report is available from the Office of the Regional Clerk for viewing.

2. Road Safety Strategic Plan Development

The Road Safety Strategic Plan consists of four key components: a Vision and Goal; Emphasis Areas; an Action Plan; and Implementation and Monitoring. The Plan was developed through extensive consultation with the public and in collaboration with road safety stakeholders.

a) Vision Zero Framework and Goal of the Road Safety Strategic Plan

The following Vision and Goal were adopted for the Road Safety Strategic Plan (2018-2022):

Vision: Zero fatal and injury collisions for all road users

Goal: Ten per cent reduction in fatal and injury collisions by 2022

Implementing the "Vision Zero" framework requires a paradigm shift in the way the transportation system is designed, built and operated. The current safety efforts of the Region and its partner agencies must be altered in order to achieve a significant reduction in the number and severity of motor vehicle collisions. In a Vision Zero jurisdiction, safety is prioritized over factors that traditionally influence transportation decision making, such as cost, vehicle speeds, delay to vehicular traffic, and vehicular level of service.

b) Consultation and Partnerships

Road Safety cannot be achieved through the efforts of one agency alone. The Road Safety Strategic Plan was developed in collaboration with a diverse group of stakeholders. Forming partnerships and networks with other government and non-governmental organizations will help to ensure that road safety is explicitly considered and embedded into the vision and culture of these organizations.

REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

c) Emphasis Areas and Awareness Areas

Identifying emphasis areas is critical to achieving the goal of the Road Safety Strategic Plan. Key emphasis areas consist of types of collisions identified as primary safety concern by the public and analysis of Regional and local municipal collision data. The top six emphasis areas based on the public opinion surveys and the collision analysis are:

- Intersection related collisions
- Aggressive driving
- Distracted driving
- Pedestrian collisions
- Impaired driving
- Cyclist collisions

Some of these emphasis areas are a group of collisions. For example, aggressive driving includes driver actions such as following too close and speeding.

Although not identified in the collision analysis, two additional “awareness areas” were identified through public input:

- School zones
- Heavy trucks

Together, these emphasis and awareness areas provide guidance for selecting road safety programs and proactively improving safety for all road users.

d) Countermeasures and Recommended Actions

A countermeasure or intervention is an action taken to reduce the frequency or severity of motor vehicle collisions. The countermeasures chosen for the selected emphasis areas for the Road Safety Strategic Plan have two characteristics:

- (1) A likelihood of contributing to the reduction of collision frequency or severity within an emphasis area; and
- (2) A commitment to support and deliver from either the Region or partner agencies.

Four broad categories of countermeasures, known as the 4Es, were identified to reduce the severity and frequency of collisions: engineering, enforcement, education and empathy.

Notable recommendations in the Plan include the establishment of a Vision Zero Task Force, participation in the development of Automated Speed Enforcement and expansion of the Red Light Camera program.

e) Mobility Devices

At its meeting held on June 8, 2017, the Commissioner of Public Works was requested by Regional Council to report to a future meeting of Regional Council with recommendations related to the increasing number of people who use mobility devices and road safety issues.

REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

While collisions involving mobility devices are not statistically significant at this time, the growth of the aging population requires transportation agencies to pay close attention to their safe mobility needs. According to the *Highway Traffic Act*, persons operating motorized scooters are classified as pedestrians and must obey all the rules of the road that apply to pedestrians.

The 2016 Canadian Census confirms that seniors now make up the fastest growing age group in the country. In 2016, there were nearly 176,820 adults aged 65 and over in the Region of Peel.

As pedestrians, persons using mobility devices have to follow pedestrian signals, never cross on a red light and make sure it is clear before crossing. A sidewalk should be the first choice for someone using a mobility scooter. When there are no accessible curb ramps available to access the sidewalk the user should return to the sidewalk at the first available opportunity. When there is no sidewalk, the user should travel along the left shoulder of the roadway facing oncoming traffic and look for a way to get onto a sidewalk safely and as soon as possible.

3. Vision Zero Logo

The Road Safety Committee of Mississauga developed a Vision Zero logo to promote road safety. It was developed in consultation with the Region of Peel, City of Brampton and the Town of Caledon. The City of Mississauga Accessible Planning reviewed the logo and approved it. Regional staff intend to use this logo, where appropriate on future initiatives. Appendix II provides the Vision Zero Logo.

4. Establish Vision Zero Task Force

Consistent with the recommendations of the Road Safety Strategic Plan, staff are drafting a Terms of Reference for the establishment of a Vision Zero Task Force (“Task Force”). The Task Force may consist of Regional staff, local municipal staff, the Ministry of Transportation of Ontario, Peel Regional Police and the Ontario Provincial Police – Caledon Detachment.

The purpose of the Task Force will be to institutionalize safety by ensuring that it is integrated into the varying levels of decision making processes to consider road safety implications.

FINANCIAL IMPLICATIONS

Cost estimates have been developed for the full implementation of the Road Safety Strategic Plan for 2018-2022. The investment to implement new safety improvement programs identified in the Road Safety Strategic Plan is estimated to be \$21.3M over five years and funding will be requested as a part of the annual budget process.

In addition, to achieve the proposed goal of 10 per cent reduction in fatal and injury collisions by 2022, additional staff resources are required. Staff will review resource requirements through the annual budget process.

REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE

CONCLUSION

Road safety is a shared responsibility and requires a commitment from road users and road safety agencies to work together to make the roads safer for everyone. The Vision Zero Road Safety Strategic Plan provides an action plan to reduce fatal and injury collisions and guide future road safety investment. It allows staff and partners to effectively deliver on the Region of Peel's *Community for Life* vision, to create a community that promotes mobility, walkability and various modes of transportation within a built environment that promotes health and considers the long-term benefits for current and future generations.



Steve Fantin for
Janette Smith, Commissioner of Public Works



Nancy Polsinelli, Commissioner of Health Services



Dr. Jessica Hopkins, Medical Officer of Health

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Executive Summary of the Region of Peel Vision Zero Road Safety Strategic Plan
Appendix II - Vision Zero Logo

For further information regarding this report, please contact Joe Avsec, Manager, Traffic and Sustainable Transportation, extension 7910, joe.avsec@peelregion.ca.

Authored By: Seema Ansari, Technical Analyst, Traffic Safety, Traffic and Sustainable Transportation, Extension 5070, seema.ansari@peelregion.ca.

Reviewed in workflow by:

Financial Support Unit

Executive Summary

The Region of Peel has developed a Road Safety Strategic Plan (RSSP) to address the approximate 1000 annual roadway collisions on Regional roads that result in injury or death. The framework of Vision Zero, under which no loss of life or injury from a collision is considered acceptable, has been formally adopted by Region of Peel Council, and the RSSP is based on this philosophy.

The RSSP aims to address a number of priorities outlined in the Region of Peel's 2015-2035 Strategic Plan by promoting

healthy and age-friendly built environments and building a community that promotes safe mobility, walkability, healthy living, and various modes of transportation. The RSSP is one of the three

component studies of the Region's Long-Range Transportation Plan and serves as the implementation plan for achieving the Region's objective of safe mobility.

The Region of Peel has formally adopted the framework of Vision Zero.

Recognizing that the road safety vision is idealistic and ambitious, the RSSP has set a goal for the first five years of the RSSP as a 10% reduction in injury and fatal collisions. These goals will act as intermediate steps towards reaching Vision Zero.

The Region and its safety partners have developed the RSSP based on three sets of inputs: collision data, public input, and Regional priorities. In order to have the greatest chance of success, the plan is targeted toward those types of fatal and injury collisions occurring in the largest numbers, as validated by input from partners, the public, and in alignment with the Region's plans and policies. These target groups are called emphasis areas.

Trucks and school zones are recognized in the RSSP as well, known as awareness areas. Awareness areas are different than emphasis areas as they were not determined by collision data; they were identified by the public as safety concerns and are consistent with the Region's Strategic Plan and Long-Range Transportation Plan. The awareness areas were taken into consideration during the development of the action plan for the RSSP.

Appendix I - Region of Peel Vision Zero Road Safety Strategic Plan Update

The action plan to address fatal and injury collisions within each emphasis area is made up of general actions and specific safety programs called countermeasures. To implement the RSSP action plan, it is necessary to assemble a Task Force to direct the program and to deliver the actual safety program elements. This group is comprised of key stakeholder members and is responsible for: developing a common brand for the RSSP; working together to best deliver the program; and for working to develop a culture within the various agencies that consider road safety as part of decision-making. A key first step will be in-depth data analysis by several of the agencies, to determine the exact nature, location, time, demographics, etc. of the various collision types so the countermeasures can be more precisely tailored to the collisions.

The action plan delivered by the Task Force will be comprised of: existing countermeasures that the Region and its partners are already utilizing; existing countermeasures that will be expanded in scope to have greater effect; and new programs. For most emphasis areas, countermeasures have been developed that fall into all four of the following categories:

- Engineering and physical changes,
- Enforcement of rules of the road,
- Educational programs, and
- Empathy programs.

In total, the action plan is comprised of over 100 countermeasures to be delivered over the next five years, with programs ranging from one-time to being continuous over the entire time period.

The capital and operating cost for the full implementation (2018 to 2022) of existing and future safety improvement programs and action items recommended in the Road Safety Strategic Plan is estimated to be \$47.2M. Of this amount, \$21.3M consists of new projects and initiatives and the remaining \$25.9M is a part of the Region's existing and reoccurring, operating and capital budgets. Funding for individual projects will be presented to Council for consideration as part of the annual budget process.

Additional staff and staff time may be required, as significant effort will be required to analyze safety data, develop specific programs, implement

Appendix I - Region of Peel Vision Zero Road Safety Strategic Plan Update

countermeasures and monitor results, with the exact details to be determined after the Task Force is assembled and the RSSP is developed in further detail.



Region of Peel **Vision Zero** Road Safety Strategic Plan

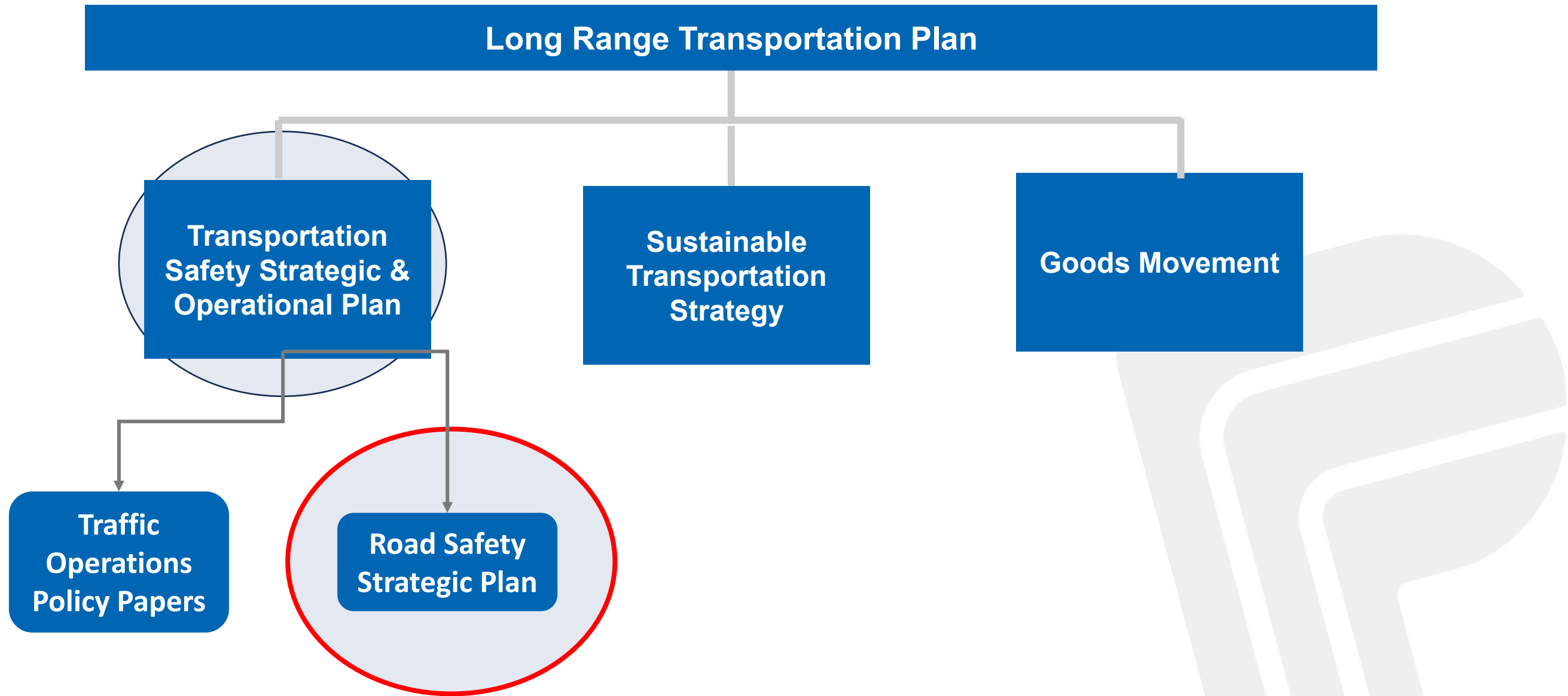
Regional Council Meeting
September 13, 2018

Joe Avsec
Manager
Traffic and Sustainable Transportation
Region of Peel

Gary Carty
Staff Sergeant
Major Collision Bureau
Peel Regional Police



Introduction of the Road Safety Strategic Plan



Introduction of the Road Safety Strategic Plan

Region of Peel Strategic Plan 2015-2035



In this Council term, we are working with partners to...

- increase waste diversion
- adapt to and mitigate the effects of climate change
- promote healthy and age-friendly built environments
- improve goods movement
- plan and manage growth

By 2035, you will...

- live in a community that is environmentally friendly
- live in a community that promotes mobility, walkability and various modes of transportation
- live in a community that embraces diversity and inclusion
- live in a community that promotes economic sustainability and future investments in Peel
- live in a community where growth is well managed
- live in a community where the built environment promotes healthy living

Introduction of the Road Safety Strategic Plan

A structured program to improve safety for road users through a data driven effort, incorporating public and stakeholder input, and Regional Council priorities by:

- Identifying and prioritizing emphasis areas,
- Coordinating safety investment,
- Developing an action plan of new or expanded countermeasures, and
- Institutionalizing changes to road safety policy.



Introduction of the Road Safety Strategic Plan

Project Stakeholders



Region of Peel



Peel Regional Police



OPP



Town of Caledon



City of Brampton



City of Mississauga



Regional Municipality of York



Brampton Transit



MTO



Peel Public Health



Mississauga Cycling Advisory Committee



CAA



MADD



Brampton Cycling Advisory Committee



Bike Brampton



Road Today



MiWay



Vision Zero

- Originated in Sweden in 1997 and passed into law at the federal level

“ No loss of life is acceptable ”

- **Long term goal:** No one should be killed or seriously injured as the result of a collision within the transportation system

Vision Zero



Life and health cannot be exchanged for other societal benefits

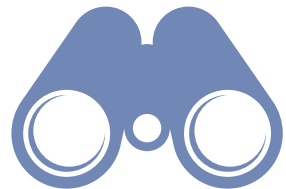


Safety is the priority
(prioritized over speed, cost, level of service, etc.)



Transportation systems are to be designed forgiving

Peel Region's Vision and Goal Statements:



VISION: Zero fatal and injury collisions for all road users.



GOAL: 10% reduction in fatal and injury collisions by 2022.

Determining Emphasis Areas

Emphasis areas are selected based on the following factors:

A. Collision analysis



B. Public opinion



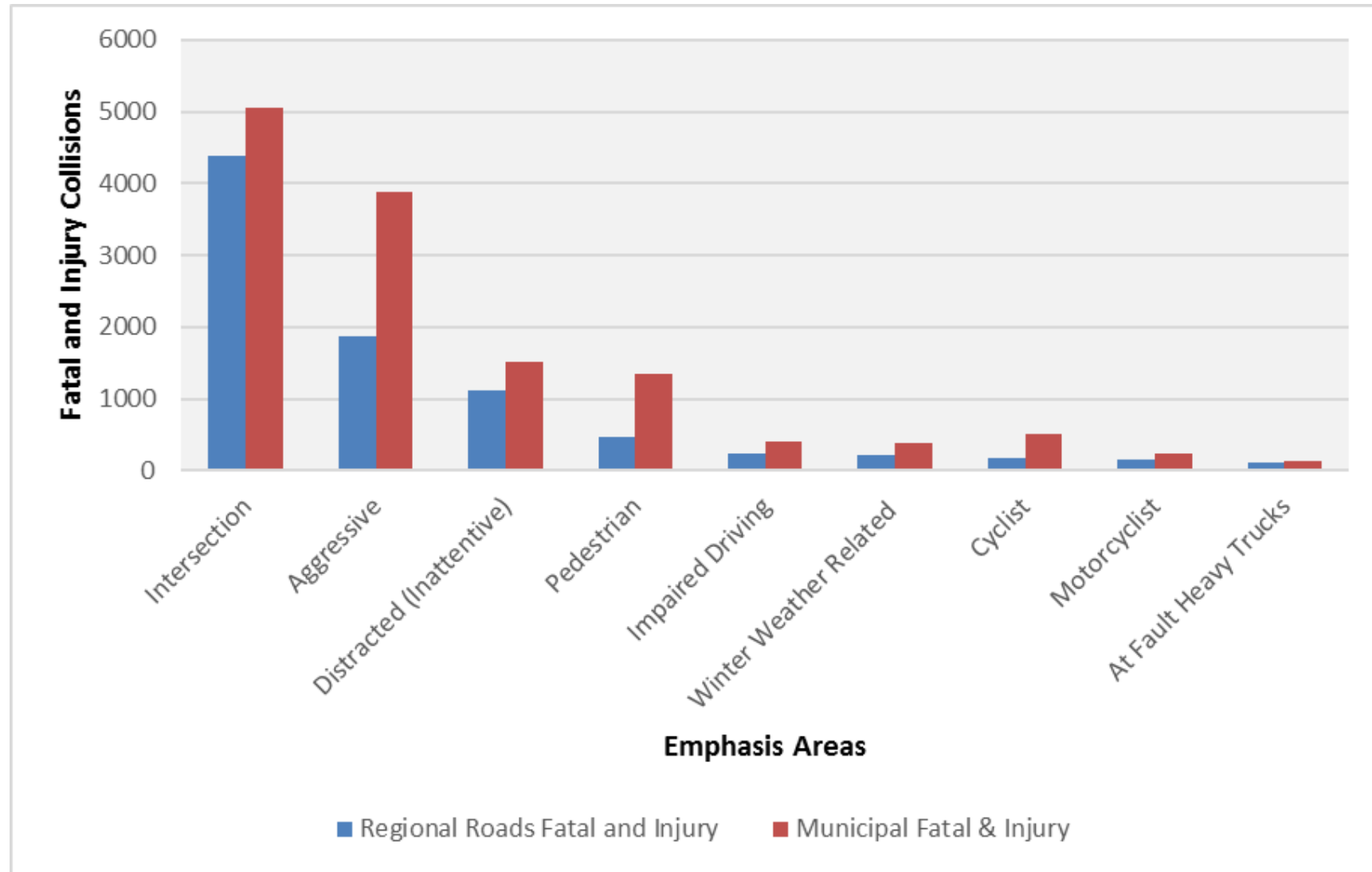
C. Strategic and practical considerations



Emphasis Areas

A) Collision Analysis

Regional and Municipal Fatal and Injury collision Data (2010-2014)



Emphasis Areas

B) Public Opinion & Community Outreach

- At community events
- To seek feedback from residents regarding their perception of safety



Selected Emphasis Areas

Intersection Collisions



More than **75%** of all collisions happen at intersections.

Aggressive Driving



Rear-end collisions are the most common type of collision.

Distracted Driving



Fatal/serious injury collisions that were caused by distracted driving has increased by 37% from 2010 to 2014 in Peel Region.

Pedestrian Collisions



Impaired Driving



Cyclist Collisions



Awareness Areas

- Not specific emphasis areas as determined by the collision data.
- Identified by the public as perceived areas of safety.



Awareness Areas

**Truck Collisions
School Zones**

Countermeasures – 4 E's of Road Safety



Engineering

Changes to the physical format of the roadway, traffic control, warning devices, pavement markings, or changes to the regulations.



Education

Change road user behaviors to be more aware of their surroundings and take less risky actions.



Enforcement

Manned police and automated enforcement of rules of the road intended to gain better compliance.



Empathy

Trying to put one road user in the position of another, so that they better understand the consequences of their actions.

Countermeasures and Recommended Actions

Engineering



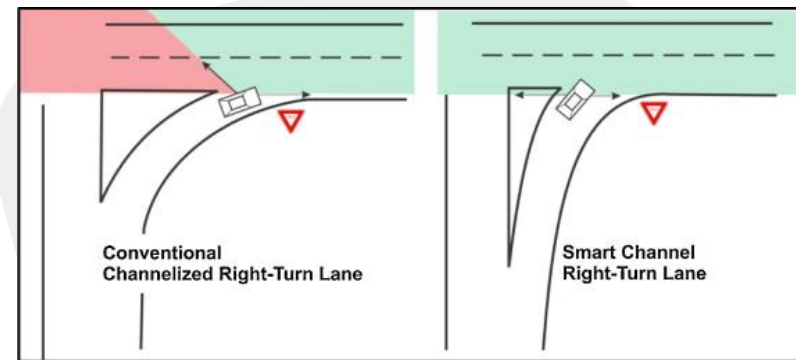
Roundabouts



Pedestrian Crossovers



Smart Channels



Actuated Advance Warning Beacons



Speed Cushions



Pavement Markings

Countermeasures and Recommended Actions

Enforcement



Red Light Camera



Reduce Impaired Driving Everywhere (R.I.D.E) Program



Caledon OPP



Automated Speed Enforcement



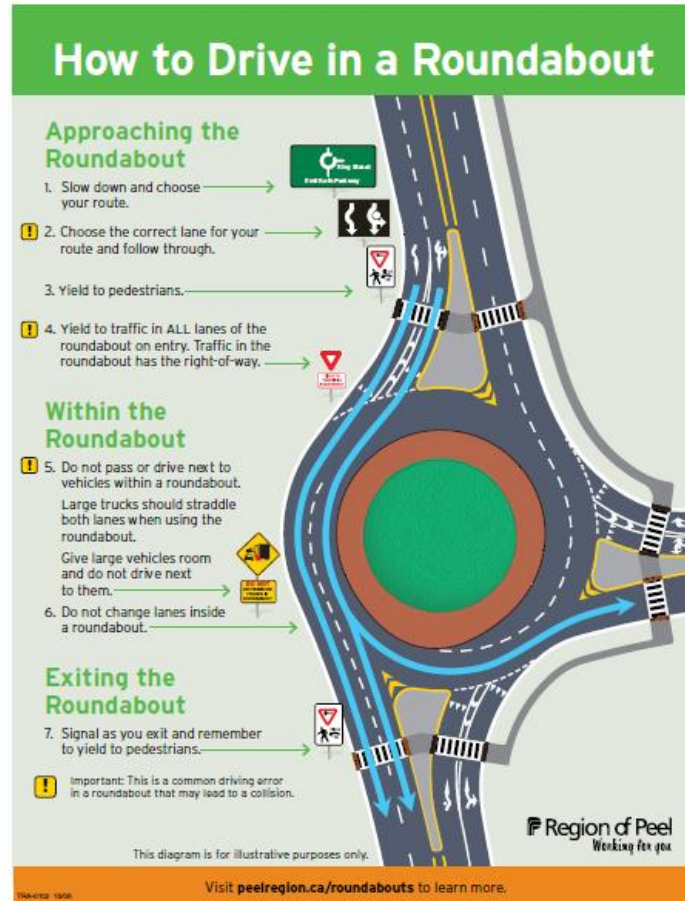
Public Transit for Distracted Driving Enforcement



Peel Regional Police

Countermeasures and Recommended Actions

Education/Empathy



The Laws Have Changed

A new type of pedestrian crossing has been approved for use in Ontario. These pedestrian crossovers can be located:

- in the middle of a block
- at intersections without traffic lights
- at right-turn channels where pedestrians cross to an island before pushing the pedestrian push button

These pedestrian crossovers are identified with signs on both sides of the roadway. Pedestrian crossovers may also include:

- flashing lights
- an overhead sign

Crossover with overhead signs, beacons and push button Crossover at right-turn channel



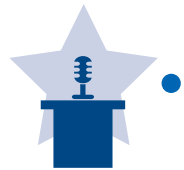
Overall Strategic Countermeasures



Creation of the Vision Zero Task Force



Vision Zero Traffic Safety Culture



Community Traffic Safety Ambassadors



Review the Process to Integrate Safety



Resources and Funding

- To achieve the desired outcomes of the Road Safety Strategic Plan by implementing countermeasures, additional funding and resources will be required.
- The investment to implement new safety improvement programs identified in Road Safety Strategic Plan is estimated to be **\$21.3M.**
- Funding for future years and additional staff resources will be presented to council for consideration as a part of the annual budget process.

Next Steps

What's next?



Creation of the Vision Zero Task Force



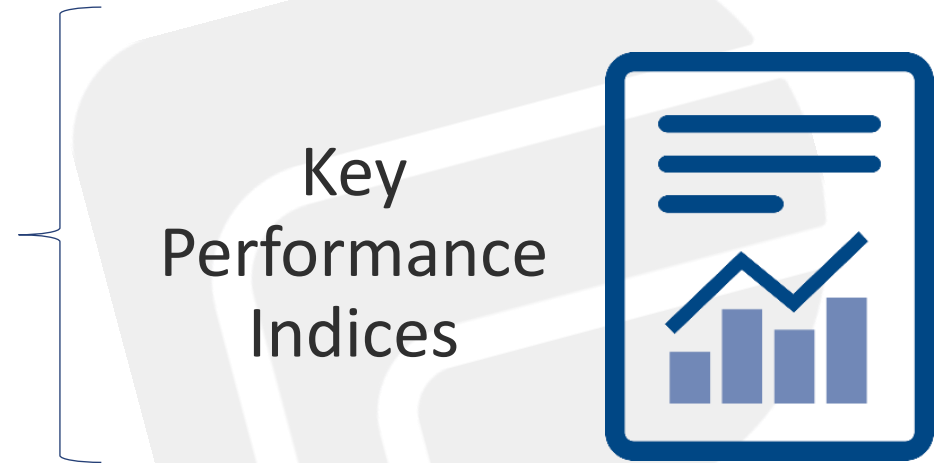
Implementation of Countermeasures



Evaluation of Countermeasures



Readjustment



Further Questions?



Contacts

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Gary Carty
Staff Sargent, Peel Regional Police
Gary.Carty@peelpolice.ca
Office: (905) 453-3311 x 3707

For Information

DATE: September 5, 2018

REPORT TITLE: **REGION OF PEEL FILMING AND SPECIAL EVENT PERMITTING PROCESS**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide a summary of the current Filming and Special Event Permitting process and discuss the alignment with Vision Zero and other applicable policies.

REPORT HIGHLIGHTS
<ul style="list-style-type: none"> • The Region of Peel issues approximately six filming permits and 30 special event permits per year. • All Filming and Special Event Permits issued are reviewed for safety implications and applicable requirements. • The current permit process does not conflict with the Vision Zero framework or the Region's Transportation Safety Strategic and Operational Plan.

DISCUSSION
1. Background

At the July 12, 2018 Regional Council meeting a Notice of Motion was raised requesting staff to review the permitting process for filming and special event permits, specifically related to the amount of notice that is provided and whether the process aligns with Vision Zero.

On occasion, filming companies and event organizers approach the Region with requests to use the right-of-way of a Regional Road for a temporary use other than which it is has been intended. These requests are typically to film a movie or commercial or to close or occupy a road for a parade, race, or community event.

To use the right-of-way for any of these purposes a permit must be obtained from the Region. Permits are required to ensure that staff has the opportunity to review the proposed activities and ensure they are conducted safely.

REGION OF PEEL FILMING AND SPECIAL EVENT PERMITTING PROCESS

On average the Region issues approximately six filming permits and 30 special event permits per year (averaged over five years). The following table contains the geographic breakdown of permits issued.

Municipality	Filming Permits	Special Event Permits
City of Mississauga	31%	26%
City of Brampton	6%	42%
Town of Caledon	63%	32%

2. Permit Types

There are two types of event related permits - Filming Permits and Special Event Permits.

a) Filming Permit (Filming permits cost \$200.00) – Required for shooting a film within the right-of-way of Regional Roads. The minimum submission timeline is ten days prior to filming (processing time may be extended if road closure(s) are required).

i) No Road Closure – If filming is being completed in an unobtrusive and safe manner, then no road closure will be required (e.g. located on the boulevard, or traveling with the flow of traffic).

Notice Requirement: Public notification is not required; however, notice may be sent to the affected Ward Councillor(s) and emergency services.

ii) Road Closure – If filming will be intrusive, or unsafe to the general public a full road closure will be required (e.g. large scale shoot with pyrotechnics, vehicles required to drive on the wrong side of the road, etc.)

Notice Requirement: Advance public notification is mandatory, a minimum of seven days before the event and requirements for a full closure will apply.

b) Special Event Permit (Special Event Permits cost \$550.00 when a full road closure is required and \$275.00 when a partial/rolling closure is required.) – Any event taking place within the right-of-way of a Regional Road requires a Special Event Permit. The minimum submission timeline is four weeks prior to the event and six weeks for an event requiring a full road closure. Depending upon the nature of the events one or more of the following sub-permits may also be required:

i) Rolling Closure – A rolling closure does not require any permanent lane closures. Used mostly for large biking events and small parade walks which use sidewalks only. Any lane closures are limited to a maximum of one lane and are monitored by police presence. The lane closure is not static and moves with the event.

Notice Requirement: Public notification is not required; however, notice may be sent to the affected ward Councillor(s) and emergency services.

ii) Partial Closure – A partial closure requires the closure of one or more lanes, but still provides a limited flow of traffic in both directions or partial flow in one direction.

REGION OF PEEL FILMING AND SPECIAL EVENT PERMITTING PROCESS

Applicable police services must be on site for traffic control, along with Regional staff and/or private contractor(s).

Notice Requirement: Public notification is not required if traffic flow is maintained in both directions; however, depending upon the scope of the partial closure, notice may be sent to the affected ward Councillor(s) and emergency services.

iii) Full Closure – A full closure requires the complete closure of a Regional road and/or a municipal road. Traffic flow must be diverted through an approved detour plan and police must be present for traffic control, along with Regional staff and/or private contractor(s) as required. All events requiring a full closure must be approved by the affected municipalities and emergency services a minimum of two weeks prior to the event date. A copy of the traffic control plan and road closure certificate must be on site at all times during the event.

Notice Requirement: Notification to the public and all stakeholders is mandatory for a full road closure. The minimum notification requirements are:

- Road notification signs are to be in place along all affected routes a minimum of seven days before the event.
- Information notices are to be distributed to all affected residents and businesses, a copy of the information notice must be provided to Regional staff a minimum of four weeks before the event.
- A notification ad is placed in the local newspaper of the affected municipality a minimum of seven days before the event. This notification ad will be paid for by the applicant.
- Upon issuance of the event permit, notification is sent to the following stakeholders a minimum of seven days before the event:
 - Councillor(s)
 - Police
 - Paramedic Services
 - Fire Department
 - Transit
 - School Boards
 - Local Municipality Road Operations
 - Region of Peel Road Operations

3. Permit Terms and Conditions

Once a Filming or Special Event Permit has been issued, it is subject to a list of terms and conditions listed on the permit. These terms and conditions outline what must be in place prior to, during, and after the event; along with any specific instructions related to motorists or members of the public outside, or within the permit area.

4. Vision Zero and Permit Safety

The Vision Zero framework was adopted by the Region of Peel at the December 17, 2017 Regional Council Meeting. The framework outlines that no loss of life is acceptable, and guides how to better coordinate efforts and resources among agencies and stakeholders to prevent fatal and injury motor vehicle collisions in Peel.

REGION OF PEEL FILMING AND SPECIAL EVENT PERMITTING PROCESS

All Permits issued in the Region of Peel are reviewed first and foremost for safety implications to ensure that any activities taking place on Regional Roads are planned and executed properly to ensure that no hazards are presented to members of the public (pedestrians, cyclists, motorists, etc.), and that any applicable municipal requirements are met. Through this review, staff ensure that vulnerable road users are protected at all times, any detour routes required are comprehensive and simple for the public to follow, appropriate traffic control measures are in place, and that Police are present when required.

Although the process is undertaken to ensure that activities are conducted safely and the public is protected, the permit review process does not include any review related to the applicant or the content of the proposal.

CONCLUSION

Region of Peel staff have reviewed the current Filming and Special Events permitting processes and have found they do not conflict with Vision Zero as they are focused primarily on safety. No changes to the current processes are being proposed.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Sean Carrick, Supervisor Traffic Development & Permits, extension 7868, sean.carrick@peelregion.ca.

Authored By: Sean Carrick, Supervisor, Traffic Development & Permits

Reviewed in workflow by:
Financial Support Unit

For Information

DATE: September 5, 2018

REPORT TITLE: **DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide an update on the potential implementation of all-day on-street parking on Queen Street (Regional Road 50) in downtown Bolton and the feedback received from the Public Information Centre held on August 9, 2018.

REPORT HIGHLIGHTS

- The Bolton Transportation Master Plan includes a vision for Downtown Bolton to create a pedestrian-friendly built environment and offers recommendations for an interim and ultimate solution for the downtown core.
- Regional staff have implemented a number of these recommendations through a phased approach, including: the creation of the Emil Kolb Parkway, truck restrictions, traffic signal reconfiguration, decorative streetlighting and signal poles, landscaping, and sidewalk improvements.
- One of the next steps toward achieving the interim solution is to remove the time of day parking restrictions on the existing on-street parking on Queen Street (Regional Road 50) allowing all-day parking.
- On April 23, 2018, Regional Council received a resolution from the Town of Caledon requesting that the Region of Peel implement all-day on-street parking on Queen Street.
- On August 9, 2018, the Region of Peel held a Public Information Centre to seek public feedback during which a significant number of resident concerns about the impacts of all-day parking were raised

DISCUSSION**1. Background**

In 2015, the Region of Peel worked in partnership with the Town of Caledon to enhance transportation through and around Bolton for all modes by developing the Bolton Transportation Master Plan. The Bolton Transportation Master Plan provides a framework to guide the development of future transportation infrastructure in Bolton, as well as a vision and a set of recommendations specific to the area of Downtown Bolton developed in consultation with the area's residents and businesses.

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING

Downtown Bolton is centered on the intersection of Queen Street (Regional Road 50) and King Street (Regional Road 9) and is home to a number of commercial businesses, business offices and institutional uses. Queen Street is used for both traffic traveling through, and to, the downtown core. The Bolton Transportation Master Plan's vision for Downtown Bolton is to shift the focus from moving cars and trucks through the downtown core to a more pedestrian friendly environment. This vision aligns with the Region's Term of Council Priority to Promote Healthy and Age Friendly Built Environments, is consistent with the recommendations proposed in the Region's Sustainable Transportation Strategy and is based on the concept of complete streets, which is a street designed to be safe and comfortable for all users, including pedestrians, bicyclists, motorists and individuals of all ages and capabilities.

In order to achieve this vision, the Bolton Transportation Master Plan recommends an interim and ultimate solution for the downtown core. One of the recommendations in the interim solution is all-day on-street parking on Queen Street. On April 23, 2018, Regional Council received a resolution from the Town of Caledon requesting that the Region of Peel implement all-day on-street parking on Queen Street (see Appendix I). On August 9, 2018, Regional staff held a Bolton All-Day On-Street Parking Public Information Center to gauge public feedback and insight on the recommendation.

This report provides an update on the recommended solutions identified in the Bolton Transportation Master Plan and an overview of the feedback received from the public on the removal of the time of day restrictions on the on-street parking in Downtown Bolton.

2. Downtown Bolton Accomplishments to Date

The Region of Peel is taking a phased approach to implement the recommendations in the Bolton Transportation Master Plan and work towards the ultimate vision for Downtown Bolton. To date, the Region has made the following enhancements to reduce vehicular traffic through the downtown core and develop a more pedestrian friendly environment:

Phase 1: Emil Kolb Parkway

The Emil Kolb Parkway was constructed to allow vehicular and truck traffic to by-pass Downtown Bolton, thus creating a more pedestrian friendly environment. The Emil Kolb Parkway opened to the public in August 2015.

Phase 2: Truck Restrictions

Truck restrictions on Queen Street from Healey Road to Emil Kolb Parkway and on King Street from Coleraine Drive to Albion-Vaughan Road were made effective in November 2015.

Phase 3: Traffic Signal Reconfiguration

An Intersection Pedestrian Signal was constructed on Queen Street south of Sterne Street to enhance pedestrian safety and walkability and opened to the public in December 2017.

In addition to the Intersection Pedestrian Signal, traffic signals were removed at the intersection of Mill Street and Queen Street and installed at the intersection of Hickman

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING

Street and Queen Street to better facilitate pedestrian and vehicle movements and to provide safe controlled crossings.

Other Enhancements:

Other enhancements to the Downtown Bolton area include: sidewalk improvements; landscaping; the application of street print; the installation of decorative streetlights and signal poles and bridge rehabilitation.

3. Phase 4: All-day On-Street Parking

The implementation of Phases 1-3 have resulted in a 16% decrease in overall vehicular traffic and a 72 percent decrease in truck traffic through the downtown core, this shift in traffic is demonstrated in Appendix II. Phase 4 of the enhancements is the implementation of all-day on-street parking in Downtown Bolton.

The ultimate solution recommended in the Bolton Transportation Master Plan is to re-purpose the existing road cross-section to accommodate two vehicle travel lanes, cycling lanes in both the northbound and southbound directions, curb bump-outs to reduce pedestrian crossing distances, and all-day on-street parking on the east side of Queen Street. The Bolton Transportation Master Plan recognizes that achieving the ultimate solution is a long term process and will require an Environmental Assessment and recommends an interim solution which can be implemented in a shorter timeframe. This interim solution includes all-day on-street parking in both directions.

The ultimate solution for Downtown Bolton embodies the concept of complete streets which offers a number of community benefits including a comfortable and safe street design for all road users. On-street parking contributes to the development of this type of street design by: providing a buffer between pedestrians on the sidewalk and traffic lanes; and slowing down vehicular traffic.

Currently, there are time-of-day restrictions that govern on-street parking, with parking in the curbside southbound lane prohibited in the weekday morning commuter peak hours (6 a.m. to 9 a.m.) and parking in the curbside northbound lane prohibited in the weekday evening commuter peak hours (4 p.m. to 7 p.m.).

4. Impacts on Adjacent Roads and Downtown Bolton

As the vision for the Downtown Bolton area comes to fruition and the downtown core becomes more pedestrian friendly, it is expected that vehicular traffic currently going through Downtown Bolton will divert to surrounding roadways. Modelling results show that the removal of the time of day restrictions will result in an initial increase in queuing lengths and delay for both directions of traffic in the AM and PM peak periods. Specific details on the existing and future queue lengths and delays can be found in Appendix III.

It is anticipated that due to the increase in delay, the majority of traffic traveling through the downtown core will divert to Coleraine Drive/Emil Kolb Parkway or Albion-Vaughan Road. While Albion-Vaughan Road, and specifically the Albion-Vaughan Road and King Street intersection, has limited capacity to take on additional volumes, Coleraine Drive and Emil Kolb Parkway have sufficient capacity to provide relief for commuters to by-pass the

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING

downtown core. It is also anticipated that some traffic will divert onto surrounding residential streets in an effort to avoid delays in the Downtown Core.

Town of Caledon Fire and Emergency Services, Ontario Provincial Police, and Peel Paramedics were contacted to better understand how the removal of the time of day restrictions may affect their operations. Caledon Fire and Emergency Services did not raise any concerns regarding the anticipated delays and queuing in Downtown Bolton. The Ontario Provincial Police indicated that it is difficult to predict how response times will be affected and would consider the travel delays when planning their routes should this initiative be implemented. Peel Paramedics indicated that increased congestion would be a concern however this is not dissimilar to other traffic challenges faced elsewhere in the Peel Region and that this short section of Queen Street shouldn't have much of an impact as long as drivers yield to emergency vehicles approaching with their warning systems activated. Peel Paramedics have advised they are capable of handling situations such as this.

Other impacts of the implementation of all-day on-street parking in Downtown Bolton would include a reduction in vehicle speeds, increased street-level activity, increased parking access to Downtown businesses during peak periods, and the movement towards a complete street design.

5. Public Information Centre Results

A Public Information Centre regarding all-day on-street parking was held on August 9, 2018 at the Albion Bolton Community Centre. Regional staff delivered a presentation that provided a summary of the Bolton Transportation Master Plan's recommendations and an overview of what all-day on-street parking would look like in Downtown Bolton followed by an open-mic discussion and community feedback. Attendance from the community was strong with a total of approximately 120 attendees. During the open-mic discussion, many residents expressed their concerns regarding all-day on-street parking in Downtown Bolton. In addition to the Public Information Centre, emailed feedback was accepted for a four week period from July 26, 2018 to August 17, 2018.

Key themes heard from the public consultation include:

- The desire for a complete streets design
- Concern related to delays to North-hill and South-hill residents
- Concern related to traffic diversion into surrounding residential communities
- Concern related to delays to first responders
- Concern related to delays caused by left-turning vehicles
- Concern related to delays and queuing along Queen Street effecting left turn access to local streets
- Increased traffic on Coleraine Drive and Emil Kolb Parkway
- Concern that this is being advanced before the completion of other capital works identified in the Bolton Transportation Master Plan

A detailed summary of the public consultation feedback can be found in Appendix IV.

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING**CONCLUSION**

The Bolton Transportation Master Plan's vision for Downtown Bolton is to create a pedestrian-friendly core designed to attract people "to" the downtown core rather than "through" the downtown core. While the implementation of all-day on-street parking is the next phase of the interim solution of working towards this vision, the public consultation generated significant feedback that should be considered in the decision to move forward with this initiative. Consequently, the request of the Town of Caledon to the Region of Peel to implement all-day on-street parking on Queen Street will be deferred until such time as the Town has had opportunity to provide comment on the feedback received from the Bolton All-Day On-Street Parking Public Information Centre held on August 9, 2018. A copy of the public feedback report has been provided to the Town of Caledon. Thereafter, Regional staff will report back to Council with recommended next steps.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:


D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Town of Caledon Council Resolution Regarding All Day On-Street Parking on Queen Street

Appendix II – Traffic Volumes on Queen Street and the Emil Kolb Parkway

Appendix III – Existing and Future Queue Lengths and Delay

Appendix IV – Feedback Summary Report from the August 9, 2018 Public Information Centre

Appendix V – Petitions Received after August 17, 2018

Appendix VI – Comments Received after August 17, 2018

For further information regarding this report, please contact Joe Avsec, Manager, Traffic and Sustainable Transportation, extension 7910, joe.avsec@peelregion.ca.

Authored By: Kyle Van Boxmeer, Specialist – Traffic Operations, Traffic and Sustainable Transportation, extension 7849, kyle.VanBoxmeer@peelregion.ca and Richa Dave, Technical Analyst, Traffic & Sustainable Transportation, extension 5075, richa.dave@peelregion.ca.

Reviewed in the workflow by:

Financial Support Unit



April 18, 2018

Ms. Kathryn Lockyer, Regional Clerk
Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Dear Ms. Lockyer:

RE: REQUEST TO REGION OF PEEL FOR ALL-DAY STREET PARKING – QUEEN STREET

I am writing to advise that at the Council meeting held on April 17, 2018 Council adopted a resolution regarding a Request to the Region of Peel for All-day Street Parking – Queen Street. As stated in the resolution, the Town of Caledon requests that the Region of Peel implement all day street parking on Queen St. Town staff will evaluate the impact to residents, traffic and businesses and report back to share their findings. Furthermore, the Town will continue to work with Region staff to see that all the recommendations contained within the Bolton Transportation Master Plan are implemented.

The resolution reads as follows:

Whereas downtown Bolton is a unique place, being a historically significant village both in built and natural form, home to a number of businesses and residents;

Whereas significant vehicular and pedestrian activity is drawn to downtown Bolton to patronize local businesses;

Whereas the community vision for downtown Bolton is one focused on making it a people friendly and safe destination for people to shop, to socialize and to explore as opposed to being a thoroughfare for vehicular traffic;

Whereas a number of documents clearly reflect this vision for downtown Bolton, most notably the Bolton Transportation Master Plan Study (BTMP) - a collaborative study by both the Town of Caledon and the Region of Peel;

Whereas the Emil Kolb Parkway, a north/south bypass for Bolton has been open for over 2 years, offering a convenient and efficient option for through car/truck traffic;

Whereas much work has occurred in the public realm on Queen St. including the relocation of the traffic lights at Mill St. and the addition of a pedestrian crossing at Sterne St. to make the core a more community friendly space;

Whereas the BTMP was completed in 2015 with much public consultation which reiterates, justifies and validates the vision for downtown Bolton from a transportation perspective and makes recommendations to see that the vision gets realized;

RECEIVED

APR 23 2018

Region of Peel
Clerks Dept.

**DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX I**

Whereas section 11.8 of the BTMP in the Phasing and Implementation Strategy section states "With the summer 2015 opening of the Emil Kolb Parkway, the time to implement the changes in the downtown core is now";

Whereas reinstating all day parking on Queen St. is a key short term recommendation of the study and reflects the comments received from the public; and

Whereas bringing back full time parking will support local businesses, lower speeds making the core safer, encourage through traffic to utilize the bypass, all making the core a more people friendly environment;

Now therefore be it resolved that the Town request the Region of Peel to implement all day street parking on Queen St.;

That staff be requested to evaluate the impact to residents, traffic and businesses and report back to share their findings;

That the Town continue to work with the Region of Peel to see that all the recommendations contained within the Bolton Transportation Master Plan are implemented; and

That this resolution be shared with the Bolton Business Improvement Area Board for their information.

For more information regarding this matter, please contact Eric Chan, Manager of Transportation, Finance and Infrastructure Services at 905-584-2272, ext. 4076.

Thank you for your attention to this matter and we look forward to receiving your response.

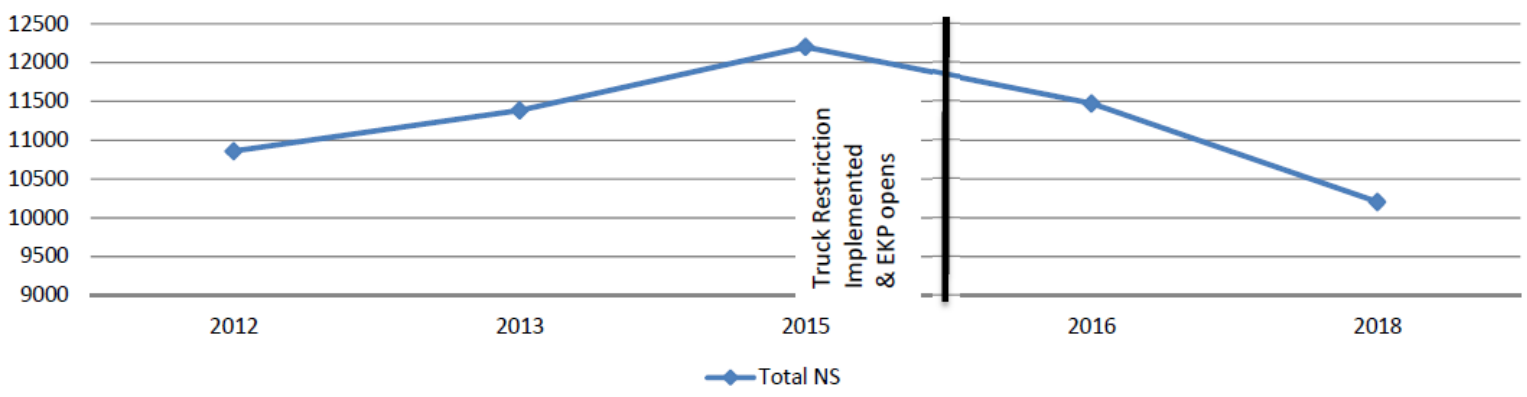
Sincerely,



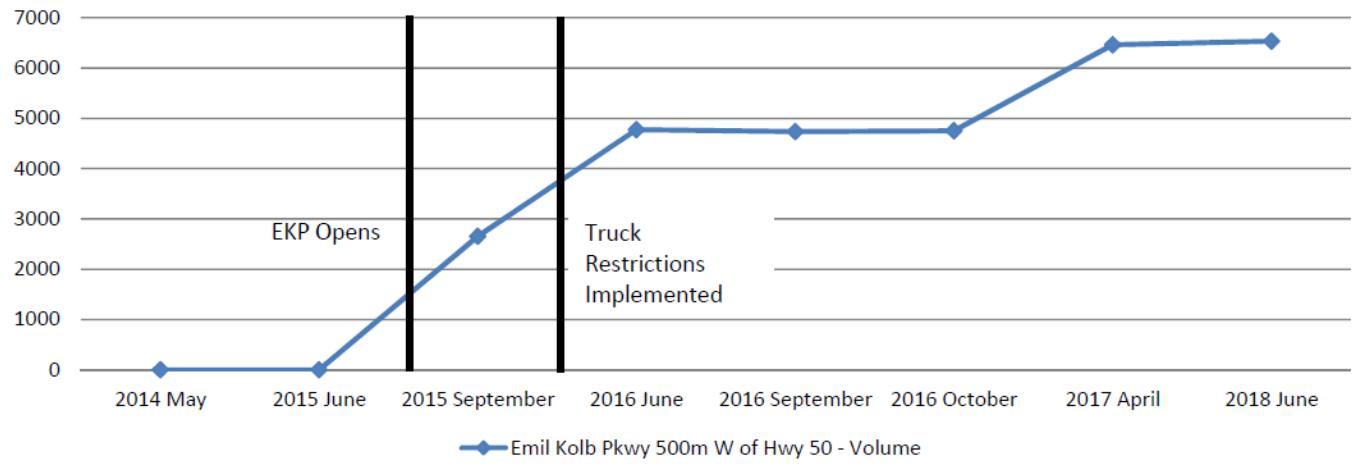
for Carey deGorter
General Manager, Corporate Services/Town Clerk
e-mail: carey.degorter@caledon.ca

cc. Eric Chan, Manager of Transportation, Town of Caledon
Gary Kocialek, Director of Transportation, Region of Peel
Jean Carberry, Chair, Bolton Business Improvement Area Board

Queen St @ King St - Total North/South Traffic Volume



Traffic Volumes on Emil Kolb Parkway



Typical Northbound PM Peak Queue and Delay

- Existing - 180m, 36.5s
- All day parking - 240m, 82.7s

Typical Southbound AM Peak Queue and Delay

- Existing - 98m, 26.9s
- All day parking - 285m, 35.5s





All-day Parking in Downtown Bolton on
Queen Street (Highway 50) between
King Street and Mill Street

Public Information Centre, August 9, 2018

PUBLIC FEEDBACK SUMMARY

This report was prepared by Independent Facilitator Sue Cumming, MCIP RPP,
Cumming+Company, cumming1@total.net. Comments on this Report can be directed to
parkinginbolton@peelregion.ca.



All-day Parking in Downtown Bolton on Queen Street (Highway 50) between King Street and Mill Street

Public Information Centre, August 9, 2018

PUBLIC FEEDBACK SUMMARY

About this Report

The Region of Peel held a Public Information Centre on August 9, 2018 from 7:00 to 9:00 p.m. at the Albion Bolton Community Centre. The purpose of the Public Information Centre (PIC) was to share information with residents on proposed All-day parking in Downtown Bolton on Queen Street (Highway 50) between King Street and Mill Street and to hear feedback on the proposal.

The PIC was attended by approximately 120 residents. The meeting format included a presentation by Regional Staff followed by discussion and questions. Residents were able to pose questions and share comments at the meeting at a microphone. Approximately 20 individuals spoke with a number speaking several times. A Comment Form was provided at the meeting for written feedback. Twenty-two (22) individuals completed the Form on August 9 and a further twenty-five (25) emailed their comments to regional staff after the PIC.

This report prepared by the Independent Facilitator Sue Cumming, MCIP RPP, Cumming+Company provides a summary of the public input that resulted from the Public Information Centre. Public input consists of comments provided verbally at the meeting during the discussion and question period and through written responses received by Friday August 17th, 2018. The majority of those that spoke at the meeting did so expressing concerns and opposition to implementing All-day parking. Some spoke in favour of complete streets to create a more walkable vibrant downtown environment. Of the forty-seven (47) written responses, thirty-four (34) noted significant concerns and opposition to All-day parking, ten (10) support the proposal (many on a trial basis) and three (3) are undecided.

This report describes general themes and comments frequently heard. It is based on the verbal and written comments received. It is not intended as a verbatim account of the meeting but does reflect individual comments as written where feasible to describe the concerns and ideas noted.

Summary of Public Feedback on the All-day Parking Proposal

The following is a synthesis prepared by the Facilitator on the general themes that were frequently noted by residents at the Public Information Centre and through written comments.

1. All-day parking is expected to result in an unacceptable increase in traffic congestion and gridlock through downtown Bolton.
 2. Removal of travelling lanes by lifting the ban on parking during peak hours in the morning and evening could impede emergency services and fire and ambulance response times.
 3. The idea that All-day parking will force drivers off Queen Street (Highway 50) and onto the By-pass is flawed as much of the traffic in this area during these hours consists of local residents who are commuting to North Hill or those that live in the downtown. The By-Pass is of no benefit to these commuters.
 4. Added congestion through the downtown during rush hour travel times would have the unintended consequence of increasing traffic infiltration and shortcutting through adjacent residential streets and/or rerouting traffic to other neighbourhood roads creating safety issues and impacts for residents in these areas.
 5. There is enough parking in Downtown Bolton and the addition of 14 to 16 spaces during the peak hours on Queen Street is not warranted. Many residents question why there is a need for more parking noting that there is already ample parking behind or adjacent to businesses within a short walk.
 6. Concerns were raised about speeding that is occurring through Downtown Bolton which is making it difficult to cross streets and is contributing to a feeling of being unsafe. Some residents support a proposed trial of All-day parking as a measure to slow-down traffic through the Bolton core whereas others feel that the impacts would be significant and would not make the core any safer.
 7. Some residents support All-day parking to support the potential to revitalize downtown businesses and improve walkability of downtown with safer sidewalks and convenient parking. While there is strong opposition to All-day parking, there is still a desire for creating complete streets that are safer and draw pedestrians to the downtown. Many residents do not believe that All-day parking would do this.
 8. Many other residents believe that implementing All-day parking would have minimal influence on downtown revitalization and increased congestion could negatively impact downtown businesses as drivers avoid the downtown due to the increased congestion.
 9. If implemented All-day parking would require other changes with respect to traffic flow and traffic management e.g. at intersections, with respect to left-turns, enforcement of speeding and parking, etc.
 10. Residents spoke about issues with the process being undertaken citing that it felt like the proposal was a done deal and they wanted to know why this was being considered given the concerns noted. Some questioned the availability of information and data on where traffic is coming from and going to and how the by-pass is being used.
-

Figure 1 provides further detail on these general themes frequently noted.

Figure 1 – General Themes Frequently Noted and Comments Noted

General Themes Frequently Noted	Verbatim Comments Noted
<p>1. <i>All-day parking is expected to result in an unacceptable increase in traffic congestion and gridlock through downtown Bolton.</i></p>	<ul style="list-style-type: none"> • The current parking ban on 14 to 16 spaces during the peak hours is necessary to ensure traffic flows for a short period of time. Implementing all day parking will cause significant traffic delays. • Would reduce travel lanes to only one lane in each direction through the downtown during peak times. • Would result in left hand turns backing up traffic which could make for longer waiting time through the downtown during rush hours e.g. onto King, Sterne and Hickman Streets. • Will create major problems at peak periods with more (too much) congestion/gridlock in and through the downtown core and between the North Hill and South Hill. • The suggested 86 seconds delay through the downtown is unrealistic. We know it will be much more. Traffic will back up to Columbia Way in the morning and to Zehrs/Garden Foods in the evening. • This could result in more frustrated drivers (road rage) and poor behaviour e.g. speeding through a yellow light, turning unsafely through the crosswalk, “gunning” it up the Hill, unsafe passing, etc.
<p>2. <i>Removal of travelling lanes by lifting the ban on parking during peak hours in the morning and evening could impede emergency services and fire and ambulance response times.</i></p>	<ul style="list-style-type: none"> • Added congestion will impede emergency vehicles during rush hour. • There is a concern about longer response times for emergency services from the new Hall north of Columbia Way on North Hill to South Hill during peak times due to lane restrictions. • Would like to know what Emergency Services think about reducing one-lane each way through the downtown during peak hours.

General Themes Frequently Noted	Verbatim Comments Noted
<p>3. <i>The idea that All-day parking will force drivers off Queen Street (Highway 50) and onto the By-pass is flawed as much of the traffic in this area during these hours consists of local residents who are commuting to North Hill or those that live in the downtown. The By-Pass is of no benefit to these commuters.</i></p>	<ul style="list-style-type: none"> • It was noted by many residents who live on North Hill that they come through the Downtown on Hwy 50 to get to Hwy 427 and that it has been absolutely critical to have the parking ban during rush hour as it allows traffic to flow for a short period of time. • There are no stores in North Hill and residents travel to South Hill and Downtown for shopping. • By-pass is of no benefit to downtown residents. • The by-pass is out of the way for many people, particularly the people on the North Hill. We will have to pass our homes and return by back tracking on Highway 50. It is also out of the way for anyone coming from the East on King. They will have to pass Hwy 50, go to Coleraine, then to Emil Kolb Parkway and back track home. • Truck traffic now moves onto the by-pass but many commuters take residential streets to bypass downtown Bolton.
<p>4. <i>Added congestion through the downtown during rush hour travel times would have the unintended consequence of increasing traffic infiltration and shortcutting through adjacent residential streets and/or rerouting traffic to other neighbourhood roads creating safety issues and impacts for residents in these areas.</i></p>	<ul style="list-style-type: none"> • Congestion will cause people to find ways through adjacent streets and through subdivisions creating safety issues. • If this goes through then people will choose to take residential streets around. Many drivers would rather do that then go at least 15 minutes out of their way further north to the roundabout. • To avoid the already backed up intersection at Hwy 50 and King drivers would likely cut through Hickman or through the municipal lot to get to King Street from Hwy 50 going south. • Commuters already take Columbia Way or Bolton Heights Road to Kingsview Drive then Humberlea Road to bypass downtown Bolton. This diverts traffic from a commercial area (downtown Bolton) to a residential area (North hill of Bolton). This means that traffic now goes from an area designed for high traffic to an area where children play on the streets (James Bolton School area).

General Themes Frequently Noted	Verbatim Comments Noted
<p>5. <i>There is enough parking in Downtown Bolton and the addition of 14 to 16 spaces during the peak hours on Queen Street is not warranted. Many residents question why there is a need for more parking noting that there is already ample parking behind or adjacent to businesses within a short walk.</i></p>	<ul style="list-style-type: none"> • It was noted that the spaces that exist on Queen Street are a small percentage of the parking that is available in private commercial lots, behind stores and businesses and in public parking lots. Most of these are a short walk from Queen Street and are readily available and accessible most of the day. • During off-peak hours there are empty spots available on Queen Street. • There is an abundance of available Green P parking. • There are available parking spaces in other business lots (e.g. Tim Hortons/TD). • With the traffic volumes moving along Queen Street now, it was noted that it can be difficult to pull into spaces. • Most businesses do not open before 9 a.m. and many close by 5 or earlier which would further negate the benefit of having a convenient spot in front of a business.
<p>6. <i>Concerns were raised about speeding that is occurring through Downtown Bolton which is making it difficult to cross streets and is contributing to a feeling of being unsafe. Some residents support a proposed trial of All-day parking as a measure to slow-down traffic through the Bolton core whereas others feel that the impacts would be significant and would not make the core any safer</i></p>	<ul style="list-style-type: none"> • The amount of traffic and the speeds through town are dangerous and the amount of accidents has only increased with the developments in areas north of Bolton. • There is poor enforcement today of speeding at King and Queen with concerns over what is perceived as a lack of OPP enforcement. • We and our family no longer walk or ride our bikes downtown because of the amount of traffic and the speed of that traffic. • All-day parking may force cars to slow down and reduce speed through the downtown core. • Several residents support a proposed trial of All-day parking as a measure to slow-down traffic through the Bolton core. • For other residents, they would love to have a friendlier pedestrian downtown, but believe this is premature pending improvements the Albion-Vaughan road and the CN rail crossing. • More time and study needs to be done on the right way to reduce speed through Downtown.

General Themes Frequently Noted	Verbatim Comments Noted
<p>7. <i>Some residents support All-day parking to support the potential to revitalize downtown businesses and improve walkability of downtown with safer sidewalks and convenient parking. While there is strong opposition to All-day parking, there is still a desire for creating complete streets that are safer and draw pedestrians to the downtown. Residents don't believe that All-day parking would do this.</i></p>	<ul style="list-style-type: none"> • Some support the changes primarily from a safety perspective in order to encourage pedestrian traffic and community retail in the downtown. • Residents would like to see more focus on creating complete streets with a more welcoming, pedestrian friendly walkable environment with places to sit (e.g. patios and squares), streetscaping and landscaping.. They feel that it is the best way to support local business and return the downtown sidewalks to a safe pedestrian friendly zone. • For some this is less about All- day parking and more about the beginning of trying to revitalize downtown Bolton. • Would like to have better access to businesses during peak periods of travel.
<p>8. <i>Many other residents believe that implementing All-day parking would have minimal influence on downtown revitalization and increased congestion could negatively impact downtown businesses as drivers avoid the downtown due to the increased congestion.</i></p>	<ul style="list-style-type: none"> • Many residents agree that Downtown Bolton should be revitalized to support more shops, restaurants and public spaces. The Downtown has changed and new retail has occurred elsewhere in Bolton. For these residents, they believe that implementing All-day parking would have minimal influence on downtown revitalization and increased congestion could negatively impact downtown businesses as drivers avoid the downtown due to the increased congestion. • Implementing All-day parking will not help or attract businesses to the downtown core. The parking and traffic issues are not the main reasons why businesses leave this area. • Revitalization of the downtown core will be difficult to achieve due to traffic congestion. • There needs to be more consideration of what is the desired end result of All-day parking in downtown Bolton? There are other solutions for creating complete streets which a better environment for pedestrians and cyclists that should be considered e.g. more concrete barriers, planters, etc.

General Themes Frequently Noted	Verbatim Comments Noted
<p>9. <i>If implemented All-day parking would require other changes with respect to traffic flow and traffic management e.g. at intersections, with respect to left-turns, enforcement of speeding and parking, etc.</i></p>	<ul style="list-style-type: none"> • Improve intersections in the downtown to ensure that left turn lanes do not impede traffic flow and to reduce wait times for cars going through and turning. • May need to abolish left turn lanes during rush hour. • More speeding enforcement/OPP would be needed. • Place restrictions on using side streets to get around downtown. • Create time limits for duration of parking. • Consider parking on only one side of the street. • Dissuade storeowners and employees from taking up spaces. • The Albion/Vaughan side road needs to be reconstructed. It is already backed up to the top of the hill south of King Road and this provides no access to the left hand turn lane to King Road for residents who live on the North Hill. • Consider putting an advanced green for commuters traveling south on the Albion Vaughan line at King for those of us trying to make a left hand turn. • Changes are needed to the rail crossing on Coleraine. Sometimes long trains can't fit at the depot and stop right at the crossing, forcing drivers to turn around, go south to Healy to 50 and thru Bolton. There are regular long wait times at this location. • During rush hour, there are numerous transport trucks (tractor trailers) turning left in the southbound lanes of Coleraine. Due to the large size and load of these trucks, there are only a few trucks which can complete this turn on the advanced green signal. • Other changes to the transportation network were note in the written comments and are being reviewed by Staff.

General Themes Frequently Noted	Verbatim Comments Noted
<p>10. A number of residents spoke about issues with the process being undertaken citing that it felt like the proposal was a done deal and they wanted to know why this was being considered given the concerns noted. Some questioned the availability of information and data on where traffic is coming from and going to and how the by-pass is being used.</p>	<ul style="list-style-type: none"> • What is the baseline data for this? We need a realistic plan for traffic and a plan for the revitalization of the core e.g. red light cameras, speeding cameras. • Data is missing or inaccurate and doesn't reflect delays being experienced today. • What about data on how this will impact the new EMS station or school busing for the North Hill. • An assumption is being made that implementing this will naturally cause people to use the roundabout but that's not true if most of the traffic is from North Hill residents. • Reporting the increase of traffic on by-pass is in direct correlation with the movement of heavy truck restrictions to the by-pass and not just the opening of the by-pass as presented. • Has any study been done on the impact through Downtown Bolton from the new distribution centres for Amazon and Canadian Tire? • More analysis and public discussion is needed before decision is made.

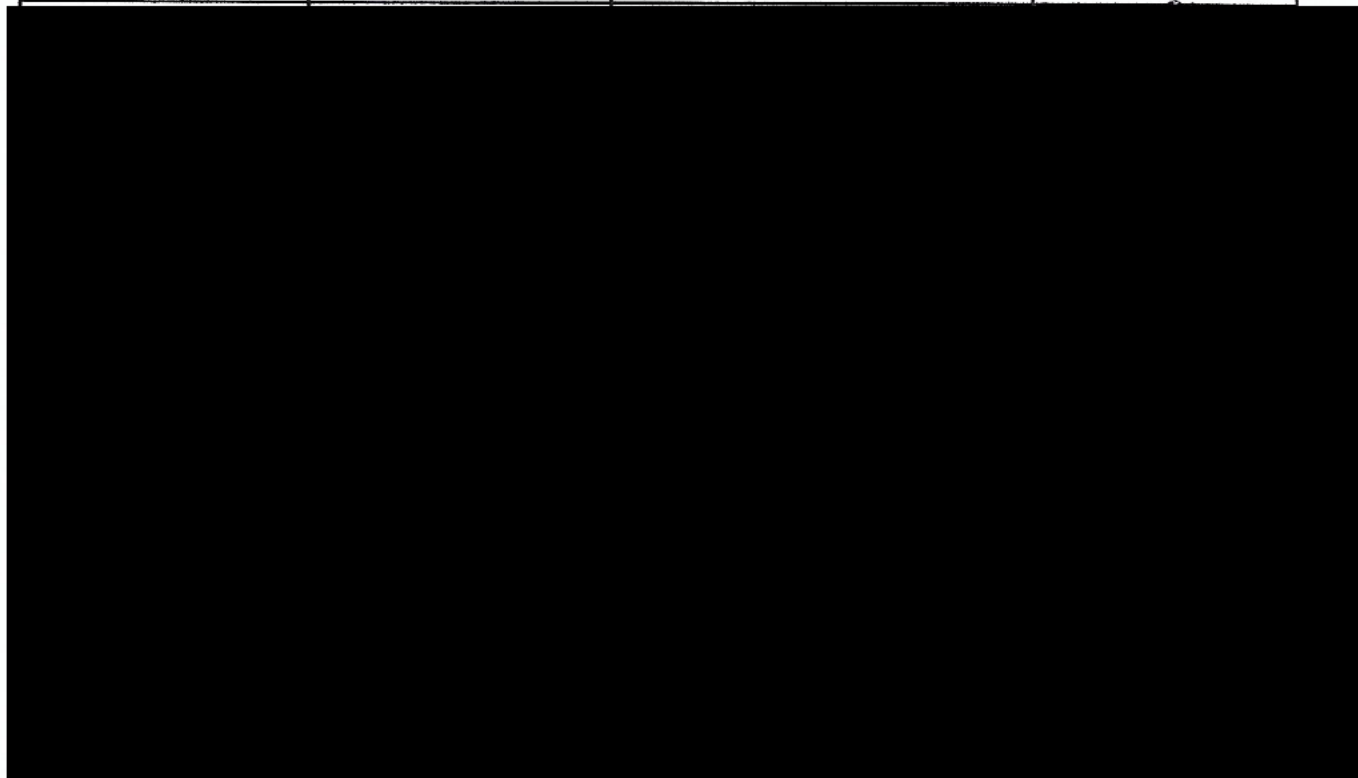
DOWNTOWN ALL-DAY ON-STREET PARKING
 APPENDIX V
 PETITIONS RECEIVED AFTER AUGUST 17, 2018

PETITION TO THE TOWN OF CALEDON - APRIL 9, 2018

We the undersigned residents and business owners request that the Town of Caledon work with the Region of Peel to implement all-day parking on Queen Street through the Bolton core, thereby:

- acknowledging the community's vision for a downtown Bolton that is a pedestrian-friendly destination that encourages people to walk, shop, socialize and explore, as opposed to being a thoroughfare for vehicular traffic.
- providing adequate, and more importantly convenient, parking for shoppers, enhancing the success of the existing businesses and encouraging new retail business
- further encouraging through car and truck traffic to use the Bolton Bypass, as intended, resulting in the reduction of noise, through traffic, speed and air pollution in the core, all contributing to the enhancement of public safety in downtown Bolton
- implementing the recommendations of documents such as the Bolton Transportation Master Plan (BTMP) that clearly support this vision
- complimenting the work that has been completed on Queen St, including the relocation of the traffic lights at Mill St and the addition of a pedestrian crossing at Sterne St

NAME (pls print)	BUSINESS NAME (if applicable)	ADDRESS	SIGNATURE
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DOWNTOWN ALL-DAY ON-STREET PARKING
APPENDIX V
PETITIONS RECEIVED AFTER AUGUST 17, 2018

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- providing adequate, and more importantly convenient, parking for shoppers, enhancing the success of the existing businesses and encouraging new retail business
- further encouraging through car and truck traffic to use the Bolton Bypass, as intended, resulting in the reduction of noise, through traffic, speed and air pollution in the core, all contributing to the enhancement of public safety in downtown Bolton
- implementing the recommendations of documents such as the Bolton Transportation Master Plan (BTMP) that clearly support this vision
- complimenting the work that has been completed on Queen St, including the relocation of the traffic lights at Mill St and the addition of a pedestrian crossing at Sterne St

NAME (pls print)	BUSINESS NAME (if applicable)	ADDRESS	SIGNATURE

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX VI **10.4-21**
COMMENTS RECEIVED AFTER AUGUST 17, 2018

From: [REDACTED]
To: [ZYG-Parking In Bolton](#)
Subject: Actual proposal (traffic flow diagrams) for your review
Date: August 20, 2018 5:47:48 PM
Attachments: [Phase 1.JPG](#)
[Full Plan.JPG](#)

Hello,

I realize you asked for comments until Friday 17th, and it's Monday 20th, but I hope you will still forward my proposal as necessary.

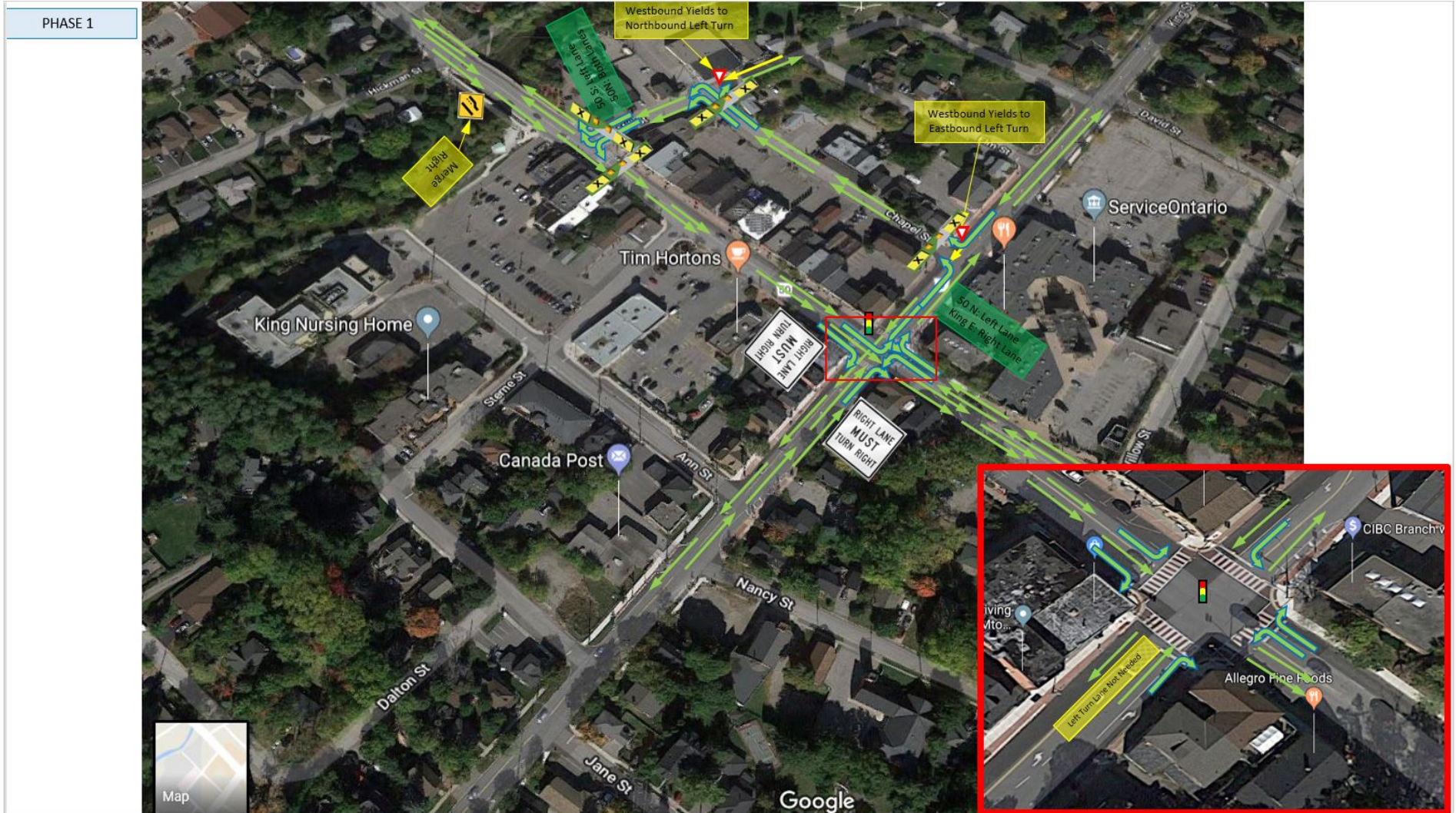
I spent the time on this because the presenter at the town meeting said he and his team would review it. I've broken it down into a Phase 1 (relatively easy to implement and assess) and a Full Plan (my ideal long term layout).

I've thought about it quite a bit, so if there are any questions or clarifications needed, please let me know.

Each Arrow is a Lane, so if two Arrows are side by side, that represents two Lanes. If two Arrows become three Arrows side by side, that suggests a new Lane opened up. If three turn become two, one Lane merged.

Thanks,

[REDACTED]



FULL PLAN



DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX VI **10.4-24**
COMMENTS RECEIVED AFTER AUGUST 17, 2018

From: [Rob Mezzapelli](#)
To: [Avsec, Joe](#)
Subject: Fwd: Downtown Bolton Center: Traffic Flow Plan
Date: August 28, 2018 6:07:08 PM

Hi Joe,

Can you confirm that [REDACTED] comments will be considered and included in staffs review?

Thanks,

Rob Mezzapelli
Ward 5 (Bolton) Area Councillor

[REDACTED]

Town of Caledon
[6311 Old Church Road](#)
[Caledon, ON L7C 1J6](#)
[905.584.2272](#)
[www.caledon.ca](#)
[www.visitcaledon.ca](#)

Begin forwarded message:

From: [REDACTED]
Date: August 27, 2018 at 6:03:55 PM EDT
To: "rob.mezzapelli@caledon.ca" <rob.mezzapelli@caledon.ca>
Subject: **Downtown Bolton Center: Traffic Flow Plan**

Hello Rob,

We met during the parking meeting on August 9th. You explained to me the idea of the pilot test (all day parking). I discussed some ideas about traffic flow changes so that the downtown center could become a town square. Hopefully you'll remember.

I sent in my proposal for consideration to the email given during the meeting. The thing is, I sent it on Monday Aug 20th instead of by the Friday August 17th deadline. Do you have any way to check if they will even read my email, or whether they will ignore anything after the deadline? I spent considerable time on it and hope it will get to the right people.

Thanks, hope you've been well.

[REDACTED]

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX VI **10.4-25**
COMMENTS RECEIVED AFTER AUGUST 17, 2018

From: [Avsec, Joe](#)
To: [Van Boxmeer, Kyle](#); [Dave, Richa](#)
Subject: FW: All Day Parking
Date: September 4, 2018 8:39:25 AM

fyi

-----Original Message-----

From: Annette Groves [<mailto:Annette.Groves@caledon.ca>]
Sent: September 2, 2018 10:59 AM
To: [REDACTED]
Cc: Avsec, Joe
Subject: Re: All Day Parking

Good morning [REDACTED]

Thank you so much for your email and please accept my apologies for the delayed response, I took a few days off for vacation and just getting caught up on my emails now. I to share the same concerns as yourself and I have expressed these concerns both to the members of Caledon Council and regional staff. I am copying Joe Avsec on this email for his records.

Thanks very much

Annette Groves
Regional Councillor
Ward 5, Bolton
Cell: 416-434-3256

In accordance with the Council Policy regarding the Use of Corporate Resources for Election Purposes, this email account is being utilized exclusively for Town of Caledon business. Election campaign related inquiries should be directed to the appropriate campaign office"

> On Aug 27, 2018, at 1:35 PM, [REDACTED] wrote:
>
> Hi Annette,
>
> Recently you dropped by our home and spoke with [REDACTED] about a proposal to change the parking in downtown Bolton to all day parking. I am strongly opposed to that. The traffic situation is already bad through Bolton and to restrict it further is ludicrous and smells of self interest.
>
> [REDACTED] and my drive home is already slow when the lanes are open. To allow cars to park there all day will frustrate local commuters as well as visitors trying to make their way in or out of town.
>
> Finally, if All Day parking is permitted and a lot of commuters choose to use a bypass, then there will be less traffic through this core and as a result less customers for those businesses located there.
>
> Thanks for your time,
>
> [REDACTED]

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX VI **10.4-26**
COMMENTS RECEIVED AFTER AUGUST 17, 2018

From: [Rob Mezzapelli](#)
To: [Avsec, Joe](#); [ZZG-Parking In Bolton](#)
Subject: Fwd: All Day Parking in downtown Bolton
Date: August 23, 2018 1:56:19 PM

Joe,

Please add this email to the public comments on all day parking.

With Thanks,

Rob Mezzapelli
Ward 5 (Bolton) Area Councillor

[REDACTED]
Town of Caledon
[6311 Old Church Road](#)
[Caledon, ON L7C 1J6](#)
[905.584.2272](#)
[www.caledon.ca](#)
[www.visitcaledon.ca](#)

Begin forwarded message:

From: [REDACTED]
Date: August 9, 2018 at 11:38:45 AM EDT
To: Rob Mezzapelli <Rob.Mezzapelli@caledon.ca>
Subject: Re: All Day Parking in downtown Bolton

Hi Rob,
Thanks for the info and yes you can forward my email. Have a great day!

[REDACTED]

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Rob Mezzapelli
Sent: Thursday, August 9, 2018 11:25 AM
To: [REDACTED]
Subject: Re: All Day Parking in downtown Bolton

[REDACTED]

Thanks for chiming in with your comments and observations. It is too bad we will miss you tonight. If you wish to share your comments I urge you to send them via email to the Region of Peel who have a dedicated address for such feedback. It is parkinginbolton@peelregion.ca.

As well, this will come to regional council in September. I have spoken to some of my Caledon Regional colleagues and they too support all day

parking. They are taking correspondence so they have it with them that they can reference when this discussion comes up. Would you be ok if I forward this email along? Entirely up to you but emails such as yours are impactful.

Please let me know.

Thanks,

Rob Mezzapelli
Ward 5 (Bolton) Area Councillor

[REDACTED]
Town of Caledon
[6311 Old Church Road](http://6311.Old.Church.Road)
[Caledon, ON L7C 1J6](http://Caledon.ON.L7C.1J6)
905.584.2272
www.caledon.ca
www.visitcaledon.ca

On Aug 9, 2018, at 9:33 AM, [REDACTED]
wrote:

Good Morning Rob,
[REDACTED] are unable to attend the information meeting this evening regarding the possible return of all day parking and other traffic calming ideas for downtown Bolton. I just wanted to let you know that we support this vision as [REDACTED] and others in various social media groups. We have been [REDACTED] and for most of that time [REDACTED] commuted to Brampton and Mississauga for work every day and [REDACTED]. We use the Albion-Vaughan Townline, the new by-pass or Coleraine to get where we need to go and we are not concerned that the proposed changes will have any effect on our commuting times. We would love to see a more pedestrian and small-business friendly downtown core!
If someone could post an update on how the meeting went, it would be very appreciated.
Thanks for all that you have done for our community and best wishes!
Sincerely,

[REDACTED]

Jurrius, Stephanie

From: Avsec, Joe
Sent: August 20, 2018 9:35 AM
To: Dave, Richa
Subject: Fwd: All Day Parking in Downtown Bolton

FYI

Sent from my iPhone

Begin forwarded message:

From: Annette Groves <Annette.Groves@caledon.ca>
Date: August 20, 2018 at 12:22:27 AM EDT
To: [REDACTED]
Cc: Joe Avsec <Joe.Avsec@peelregion.ca>
Subject: Re: All Day Parking in Downtown Bolton

Hello [REDACTED]

Thank you so much for your follow up email and I am so sorry for not getting back to you sooner but it has been a very hectic week. I am in complete support of your position on this matter and I have made this very clear to staff that this will create traffic congestion and chaos. I'm copying Joe Avsec on this email for his records.

I believe the community made it extremely clear how unhappy they were with this and I certainly hope that staff will give this full consideration and do the right thing when they present their Report to Regional Council on September 13th.

Kind regards

Annette Groves
Regional Councillor
Ward 5, Bolton
Cell: 416-434-3256

In accordance with the Council Policy regarding the Use of Corporate Resources for Election Purposes, this email account is being utilized exclusively for Town of Caledon business. Election campaign related inquiries should be directed to the appropriate campaign office”

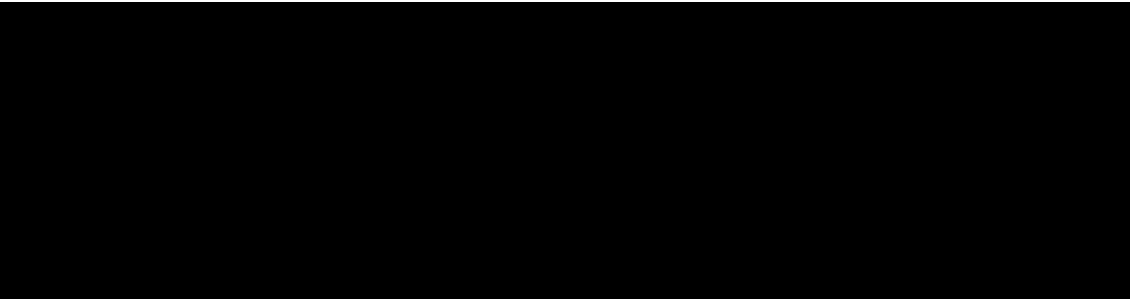
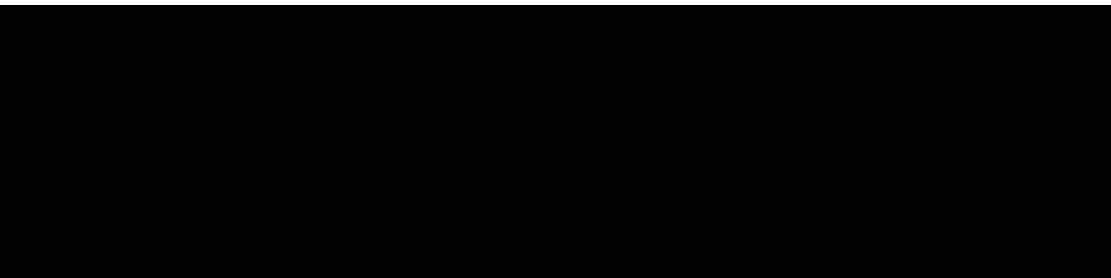
On Aug 13, 2018, at 9:11 AM, [REDACTED] wrote:

Hi Annette:

I writing in opposition to all day parking in downtown Bolton. Council needs to find another solution to the parking issues, perhaps there is space in adjacent lands and side streets. Allowing parking during rush hour, particularly between 5-7 is not the answer. This places significant hardship on residents north of the core that

COMMENTS RECEIVED AFTER AUGUST 17, 2018

use Hwy 50 to get through town. I understand the business concerns but the traffic congestion will keep shoppers away from the core regardless. Please keep residents first!



From: [Avsec, Joe](#)
To: [Van Boxmeer, Kyle](#)
Cc: [Dave, Richa](#)
Subject: Fwd: All-day Parking on Queen Street
Date: August 29, 2018 3:39:09 PM

One more

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: August 29, 2018 at 3:14:16 PM EDT
To: "Kocialek, Gary" <gary.kocialek@peelregion.ca>, "Avsec, Joe" <joe.avsec@peelregion.ca>, Sandra Sharpe <sandra.sharpe@caledon.ca>
Subject: All-day Parking on Queen Street

Dear Gary,

I would like to express my thoughts and opinions regarding the proposal for all day parking on Queen street in Bolton. Unfortunately I was unable to attend the Aug 9th public meeting and I appreciate this opportunity.

I am a resident of Bolton [REDACTED]. As I understand currently there is all day parking on Queen with the exception of the week day morning and afternoon rush hours. In my opinion this model helps both local businesses and people like me who drive to and from work and I'd like to maintain the status quo.

Implementing all day parking in downtown Bolton would have few positive effects, in my opinion. I say this because by taking "two right lanes in each direction" out of commission during peak travel time, it will leave us with only one passable lane in each direction. Since those lanes are also left turn lanes, it will create major congestion and impassibility for emergency vehicles. This is both inconvenient due to added travel time and dangerous.

Highway 50 is a major road and yes, unwelcome commuters use it, however [REDACTED] and thousands more people who reside on the [REDACTED]. By clogging up this road for whatever reason, the Region or Town is forcing me to use the Bar or some other road. Quite frankly I cannot believe it. This could even lead to realtors not promoting homes on the north hill and property values suffering.

Yes, it was fair to force heavy commercial trucks onto the Bar. But again, [REDACTED]. I totally resent the idea of forcing me travel north on 50 to the Bar, then west on the Bar to Coleraine and south on Coleraine in order for me to get to south Bolton

or Toronto.

All day parking will certainly discourage commuters and you know what? It will discourage local citizens like me as well. And second class citizens are not good shoppers.

█ it will be easier for me to travel to Nobleton or Caledon East than to make a local stop in Bolton. We have no stores on the North hill and must always head into town or visit another town to shop. I know people who have lived on the north hill without a store for over 30 years and are dependent on highway 50. Luckily for me I can occasionally walk downtown.

Implementing all day parking in downtown Bolton will not significantly help local businesses. There is a lot of parking there. Today I counted 306 parking spots behind or adjacent to the stores on the east side of Queen. And 194 parking spots adjacent or behind the stores on the west side. That totals 500 no charge parking spots so there is already plenty of "off-street" parking in the downtown.

What we need are shoppers! Our mayor continually promotes downtown Bolton but if we clog up Queen street 24/7, it will make life more difficult for locals and commuters. We need more shoppers and frankly more density.

Add some culture, build a small theater, add some different restaurants. We seem to have two of everything in the downtown, two banks, two variety stores, two fast food restaurants, two barbers, two hairstylists. Strange? Lets increase signage so people can locate all the free parking that is available. While we are at it, lets renovate the old fire station and move the Caledon library from the south hill into it. We need to attract people to our downtown core, not repel them.

The Orangeville on-street parking model to me does not compare to Bolton's. Because they have more cafes, more arts, more culture and a even a theater. They have a hospital and a road that is wider with left and right turn lanes and even parallel parking. And they've been turning trees into statues for over 30 years.

I am a supporter of the local businesses and will continue to support them but this notion that the one of our councilors wants to funnel potential customers away from highway 50, therefore away from the businesses bogs the mind. I suspect that business owners in the core and even the south hill are not too pleased about this, nor am I.

I hope this idea does not see the light of day.

Respectfully yours,

█

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX VI **10.4-32**
COMMENTS RECEIVED AFTER AUGUST 17, 2018

From: [Groves, Annette](#)
To: [REDACTED] [Avsec, Joe](#)
Subject: Re: Full day parking
Date: August 28, 2018 10:51:55 PM

Hello [REDACTED]

Thank you so much for your email regarding full day on street parking. I am copying Joe Avsec on this email for his records.

Joe can you please confirm if this report Will still be coming to Council on September 13th.

Thanks very much

Annette Groves
Regional Councillor
Ward 5, Bolton
Cell: 416-434-3256

In accordance with the Council Policy regarding the Use of Corporate Resources for Election Purposes, this email account is being utilized exclusively for Town of Caledon business. Election campaign related inquiries should be directed to the appropriate campaign office"

- > On Aug 23, 2018, at 4:14 PM, [REDACTED] wrote:
- >
- > Hi Annette, thanks for the discussion today.
- >
- > Please let the Region of Peel know that I am against the plan for full day parking on Hwy 50 in Downtown Bolton.
- >
- > You can see evidence of how all day parking on this busy stretch would be a mistake even if one car parks there illegally during rush hour now. Traffic gets backed up all the way up the South Hill and it takes 5 times as long to get from the South Hill to the North Hill, and that's not even in a Friday night with Cottage country traffic.
- >
- > Please let me know if there is any other way I can oppose this motion.
- >
- > Thank you,
- > [REDACTED]
- >
- >
- >
- >

DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING
APPENDIX VI **10.4-33**
COMMENTS RECEIVED AFTER AUGUST 17, 2018

From: [Rob Mezzapelli](#)
To: [Avsec, Joe: ZZG-Parking In Bolton](#)
Subject: Fwd: Support all day parking on Queen Street
Date: August 23, 2018 1:50:55 PM

Joe,

Please see the email below regarding all day parking.

Thanks,

Rob Mezzapelli
Ward 5 (Bolton) Area Councillor
Home office [905.533.0209](tel:905.533.0209)
Town of Caledon
[6311 Old Church Road](#)
[Caledon, ON L7C 1J6](#)
[905.584.2272](tel:905.584.2272)
www.caledon.ca
www.visitcaledon.ca

Begin forwarded message:

From: [REDACTED]
Date: August 13, 2018 at 10:58:26 AM EDT
To: Rob Mezzapelli <Rob.Mezzapelli@caledon.ca>
Subject: **Re: Support all day parking on Queen Street**
Reply-To: [REDACTED]

Hi Rob
Absolutely, please pass the email to whomever you feel should see it.

Best regards,

[REDACTED]

From: Rob Mezzapelli <Rob.Mezzapelli@caledon.ca>
Date: Mon, 13 Aug 2018 14:26:46 +0000
To: [REDACTED]
Subject: Re: Support all day parking on Queen Street

[REDACTED]

I appreciate you sending me your thoughts and the reasons you highlight are the reasons I support all day parking. Some think it has to do with parking but in fact parking is the means by which we can enhance the safety downtown which happens to be probably the densest concentration of pedestrian movements in Bolton.

Are you ok with me passing along your email to ensure it gets registered

as part of the public feedback? Thanks again for your input and I encourage you to urge others to do the same.

Thanks,

Rob Mezzapelli
Ward 5 (Bolton) Area Councillor

[REDACTED]
Town of Caledon
[6311 Old Church Road](http://6311.Old.Church.Road)
[Caledon, ON L7C 1J6](http://Caledon.ON.L7C.1J6)
905.584.2272
www.caledon.ca
www.visitcaledon.ca

On Aug 13, 2018, at 10:19 AM, [REDACTED]
[REDACTED] wrote:

Hi Rob

I am a constituent in your Ward 5 riding. Unfortunately I wasn't able to attend the meeting last week re all day parking on Queen Street. I understand that we can still express our opinion on the matter through you.

I support all day parking. [REDACTED], I patronize the businesses in the down town core. I walk to these businesses, I seldom drive. My reason for supporting all day parking is not because of a lack of parking. I support it because we need to think of the safety of pedestrians in the area.

Now, we see families sitting on benches eating ice cream, people enjoying the coffee they bought as they walk down the street. It is a more pedestrian friendly area. What we also see are cars travelling on 4 lanes, well above the speed limit, through the center of town.

We have seen the carnage out of control vehicles have caused in our downtown core. I thought we had learned from that. Now, 1 distracted driver who mounts the curb has the potential to hit the couple, the family, the kids who came to meet friends. The people who made the decision to come to an area that should be safe for them.

Bolton has a by-pass that drivers need to be encouraged to use. Please, let's not have a tragedy happen before people understand why all day parking is good for our community.

Thank you for your time,
Best regards,

[REDACTED]

From: [Rob Mezzapelli](#)
To: [ZZG-Parking In Bolton](#); [Avsec, Joe](#)
Subject: Fwd: Parking on 50
Date: August 23, 2018 9:55:19 AM

Joe,

I'm passing along feedback I have received. Please see they get included in the record as part of the public feedback.

My overall objective and unbiased observation is that those who have chosen to contact me are much more in favour than opposed.

Thanks,

Rob Mezzapelli
Ward 5 (Bolton) Area Councillor

Town of Caledon
[6311 Old Church Road](#)
[Caledon, ON L7C 1J6](#)
[905.584.2272](#)
[www.caledon.ca](#)
[www.visitcaledon.ca](#)

Begin forwarded message:

From: [REDACTED]
Date: August 21, 2018 at 11:19:25 PM EDT
To: <rob.mezzapelli@caledon.ca>
Subject: Parking on 50

Hi Rob,

I was just getting [REDACTED] and asked how the parking situation was going. Unfortunately I missed the meeting but I did want to voice my opinion.

[REDACTED]
I would love to see council bring back all day parking in the Bolton valley (on Queen street).

I feel that this would make our downtown more safe for everybody. Cars are flying through downtown very close to the sidewalks.

It's also fair for all of the downtown businesses that would benefit from easy parking.

I remember years ago taking [REDACTED]. I didn't realize there wasn't parking after 4 until someone came in and [REDACTED]! I remember being so distraught! Luckily they were able to [REDACTED].

I fully support downtown parking.

Thanks!



DATE: August 29, 2018

REPORT TITLE: **AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT A SPEED LIMIT REDUCTION ON REGIONAL ROAD 136 (MAIN STREET/QUEEN STREET EAST/PORTERFIELD ROAD), ALTON VILLAGE, TOWN OF CALEDON, WARD 1**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the existing 80 kilometers per hour posted speed limit on Regional Road 136 (Main Street/Queen Street East/Porterfield Road) be reduced to 50 kilometers per hour from 425 metres (1,394 feet) north of Beech Grove Sideroad to 30 metres (98 feet) south of Beech Grove Sideroad in the Town of Caledon;

And further, that the existing posted speed limit of 50 km/h on Regional Road 136 (Main Street/Queen Street East/Porterfield Road) be extended from 515 metres (1,690 feet) east of Main Street to 1,030 metres (3,379 feet) east of Main Street in the Town of Caledon;

And further, that the existing posted speed limit of 80 km/h on Regional Road 136 (Main Street/Queen Street East/Porterfield Road) be reduced to 60 km/h from 1,030 metres (3,379 feet) east of Main Street to 1,530 metres (5,020 feet) east of Main Street in the Town of Caledon;

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

And further, that Ontario Provincial Police – Caledon Detachment and the Town of Caledon be so advised.

REPORT HIGHLIGHTS

- A Capital Project for reconstruction of Main Street / Queen Street East / Porterfield Road in the Village of Alton in the Town of Caledon recommended that the existing posted speed be reduced.
- Staff evaluated the existing posted speed limit in conjunction with the project detailed design which includes boulevard streetscaping improvements, traffic calming features, and additional active transportation facilities.
- Following the implementation of “Sharrows” (Shared Use Side-by-Side Application) for road sharing between motor vehicles and bicycles, this road segment no longer meets the Transportation Association of Canada design guide for 80 km/h posted speed limit.

10.5-2

SPEED LIMIT REVISION ON REGIONAL ROAD 136 (MAIN STREET/QUEEN STREET EAST/PORTERFIELD ROAD)

As a result, the existing posted speed limit of 50 km/h is recommended to be extended.

- It is further recommended that the posted speed limit be reduced from 80 km/h to 60 km/h east of Main Street.

DISCUSSION

1. Background

The Region initiated a Capital project “Alton Village Road Improvements” which includes urbanization, on-street parking facilities and a large median gateway feature at the eastern and southern limits of the project. Additionally, active transportation enhancements “Sharrows” (Shared Use Side-by-Side Application) for road sharing between motor vehicles and bicycles will be implemented. The Alton Village road improvement project commenced in March 2018, and is expected to be completed in December, 2018. The future improvements warranted the review of the design speed for Queen Street East in the Village of Alton. The existing posted speed on the south end of Main Street and the east end of Queen Street East within the gateway feature sections of the road the speed limits are 80 km/h. The results of Regional staff review revealed that these sections of roadway after completion do not meet the Transportation Association of Canada requirement for 80 km/h posted speed limit and are required to be reduced to 50 km/h and 60 km/h respectively.

2. Findings

a) Speed Review

As per Transportation Association of Canada guidelines, sharrow lanes for road sharing between motor vehicles and bicycles require a posted speed of 50 km/h when a shared lane width is less than 4.3 metres. The maximum lane width provided in the project area is 4.0 metres. Therefore, the proposed cycling facilities require that posted speed limit within Study Area 1 and 2 be reduced from the current 80 km/h speed limit to 50 km/h to be compliant with current regulations; from 425 metres (1,394 feet) north of Beech Grove Sideroad to 30 metres (98 feet) south of Beech Grove Sideroad (Study Area 1), and extended from 515 metres (1,690 feet) east of Main Street to 1,030 metres (3,379 feet) east of Main Street (Study Area 2).

Additionally, staff have reviewed the road geometry outside the project limits and found that the projects east end is located near the existing horizontal curve. Therefore, in order to enhance safety of travel speeds within the horizontal curve on Porterfield Road, it is recommended that the current posted speed limit within Study Area 3 of 80 km/h be reduced to 60 km/h from 1,030 metres (3,379 feet) east of Main Street to 1,530 metres (5,020 feet) east of Main Street to maintain safety for motorists on the existing horizontal curve.

Study Area 1, 2 and 3 together with proposed speed limit revisions are shown in Appendix I.

SPEED LIMIT REVISION ON REGIONAL ROAD 136 (MAIN STREET/QUEEN STREET EAST/PORTERFIELD ROAD)

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 Main Street and Queen Street East in the Village of Alton are consistent with support the move towards Vision Zero.

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement reduction of speed limits on Main Street/Queen Street East/Porterfield Road after the completion of Alton Village Road Improvements.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Proposed Speed Limit Revision on Regional Road 136

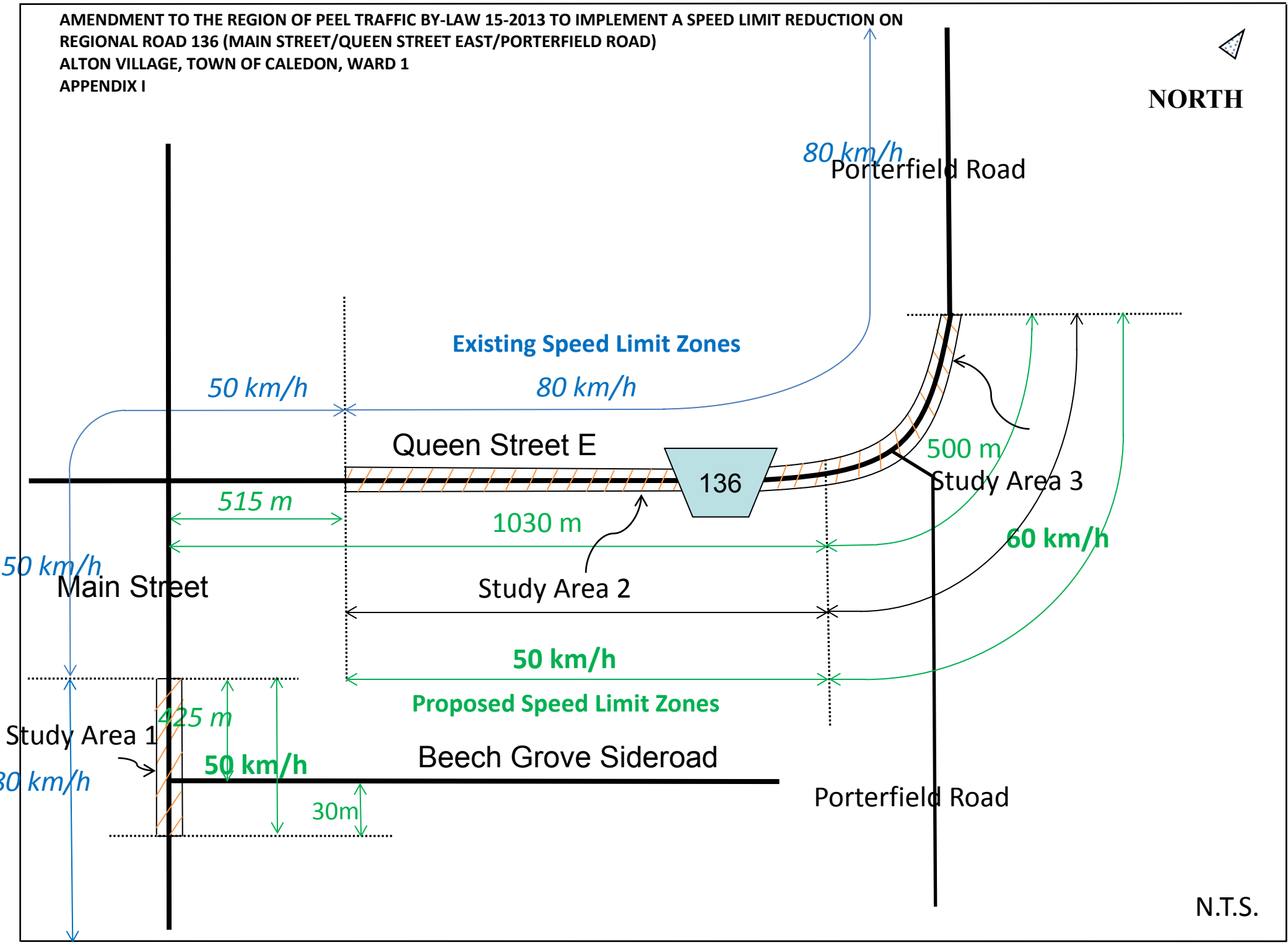
For further information regarding this report, please contact Eisa H. Eisa, Technical Analyst, extension 7860, eisa.eisa@peelregion.ca.

Authored By: Eisa H. Eisa

Reviewed in workflow by:

Financial Support Unit
Legal Services

AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT A SPEED LIMIT REDUCTION ON REGIONAL ROAD 136 (MAIN STREET/QUEEN STREET EAST/PORTERFIELD ROAD)
ALTON VILLAGE, TOWN OF CALEDON, WARD 1
APPENDIX I



DATE: September 4, 2018

REPORT TITLE: **PROFESSIONAL ENGINEERING SERVICES FOR DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR THE RECONSTRUCTION OF REGIONAL ROAD 19 (WINSTON CHURCHILL BOULEVARD) FROM 1200M SOUTH OF SIDEROAD 32 (BALLINAFAD ROAD) TO REGIONAL ROAD 12 (OLDE BASE LINE ROAD) CAPITAL PROJECT 09-4050 DOCUMENT 2013-090P TOWN OF CALEDON, WARDS 1 AND 2**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2013-090P) for the professional engineering services for detailed design and contract administration for the reconstruction of Regional Road 19 (Winston Churchill Boulevard) from 1,200m south of Sideroad 32 (Ballinafad Road) to Regional Road 12 (Olde Base Line Road) between the Region of Peel and R.J. Burnside & Associates Limited, be extended in the estimated amount of \$310,000 (excluding applicable taxes) for a total contract commitment of \$949,389.40 (excluding applicable taxes) to complete additional engineering services under Capital Project 09-4050, in accordance with Procurement By-law 30-2018.

REPORT HIGHLIGHTS

- The Region of Peel retained R.J. Burnside & Associates Limited to provide professional engineering services for detailed design and contract administration services (under Council Resolution 2013-522) for Winston Churchill Boulevard from 1200m (3937 ft) south of Ballinafad Road to Olde Base Line Road. These improvements were based on an Environmental Assessment Report filed in March 2010 which recommended full reconstruction of Winston Churchill Boulevard.
- Since publication of the Environmental Assessment, the status of the Species at Risk identified in the project limits changed to Endangered Species. As a result, the Region needed to meet additional criteria in order to obtain approvals from the agencies including Credit Valley Conservation, Niagara Escarpment Commission, Ministry of Natural Resources and Forestry and Ministry of the Environment, Conservation and Parks.
- New agency requirements impacted construction timing windows, which increased the length of construction and associated project cost by \$310,000 for design changes and additional contract administration services.
- The project is currently in the construction phase and is anticipated to be substantially complete by the Fall of 2019 with some minor works in 2020.

**DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR REGIONAL ROAD 19
(WINSTON CHURCHILL BOULEVARD)****DISCUSSION****1. Background**

Winston Churchill Boulevard (Regional Road 19) is a north-south two-lane rural arterial roadway. The section of road from 1200 m (3937 ft) south of Ballinafad Road to Olde Base Line Road serves as the geographical boundary to several regional and local municipalities, including the Region of Peel, Halton Region, County of Wellington, Town of Halton Hills and the Town of Caledon. The project falls under the jurisdiction of the Niagara Escarpment Commission and contains Escarpment Natural Area, Escarpment Protection Area, and Escarpment Rural Area. Credit Valley Conservation is also a reviewing agency and there are two cold water fisheries that cross the road: the unnamed Tributary south of Ballinafad Road and Rogers Creek north of Ballinafad Road. A number of Species at Risk have been identified within the project area, including one Butternut Tree and Jefferson Salamanders. Both of these species are endangered in Ontario and are regulated under the *Endangered Species Act*.

An Environmental Assessment Study which was filed in March 2010, recommended reconstructing and paving Winston Churchill Boulevard and improving the drainage system to address existing deficiencies such as poor condition of gravel surface, inadequate shoulders, lack of sightlines and inconsistent ditches.

Following the approval of the Environmental Assessment, the Region retained R.J. Burnside & Associates Limited to provide professional engineering services for detailed design and contract administration services under Council Resolution 2013-522 for the reconstruction of Winston Churchill Boulevard from 1200m south of Ballinafad Road to Olde Base Line Road.

During the design phase, the status of the Species at Risk identified within the project limits changed to Endangered Species. In order to meet the new permitting requirements and comply with Credit Valley Conservation standards, Niagara Escarpment Commission policies and Ministry of Natural Resources and Forestry endangered species legislation, the design was revised to incorporate additional mitigation measures.

The revised scope of work includes reconstruction of Winston Churchill Boulevard, replacement of culverts, installation of dry culverts for wildlife passage, retaining walls, installation of Eco fences and equalization culverts, implementation of enhanced erosion and sediment control measures, removal of existing gravel and asphalt road surface, earth excavation, sightline improvements, signage and pavement markings, landscaping, and all other works necessary to upgrade Winston Churchill Boulevard.

10.6-3

DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR REGIONAL ROAD 19 (WINSTON CHURCHILL BOULEVARD)

To comply with the conditions of permits issued by Niagara Escarpment Commission, Ministry of Natural Resources and Forestry, and Credit Valley Conservation, construction can only occur within restricted timing windows as follows:

- Jefferson Salamander – construction window between September 1st and February 28th;
- Cold Water Fisheries – construction window between June 15th and September 15th; and
- *Migratory Birds Convention Act* – construction window between September 1st and March 31st

These timing windows impact both the staging of works and overall project duration, resulting in design modifications and additional contract administration.

The project is currently in the construction phase and is anticipated to be substantially complete by the Fall of 2019 with some minor works in 2020.

2. Scope Changes

Environmental permit conditions to protect Species at Risk within the regulated area of the project, imposes various timing window restrictions, resulting in additional design changes and a longer construction period (initially eight months to 18 months). As such, the construction schedule which commenced in May 2018 is now projected to be substantially completed by November 2019. This resulted in additional consultant fees for design and contract administration.

In accordance with Procurement By-law 30-2018, Section 5.5.2, and approval authorities outlined in Purchasing Procedure F35-05 Purchase Orders and Vendor Contracts; the process to increase this contract requires Regional Council approval.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the report's recommendation.

The project cost will be shared by three road authorities as follows;

- Region of Peel (50 per cent)
- County of Wellington (25 per cent)
- Halton Region (25 per cent)

Cost share partners have been advised of these changes and have allocated additional funding to cover the increase.



Steve Fantin for
Janette Smith, Commissioner of Public Works

**DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR REGIONAL ROAD 19
(WINSTON CHURCHILL BOULEVARD)**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Location Map, Reconstruction of Regional Road 19 (Winston Churchill Boulevard)

For further information regarding this report, please contact Solmaz Zia, Project Manager, extension 7845, email: solmaz.zia@peelregion.ca.

Authored By: Solmaz Zia

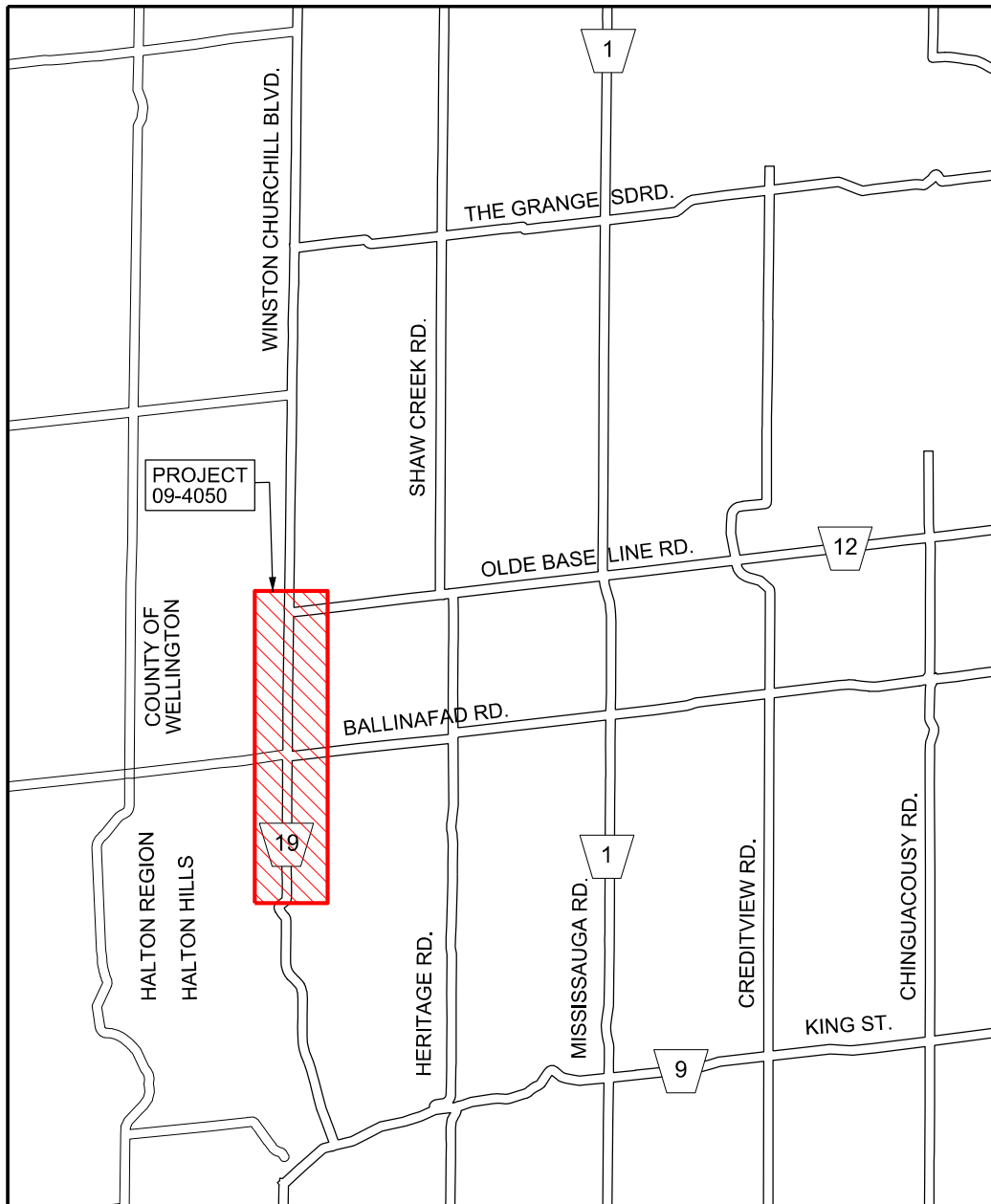
Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I



PROFESSIONAL ENGINEERING SERVICES FOR DETAILED DESIGN
 AND CONTRACT ADMINISTRATION FOR THE RECONSTRUCTION OF
 REGIONAL ROAD 19 (WINSTON CHURCHILL BOULEVARD) FROM
 1200M SOUTH OF SIDEROAD 32 (BALLINAFAD ROAD) TO
 REGIONAL ROAD 12 (OLDE BASE LINE ROAD)
 CAPITAL PROJECT 09-4050
 DOCUMENT 2013-090P
 TOWN OF CALEDON, WARDS 1 AND 2



For Information

DATE: September 5, 2018

REPORT TITLE: **DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide an update to Peel's water system Owner (Council) on continued enhancements to the Drinking Water Quality Management System, including the results of the 2017 Management Review per Element 20 of the Drinking Water Quality Management Standard.

REPORT HIGHLIGHTS

- Management Review of the Drinking Water Quality Management System was completed for 2017 demonstrating high quality operational performance
- An External Audit confirmed the Region of Peel's accreditation status and conformance to the Drinking Water Quality Management Standard and provided opportunities for continued improvement

DISCUSSION**1. Background**

The Region's Drinking Water Quality Management System has been developed on the foundation of the Drinking Water Quality Management Standard (Management Standards) of the *Safe Drinking Water Act, 2002* (the Act). Through the implementation of the management system, the Region established a systematic approach to maintaining and continually improving the operations of the water systems. This included the development of a commitment policy, establishment of an effective internal audit program and management review process and identifying potential risks to the quality drinking water supplies. As the Operating Authority of the South Peel water treatment, transmission and pumping system, the Ontario Clean Water Agency (OCWA) has also employed quality management practices for the operations and management of the respective portion of the South Peel drinking water system. OCWA's and the Region's Drinking Water Quality Management Systems are aligned to promote strong culture of collaboration and continual improvement.

The successes of the Region's drinking water quality management system were dependent on the involvement and commitment from all levels and functions of the water and wastewater divisions, where staff, working together, has been leveraging new ideas, suggestions and lessons learned as opportunities for process enhancement and the overall improvement.

DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE

Every year, in accordance with the requirement of Element 20 of the Management Standards, performance of the management system is reviewed to highlight areas of accomplishment, to identify deficiencies and to set a plan of action that adopts solutions through resourcing and enhancement of existing processes, a summary of which is then reported to the water system Owner (the Council).

2. Status of the Drinking Water Quality Management System

The Region's Drinking Water Quality Management System emphasizes the proactive and preventative approach to management strategies that assure quality drinking water and identify and manage risks to public health. It also includes documentation control procedures with clear roles, responsibilities and authorities to ensure delivery of drinking water that meets all applicable legislative and regulatory requirements.

The Region of Peel has been operating all of its five drinking water systems in accordance with the approvals framework under the Act and has been successfully maintaining the accreditation to the Standard as demonstrated via third party verification audits conducted annually by SAI Global.

Through this accreditation, it is recognized that the Region's Drinking Water Quality Management System conforms to the provincial standard and that the culture of continual improvement is fostered within.

One of the main components of the Standard is an annual management review with the intent of evaluating the continued suitability, adequacy and effectiveness of the Drinking Water Quality Management System. Equally important is continual improvement and tracking and measuring of progress.

Progress is demonstrated through:

- Regular audit checks
- Annual Ministry inspections
- Implementing root cause analysis and investigation of all events
- Evaluation of emergency response
- consistent documentation management and effective communications

The key outcomes of the management review, including operational performance and major milestones achieved in 2017 are highlighted for Council awareness in Appendix I of this report.

CONCLUSION

The Region of Peel continues to comply with the mandates set out within the Act as related to the Drinking Water Quality Management System and is committed to supplying safe and clean drinking water to consumers, meeting all applicable legislative and regulatory requirements as well as maintaining and continually progressing the Quality Management System.

Additionally, driven by the successes of the Drinking Water Quality Management System, staff are working to apply the same rigorous quality and environmental management principles to the

DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE

operation and management of our wastewater systems. The intent is to implement the management system requirements to meet the industry leading ISO 14001:2015 Environmental Management System standard.

As part of the 2019 Drinking Water Quality Management Standard Management Review update, a more detailed update will be provided to Council on the development and implementation of the wastewater management system.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - 2017 Drinking Water Quality Management System – Summary of Management Review – 2017 Operational Performance

For further information regarding this report, please contact Justyna Burkiewicz, Manager, Water and Wastewater Regulatory Compliance, Water and Wastewater Divisions at ext. 4494 or via email at justyna.burkiewicz@peelregion.ca.

Authored By: Sarah Vella, Supervisor, Water and Wastewater Programs, Quality Assurance and Justyna Burkiewicz, Manager, Water and Wastewater Regulatory Compliance, Water and Wastewater Divisions

Drinking Water Quality Management in Peel



DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I

Appendix I: Drinking Water Quality Management System – Summary of Management Review – 2017 Operational Performance

The purpose of this summary is to provide Council with mandatory updates regarding the Region of Peel's drinking water systems performance as mandated through Element 20 of the [Drinking Water Quality Management Standard \(DWQMS\)](#).

	Requirement of Element 20 - Management Review	Achieved?	Conforms to DWQMS?
1	<p>Ensure that a Management Review is conducted at least once every calendar year</p> <p>Completed on May 28 and June 7, 2018 with the top management and the Owner representative for the 2017 operational year</p>	<p>Yes</p> <p>✓</p>	<p>Yes</p> <p>✓</p>
2	<p>Consider the results of the Management Review and identify deficiencies and action items to address the deficiencies</p> <p>Completed. See the Management Review Summary below</p>	<p>Yes</p> <p>✓</p>	<p>Yes</p> <p>✓</p>
3	<p>Provide a record of any decisions and action items related to the management review including the personnel responsible for delivering the action items related and the proposed timelines for their implementation</p> <p>All decisions and action items discussed during the review have been captured through record of minutes. Follow up on actions is tracked during DWQMS regular monthly meetings and through the processes of internal and external auditing</p>	<p>Yes</p> <p>✓</p>	<p>Yes</p> <p>✓</p>
4	<p>Report the results of the management review, the identified deficiencies, decisions and action items to the Owner (the Council)</p> <p>Completed through this report, submitted for information September 13, 2018.</p>	<p>Yes</p> <p>✓</p>	<p>Yes</p> <p>✓</p>

Drinking Water Quality Management in Peel



DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I

Management Review Summary

a) incidents of regulatory non-compliance

The statement of compliance within the [Water Treatment and Quality 2017 Annual Summary Report](#), presented at the March 29, 2018 Council meeting, included nine events of regulatory non-compliance that were administrative and operational in nature and not associated with the safety of drinking water.

2017 Events of Regulatory Non-Compliance	Region of Peel Operated Systems
Non-Compliance with O.Reg. 170/03	5
Non-Compliance with DWWP	4
Total	9

Note: 197 spills due to watermain breaks with silting to a watercourse are considered adverse effects through Schedule B, Section 10.0 of the MDWL.

b) incidents of adverse drinking water tests

Indicators of adverse water quality are immediately reported to the Region's Public Health and the Ministry of the Environment, Conservation and Parks (the Ministry), and appropriate corrective action taken. In 2017, there were a total of 37 water quality reportable events, all of which were immediately addressed as required by the regulation. None of these events resulted in the integrity and safety of drinking water supply being compromised. [The 2017 water quality report](#) prepared for each of the drinking water system provides detailed information on adverse drinking water occurrences and corrective actions.

c) deviations from Critical Control Point limits and response actions

Critical control limits have been established based on known critical control points identified through Risk Assessment outcomes. As such, deviations from the set limits do not generally occur as all critical control points have set SCADA alarms with an associated operational limit in place to trigger the shutdown of a particular process before a negative impact could occur. Any operational challenges are reviewed in collaboration with Water and Wastewater Regulatory Compliance, Operations and other stakeholder groups to mitigate risk and implement effective solutions.

d) the effectiveness of the risk assessment process

Assessment of risks to public health and our water systems is conducted at regular intervals and succeeding predetermined triggers. In 2017, a total of 17 documents within the DWQMS Operational Plan were amended based on documented outcomes of risk assessment review. Modifications and alterations to our drinking water systems added redundancy and additional safeguards, consequently lowering the risk of potential hazardous events and adding controls that support emergency prevention.

e) internal and third party Audit results

Annual internal and external (third-party) audits assess how well we are doing against the requirements of the DWQMS. The internal audit was conducted over a period of five days (November 24, 27, December 13, 2017 and January 10, 19, 2018) and utilized in-house

Drinking Water Quality Management in Peel



DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I

resources, which demonstrated staff's interest and engagement in the program. The audit findings included mainly the need for administrative updates such as the opportunity to modify the description of the water system organizational structure to reflect the dynamics of divisional staffing changes. It was also recommended to include additional internal stakeholders whose roles and responsibilities have direct impact on the operation of the drinking water systems and quality of drinking water. In response, decision was made for the Development Services, Capital Water and SCADA groups to join the top Quality Management System top management team.

A third-party (external) audit by the accreditation body, SAI Global, was conducted February 28, March 1 and 2, 2018. The auditor was on site for a total of three days and confirmed the Region's conformance to the DWQMS. Similar to the internal audit, the external auditor identified administrative changes as ways to further enhance the Operational Plan. Reaccreditation to DWQMS was issued and will be valid for the next 3 years.



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SAI GLOBAL
INFORM. INSPIRE. IMPROVE.

The Regional Municipality of Peel is committed to supplying safe and clean drinking water that meets all applicable legislative and regulatory requirements to the consumer, and is committed to the maintenance and continual improvement of the Quality Management System.

Region of Peel
working with you

Drinking Water Quality Management in Peel



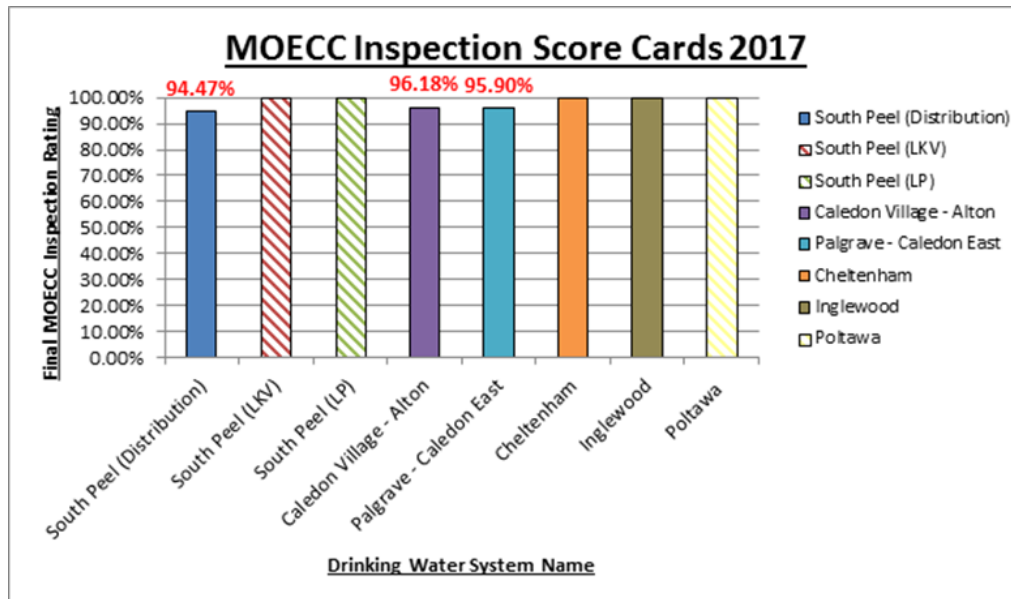
DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I

f) results of emergency response testing

Testing of our response to emergencies is an important aspect of continual improvement. In 2017, root cause analysis sessions were introduced to provide an opportunity to review the effectiveness of actions taken, quality of available control measures and documented procedures including impact that these actions could have on the consumer. Supplementary to these sessions, a partnership was formed with the Walkerton Clean Water Centre, to customize and facilitate the Region of Peel water system specific emergency response training course. The course enhanced staff awareness and reinforcement of emergency preparedness. Development of this course also provided us with the opportunity to review and update existing water emergency response procedures and protocols.

g) operational performance

The Ministry score card ratings based on annual inspections help us ensure that our performance meets the minimum requirements set out in applicable legislation and regulations. Operational performance can be impacted by a number of variables. Although rating of less than 100% does not indicate that the water supply is unsafe, it presents areas of the system where opportunity for further improvement exists. In 2017, minor administrative oversights with no impact on the quality of drinking water have flawed our system inspection final score and through action taken, documentation and procedural changes were implemented to avoid reoccurrence of events.



h) raw water supply and drinking water quality trends

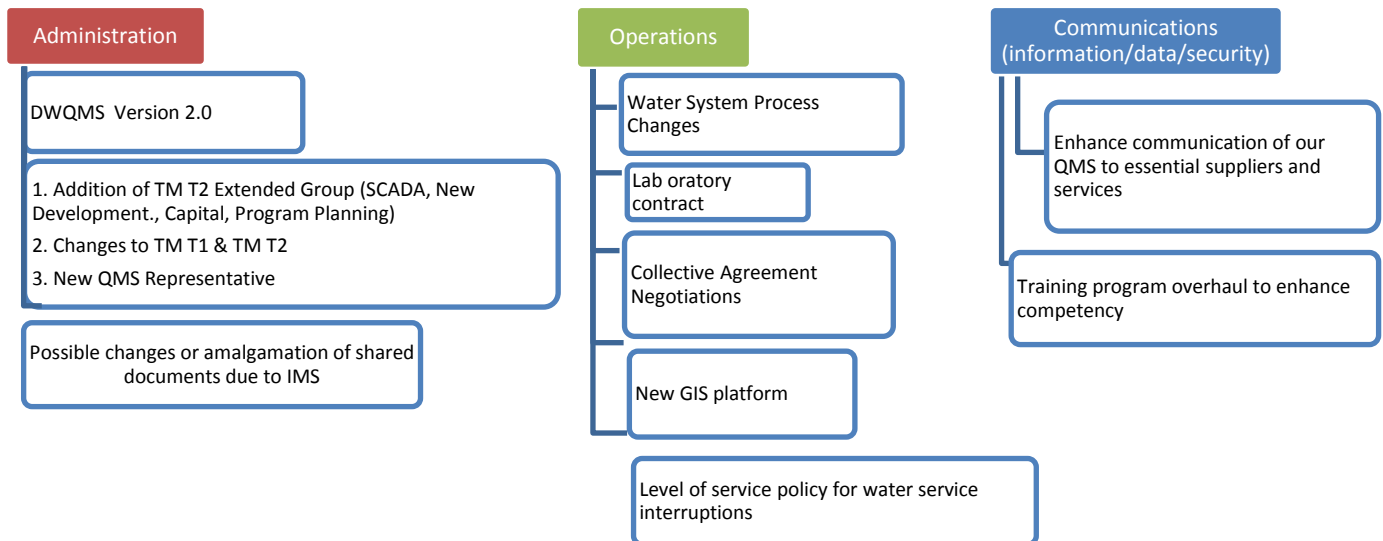
Raw water supply and drinking water data trends from 2017 monitoring program are consistent with previous years. Water quality for bacteriological parameters, nitrates, Trihalomethanes, sodium, temperature, pH, and lead was consistently within the Ontario drinking water quality standards.

Drinking Water Quality Management in Peel



DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I

- i) follow up on action items from previous management reviews
Management review from 2016 resulted in 15 action items, which following a thorough review were not considered deficiencies of the QMS and subsequently closed.
- j) the status of management action items identified between reviews
Total of 13 action items identified in late 2017 and documented through monthly QMS meetings were carried over to 2018 for completion.
- k) changes that could affect the Quality Management System
Consideration of upcoming changes to the drinking water system for the next operational year was evaluated along with how those changes could impact the QMS. Considerations were brought forward through three different streams which included:

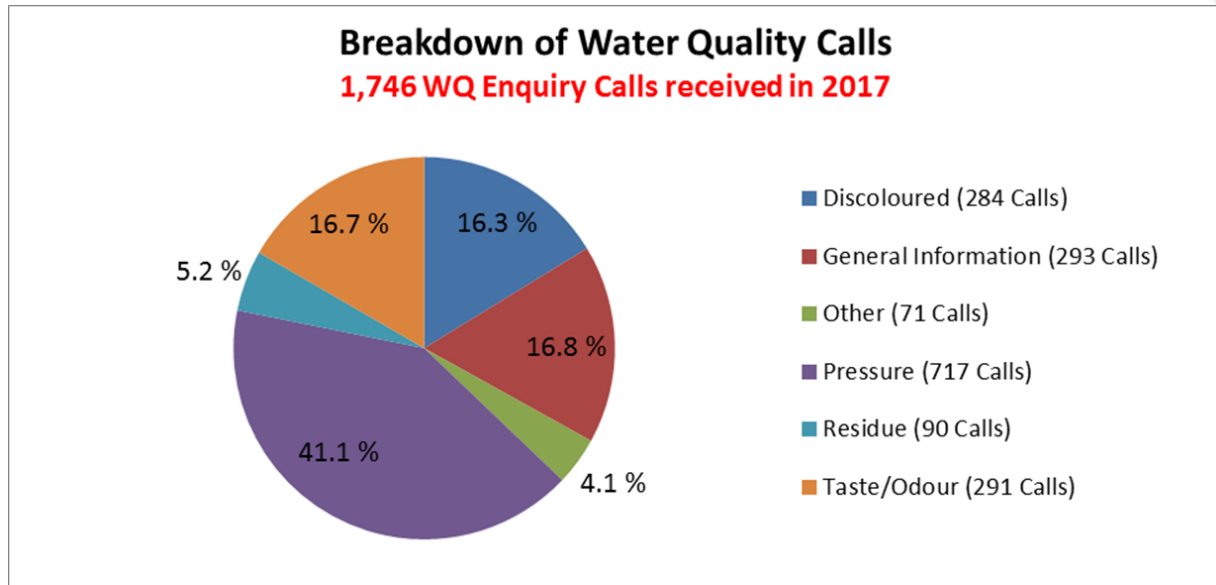


- l) consumer feedback
Customer feedback is one of the primary ways we are able to tell if water systems are operated effectively. Feedback helps to assess and address any potential issues of concern. To ensure consumer confidence in our drinking water supply, we strive to deliver service excellence with timely and appropriate response to requests, enquiries, complaint investigation and problem resolution with help of established protocols. In 2017, we received a total of 1,746 water quality enquiries, most of which were associated with low water pressure at the tap (see graph below).

Drinking Water Quality Management in Peel



DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I



Note: Pressure calls are usually related to watermain breaks, Capital water projects, and internal plumbing issues

m) the resources needed to maintain the Quality Management System

To effectively maintain the QMS a number of resources must be considered for the upcoming year. Discussion around the needs for 2018 included consideration of procurement of water quality trending tools, advancing electronic documentation control to eliminate manual processes, and the development and integration of workflows and dashboards, which are all effective ways to help us continually improve, advance and ultimately adequately maintain the program.

n) the results of the infrastructure review

Physical condition of water infrastructure is regularly evaluated to maintain state of good repair and optimal performance of the drinking water systems, and to ensure regulatory requirements and financial sustainability to meet both the current and future demands. Highlights of the 2017 operational year include:

	South Peel (km)	North Peel (km)	Total (km)
Total length of watermain owned and operated by the Region	4350	213	4563
Watermain added to the existing system	27.4	6.0	33.4
Watermain installed due to replacement	41.8	0.5	42.3

Review of the number and age of watermain breaks against the watermain replacement for 2017, confirmed that our watermain replacement program is very effective.

Drinking Water Quality Management in Peel



DRINKING WATER QUALITY MANAGEMENT SYSTEMS UPDATE - APPENDIX I

o) Operational Plan currency, content and updates

In 2017, several updates were made to our QMS Operational Plan to reflect changes to the drinking water system description, the outcomes of the risk assessment review, annual water emergency response plan procedures as well as internal audit and organizational changes within Water and Wastewater Divisions. These updates ensure continued conformance and improvement to the DWQMS.

p) Staff Suggestions

The Quality Management System staff suggestion process provides merits of continued improvement to the documented practices of how we operate and manage our drinking water systems. In 2017, a total of 15 staff suggestions were brought forward and all were approved by management and implemented successfully. As a result of these suggestions, a total of 17 Quality Management System documents, including standard operating procedures and protocols were amended.

Conclusion

The Management Review reinforces the Quality Management System as a best practice for continual improvement in drinking water program administration and operations. Strong management leadership, staff engagement and ongoing assessment, evaluation and collaboration ensure consistent and effective performance to technical, regulatory and quality system standards.

The on-going maintenance of the Quality Management System and focus on continual improvement provides assurance to Council, as the Owner of the municipal drinking water systems, that their duties and responsibilities of Standard of Care under the Act are being met.

DATE: September 4, 2018

REPORT TITLE: **DETAILED DESIGN AND CONTRACT ADMINISTRATION SERVICES FOR THE TWINNING OF THE EAST BRAMPTON TRUNK SEWER, PROJECT 11-2201, DOCUMENT 2012-575P, CITY OF BRAMPTON, WARDS 8 AND 10**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2012-575P) for professional services for the Schedule 'B' Class Environmental Assessment, detailed design and contract administration services for the twinning of the East Brampton Trunk Sewer between the Region of Peel and Associated Engineering (Ont) Ltd. be extended in the estimated amount of \$500,532 (excluding applicable taxes) under Capital Project 11-2201, for a total contract commitment of \$2,911,095.60 (excluding applicable taxes), in accordance with the Procurement By-law 30-2018.

REPORT HIGHLIGHTS

- In 2013, the Region of Peel awarded Document 2012-575P to Associated Engineering (Ont) Ltd. to provide professional engineering services for the Schedule 'B' Class Environmental Assessment, detailed design and contract administration services for the twinning of the East Brampton Trunk Sewer, through Council Resolution 2013-204.
- Over the course of the project, additional scope items were added to Associated Engineering (Ont) Ltd.'s assignment including the implementation of the new wastewater design standards, and flow diversion facilities to support future rehabilitation of the existing east trunk sanitary sewer.
- The additional scope added to the construction contract is able to be completed within the existing contingency allowance and no further increase to the General Contractor's purchase order is required in accordance with Procurement By-law 30-2018.
- In addition a major change to the original project approach was implemented during construction, changing the majority of the open cut installation to a tunnelling method. While the proposal resulted in additional engineering fees, it resulted in an overall savings of \$280,910.
- The total project budget is \$60,046,392 and sufficient funds are available in the approved budget to carry out the direction.

DETAILED DESIGN AND CONTRACT ADMINISTRATION SERVICES FOR THE TWINNING OF THE EAST BRAMPTON TRUNK SEWER

DISCUSSION

1. Background

In 2013, the Region of Peel awarded Document 2012-575P, to Associated Engineering (Ont) Ltd. to provide professional engineering services for the Schedule 'B' Class Environmental Assessment, detailed design and contract administration and inspection services for the twinning of the East Brampton Trunk Sewer.

In 2016, the construction of East Brampton Trunk Sewer Twinning was awarded to Ward & Burke Microtunnelling Ltd. The contract consisted of approximately 5300m (17388.5 ft) of trunk sanitary sewer to be constructed by tunneling and open cut construction methods. The alignment of the trunk sanitary sewer begins south of the Highway 407 ETR and Steeles Avenue East intersection and runs north to the intersection of Goreway Drive and Queen Street East.

2. Project Scope Changes and New Standards Implementation

Over the course of the project, several scope changes were agreed to by the Region which either improved the outcome of the project or provided an overall net cost savings. The additional scope added to the construction contract is able to be completed within the existing contingency allowance and no further increase to the General Contractor's purchase order is required in accordance with Procurement By-law 30-2018. These changes have however resulted in a net increase to the engineering fees.

In accordance with Procurement By-law 30-2018, Section 5.5.2, and approval authorities outlined in Purchasing Procedure F35-05 Purchase Orders and Vendor Contracts; the process to increase this contract requires Regional Council approval.

a) Schedule B Environmental Assessment and Detailed Design

The original scope of the assignment was to complete a Schedule B Environmental Assessment followed by detailed design and construction. The first two phases of the work were completed between 2013 and 2017. The duration of both phases was extended due to extensive consultation with the many businesses adjacent to the new trunk sewer as both permanent and temporary easements were required. In addition multiple access routes and shaft compound designs were necessary to develop agreements with all the businesses and approval agencies along the route. This resulted in additional engineering services that were approved and completed within the existing contingency allowances which amended the contract with Associated Engineering (Ont) Ltd. to a total of \$2,410,563.60.

b) Emergency Protection Works at Storm Channel

During the microtunneling operation it was discovered that the existing trunk sewer which crossed a storm channel had been exposed through erosion of the bed and bank. This occurred during a storm event during construction. Review of the site during detailed design did not identify the problem. The consultant was requested to initiate contact with Toronto and Region Conservation Authority and City of Brampton and design the stabilization of the channel bed and bank to protect the trunk sewer from any

DETAILED DESIGN AND CONTRACT ADMINISTRATION SERVICES FOR THE TWINNING OF THE EAST BRAMPTON TRUNK SEWER

future erosion from storm events. The works were carried out successfully and the channel restored and sanitary sewer protected. The cost of additional engineering services required to resolve this issue is \$69,000.

c) Implementation of Region of Peel New Wastewater Standards and Diversion Strategy

The Region of Peel formally approved new design standards for wastewater infrastructure in the spring of 2017. The standards are an improvement to traditional sewer construction and are intended to reduce inflow and infiltration in the long term. The cost additional cost for detailed design is estimated to be \$75,000.

In addition, design amendments are required to support future rehabilitation of the existing East Brampton trunk sewer. The intention of the design change is to allow diversion of sanitary flow from the existing trunk sewer to the new trunk sewer to facilitate future inspection, condition assessment and rehabilitation works of either sewer. Three locations have been identified for diversion as shown in Appendix I including the forcemain discharge from the Intermodal Pumping Station.

Changes were also made to the access chambers to incorporate sluice gates to divert flow between the existing trunk and new trunk. The cost for the design, contract administration and inspection for these scope changes is estimated to be \$166,542.

d) Change to Construction Methodology

Following contract award, Ward & Burke Microtunnelling Ltd. proposed to change the construction of the majority of the open cut section to microtunnelling. After evaluation the Region accepted the proposal as the changes were beneficial to the project and represented overall savings to the contract. The proposed changes reduced impacts to road and property, reduced disturbance to businesses and traffic and provided a savings on overall construction.

However, microtunnelling technology typically requires 24 hour operation. This required additional inspection to monitor the work and ensure conformance to contract specifications. The cost of the additional inspection is estimated to be \$189,990. However this was offset by the savings to the construction contract. The construction savings were \$470,900 resulting in overall savings to the Region of \$280,910.

e) Engineering Services

The contract is nearing completion and it is forecast for substantial completion by the end of 2018. Final restoration will be completed in the spring of 2019.

To facilitate the changes in scope to date, an increase in the amount of \$500,532 for additional engineering services is required.

**DETAILED DESIGN AND CONTRACT ADMINISTRATION SERVICES FOR THE TWINNING
OF THE EAST BRAMPTON TRUNK SEWER**

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the direction.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Detail Design and Contract Administration Services for the Twinning of the East
Brampton Trunk Sewer

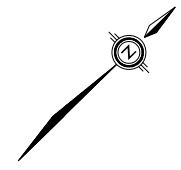
*For further information regarding this report, please contact Simon Hopton, Manager, Capital
Works, Wastewater Division at ext. 7808 or via email at simon.hopton@peelregion.ca.*

Authored By: Olena Gordiyenko, Project Manager, Capital Works, Wastewater Division

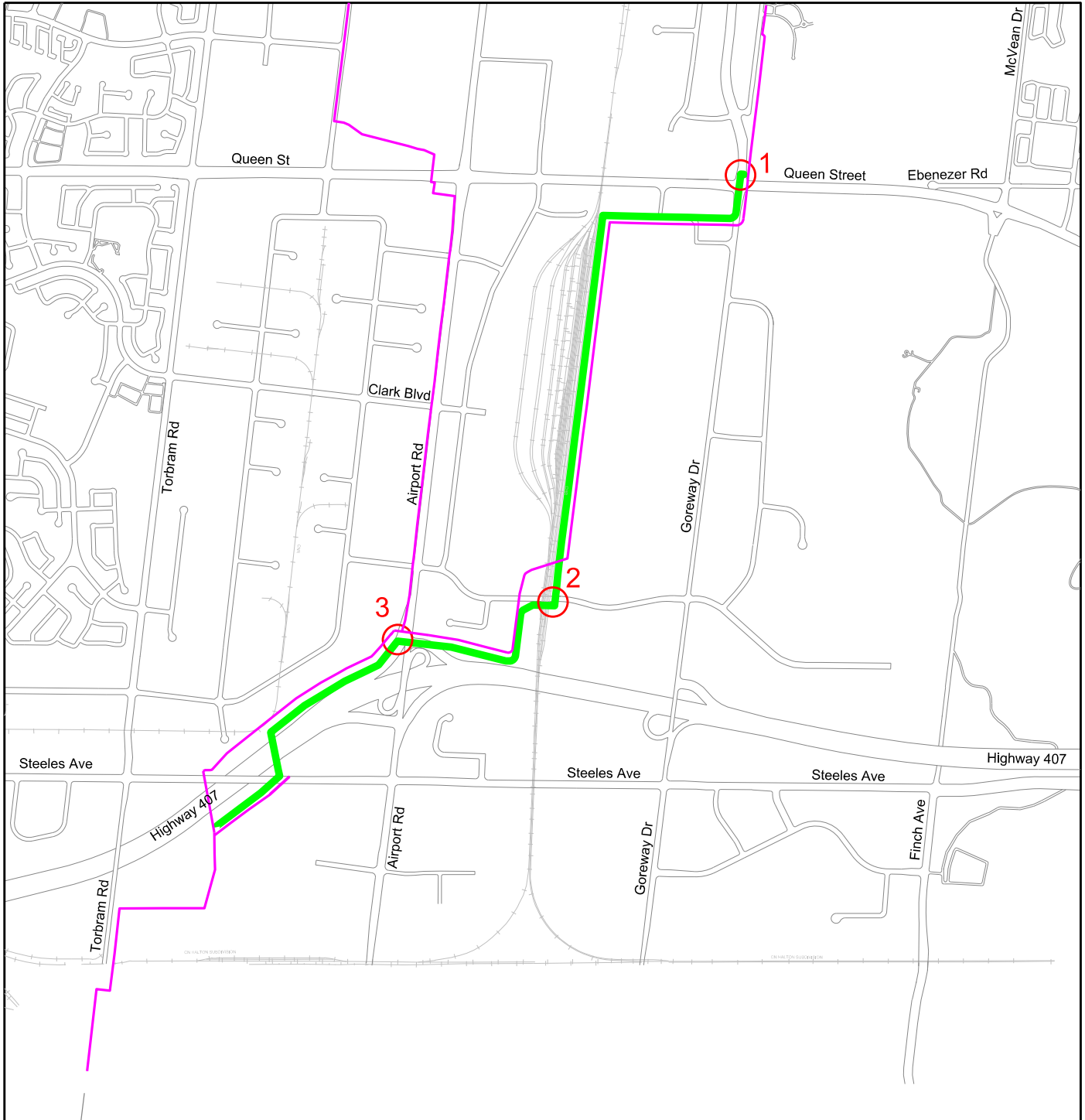
Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I



**DETAILED DESIGN AND CONTRACT ADMINISTRATION SERVICES
FOR THE TWINNING OF THE EAST BRAMPTON TRUNK SEWER,
PROJECT 11-2201
DOCUMENT 2012-575P
CITY OF BRAMPTON, WARDS 8 AND 10**



— EXISTING SANITARY TRUNK SEWER TO BE TWINNED
— EXISTING SANITARY TRUNK SEWER

- 1** INTERCONNECTION BETWEEN THE EXISTING 1350 DIA AND NEW 1500 DIA TRUNK SEWER
- 2** DIVERT FLOW FROM INTERMODAL SPS TO NEW TRUNK SEWER
- 3** INTERCONNECTION BETWEEN THE 1200 DIA AIRPORT ROAD TRUNK SEWER AND THE NEW 1800 DIA TRUNK SEWER

DATE: September 4, 2018

REPORT TITLE: **CONSTRUCTION OF THE WEST TRUNK SEWER TWINNING - ENGINEERING SERVICES FOR CONTRACT ADMINISTRATION AND INSPECTION, PROJECT 08-2205, DOCUMENT 2009-468P, CITY OF MISSISSAUGA, WARDS 2, 8, 9 AND 11**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2009-468P) for detailed design and construction administration for the twinning of the West Trunk Sewer, in the City of Mississauga between the Region of Peel and WSP Canada Inc. be extended in the estimated amount of \$1,133,950.70 (excluding applicable taxes) for a total contract commitment of \$7,164,267.74 to complete additional engineering services under Capital Project 08-2205, in accordance with Procurement By-law 30-2018.

REPORT HIGHLIGHTS

- The Region of Peel is constructing the twinning of the West Trunk Sewer with McNally Construction Inc. (Contract 1) and Technicore Underground Inc. (Contract 2) as General Contractors and WSP Canada Inc. as Contract Administrator.
- As part of the Region's long term plan to adapt to climate change and mitigate inflow and infiltration, new diversion strategies are being implemented to direct sanitary flow from sub trunk sewers to main trunk sewer.
- To minimize the impact to the community in the future, additional scope has been added to the existing Contracts 1 and 2 to facilitate future diversion connections.
- There are sufficient contingency funds in each contract to facilitate the construction and scope changes and no further increase in the General Contractor's purchase order is required in accordance with Procurement By-law 30-2018.
- There is sufficient contingency funds in each contract to facilitate the construction.
- An extension of the engineering assignment for detailed design, contract administration and inspection services with WSP Canada Inc. is however required.
- The total project budget is \$208,900,721 and sufficient funds are available in the Capital Project budget to carry out the proposed direction.

DISCUSSION

1. Background

The Region of Peel is responsible for the construction of new wastewater infrastructure to support planned growth within the Peel. The West Trunk Sewer Twinning was identified in

CONSTRUCTION OF THE WEST TRUNK SEWER TWINNING

the Wastewater Servicing Master Plan as a key project to support the planned growth in the west side of the Region.

The Region completed a Schedule C Class Environmental Assessment in 2008 which identified the preferred alignment for the twinning to be constructed in tunnel along Lincoln Green Close, Lincoln Green Way, Erin Mills Parkway, Mississauga Road, Argentia Road and Creditview Road.

In 2009 the Region retained WSP Canada Inc. (formerly Genivar) for engineering services in the amount of \$4,605,317.04. The assignment was to complete the detailed design and contract administration for the 14.5 kilometer, 2400mm (96 inch) diameter tunnel. The project was tendered under two contracts;

- Contract 1 – Issued for tender in 2012 and awarded to McNally Construction Inc. in the amount of \$78,522,567;
- Contract 2 - Issued for tender in 2014 and awarded to Technicore Underground Inc. in the amount of \$43,904,779.29.

To accommodate scope changes which were approved earlier in the project the contract for engineering services with WSP Canada Inc. was increased to \$6,030,317.04 through a report to Council in July 2014 (Resolution 2014-650).

The scope changes can be summarized as follows:

- An expanded geotechnical program and design changes to address pockets of methane and a deep buried valley discovered in the preliminary investigation program.
- Additional field inspection and contract administration services to accommodate a second construction shift on each contract to ensure the project is completed on time.
- Additional engineering efforts to support property and easement acquisitions specifically for Contract 2.
- The City-owned Harris Farm property on Creditview Road required replacement of the existing bridge structure over the Credit River to support construction equipment and accommodate future maintenance vehicles. The new structure will also support future plans by the City of Mississauga for the Harris Farm property and a cost sharing agreement was reached between the Region and the City for this work. WSP provided design support services.

Since 2014, several other key scope changes have led to additional engineering fees on the project. They are summarized below.

2. Change in Ground Condition and Construction Strategy

In 2015, during the construction by tunnel of Contract 1 the contractor encountered an abrupt change in ground condition at two locations; at Erin Mills Parkway and Britannia Road and at Argentia Road at Kinsmen Gate. Both of these features were not identified during the original or expanded geotechnical program. The general contractor's tunnel operation was halted. A significant dewatering program and a modification of tunneling equipment were required to facilitate tunnel completion.

CONSTRUCTION OF THE WEST TRUNK SEWER TWINNING

The crossing of the features at Britannia Road and Argentia Road has been completed and the contractor is currently constructing the last segment of the project.

While the cost of this additional construction work was covered under the existing contract contingencies, and in accordance with Procurement By-law 30-2018, additional inspection and contract administration due to the extended duration of the contract. The additional fees required for this work are \$201,215.25.

3. Diversion Strategy

As part of the Term of Council Priority to Adapt and Mitigate the Effects of Climate Change, the Region of Peel is developing a long term Inflow and Infiltration Reduction and Mitigation Strategy. The plan includes the strategic diversion of sanitary flow from sub-trunk (mid-size) sewers to the main trunk sewers (large sewers). These “diversions” allow peak flows which occur during major rainfall events to be directed to sewers of larger capacity. This alleviates sewer surcharging in communities which could lead to basement backups or spills to the environment.

To take advantage of the current excavation and tunnelling contracts and to minimize future construction in the community, additional scope has been added to both Contract 1 and Contract 2 to provide for both the immediate diversion of sanitary flow as well as future diversion connections. Key diversion connection points have been identified and are shown in Appendix I.

An additional \$932,735.45 in engineering fees is required for both design and contract administration to implement these works.

4. Engineering Services

As a result of the addition of the diversion works and the challenges experienced during the construction of Contract 1 additional engineering fees are required. It is projected that Contract 1 will be completed by March 2019 and Contract 2 will be completed by the spring of 2020.

WSP Canada Inc. has submitted a proposal which was reviewed by staff and determined to be reasonable for the duration and complexity of additional scope added to the construction contracts.

Additional fees in the amount of \$1,133,950.70 for WSP Canada Inc. are required to complete the requirements of the project as per the following table:

ITEM	FEE
Change in Ground Condition and Construction Strategy	\$ 201,215.25
Diversion Strategy	\$ 932,735.45
Total Additional Engineering Fees	\$1,133,950.70

CONSTRUCTION OF THE WEST TRUNK SEWER TWINNING

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the direction.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Project Map

For further information regarding this report, please contact Simon Hopton, Manager, Capital Works, Wastewater Division, ext. 7808 or via email at simon.hopton@peelregion.ca.

Authored By: Simon Hopton, Manager, Capital Works, Wastewater Division.

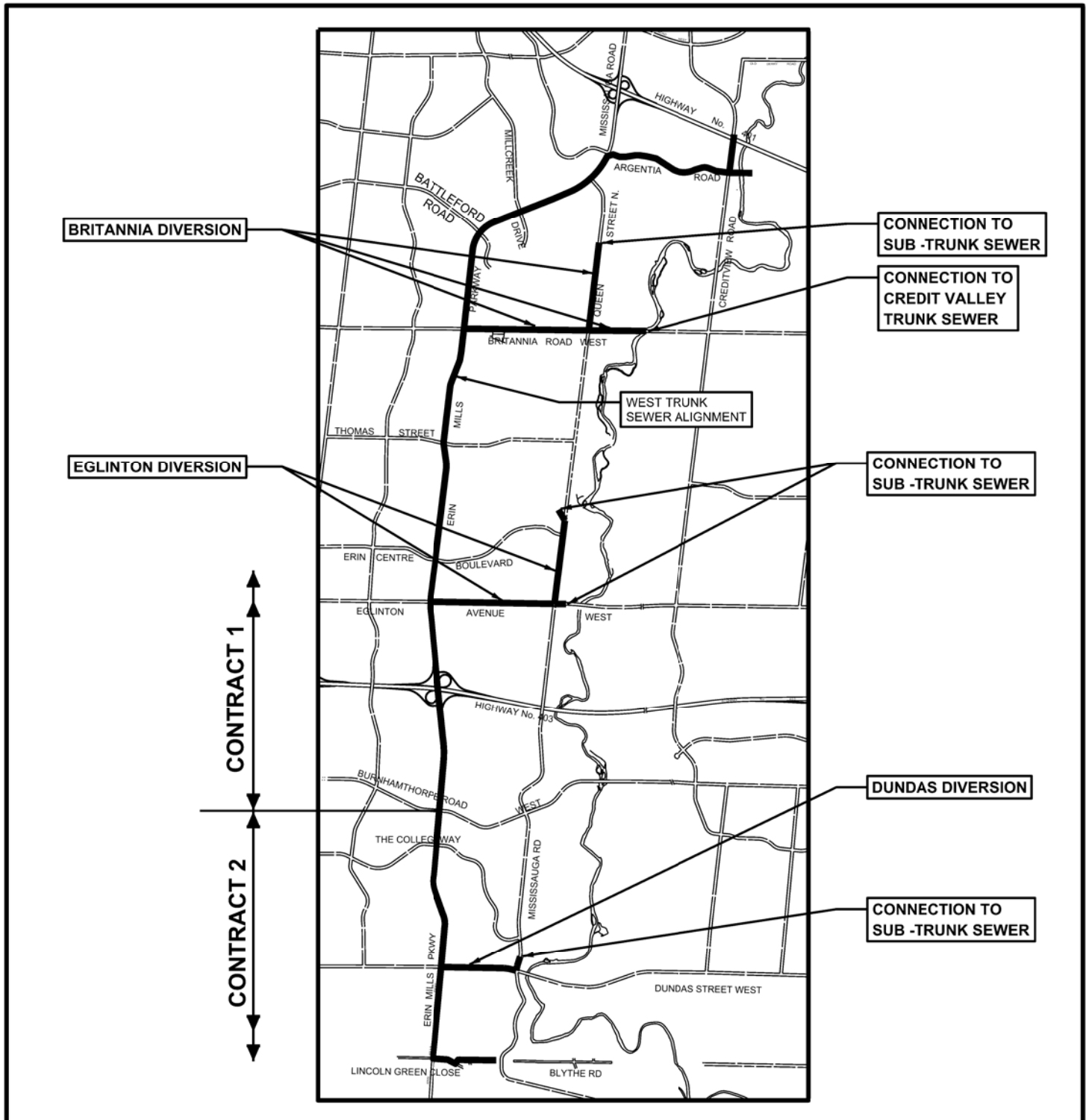
Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I



CONSTRUCTION OF THE WEST TRUNK SEWER TWINNING ENGINEERING SERVICES FOR CONTRACT ADMINISTRATION AND INSPECTION CAPITAL PROJECT 08-2205, **DOCUMENT 2009-468P** CITY OF MISSISSAUGA, WARDS 2, 8, 9 AND 11



DATE: September 5, 2018

REPORT TITLE: **AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT -
RECOMMENDATION FOR COUNCIL ADOPTION (ROPA31)**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the **Regional Official Plan Airport Policies** be amended to allow for infill and redevelopment of sensitive land uses above the 35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) contour lines subject to the requirements detailed in **Regional Official Plan Amendment 31**, attached as **Appendix I** to the report of the Commissioner of Public Works, titled “**Airport Policies Regional Official Plan Amendment – Recommendation for Council Adoption (ROPA 31)**”;

And further, that **Regional Official Plan Amendment 31**, attached as **Appendix I** to the subject report, be adopted in accordance with **Section 22** of the *Planning Act*, R.S.O 1990, Chapter P.13 as amended, to consider infill and redevelopment of sensitive land uses above the 35 NEF/NEP noise contour lines;

And further, that no additional public meeting be required;

And further, that a copy of the subject report be provided to the **City of Mississauga**, **City of Brampton**, **Town of Caledon**, the **Province (Ontario Ministry of Municipal Affairs and Housing)**, and the **Greater Toronto Airports Authority**;

And further, that the necessary by-law to amend the **Region Official Plan** be presented to **Council** for enactment.

REPORT HIGHLIGHTS

- The City of Mississauga has made an application under section 22 of the *Planning Act*, to amend the Regional Official Plan.
- Region of Peel staff have recommended adoption of this amendment with modifications as written in Appendix I.
- A statutory Public Meeting was held on August 21, 2018 at the Malton Community Centre.
- If approved as outlined in Appendix I, this amendment to the Regional Official Plan would recognize existing residential areas within the Malton and Meadowvale Village communities and allow for potential redevelopment and infill above the 35 NEF/NEP noise contour.

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR COUNCIL ADOPTION (ROPA31)

DISCUSSION

1. Background

On May 10, 2017, the City of Mississauga's Council adopted recommendations as per the Corporate Report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan." These recommendations support the policy amendments to consider infill and redevelopment that may include sensitive uses above the 35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) contour within the proposed Exception Areas in Malton and Meadowvale Village. The amendment to the Mississauga Official Plan requires a Region Official Plan Amendment in order to be in conformity with the Regional Official Plan.

In March 2018, the City of Mississauga submitted a Regional Official Plan Amendment (ROPA) application. The application seeks to amend the Regional Official Plan Airport policies to consider existing sensitive land uses and the potential for redevelopment or infill in areas above the 35 NEF/NEP. The draft Region of Peel Official Plan Amendment as proposed by the City of Mississauga is provided in Appendix II.

The application was deemed a Complete Application by Regional staff on April 10, 2018 (see Appendix III) and circulated to the City of Brampton, Town of Caledon, Greater Toronto Airport Authority (GTAA) and internal Peel Region staff for review and comment (Appendix IV).

On August 21, 2018 a Statutory Public Meeting was held at the Malton Community Centre from 7:00 p.m. to 9:00 p.m. Notice of the public meeting was provided in accordance with Subsections 17(5) of the *Planning Act*, and Region of Peel Corporate Policy G00-16.

Regional staff has processed this application in accordance with the *Planning Act* and in consideration of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan, and all other applicable Provincial laws, plans, and policies.

2. Planning Framework – Federal, Provincial and Regional role

The 2014 Provincial Policy Statement, the Region of Peel Official Plan and the City of Mississauga Official Plan show noise contours identified by Transport Canada in their Official Plan land use maps and schedules. The City of Brampton Official Plan only identifies the Airport Operating Area in their Official Plan. Policies within the Provincial Policy Statement, and Official Plans of the Region of Peel, and Cities of Brampton and Mississauga currently restrict the development, redevelopment and infill of new residential and other sensitive land uses in the Airport Operating Area unless it has been demonstrated that there will be no negative impacts on the long-term function of the airport.

The Airport Operating Area captures all areas above the 30 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP). These areas are subject to higher noise levels due to their proximity to the airport operations and runways. The NEF and NEP contours are defined by Transport Canada and identified in the Regional Official Plan as Figure 6 (Appendix V).

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR COUNCIL ADOPTION (ROPA31)

Transport Canada

Transport Canada helps aviation planners and those responsible for development of lands adjacent to airports to properly manage land-use in the vicinity of airports.

Transport Canada uses a Noise Exposure Forecast (NEF) system to provide a measurement of the actual and forecasted aircraft noise in the vicinity of airports. This system factors in the subjective reactions of the human ear to specific aircraft noise stimulus: loudness, frequency, duration, time of occurrence, tone, etc. Land use planners can use this system to ensure that land use in the vicinity of an airport is compatible with that airport. If residential development exists above the 30 NEF, a detailed noise analysis should be conducted and noise reduction practices should be implemented. In this scenario, it is the developer's duty to inform all prospective residents of possible irritants.

Provincial Policy Statement

The Provincial Policy Statement, 2014 provides policies for planning land uses in the vicinity of airports and policies to protect airports from incompatible land uses and development. Planning for land uses in the vicinity of airports shall be undertaken so that airports and sensitive land uses are "appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities" (Provincial Policy Statement policies 1.6.9 and 1.2.6).

Within the Provincial Policy Statement, policy 1.6.9.2 b) states: "Redevelopment and infill of residential and other sensitive land uses may be considered in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport."

This Regional Official Plan amendment, as modified conforms to the aircraft noise policies within the Provincial Policy Statement.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan) promotes efficient land use and development for complete, sustainable, healthy communities. This includes making use of existing infrastructure to minimize servicing costs and developing transit-focused, compact urban form.

This amendment, as modified, is consistent with the objective of the Growth Plan as it supports efficient land use and the development for complete communities.

Region of Peel Official Plan

The objective of the Region of Peel Official Plan policies related to the Toronto – Lester B. Pearson International Airport is to optimize the economic potential of the Airport having regard for the existing and future industry, business and employment opportunities and for the interests of existing and future residents.

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR COUNCIL ADOPTION (ROPA31)

Regional Official Plan policies 5.9.6.2.4, 5.9.6.2.5, and 5.9.6.2.6 set out the restrictions on development within the areas subject to high levels of aircraft noise. These areas are within the Toronto – Lester B. Pearson International Airport Operating Area, as shown on Appendix VI. The proposed amendment to the Regional Official Plan is shown in Appendix II and the amendment, as modified, is shown in Appendix I.

In the current Region Official Plan policies, limited redevelopment and infill is permitted for lands below the 35 NEP/NEF noise contour as long as it is within an identified exception area. Currently, only existing land uses are permitted above the 35 NEP/NEF. The in-effect Regional Official Plan policies that outline infill and redevelopment permissions are provided in Appendix VII.

Existing exception areas include Meadowvale Village and a small portion of the East Credit community. The existing exception areas and a majority of the new proposed Malton exception area are located below the 35 NEF/NEP noise contour. Appendix VIII demonstrates the new exception areas that would be permitted with this Regional Official Plan amendment.

The current airport policies require that the development proponent demonstrate that there will be no negative impacts to the long term function of the airport, that Provincial acoustical design standards are met, and development proponents be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety in consultation with the Region.

The Regional Official Plan supports healthy, complete communities and compact urban form, served by transit. The proposed amendments to the Region of Peel Official Plan are consistent with matters of provincial interest as identified in the Provincial Policy Statement and Growth Plan including with regard to the following: promoting efficient land use and the development of sustainable healthy communities; and utilizing existing infrastructure.

3. Proposed Regional Official Plan Amendment

The application proposes to delete Region of Peel Official Plan policy 5.9.6.2.6 b) in its entirety and replace it with *b) demonstrate that redevelopment or infilling above the 35 NEF/NEP contour meets Provincial government environmental noise guidelines*. This proposed amendment is intended to facilitate neighbourhood revitalization in Malton above the 35 NEP/NEF contour and recognize already built out areas within the Meadowvale Village area.

Region of Peel staff are recommending modifications to the amendment applied for, to ensure the Airport policy 5.9.6.2.6 relates well to other policies within Section 5.9.6 Airports within the Regional Official Plan, and ensures conformity with the policies within the Provincial Policy Statement.

If approved as modified by Region of Peel staff in Appendix I, amendments to Regional aircraft noise policies would allow for potential redevelopment and infill above the 35 NEP/NEF noise contour, within identified Exception Areas. In the City of Mississauga's

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR COUNCIL ADOPTION (ROPA31)

Official Plan these areas include the Malton Neighbourhood and the Meadowvale Village Neighbourhood.

In order to meet Provincial environmental noise guidelines, a development will need to ensure that new buildings are designed and constructed with appropriate noise mitigating materials and that a noise study by an acoustical engineer is completed prior to approval of the development application and inspections are conducted post-construction to ensure mitigation measures as prescribed by the detailed noise impact study are in place.

The need to reduce policy constraints to facilitate redevelopment opportunities in Malton was identified during the City's MyMalton Community Visioning project. The City's Corporate Report, "Malton Official Plan Character Areas Review - MyMalton Community Vision Directions Report", highlights the need for revitalization and redevelopment. In Meadowvale Village, the lands designated Mixed Use above the 35 NEP/NEF contour are developed, but for consistency they are included. See Appendix VIII for illustration of the Exception Areas proposed by the City of Mississauga.

This amendment is being considered under the Local Planning Appeal Tribunal regime. Refer to Appendix X for an overview of the changes to the appeal and procedures of the Tribunal.

4. Comments received from Agencies and the Public

A Public Meeting was held on August 21, 2018 at the Malton Community Centre from 7:00 p.m. to 9:00 p.m. Notice of the public meeting was provided in accordance with Subsections 17(5) of the *Planning Act*, and Region of Peel Corporate Policy G00-16.

Notice was posted in the four local papers having circulation in Peel (Mississauga News, Brampton Guardian, Caledon Enterprise, and Caledon Citizen) on July 26, 2018. Further notice was provided in the same local papers on August 16, 2018. Additionally, notice was posted on the Region of Peel's website on July 25, 2018 and notices were provided by mail to property owners within the 35 NEF/NEP contour area and within 120m of this area. Documentation of comments received is summarized below, with more detail provided in Appendix IX.

Regional staff and City of Mississauga staff provided presentations at the Public Meeting outlining the proposed amendment and provided an overview of the intent of the noise contours and Airport policies within the Provincial Policy Statement, the Growth Plan and Regional and City of Mississauga Official Plans. A copy of the minutes from the August 21, 2018 Public Meeting is attached as Appendix XI.

Comments from Local Municipalities and Agencies

The application was circulated to the City of Brampton, Town of Caledon, Greater Toronto Airports Authority (GTAA), and neighbouring municipalities and agencies in accordance with the *Planning Act* and Region of Peel Corporate Policy G00-16.

Comments from the GTAA and municipalities (including the Cities of Brampton, Toronto, and Vaughan and the Town of Caledon) indicated no concern or objection to this amendment as proposed.

**AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION
FOR COUNCIL ADOPTION (ROPA31)**Comments from the Public

Comments received from the Public can be summarized by theme. The comment themes include:

1. Checks and balances should be in place when considering potential redevelopment or infill within these added exception areas.
 - a. Existing residents should be treated similar to new development regarding the mitigation of noise. Consideration should be given to a retrofit program that allows existing residents to upgrade windows or other building materials to further mitigate the impact of aircraft noise.
2. Concern and dissatisfaction with the increased frequency of flights over their community and at all hours and the increased noise and nuisance as a result.
3. Concerns with increasing noise and traffic to their neighbourhood if more infill or redevelopment is considered.
4. Request to include additional Exception areas with the City of Mississauga.
5. Consideration for updated noise contours to reflect current Airport operations prior to amending the City or Regional Official Plan.

Summary of Regional Staff Response

- The Greater Toronto Airports Authority (GTAA) manages the operations and flight planning for the Toronto – Lester B. Pearson Airport and provides information regarding their noise mitigation commitments through their website and community consultation working groups.
- There is no such building material retrofit program in place at this time. All mitigation of noise, through building materials, that could be required as part of a new development application would be the responsibility of the development proponent and not supported financially by the City of Mississauga, Region of Peel or GTAA.
- Concern with noise and traffic due to infill development or redevelopment is addressed through the site specific development application process with the requirement of a Noise Impact Study, Traffic Impact Study and other appropriate supporting studies that must be completed to the satisfaction of the City of Mississauga, Region of Peel and the GTAA.
- Specific exception areas are not identified in the Region of Peel Official Plan and only identified within the Local Official Plans. The City of Mississauga would be required to consider this request to identify additional exception areas in their Official Plan pending the decision of Regional Council on this application.
- The noise contour models currently referenced are based on Noise Exposure Projection models from 1996 and Noise Exposure Forecasts from 2000. The noise contours are referenced by the Region of Peel and City of Mississauga in our

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR COUNCIL ADOPTION (ROPA31)

respective Official Plans as defined by Transport Canada and the GTAA. All development applications within the Airport Operating Area are circulated to the GTAA for their review and to ensure there are no conflicts from the perspective of land use compatibility or Airport operations.

Since the nature of many comments received as part of the consultation process with the public are specific to the concern of aircraft noise, airport operations and formal complaints regarding the disturbance of aircraft noise, Regional staff will notify GTAA staff about these comments and request that they be considered and responded to in more detail by GTAA staff.



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - Draft Amendment, as modified
- Appendix II - Draft Amendment proposed by City of Mississauga
- Appendix III - Notice of Complete Application
- Appendix IV - Request for Comments circulation letters
- Appendix V - ROP Figure 6 NEP_NEF contours
- Appendix VI - ROP Schedule H Airport Operating Area
- Appendix VII - Region of Peel Airport Policies
- Appendix VIII - New Exception Areas in City of Mississauga
- Appendix IX - Comments Received
- Appendix X – Local Planning Appeal Tribunal – Overview of Appeal Procedures
- Appendix XI – Minutes from the August 21, 2018 Public Meeting

For further information regarding this report, please contact For further information regarding this report, please contact For further information regarding this report, please contact Andrea Warren, Director, Development Services, ext.4355, email at andrea.warren@peelregion.ca.

Authored By: Christina Marzo

Reviewed in workflow by:
Integrated Planning
Legal Services

**APPENDIX I
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION
FOR COUNCIL ADOPTION (ROPA31)**

Modifications to draft amendment

THE REGIONAL MUNICIPALITY OF PEEL

MODIFIED DRAFT AMENDMENT

REMOVE Regional Official Plan policy 5.9.6.2.6 b) in its entirety and RENUMBER policy 5.9.6.2.6 as follows:

- 5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:
- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;
 - ~~b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;~~
 - b)↔ development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
 - ↔d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;
 - d)↔ MOE acoustical design standards are met; and
 - e) ↔ development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

**APPENDIX II
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION
FOR COUNCIL ADOPTION (ROPA31)**

City of Mississauga proposed Draft Amendment
PROPOSED DRAFT AMENDMENT

REMOVE Regional Official Plan policy 5.9.6.2.6 b) in its entirety and REPLACE with the following:

5.9.6.2.6

b) Demonstrate that redevelopment or infilling above the 35 Noise Exposure Forecast/Noise Exposure Projection contour meets Provincial government environmental noise guidelines

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT -
RECOMMENDATION FOR COUNCIL ADOPTION (ROPA 31)

Appendix III: Notice of Complete Application



April 10, 2018

Sharleen Bayovo
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1
Sharleen.Bayovo@mississauga.ca

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

RE: **NOTICE OF COMPLETE APPLICATION**
Regional Official Plan Amendment Application
Proposed Amendments to Airport Policies
Regional File: ROPA-18-002M

Dear Ms. Bayovo

This is to acknowledge receipt of an application on March 13, 2018, for a Regional Official Plan Amendment to amend Section 5.9.6.2.6 (b) to allow for redevelopment and infill that may increase the number of dwelling units and allow for new sensitive land uses above the 35 NEF/NEP contour within exception areas subject to proposed Aircraft Noise Policies.

In accordance with Section 22 (6.1) of the *Planning Act*, this is to advise that your Regional Official Plan Amendment Application has been reviewed and found to be complete in accordance with Sections 22 (4) and (5) of the *Planning Act*.

Please be advised that further studies may be required following the review of the formal submission by internal departments and relevant agencies.

If you have any questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,

For Christina Marzo, MCIP, RPP
Manager, Development Services
Public Works

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR
COUNCIL ADOPTION (ROPA 31)

Appendix IV: Circulation Letters, Request for Comments



April 10, 2018

Pam Cooper
City of Brampton
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Pam.Cooper@brampton.ca

Public Works

10 Peel Centre Dr.
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Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

RE: **REQUEST FOR COMMENT**
Regional Official Plan Amendment Application
Proposed Amendments to Airport Policies
Regional File: ROPA-18-002M

Dear Ms. Cooper,

The City of Mississauga has made an application to the Region of Peel to amend the Region's Official Plan to allow for redevelopment and infill that may increase the number of dwelling units and allow for new sensitive land uses above the 35 NEF/NEP contour within designated exception areas subject to proposed Aircraft Noise Policies.

The subject application proposes to amend Region Official Plan Policy 5.9.6.2.6 (b), and Schedules D, H, and Figure 6 in the Region Official Plan.


Please find attached the following:

- 1 Application Form with attached:
 - Planning Justification Report, City of Mississauga Planning and Building Department

As per Section 17 (40) of *The Planning Act*, we request that you please provide your comments no later than **Tuesday May 15th, 2018**. Although no reply may be taken to mean you have no comment, we request written notification and acknowledgement of receipt.

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

Yours truly,


FOR Christina Marzo, MCIP, RPP
Manager, Development Services
Public Works

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR
COUNCIL ADOPTION (ROPA 31)

Appendix IV: Circulation Letters, Request for Comments



April 10, 2018

Sylvia Kirkwood
Town of Caledon
6311 Old Church Road, Box 1000
Caledon East, Ontario
L0N 1E0
Sylvia.Kirkwood@caledon.ca

Public Works

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Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

RE: **REQUEST FOR COMMENT**
Regional Official Plan Amendment Application
Proposed Amendments to Airport Policies
Regional File: ROPA-18-002M

Dear Ms. Kirkwood,

The City of Mississauga has made an application to the Region of Peel to amend the Region's Official Plan to allow for redevelopment and infill that may increase the number of dwelling units and allow for new sensitive land uses above the 35 NEF/NEP contour within designated exception areas subject to proposed Aircraft Noise Policies.

The subject application proposes to amend Region Official Plan Policy 5.9.6.2.6 (b), and Schedules D, H, and Figure 6 in the Region Official Plan.

Please find attached the following:

- 1 Application Form with attached:
 - Planning Justification Report, City of Mississauga Planning and Building Department

As per Section 17 (40) of *The Planning Act*, we request that you please provide your comments no later than **Tuesday May 15th, 2018**. Although no reply may be taken to mean you have no comment, we request written notification and acknowledgement of receipt.

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

Yours truly,

For

Christina Marzo, MCIP, RPP
Manager, Development Services
Public Works

AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT - RECOMMENDATION FOR
COUNCIL ADOPTION (ROPA 31)

Appendix IV: Circulation Letters, Request for Comments



April 10, 2018

Eileen Waechter
Greater Toronto Airports Authority
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Eileen.Waechter@gtaa.com

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

RE: **REQUEST FOR COMMENT**
Regional Official Plan Amendment Application
Proposed Amendments to Airport Policies
Regional File: ROPA-18-002M

Dear Ms. Waechter,

The City of Mississauga has made an application to the Region of Peel to amend the Region's Official Plan to allow for redevelopment and infill that may increase the number of dwelling units and allow for new sensitive land uses above the 35 NEF/NEP contour within designated exception areas subject to proposed Aircraft Noise Policies.

The subject application proposes to amend Region Official Plan Policy 5.9.6.2.6 (b), and Schedules D, H, and Figure 6 in the Region Official Plan.

Please find attached the following:

- 1 Application Form with attached:
 - Planning Justification Report, City of Mississauga Planning and Building Department

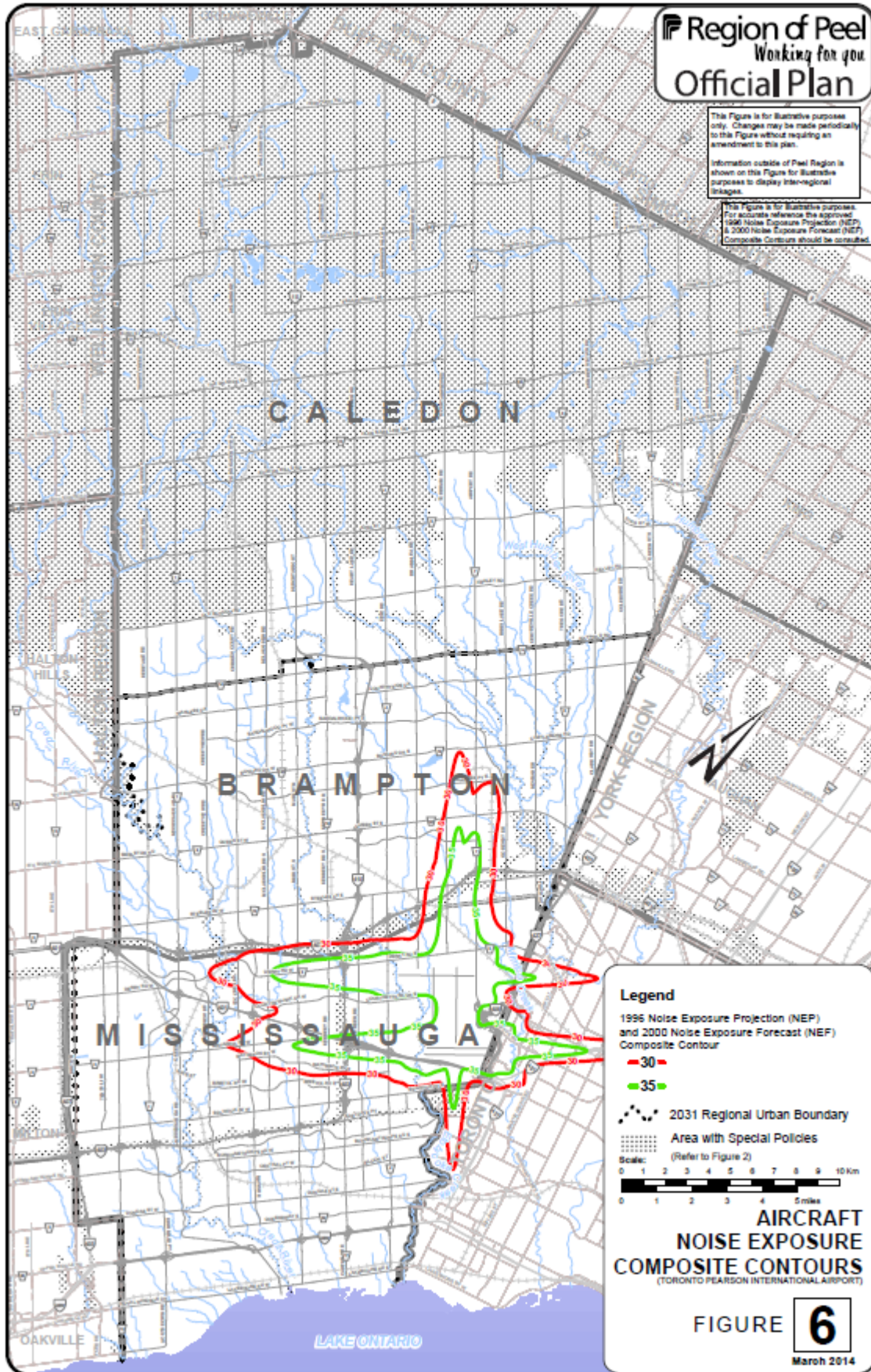
As per Section 17 (40) of *The Planning Act*, we request that you please provide your comments no later than **Tuesday May 15th, 2018**. Although no reply may be taken to mean you have no comment, we request written notification and acknowledgement of receipt.

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

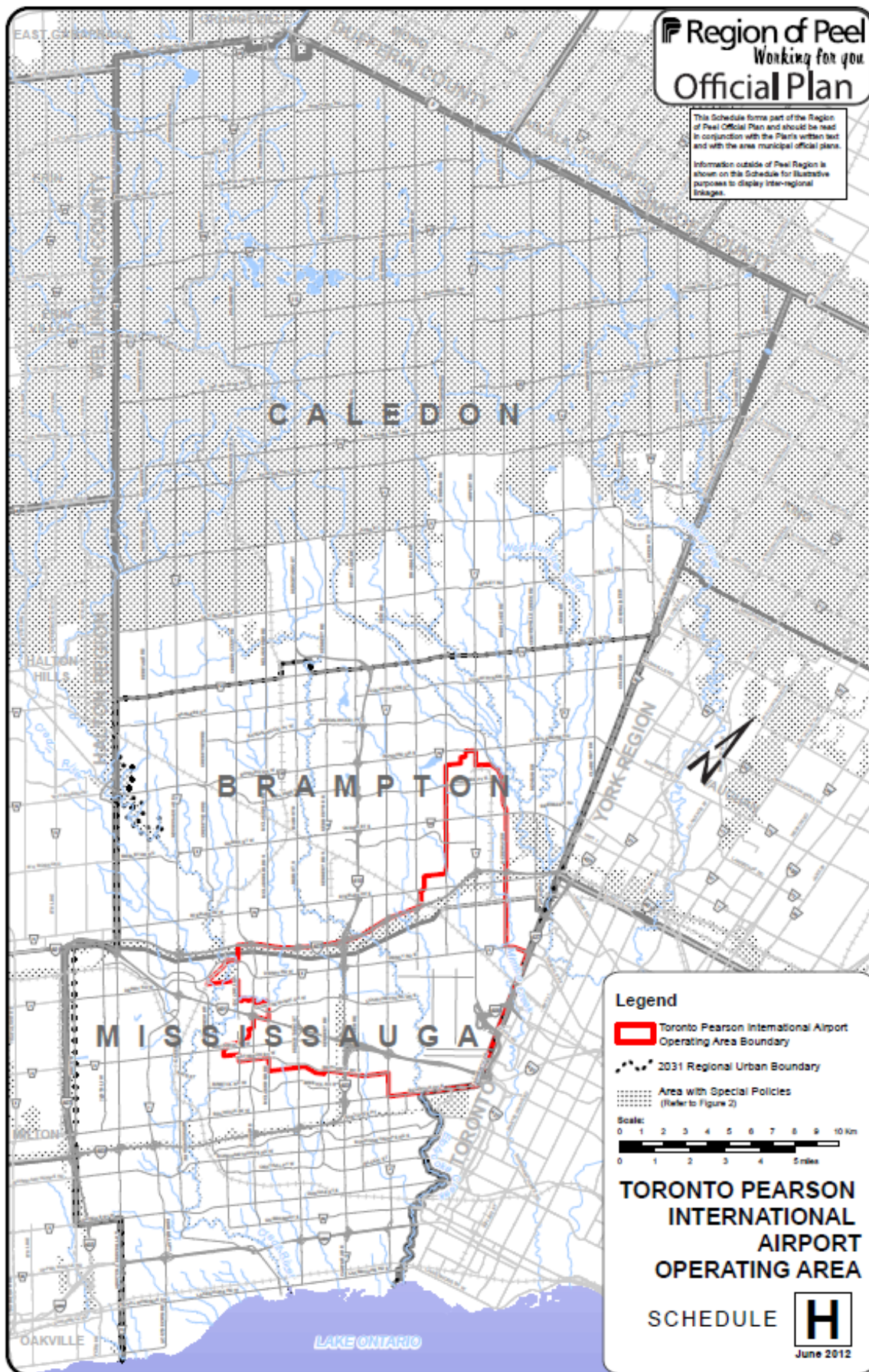
Yours truly,

FOR Christina Marzo, MCIP, RPP
Manager, Development Services
Public Works

Appendix V: Region of Peel Official Plan Figure 6 Aircraft Noise Exposure Composite Contours
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION FOR COUNCIL
ADOPTION (ROPA 31)



Appendix VI: Region of Peel Official Plan Schedule H: Toronto Pearson International Airport Operating Area
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION FOR COUNCIL ADOPTION
(ROPA 31)





Appendix VII: Region of Peel Official Plan Airport Policies AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION FOR COUNCIL ADOPTION (ROPA 31)

5.9.6 Airports

Toronto – Lester B. Pearson International Airport, Canada’s busiest airport, is an important element in the *GTHA*’s transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for *the Region of Peel* and the *GTHA*.

The presence of Toronto – Lester B. Pearson International Airport within *the Region of Peel* creates both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of Toronto – Lester B. Pearson International Airport in *Peel* and the *GTHA*, consideration should also be given to the potential increased significance of the Brampton Flying Club airport over the next 30 years.

5.9.6.1 Objectives

- 5.9.6.1.1 To optimize the economic potential of Toronto – Lester B. Pearson International Airport and the Brampton Flying Club airport to *the Region of Peel* and the *GTHA*, having regard for:
- a) Existing and future industry, business and employment opportunities; and
 - b) The interests of existing and future residents.
- 5.9.6.1.2 To *support* the *recreational* opportunities of airports in *Peel* where appropriate.

5.9.6.2 Policies

It is the policy of *Regional Council* to:

- 5.9.6.2.1 *Support* the improvement and enhancement of the facilities, access to and capacity of Toronto – Lester B. Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of *Peel Region*, to maintain the importance of the Airport to *the Region of Peel*, the *Greater Toronto and Hamilton Area*, the Province and Canada.

**Appendix VII: Region of Peel Official Plan Airport Policies
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION
FOR COUNCIL ADOPTION (ROPA 31)**

- 5.9.6.2.2 Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of the Brampton Flying Club airport and develop policies to protect this role.
- 5.9.6.2.3 Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to protect the long-term operational role of Toronto – Lester B. Pearson International Airport by ensuring that *development* and *redevelopment* adjacent to the Airport is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.
- 5.9.6.2.4 Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.
- 5.9.6.2.5 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and *the Region* to include in their official plans:
- a) Airport Operating Area policies consistent with Policy 5.9.6.2.4;
 - b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and
 - c) Definitions of the terms sensitive land uses, *redevelopment* and infill.
- 5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:
- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;
 - b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new

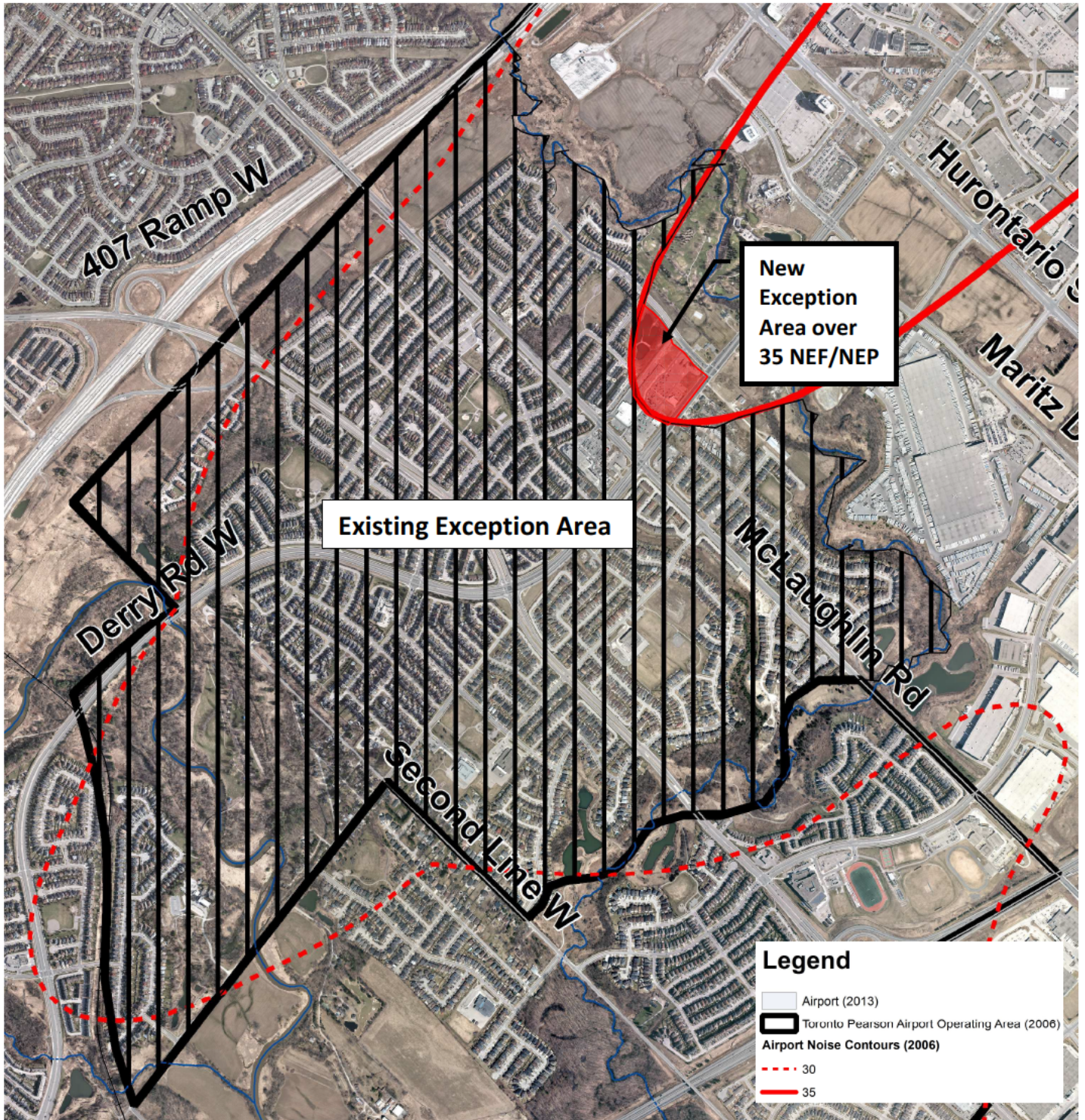
**Appendix VII: Region of Peel Official Plan Airport Policies
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT – RECOMMENDATION
FOR COUNCIL ADOPTION (ROPA 31)**



- sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;
- c) development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
 - d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;
 - e) MOE acoustical design standards are met; and
 - f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.
- 5.9.6.2.7 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

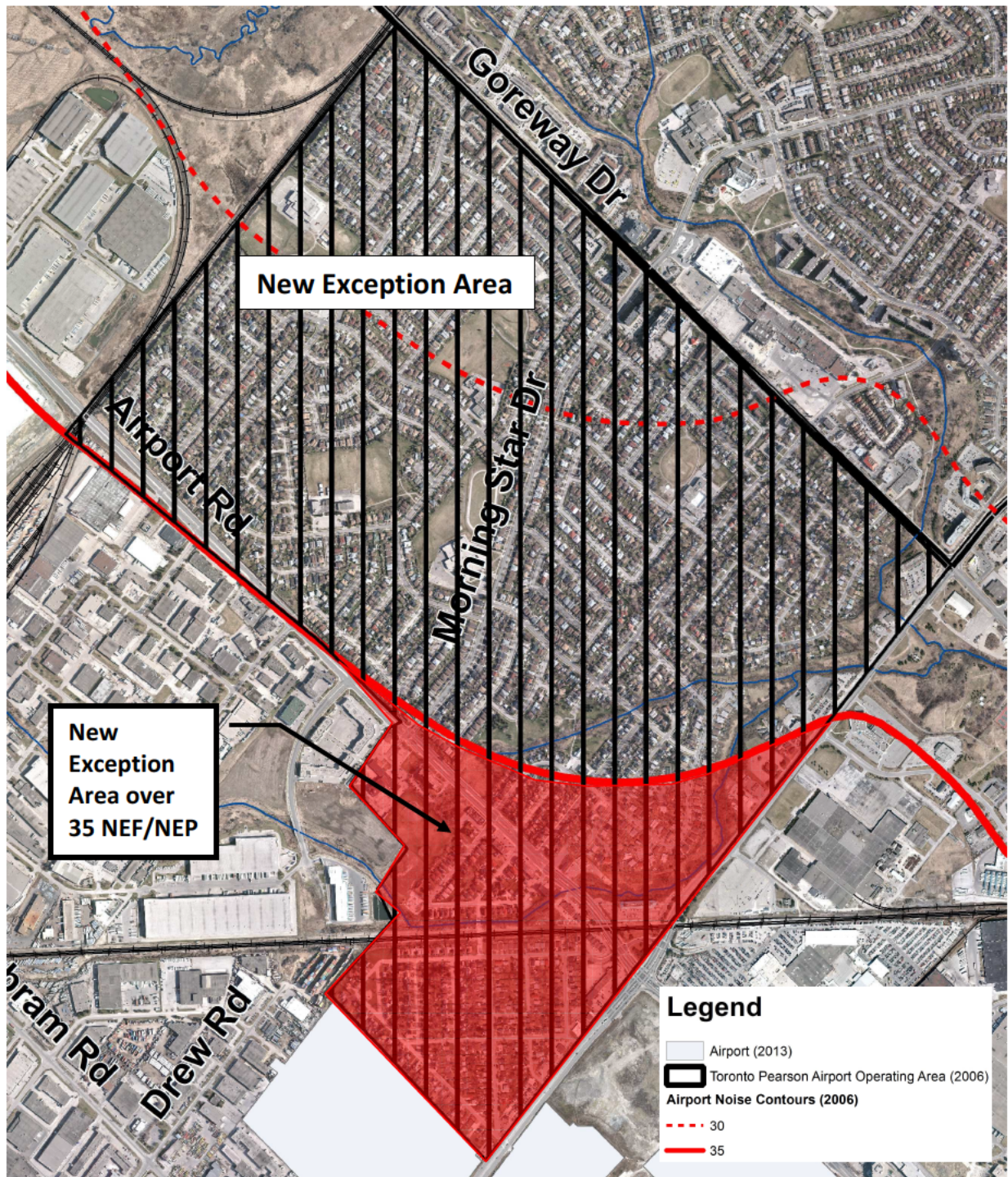
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT -
RECOMMENDATION FOR COUNCIL ADOPTION (ROPA 31)
APPENDIX VIII - NEW EXCEPTION AREAS IN CITY OF MISSISSAUGA

Meadowvale Village



AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT -
RECOMMENDATION FOR COUNCIL ADOPTION (ROPA 31)
APPENDIX VIII - NEW EXCEPTION AREAS IN CITY OF MISSISSAUGA

Malton



Public and Agency Comments and Region Response	
Public Comment	Region Response
Petition Letter from 15 Malton area Residents (August 21, 2018)	
<p>Letter highlights concerns regarding:</p> <ul style="list-style-type: none"> • Planes flying directly over homes • Health and wellness of residents due to plane fuel pollution • Coating of fuel pollution on personal belongings on our property (Cars, roof, patio furniture) • Safety concern is a plane were to ever malfunction • There were supposed to only be two planes flying over during the evening but now planes are flying all night long. <p>Questions:</p> <ul style="list-style-type: none"> • Has an environmental study been done? • How much will this depreciate value of homes in Malton given the known fact that Malton has a higher rate of cancer? • Is Peel Region prepared to compensate for these losses? • Homes over 40 years old signed an agreement that noise levels would be at the 35 NEF/NEP level, what is it at now? • If the Noise contour is higher than 35 will Peel residents formally vote and if not this signed petition letter is a formal complaint 	<p>Concerns highlight are noted. The petitions will be forwarded to the local MPP as requested.</p> <p>Since many of the concerns are related to the operations of the Airport we will forward copies of the letters to the Greater Toronto Airport Authority as well. The formal noise complaint is acknowledged.</p> <p>Environmental studies along with other studies (traffic, noise, planning justification etc.) will be required with every development application proposed. These study requirements would be a requirement of any application within Peel as applicable and are not being amended by the Regional Official Plan Amendment.</p>
Resident, written comment (August 21,2018)	
<ul style="list-style-type: none"> • Aircraft noise exposure contours should be updated based on current operating conditions at the Airport 	<p>Transport Canada’s noise exposure forecast (NEF)/noise exposure projection (NEP) composite noise contours are shown in the Region of Peel’s Official Plan for information purposes and is subject to change at any time. All development applications within the Airport Operating Area are circulated to the Greater Toronto Airport Authority (GTAA) for review based on the impact of current airport operations.</p>
Extended Meadowvale Village Residents Association, written comments (August 24, 2018)	
<ul style="list-style-type: none"> • Pressure Airport and Federal 	<p>Transport Canada’s noise exposure forecast</p>

Public and Agency Comments and Region Response	
Public Comment	Region Response
<p>regulators to conduct new noise studies based on current Airport operations and update the noise contours prior to changing City of Mississauga or Region of Peel Official Plan policies</p>	<p>(NEF)/noise exposure projection (NEP) composite noise contours are shown in the Region of Peel's Official Plan for information purposes and is subject to change at any time. All development applications within the Airport Operating Area are circulated to the Greater Toronto Airport Authority (GTAA) for review based on the impact of current airport operations.</p> <p>Any new infill development or redevelopment that may occur will be required to meet Provincial noise standards as well as satisfy the City of Mississauga, Region of Peel and Greater Toronto Airport Authority that all mitigation measures meet Provincial noise guidelines and do not negatively impact the current and future operations of the airport.</p>
Resident, written comment (August 24, 2018)	
<ul style="list-style-type: none"> Increased noise levels and frequency of flights have increased over the years. Inquiring about future plans to amend noise levels (contours) 	<p>Transport Canada's noise exposure forecast (NEF)/noise exposure projection (NEP) composite noise contours are shown in the Region of Peel's Official Plan for information purposes and is subject to change at any time.</p> <p>This comment will be forwarded to the Greater Toronto Airport Authority to address the increase noise levels and frequency of flights through their Noise Management office.</p>
Resident, written comment (August 24, 2018)	
<ul style="list-style-type: none"> Noise contours are outdated, new study should be conducted before any new infill or redevelopment is considered New residents and existing residents should be treated equal – if new study reveals high noise levels what mitigations are needed and shouldn't existing residents have the option to update their building materials to mitigate against current noise levels 	<p>Transport Canada's noise exposure forecast (NEF)/noise exposure projection (NEP) composite noise contours are shown in the Region of Peel's Official Plan for information purposes and is subject to change at any time. All development applications within the Airport Operating Area are circulated to the Greater Toronto Airport Authority (GTAA) for review based on the impact of current airport operations</p> <p>The City of Mississauga, City of Brampton, Region of Peel or the Greater Toronto Airport Authority do not have an programs in place to support existing residents request to upgrade building materials to further mitigate noise</p>

Public and Agency Comments and Region Response	
Public Comment	Region Response
	impacts.
Resident, written comment (August 24, 2018)	
<ul style="list-style-type: none"> • Correct and update noise contours based on current Airport operations • Sound abatement should be provided to existing residents • consider noise impacts for future redevelopment 	<p>Transport Canada’s noise exposure forecast (NEF)/noise exposure projection (NEP) composite noise contours are shown in the Region of Peel’s Official Plan for information purposes and is subject to change at any time. All development applications within the Airport Operating Area are circulated to the Greater Toronto Airport Authority (GTAA) for review based on the impact of current airport operations</p> <p>The City of Mississauga, City of Brampton, Region of Peel or the Greater Toronto Airport Authority do not have an programs in place to support existing residents request to upgrade building materials to further mitigate noise impacts.</p> <p>Future redevelopment will be required to submit a Noise Impact study completed by an acoustical engineer to the satisfaction of the City of Mississauga, Region of Peel and the Greater Toronto Airport Authority. Recommended mitigations to noise shall be implemented as per the recommendations of the acoustical engineer, will be inspected to ensure installation of materials is complete. Additionally a Aircraft Noise Warning Agreement between the developer, the Greater Toronto Airport Authority and the City of Mississauga is required.</p>
Resident, written comment (July 30, 2018)	
<ul style="list-style-type: none"> • A summer ad in a newspaper with a summer date for a public meeting is clever when NOT wishing for public knowledge or input. • There is an incredible lack of easily understood information regarding this proposed amendment making it very difficult to comment on it with any credibility. • Opening up land in the noise contour 	<p>Region staff confirmed that staff were directed to host a public meeting in the community in the summer and notice of such a meeting is required 30 days in advance of the meeting. Staff were unable to avoid a notice in the newspapers in the summer.</p> <p>Information in the notice is intended to be brief to provide an overview of the proposal. The notice also provided a link to the Region’s website where additional information could be reviewed as well as paper copies of the</p>

Public and Agency Comments and Region Response	
Public Comment	Region Response
<p>provided. Hopefully no housing will be permitted as we are all aware of the negative impacts the noise levels from aircraft cause. Facts are well documented regarding the harmful impacts on sleep, children's education, stress.</p> <ul style="list-style-type: none"> Any development increasing traffic in this already over congested area would be very undesirable and perhaps have serious negative economic outcomes for current businesses and stakeholders. 	<p>application and supportive materials were made available at the Region's Clerk counter and the Development Services reception counter.</p> <p>Future redevelopment will be required to submit a Noise Impact study, Traffic Impact Study along with other relevant studies as part of a complete application. The noise study must be completed by an acoustical engineer to the satisfaction of the City of Mississauga, Region of Peel and the Greater Toronto Airport Authority. Recommended mitigations to noise shall be implemented as per the recommendations of the acoustical engineer, will be inspected to ensure installation of materials is complete. Additionally an Aircraft Noise Warning Agreement between the developer, the Greater Toronto Airport Authority and the City of Mississauga is required.</p>
Pound & Stewart Associates Limited, written comment (August 23, 2018)	
<ul style="list-style-type: none"> Request that the 'Heartland Town Centre' lands, as described in Figure 1 attached to the letter be recognized as an 'Exception Area' in this Regional Official Plan amendment by expanding the existing 'Lands exempt from the Airport Operating Area' eastward, similar to the Meadowvale Neighbourhood approach. Request that the 'Gateway Corporate Character Area', as described in Figure 1 attached to the letter, be recognized as an 'Exception Area' in this Regional Official Plan amendment 	<p>Exception areas are not identified in the Region of Peel Official Plan but only identified within the local Official Plans. The City of Mississauga would be required to consider this request.</p> <p>The Heartland Town Centre lands identified are located between the 30 and 35 NEF/NEP contours and could be considered as an Exception area within the City of Mississauga's Official Plan without this proposed Regional Official Plan Amendment.</p> <p>The 'Gateway Corporation Character Area' identified in the letter as request for a new Exception area is above the 35 NEF/NEP contour and would require this Regional Official Plan amendment to be approved and in effect in order the a new exception area to be considered by City of Mississauga.</p>
Kathryn Thom, City of Toronto	
No comment or objection	Acknowledged
Bill Kiru, City of Vaughan	

Public and Agency Comments and Region Response	
Public Comment	Region Response
No comments or objection	Acknowledged
Michelle Gervais, City of Brampton	
No comment or objection to the amendment. Point of Clarification: confirming that the proposed amendment would also apply to lands within the City of Brampton	Yes. Since the amendment is made to the Region of Peel Official Plan it would also apply to lands within the City of Brampton.
Margherita Bialy, Town of Caledon	
No Comment of objection to the amendment Point of Clarification: Is additional population and employment will be allocated to this new exception area in Malton?	Staff confirmed that no new population or employment is being allocated to the Malton area based on this amendment
George Hohlacov, Greater Toronto Airport Authority (GTAA)	
GTAA acknowledge that they have been consulted on the policy amendments and that their comments and requirements of the new policy provisions are adequately represented within the City's Official Plan Amendment and would like to see similar provisions in the Regions Official Plan amendment	The policies in the Regional Official Plan already outlined the requirements that need to be met in order to consider the development of exception areas within the Local Official Plans. These requirements are similar to those outlined in the City of Mississauga's Official Plan amendment regarding the submission of noise impact studies to the satisfaction of City of Mississauga, Region of Peel and GTAA and that all mitigation measure are identified in the noise study as well.

August 15, 2018

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- There was to be two FedEx planes with Medical and Food Supplies allowed to takeoff during the evening but now there seems to be planes flying all night

Questions:

- 1) Has there been an environmental study done on these changes?
- 2) How much will this depreciate the value of our homes as it is known that Malton and surrounding areas have a higher rate of cancer.
- 3) Is Peel Region prepared to compensate for these losses?
- 4) Homes over 40 years old signed an agreement that the noise level would be NC35, what is it now?
- 5) If it's still below NC35 I will solicit the services of a Virbro Acoustic Service to confirm this. If it is much higher will there be a formal vote by the citizens of peel, if not I would like you to consider this a formal written complaint prior to August 23, 2018.

Do Not Delete or Replace Policy (5.9-6.2b)

[Redacted Name]

Name

[Redacted Address]

Address

[Redacted Date]

Date

CC: Mississauga MPP Deepak Anand

August 15, 2018

**PUBLIC MEETING REGARDING PROPOSED AIRPORT POLICY REGIONAL
OFFICIAL PLAN AMENDMENT (ROPA) REGIONAL FILE: ROP-18-002
FLIGHT PATH CHANGING TO FLY OVER OUR HOMES**

To Whom It May Concern at the Region of Peel and to all our neighbours that have concerns:

- I have all noticed lately Prop and Jet Planes Flying directly over our homes
- I am concerned for the health and the welfare of my ourselves, children, grandchildren and pets due to plane fuel pollution.
- I have noticed, as I am sure you all have, a coating of fuel on our cars this will cause the finish on our vehicles to be destroyed in no time
- Pools, patio furniture, lawns, roofs are also subject to this overspray
- Not to mention our safety if there is ever a plane malfunction
- There was to be two FedEx planes with Medical and Food Supplies allowed to takeoff during the evening but now there seems to be planes flying all night

Questions:

- 1) Has there been an environmental study done on these changes?
- 2) How much will this depreciate the value of our homes as it is known that Malton and surrounding areas have a higher rate of cancer.
- 3) Is Peel Region prepared to compensate for these losses?
- 4) Homes over 40 years old signed an agreement that the noise level would be NC35, what is it now?
- 5) If it's still below NC35 I will solicit the services of a Virbro Acoustic Service to confirm this. If it is much higher will there be a formal vote by the citizens of peel, if not I would like you to consider this a formal written complaint prior to August 23, 2018.

Do Not Delete or Replace Policy (5.9-6.2b)

[Redacted Name]

Name

[Redacted Address]

Address

[Redacted Date]

Date

CC: Mississauga MPP Deepak Anand

Airport Policy Regional Official Plan Amendment



Comments ?

Please feel free to write them here, along with your name and contact information.

Name: [Redacted] Email* (optional): [Redacted]

Address: [Redacted]

(*Your email address will be used for notification of future Regional Council meetings that are held to discuss this application)

If you would like to send comments by email or phone, please contact Christina Marzo at planninginfo@peelregion.ca or 905-791-7800 ext.4362
You can access additional information on the amendment website: peelregion.ca/planning/list-amendmts.htm

You are invited to provide comments on the proposed ROPA,

PLEASE BASE AIRCRAFT NOISE EXPOSURE COMPOSITE CONTOURS
ON UPDATED GTAA OPERATING CONDITIONS THAT ARE IN USE
IN 2018 FOR APPROACH AND LANDINGS (NOT 1996) BEFORE
PROCEEDING WITH AMENDMENTS.

I AM ON THE 35 LINE AND AIRCRAFT FLY WEST OF OUR HOUSE
AT LOW HEIGHTS FOR LANDINGS.
COORDS 43°43'45" N 79°42'15" W

Notice With Respect To The Collection of Personal Information

Personal Information collected at this public meeting/open house is being collected pursuant to the *Planning Act*, R.S.O. 1990. All names, addresses, opinions and comments collected will be used to assist in making a decision on this planning matter and may be disclosed as part of a public report, project website, future public meetings and/or as part of the planning process. Questions regarding this collection may be directed to Andrea Warren, Director, Integrated Planning Division, 10 Peel Centre Drive, Suite A, 6th Floor, Brampton, Ontario, L6T 4B9 or at andrea.warren@peelregion.ca.

Airport Policy Regional Official Plan Amendment



Comments ?

Please feel free to write them here, along with your name and contact information.

Name: [redacted] Email* (optional) [redacted]

Address: [redacted]

(*Your email address will be used for notification of future Regional Council meetings that are held to discuss this application)

If you would like to send comments by email or phone, please contact Christina Marzo at planninginfo@peelregion.ca or 905-791-7800 ext.4362
You can access additional information on the amendment website: peelregion.ca/planning/list-amendmts.htm

You are invited to provide comments on the proposed ROPA,

*please accept the attached as comments
on the proposed ROPA.*

Notice With Respect To The Collection of Personal Information

Personal Information collected at this public meeting/open house is being collected pursuant to the *Planning Act*, R.S.O. 1990. All names, addresses, opinions and comments collected will be used to assist in making a decision on this planning matter and may be disclosed as part of a public report, project website, future public meetings and/or as part of the planning process. Questions regarding this collection may be directed to Andrea Warren, Director, Integrated Planning Division, 10 Peel Centre Drive, Suite A, 6th Floor, Brampton, Ontario, L6T 4B9 or at andrea.warren@peelregion.ca.



August 24, 2018

Ms. Marzo,

In reference to the Airport Policy Regional Official Plan Amendment, File: ROP-18-002, please accept the following submission as formal comments from the eMVRA (extended Meadowvale Village Residents Association) representing 158 members presently.

Please consider the following, which we feel are provocative, prudent and incredibly timely considerations before this legislative change can be made.

- Predicating the amendment on the NEF/NEP contour maps which originated in 1996 is, in light of the exponential growth at Pearson not an accurate representation of the NEF/NEP contours in 2018. We encourage the Region to pressure NAV Canada and other applicable Federal regulators to conduct a new, comprehensive study of the NEF/NEP contours surrounding Pearson. **Thus delaying the approval of the aforementioned amendment until accurate, current data can be reviewed and presented to all stakeholders; including the public, where as an educated determination can be made as to the identified Exemption Lands and their present noise exposure in reference to the amendment.**
- Further, we encourage the Region to investigate whether the NEF/NEP measurements are the current industry standard and an accurate reflection of the noise that residents are exposed to as well as an appropriate measurement for the purposes of the aforementioned amendment. There have been terrific strides in the study of acoustics in the last 25 years. Our suggestion is to contact Dr. Colin Novak of the University of Windsor, whose experience with airports and the noise associated with all their operations is both local and international.

Ms. Marzo, we strongly feel that any other comments on the ROP-18-002 Amendment are moot in light of the antiquated data that the Region is using to support the application. We believe that coming to a determination which may potentially effect hundreds of thousands of residents (Mississauga, Brampton, Toronto) by becoming precedent setting within the AOA, should never be made without a fulsome, progressive and current study of all mitigating factors, including the acquisition of current data.

It was a delight to meet you and I trust you will find the above commentary from our membership, reasoned and appropriate.

Yours very truly,



August 23, 2018

BY EMAIL & REGULAR MAIL

Region of Peel
Clerk's Department
10 Peel Centre Drive, Suite A & B
Brampton, Ontario
L6T 4B9

Attn: Ms. K. Lockyer, Regional Clerk, Region of Peel Legislative Services

Re: Proposed Airport Policy - Region of Peel Official Plan Amendment
Regional File: ROP-18-002
Our File: 1421

We are the planners of record writing on behalf of Orlando Corporation and are pleased to submit the following comments for consideration regarding the above captioned item.

Orlando Corporation's 'Heartland' is located within the Airport Operating Area ('AOA') boundary, with the vast majority of their properties located between the 30 to 35 NEP / NEF composite noise contours.

- As it currently stands, "*Limited redevelopment and infill is permitted for lands below the 35 Noise Exposure Forecast/Noise Exposure Projection composite noise contour as long as it is within an identified Exemption Area.*" (Region of Peel Report 10.2, page 2) (underline added)
- The City of Mississauga initiated a Regional Official Plan 'conformity' Amendment (ROP-18-002) application to permit the Region to make a decision respecting the City's MOPA 67, with the purpose of removing and replacing Aircraft Noise Policies in MOP, adding a portion of the Malton Community as a new 'Exception Area', expanding the existing Meadowvale Village 'Exempt Area', and replacing the terminology with 'Exception' Areas, among other matters;

POUND & STEWART ASSOCIATES LIMITED



- MOPA 67 proposes to permit residential and other sensitive land uses within the Airport Operating Area ('AOA') as principal or accessory uses where lands are identified as an 'Exception Area' or as otherwise noted for daycare facilities herein;
- 'Heartland Town Centre' ('HTC') is described on the attached Figure 1, where these lands are bi-sected by Mavis Road into two parts. Mavis Road forms the boundary of two Character Areas per the City's Official Plan. The west half HTC lands, located within the 'East Credit Neighborhood', are designated both 'Mixed Use' and 'Business Employment', and, the east half HTC lands, located within the 'Gateway Employment Area (West)', are designated 'Mixed Use'. It is requested that all of these lands be recognized as an 'Exception Area' in ROPA -18-002 by expanding the existing 'Lands Exempt from the Airport Operating Area' eastward, similar to the Meadowvale Village Neighbourhood approach;
- Also, Figure 1 describes lands within the 'Gateway Corporate Centre Character Area', south of Highway 401, located above the 35 NEP / NEF noise contour. The intent of ROP-18-002 is to remove the historical 35 NEP / NEF composite noise contour 'hard cap', allowing 'Exception' Areas above the 35 NEP / NEF composite noise contour, subject to meeting governmental environmental noise guidelines for residential and sensitive land uses. It is requested that these lands also be recognized as an 'Exception Area' in ROPA -18-002; (Underlining added).

In summary, we are supportive of both the Region's and the City's proposed Airport Noise Policy 'relaxation' amendments, recognizing that the City of Mississauga has now shifted from 'Greenfield' development to future redevelopment and infill.

Our requests concerning Orlando Corporation properties, per Figure 1, are in keeping with the direction and context of ROP-18-002 and MOPA 67 in our opinion. As well, given the complexity of the Region's and City's comprehensive review on these matters, this is an opportune time to consider and support our requests which will help support healthy, complete communities and compact urban form, served by transit.



We would appreciate our firm being placed on the Region's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda Items, and any Council decision or actions on the above captioned matters.

Thank-you in advance for your consideration and co-operation in this matter.

Yours truly,
Pound & Stewart Associates Limited



la/

1421ltr.Peel.ROP-18-002.Aug.23.18

- cc. Ms. A. Warren, MCIP, RPP, Director, Development Services, Region of Peel
Ms. C. Marzo, MCIP, RPP, Manager, Development Services, Region of Peel
Ms. S. Bayovo, MCIP, RPP, Policy Planner, City of Mississauga
Ms. D. Rusnov, MCIP, RPP, City Clerk, City of Mississauga

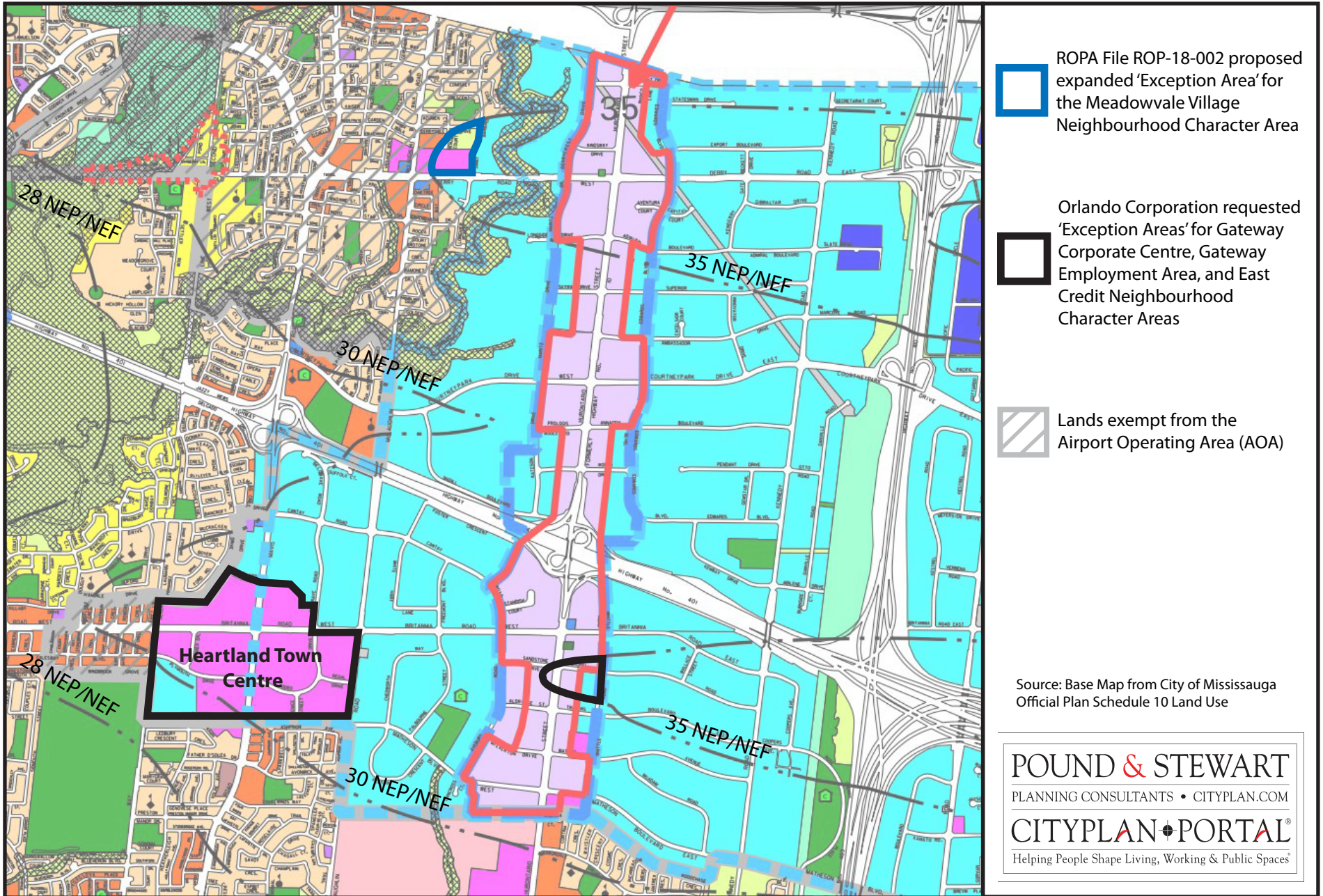

Client

POUND & STEWART ASSOCIATES LIMITED



FIGURE 1

ROPA File ROP-18-002 Proposed Exception Area (and Orlando Corporation requested Exception Areas)



From: [REDACTED]
Sent: [REDACTED]
To: ZZG-PlanningInfo
Subject: Re: : question re: Proposed Airport Policy

I am a resident in Mississauga at 901 Focal Road, Mavis/Terry Fox and Eglinton area. We have lived here when the new houses were built about 26 years ago .We used to see the planes flying in the distance North of us but we did not hear the noise and there were no noise warnings posted by the city.

The noise postings were north of us at the Britannia/Terry Fox area.

Recently, we seem to have aircraft flying overhead and it is quite noisy now. Would you please advise if this is temporary and what the future plans are. I was unable to attend the meeting on August 21.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: ZZG-PlanningInfo
Subject: comments on 'Proposed Airport Policy official plan Amendment (ROPA)

Hello: I was at the public meeting held at the recreation center on Morningstar Drive in Malton, Aug 21, '18. I have some points to make about the proposed amendment. These points were also made by speakers at the meeting. First, the NEF/ NEPs used as references were made in 1996. Flight patterns and activities at the airport have changed in the last 22 years. It's possible that areas that were 30 or 35 then might now be 35 or 40. If residential development with adequate sound abatement is to be allowed in these areas then a correct assessment of the 'noise contour' is needed. The next point concerns the people already living in the areas subject to this amendment. The amendment is meant to benefit those moving into the area. What about those people already living here? Especially those whose homes have gone from a 30 to 35 NEF. Perhaps some consideration should be given to helping these people with sound abatement as well. 'Revitalization' of these communities is the stated purpose of this amendment. Help with sound abatement for the residents already here is the right thing to do and will also help to 'revitalize' these communities. Applying provincial standards to some but not all people living in the community would be a mistake.

Another point was made as well: If development goes ahead, please consider the noise impact, temporary and long term (initial construction and increase in daily traffic flow). Those without adequate sound abatement will be particularly affected.

Sincerely, [REDACTED], [REDACTED].

From: [REDACTED]
Sent: [REDACTED]
To: ZZG-PlanningInfo
Subject: Airport Policy Regional Official Plan Amendment- Attention: Christine Marzo

Hello:

I attended the meeting last night in Malton. I would like to add the following comments:

1. If this matter is going to be presented to Council, I believe the public should be informed of the date and time of the meeting and have an opportunity to raise our concerns directly to the councilors who represent us.
2. The aircraft noise exposure contours are out of date (last surveyed in 1996) . I have lived in Brampton for over 30 years. The number of planes flying over our homes has increased and the flight paths have changed. I do not believe that my home is located in a 30 (NEF) any longer. This may have been the case back in 1996, but as aircraft fly **directly** over my house, morning, noon and night, I believe a new study would show that the (NEF) is much higher. **A new study must be undertaken before any new infill or redevelopment is considered.**
3. When a new study is conducted and it demonstrates that the (NEF) is much higher than indicated back in 1996, what steps will the Region of Peel and or the Province of Ontario take to make existing neighbourhoods safe to live in? What noise mitigating measures will be taken for us? After all, if you are going to require new developers to demonstrate that noise mitigating measures are being taken for infill/redevelopment, why wouldn't you want the same for property tax paying residents who have been living in our Bramalea homes for decades? Surely our health and quality of life is as important as the health and quality of life of new residents.

Thanks,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: ZZG-PlanningInfo
Subject: ROPA - Airport Policy (File: ROP-18-002)

The City of Vaughan (CoV) has reviewed the material related to the ROPA - Airport Policy, Peel Region File: ROP-18-002.

We wish to advise that the CoV has no concerns or objections with respect to the proposed amendment.

Should you have any questions related to this email, please feel free to contact me directly.

Regards.

[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: ZZG-RegionalClerk
Subject: Proposed Airport Policy ROPA amend,emt- File ROP-18-002

Good morning [REDACTED]
Would you kindly notify me of the Council's decision re the above.
Thank you.

[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: ZZG-PlanningInfo; ZZG-RegionalClerk
Subject: re: Region of Peel – Notice of Public Meeting – Application by the City of Mississauga to Amend the Regional Official Plan – ROP-18-002 – Regarding Proposed Airport Policy Regional Official Plan Amendment

Dear Christina & Stephanie;

Thank you for your letter re: Region of Peel – Notice of Public Meeting – Application by the City of Mississauga to Amend the Regional Official Plan – ROP-18-002 – Regarding Proposed Airport Policy Regional Official Plan Amendment.

Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to [REDACTED] Williams Treaties First Nation Process Co-ordinator/Negotiator. [REDACTED] will review your letter and take the necessary action if

required. In the interim, should you wish to contact [REDACTED] directly, please do so at [REDACTED]

Thank you,

[REDACTED]

Hollie Nolan

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Maxime Picard [REDACTED]
Sent: [REDACTED]
To: ZZG-RegionalClerk
Subject: Region of Peel Notice of Public Meeting City of Mississauga Proposed Airport Policy

Good afternoon,

We received the attached correspondence on the Region of Peel Notice of Public Meeting City of Mississauga Proposed Airport Policy.

Are there any archaeological assessment that have been done yet on this project ?

Regards,

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: [REDACTED]
To: ZZG-PlanningInfo
Cc: Fonseca, Chris
Subject: Notice public meeting: ROP-18-002

A summer ad in a newspaper with a summer date for a public meeting is clever when NOT wishing for public knowledge or input.

There is an incredible lack of easily understood information regarding this proposed amendment making it very difficult to comment on it with any credibility.

I do have some concerns opening up land in the noise contour provided. What exactly is going into these areas? Hopefully no housing will be permitted as we are all aware of the negative impacts the noise levels from aircraft cause. Years ago along with many community groups we were involved in an

environmental hearing regarding airport expansion. Facts are well documented regarding the harmful impacts on sleep, children's education, stress and there are several water and natural habitats within this noise level which should never be disturbed or put into further risk.

At this time an extensive study was also done on transit and traffic. Any development increasing traffic in this already over congested area would be very undesirable and perhaps have serious negative economic outcomes for current businesses and stakeholders.

The website you include in the paper leads one to a maze of documents with not a single one explaining why and what is going into these areas. Not very helpful for any kind of meaningful community interaction let alone responses or attendance to a meeting.

I also called the phone number and an answering machine allowed me to leave a short message and phone number.

██████████

Sent from my iPad

From: ██████████ ██████████

██████████

To: Marzo, Christina

Subject: Airport policy amendment

I am looking to get a better understanding of the proposed amendment to allow infill and redevelopment in the area in the existing Malton and Meadowvale.

My concern is I live inside the 35 NEF/NEP (Derry/Mavis) and when the planes enter into the air space they are loud.

- outside conversation are stopped until the plane has passed
- busy flight pattern days unable to sit outside
- planes are audible in the house

Is it to identify more land to develop for residential areas?

Is it to re-zone the area to expand the airport noise?

Thank you

██████████

Good Afternoon Christina and Alex,

Thank you for the opportunity to comment on the Application for a Regional Official Plan Amendment (ROPA) in Mississauga (Regional File: ROPA-18-002M).

Staff at the Town of Caledon reviewed the application and supporting documents and offers the following comment:

1. Could staff explain the population allocation for this amendment? It isn't clear where this population is coming from to allow Mississauga to increase the infill opportunities in Malton.

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: Marzo, Christina
Cc: 'Sharleen.Bayovo@mississauga.ca'
Subject: TR- GTAA Comment Letter re.ROPA-18-002M.

Dear Ms. Marzo,

Attached please find the GTAA's letter in response to your request for comment regarding the City of Mississauga application for the Regional Official Plan airport policies amendment. Please feel free to contact the undersigned, should you have any questions concerning the attached comment letter.

Regards,



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: 'Martino, Alex' <alex.martino@peelregion.ca>
Subject: RE: ROPA-18-002M Notice of Complete Application

Alex,

Thank you for providing me with the draft wording for the ROPA application submitted by the City of Mississauga.

I have one question for clarification. With the proposed amendment to delete ROP policy 5.9.6.2.6.b and replace it with “*demonstrate that redevelopment or infilling above the 35 NEF/NEP contour meets Provincial Government environmental noise guidelines,*” will this new proposed policy by the City of Mississauga now apply to the City of Brampton as ROP Policy 5.9.6.2.6 states, “*Direct the Cities of Mississauga **and Brampton**, in consultation with the GTAA and the Region to define specific exceptions to Policy 5.9.6.2.4 within the Toronto Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that.*”?

Thank you.

[REDACTED]



May 14, 2018

Ms. Christina Marzo
Manager, Development Services
Region of Peel, Public Works
10 Peel Centre Dr.
Brampton, ON L6T 4B9

**Greater Toronto
Airports Authority**
P.O. Box 6031
3111 Convoir Drive
Toronto AMF, Ontario
Canada L5P 1B2

P 416.776.3000
F 416.776.7746

GTA A.com

Dear Ms. Marzo,

**Re: Request for Comment – Regional Official Plan Amendment Application.
Proposed Amendments to Airport Policies. Regional File: ROPA-18-002M**

The Greater Toronto Airports Authority appreciates the opportunity to submit comments on the City of Mississauga (the City) application to amend the Region Official Plan Airport Policy, its schedules and figures.

We have reviewed the application and acknowledge that the City has consulted with and received comments from the GTAA on the amendment. The GTAA's comments and requirements regarding new policy provisions are adequately represented within the City's application, and we would like to see these provisions, as described in the attachments to the Region's request for comments re. ROPA-18-002M and dated April 10th, 2018, reflected in the Regional Official Plan Amendment.

The GTAA looks forward to the City implementing new policy through its municipal Planning and Building department review and approval process to allow much-needed redevelopment to occur, while ensuring the required noise mitigation measures identified in noise studies for specific projects are implemented.

Yours truly,

A handwritten signature in blue ink, appearing to read "George Hohlacov".

George Hohlacov
Associate Director, Airport Planning
Strategy and Growth
Phone: 416 776-4197

c: Sharleen Bayovo, City of Mississauga



**Appendix X: Local Planning Appeal Tribunal
 Appeal Process and Council Consideration of the Municipal Record
 AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT -
 RECOMMENDATION FOR COUNCIL ADOPTION (ROPA 31)**

LPAT Appeal Process and Council Consideration of the Municipal Record

As of April 3, 2018, Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017, which amends the Planning Act and other provincial legislation, is in full effect. Bill 139 establishes the Local Planning Appeal Tribunal (LPAT), which has replaced the Ontario Municipal Board (OMB). Bill 139 also introduced a number of changes to the Planning Act applications appeal process that Council should be aware of, including the following:

Who Can Appeal a Council decision

One important change is who is allowed to appeal Council's decision. For an OPA appeals under s. 22(7) of the Planning Act, only the person or public body who initiated the amendment, the Minister, or the approval authority is able to appeal, unless the Executive Chair determines that a non-party has a valid and well-founded reason as to why the requestor was not a party per Rule 25.04. This significantly narrows the old OMB criteria of anyone who spoke at a public meeting or made written submission to council, and should substantially reduce the amount of council decisions appealed.

Preliminary Screening for Validity

Another major change is the LPAT's preliminary appeal screening process for appeals. Under the old OMB rules, a notice of appeal simply had to state why Council's decision did not represent good planning. Under the new Rules, a notice of appeal of an OPA under s. 22 must outline both how the existing Official Plan is inconsistent with provincial policy statements, fails to conform with or is in conflict with a provincial plan, or fails to conform with the upper tier Official Plan and how the requested Official Plan achieves consistency and conformity with the provincial policies and plans and the upper tier Official Plan. The LPAT performs a threshold analysis based on these criteria, and if the LPAT is not satisfied with the content, will give notice that the appeal is invalid. A party may challenge the LPAT's preliminary determination by way of motion. Again, this process will reduce the number of reviews that the LPAT conducts under appeal.

Standard of Review

Under the old OMB regime, a hearing on appeal was de novo – parties could submit whatever evidence they wished at the hearing. The appealed council decision was considered but not heavily weighted. In the LPAT regime, deference is given to Council and the appeal is much more restricted: the LPAT merely reviews council's decision to ensure the decision was not wrong or unreasonable.

Enhanced Municipal Record

As LPAT hearings are not de novo, parties to an appeal will not have the opportunity to submit new evidence for the LPAT's review unless specifically requested by the LPAT itself. Instead, the LPAT will conduct a review of the Council's decision for based on an Enhanced Municipal Record ("Record") pursuant to Rules 5.04 and 26.04 of the LPAT's Rules of Practice and Procedure. Council must be sure that its decision can be substantiated by the municipal record before it when it first considers an application for amendment. This Record must be forwarded by to the LPAT Registrar with any appeal of the decision filed, and must contain all material received by council, including all documents or reports prepared or filed and any written or summaries of oral submissions received, in order for Council to render its decision. Evidence considered at an LPAT hearing would be based primarily on the written record which was before council when it made its decision. For this reason information not regularly included within or appended to a Council report may now be included to ensure all written information need to make a decision is before Council.

**Appendix X: Local Planning Appeal Tribunal
Appeal Process and Council Consideration of the Municipal Record
AIRPORT POLICIES REGIONAL OFFICIAL PLAN AMENDMENT -
RECOMMENDATION FOR COUNCIL ADOPTION (ROPA 31)**

Second Council Decision

If the LPAT finds that a Council decision was incorrect or unreasonable, the LPAT must send the application back to Council for further consideration. If Council fails to make a decision within the prescribed time frame (90 days), the applicant can appeal to the LPAT.

Second Appeal

In relation to the second appeal, if the LPAT determines that the appellant has met the applicable tests, the LPAT may modify or approve the requested amendment. If the applicable test is not met, the LPAT is required to refuse the appeal.



PUBLIC MEETING

THE REGIONAL MUNICIPALITY OF PEEL

August 21, 2018

PURPOSE: To hold a Public Meeting pursuant to Section 17 (15) of the *Planning Act*, R.S.O. 1990, as amended, to inform the public and to obtain their input with respect to proposed amendments to delete and replace policy 5.9.6.2.6 b) in the Regional Official Plan, to allow for the potential of infill and redevelopment of lands in areas above the 35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) contour, within the proposed exceptions areas in Malton Neighbourhood and Meadowvale Village in the City of Mississauga and applicable areas within the City of Brampton.

1. OPENING OF PUBLIC MEETING

Andrea Warren, Director, Development Services, Public Works, Region of Peel, called the public meeting open at 7:10 p.m. in the Malton Community Centre, Hall A, 3540 Morning Star Drive in the City of Mississauga. She stated that the public meeting was being held pursuant to Sections 17 (15) and 17 (17) of the *Planning Act*, R.S.O. 1990, as amended; Ontario Regulation 543/06 and Region of Peel Policy G00-16 to inform the public and to obtain their input with respect to an application by the City of Mississauga to amend the Airport Policy Regional Official Plan to delete and replace policy 5.9.6.2.6 b) in the Regional Official Plan, to allow for the potential of infill and redevelopment of lands in areas above the 35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) contour, within the proposed exceptions areas in Malton Neighbourhood and Meadowvale Village in the City of Mississauga and applicable areas within the City of Brampton.

Andrea Warren informed the public of the official plan amendment and appeal process, in accordance with *Planning Act*. She noted that if a person or public body would otherwise have an ability to appeal the decision of the Council of The Regional Municipality of Peel to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to The Regional Municipality of Peel before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

Further she noted that if a person or public body does not make oral submissions at a public meeting or make written submissions to The Regional Municipality of Peel before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.



2. CONFIRMATION OF NOTIFICATION

Andrea Warren, Director, Development Services, Public Works, Region of Peel, stated that Notice of the Public Meeting was given in accordance with Section 17, subsections (15) and (17) of the *Planning Act*, as amended, Ontario Regulation 543/06; and the Region of Peel Policy G00-16, by publication in the following news media having general circulation in the Region of Peel:

- Brampton Guardian - July 26, 2018
- Mississauga News - July 26, 2018
- Caledon Enterprise - July 26, 2018
- Caledon Citizen - July 26, 2018

Further, it was noted that Notice of Public Meeting was posted on the Regional website as of July 26, 2018 and the Draft Official Plan Amendment was available to the public online as of July 26, 2018.

Supplementary information regarding the subject Public Meeting was given by publication in the following news media having general circulation in the Region of Peel:

- Brampton Guardian - August 16, 2018
- Mississauga News - August 16, 2018
- Caledon Enterprise - August 16, 2018
- Caledon Citizen - August 16, 2018

3. FURTHER NOTICE REQUEST

Andrea Warren, Director, Development Services, Public Works, Region of Peel, stated that if any person would like further notice of the future passage of this proposed Official Plan Amendment, they are requested to give their full name, address, postal code and telephone number to Regional staff present prior to leaving the Public Meeting.

4. STAFF PRESENTATIONS

- a) **Christina Marzo, Manager, Development Services, Public Works, Region of Peel**

Received

Christina Marzo, Manager, Development Services, Public Works, Region of Peel, provided the public with a brief overview of the process followed with regards to the Regional Official Plan Amendment (ROPA) application as submitted by the City of Mississauga, related to the proposed Airport Policy, including airport noise contours defined federally by the Transport Canada and the impacts of the proposed ROPA amendment. She stated that all comments



received from the public by August 24, 2018, both oral and written, are being included by staff in their report back to Regional Council on September 13, 2018.

Residents at the Public Meeting provided comments to staff that includes, but not limited to, lack of proper notification to Bybrook residents; post future notice of public meetings on social media; noise impacts to residential areas for any new developments and change in flight patterns; ensure accurate maps will be made available to residents; and acoustic study requirements.

b) Sharleen Bayovo, Planner, City of Mississauga

Sharleen Bayovo, Planner, City of Mississauga, provided the public with an overview of the increasing development potential within the Airport Operating Area Exception Areas. The proposed aircraft noise policy improvements to the City of Mississauga Official Plan (OPA 67) will update and simplify policies; update and add Exception Areas within the Airport Operating Area; and the key change would be to remove redevelopment and infill restrictions within the Exception Areas, subject to policy conditions. Sharleen Bayovo advised that the City of Mississauga Council adopted OPA 67 on July 5, 2018. The City is requesting an amendment to the Regional Official Plan on Airport Policies, subject to the approval of the Region of Peel, the approving authority.

Sharleen Bayovo highlighted the areas above 35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) contour, within the proposed exceptions areas in Malton Neighbourhood and Meadowvale Village. She stated that the City will require any new developments to submit noise impact study (feasibility and detailed); noise mitigation conditions and the required Aircraft Noise Agreement and Development Agreement. The mandatory Aircraft Noise Agreement and Development Agreement will address noise warning notices (e.g. as posted in outdoor areas, school/daycare enrollment documents, development promotional materials, registered on title); securities, detailed noise impact study and post-construction certification.

5. PUBLIC PARTICIPATION

5.1 Oral Submissions

a) Bruce Brydson, Retired Accountant, Home Owner

Received

b) Jane Russell, Substitute Teacher, Home Owner

Received

c) Tina Rizzuto, eMVRA

Received



- d) **G. Singh, SOTC, Home Owner**

Received

- e) **Nancy Little, Neighbourhood Representative, Bybook Drive**

Received

5.2 Written Submissions

- a) **Nakim Hooseinny, Resident, City of Mississauga**

Received

- b) **Nancy and Gilbert Little, Residents, City of Mississauga**

Received

- c) **Jose Alonso, Resident, City of Mississauga**

Received

- d) **Gabriel Marcucci, Resident, City of Mississauga**

Received

- e) **Hubert Joseph, Resident, City of Mississauga**

Received

- f) **C. Benincasa, Resident, City of Mississauga**

Received

- g) **Roshan Askani, Resident, City of Mississauga**

Received

- h) **Mary Lee Welsh, Resident, City of Mississauga**

Received

- i) **Arturo Sarmiento, Resident, City of Mississauga**

Received



- j) **Beverley Caesar, Resident, City of Mississauga**
Received
- k) **Paul Court, Resident, City of Mississauga**
Received
- l) **Paul and Rita Mae Miller, Residents, City of Mississauga**
Received
- m) **Joseph Dorman, Resident, City of Mississauga**
Received
- n) **Flora Sopjani, Resident, City of Mississauga**
Received
- o) **Kathy Thornhill, Resident, City of Mississauga**
Received

6. CLOSING OF PUBLIC MEETING

Andrea Warren, Director, Development Services, Public Works, Region of Peel, advised that written comments and oral submissions expressed at this meeting have been noted and will be included in a final report to be considered by Regional Council.

The public was notified that Regional staff extended the comment period from August 23, 2018 to August 24, 2018. Additional comments must be filed with the Region of Peel by August 24, 2018 in order to be included in the final report to Regional Council at its meeting to be held on September 13, 2018.

Andrea Warren, Director, Development Services, Public Works, Region of Peel, officially closed the meeting at 8:12 p.m.



July 17, 2018

Ms. Kathryn Lockyer, Regional Clerk
10 Peel Centre Drive
Brampton, ON L6T 4B9

Ms. Lockyer,

RE: Mayfield West Phase 2, Stage 2 Initiate Local Official Plan Amendment Process, Ward 2

I am writing to advise that at the Council meeting held on July 10, 2018, Council adopted a resolution regarding the Mayfield West Phase 2, Stage 2 Initiate Local Official Plan Amendment Process.

The resolution reads as follows:

That staff initiate and prepare a Local Official Plan Amendment process for the Mayfield West Phase 2, Stage 2 (MW2-S2) lands; and

That capital project 11-92 Mayfield West Phase 2-West be increased by an upset limit of \$300,000 (including non-refundable HST) funded by the Mayfield Station Developer Group for the amended scope of work to support the Local Official Plan Amendment; and

That it be noted that the Mayfield Station Developer Group are responsible for the cost of conducting these studies at an upset limit of \$300,000 (including non-refundable HST); and

That a copy of this report be sent to the Region of Peel, City of Brampton, Toronto Region Conservation, Credit Valley Conservation, Mayfield Station Developer Group.

As per the resolution, please see attached for a copy of Staff Report 2018-65.

For more information regarding this matter, please contact Sylvia Kirkwood, Manager, Policy and Sustainability at 905-584-2272, ext. 4172.

Thank you for your attention to this matter.

Sincerely,

Amanda Fusco
Manager, Legislative and Information Services, Corporate Services/Interim Town Clerk
e-mail: amanda.fusco@caledon.ca

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

RECEIVED

JUL 23 2018

Region of Peel
Clerks Dept.

Staff Report 2018-65

Meeting Date: Tuesday, June 26, 2018

Subject: Mayfield West Phase 2, Stage 2 Initiate Local Official Plan Amendment Process, Ward 2

Submitted By: Sylvia Kirkwood, Manager of Policy & Sustainability, Community Services

RECOMMENDATION

That staff initiate and prepare a Local Official Plan Amendment process for the Mayfield West Phase 2, Stage 2 (MW2-S2) lands; and

That capital project 11-92 Mayfield West Phase 2-West be increased by an upset limit of \$300,000 (including non-refundable HST) funded by the Mayfield Station Developer Group for the amended scope of work to support the Local Official Plan Amendment; and

That it be noted that the Mayfield Station Developer Group are responsible for the cost of conducting these studies at an upset limit of \$300,000 (including non-refundable HST); and

That a copy of this report be sent to the Region of Peel, City of Brampton, Toronto Region Conservation, Credit Valley Conservation, Mayfield Station Developer Group.

REPORT HIGHLIGHTS

- The purpose of this report is to receive Council direction for staff to initiate and commence the Local Official Plan Amendment for the MW2-S2 lands.
- Requests that additional funds in the amount of \$300,000 be approved for the required studies and acknowledge that they be funded by the Mayfield Station Developer Group.

DISCUSSION

Executive Summary

Accommodating development to logical community boundaries in Mayfield West is a key component of Caledon's long-term growth management strategy, as envisioned in Regional Official Plan Amendment Number 24 and 29 and Official Plan Amendment Number 226.

The proposed expansion to the Mayfield West Rural Service Centre for the MW2-S2 lands is currently under the consideration of the Region of Peel as part of the Growth Plan ROPA. In support of the ROPA, the landowners have submitted numerous studies that have supported the development of the lands.

Staff Report 2018-65

Approval of this ROPA is required by the Province. As the ROPA process is underway, Town and Regional staff support the initiation of the Local Official Plan Amendment process. Initiating the LOPA process now would allow for the more detailed studies to be undertaken, all of which would bring the development of the MW2-S2 lands closer to reality.

Therefore, Staff request Council's support to initiate this Local Official Plan Amendment process to align with the associated ROPA application. The adoption of the LOPA could not occur until the ROPA has been approved by the Province.

Background

Mayfield West Phase 2 – Stage 1

The Mayfield West Phase 2 Stage 1 (MW2-S1) Secondary Plan planning process commenced in 2006 to identify an appropriate location, form and function for population and employment growth for this community. The boundaries of MW2-S1 are generally the Etobicoke Creek to the north, Hurontario Street/Hwy 410 to the east, Caledon-Brampton municipal boundary to the south, and Chinguacousy Road to the west.

In the beginning, the boundaries of the MW2-S1 area were not fixed since there were many discussions at the time on land needs and required densities. However, the boundaries were eventually determined through ROPA 29. This current boundary was based very precisely at the time on the amount of land that could be designated to implement the 2031A Growth Plan population and employment forecast in accordance with the 2006 Growth Plan as amended.

It is for this reason that the current Mayfield West settlement area boundary in this area (which is the boundary of MW2-S1) follows straight lines through open fields, does not follow property boundaries and does not extend to logical boundaries that are established by Etobicoke Creek to the north and Chinguacousy Road to the west.

The ROPA 29 boundary was implemented by the Town through OPA 222, which was approved by the Ontario Municipal Board on May 25, 2017. Approximately 14,147 people and jobs were identified through these processes.

A number of draft plans of subdivision and associated applications for development of these lands have been received by the Town and are currently under review.

Mayfield West Phase 2 – Stage 2

Located in the southwest part of the Town of Caledon, Phase 2 – Stage 2 (MW2-S2) is situated on the east side of Chinguacousy Road, north of Mayfield Road, the boundary of Phase 2 – Stage 1 (MW2-S1) south of the greenbelt lands (Etobicoke Creek) and is comprised of approximately 105 hectares.

Staff Report 2018-65

Although the planning work contemplated a larger community consistent with more logical neighbourhood planning boundaries, the Region and the Town were required to limit the original expansion in order to meet specific density and allocation targets associated with Provincial Growth Plan compliance at that time.

Based on the review of the work to date, continued expansion of Mayfield West through the proposed settlement expansion represents a logical and integrated approach to support the Region in meeting the 2017 Provincial Growth Plan targets.

The expansion would also be consistent with achieving Greenfield area density targets of 80 people and jobs per hectare and minimum intensification targets set out in the Growth Plan. This expansion would accommodate an additional 8,500 people and jobs or approximately just over 80 jobs and persons per hectare.

The settlement area expansion is part of the Region's current municipal comprehensive review process in accordance with the 2017 Growth Plan. It also forms part of the Region's Peel 2041 Growth Allocation and Management Regional Official Plan Amendment.

Regional Official Plan Amendment (ROPA)

In accordance with the 2017 Growth Plan, the Region must now initiate all Municipal Comprehensive Reviews (MCR), including settlement boundary expansions, whereas settlement boundary expansion amendments in the past have been initiated by local municipalities such as the Town of Caledon. The proposed settlement expansion of MW2-S2 is now tied to the regional municipal comprehensive review.

The draft MCR guidance released by the Province on March 21, 2018, requires all work that meet Provincial MCR requirements be completed under a single official plan amendment. On April 26, 2018, Regional Council passed a motion that requested the Province to allow for flexibility and in particular the staged implementation of MCR through the Region's Official Plan Review (Peel 2041).

As part of the ROPA Process for MW2-S2 the following studies were undertaken to support the amendment:

1. Agricultural Impact Assessment
2. Stage 1 Archaeological Study
3. Comprehensive Environmental Impact Study and Management Plan (CEISMP)
 - Part A CEISMP
 - Part B CEISMP
 - Part C CEISMP (completion of component sufficient for Regional Approval)
4. Cultural Heritage Report
5. Fiscal Impact Study (FIS)
6. Functional Servicing Report (FSR)
7. Healthy Development Assessment
8. Noise Study

Staff Report 2018-65

9. Planning Justification Report
10. Transportation Master Plan
11. Urban Design Plan / Framework Plan

The studies submitted are currently under review by Town and Regional staff. Some of the studies, such as the cultural heritage impact and healthy development assessment have been deemed acceptable. The ROPA also addresses other regional growth management matters including population and employment allocations to 2041. A final recommendation report to Regional Council is required to adopt this ROPA, which is subject to Provincial process guidelines and could occur in early 2019.

Caledon Official Plan Amendment (LOPA) Initiation

It is appropriate to continue to move forward with planning process in conjunction with the ROPA. No final decisions on the LOPA will be made until the final approval of the population and employment allocations and settlement expansion lands by the Region and Province have been completed.

As part of the LOPA process it has been identified that the following studies will be required to be undertaken as part of the application process. Some of the associated costs have been noted of these studies have been noted below. It is recommended that these studies be single sourced to the consultants that have already been retained to undertake the more comprehensive documents that were submitted as part of the ROPA. The studies are as follows:

1. **Planning Justification Report** - Supplementary Report may be required in support of the LOPA
2. **Urban Design Plan / Framework Plan** - Updates may be required in support of LOPA
3. **Comprehensive Environmental Impact Study and Management Plan (CEISMP)** - Part C CEISMP (completion of components for local approval)
4. **Fiscal Impact Study (FIS)** - Local Level Study
5. **Healthy Development Assessment** - Updates may be required through LOPA process
6. **Other Related Studies**

Other supporting studies or supporting materials may be required during the processing of the LOPA or updates to ROPA background studies may be required. Any additional costs associated with this would also be borne by the landowners group.

Public Consultation

Future public consultation opportunities will include public meetings, workshops, and/or public open houses.

Staff Report 2018-65

Next Steps

Staff will continue to monitor the ROPA process and ensure finalization of the supporting studies. Once these reports have been deemed acceptable Terms of Reference for each of the supporting studies will be prepared. Formal circulation of those with the applicant will be undertaken and a public meeting will be arranged to present the application, to comply with the requirements in the *Planning Act*. After the meeting and receipt of comments from the public and external stakeholders, staff will bring forward a report including the Local Official Plan Amendment and the Mayfield West Phase 2 Stage 2 policies for Council's consideration.

FINANCIAL IMPLICATIONS

Planning staff have reviewed the cost estimate to complete the MW2 studies. The additional cost for the above mentioned studies is estimated to be \$300,000 (including non-refundable HST). The current budget for 2011 capital project 11-92 Mayfield West Phase 2 – West is \$1,941,016, funded by Mayfield Station Developer Group (MSDG). The table below reflects the past actuals, current budget, the additional work outlined in this report, the total revised cost estimates and the revised budget for capital project 11-92 Mayfield West Phase 2 – West.

All costs, save and except for Caledon staff time associated with the preparation of the Phase 2 Stage 2 Secondary Plan, will be borne by the MSDG. Should there be additional funds required beyond the \$300,000 then at the discretion of the Town, those costs will be identified and incurred by MSDG. Final reporting of all costs related to this process shall be identified in the final recommendation report to Council.

Staff Report 2018-65

Mayfield West Phase 2 Secondary Plan

Study Components	(A) *	(B)	(C)	(D)	(E)	(B)+(D)
	Actual 2008-2010	Current Budget	Projected Total Fees	Additional Work	Total Revised Cost Estimates	Revised Budget Project 11-92
1 Cultural Heritage Survey	44,237	8,000	52,237	0	52,237	8,000
2 Agricultural Impact Assessment	53,514	6,000	59,514	0	59,514	6,000
3 Water & Wastewater Servicing Study	50,337	8,000	58,337	0	58,337	8,000
4 Commercial Needs Assessment	48,469	0	48,469	0	48,469	0
5 Employment Land Needs Assessment	14,726	0	14,726	0	14,726	0
6 Transportation Impact Study	58,677	25,000	83,677	0	83,677	25,000
7 Noise & Vibration Assessment	46,876	15,000	61,876	0	61,876	15,000
8 Community Design Consultant (USI)	196,057	0	196,057	0	196,057	0
9 Comprehensive EIS & MP	409,778	250,552	660,330	161,798	822,128	412,350
10 Community Design Plan (NAK)	0	297,361	297,361	0	297,361	297,361
11 Transportation Master Plan	1,384	139,810	141,194	0	141,194	139,810
12 Water & Wastewater Servicing Plan	0	16,293	16,293	0	16,293	16,293
13 Fiscal & Economic Impact Assessment	3,161	107,720	110,881	31,546	142,427	139,266
14 Miscellaneous Expenses	11,768	5,358	17,126	0	17,126	5,358
15 TRCA Review Fee	50,000	135,000	185,000	0	185,000	135,000
16 Planning Consultant	0	50,000	50,000	0	50,000	50,000
17 Municipal Class EA Study	0	860,000	860,000	0	860,000	860,000
18 Archaeological Study	0	5,000	5,000	0	5,000	5,000
19 Urban Design Plan	0	0	0	10,176	10,176	10,176
20 Contingency/Other Related Studies	0	11,922	11,922	96,480	108,402	108,402
Total:	988,984	1,941,016	2,930,000	300,000	3,230,000	2,241,016

* Funded by previous years budgets

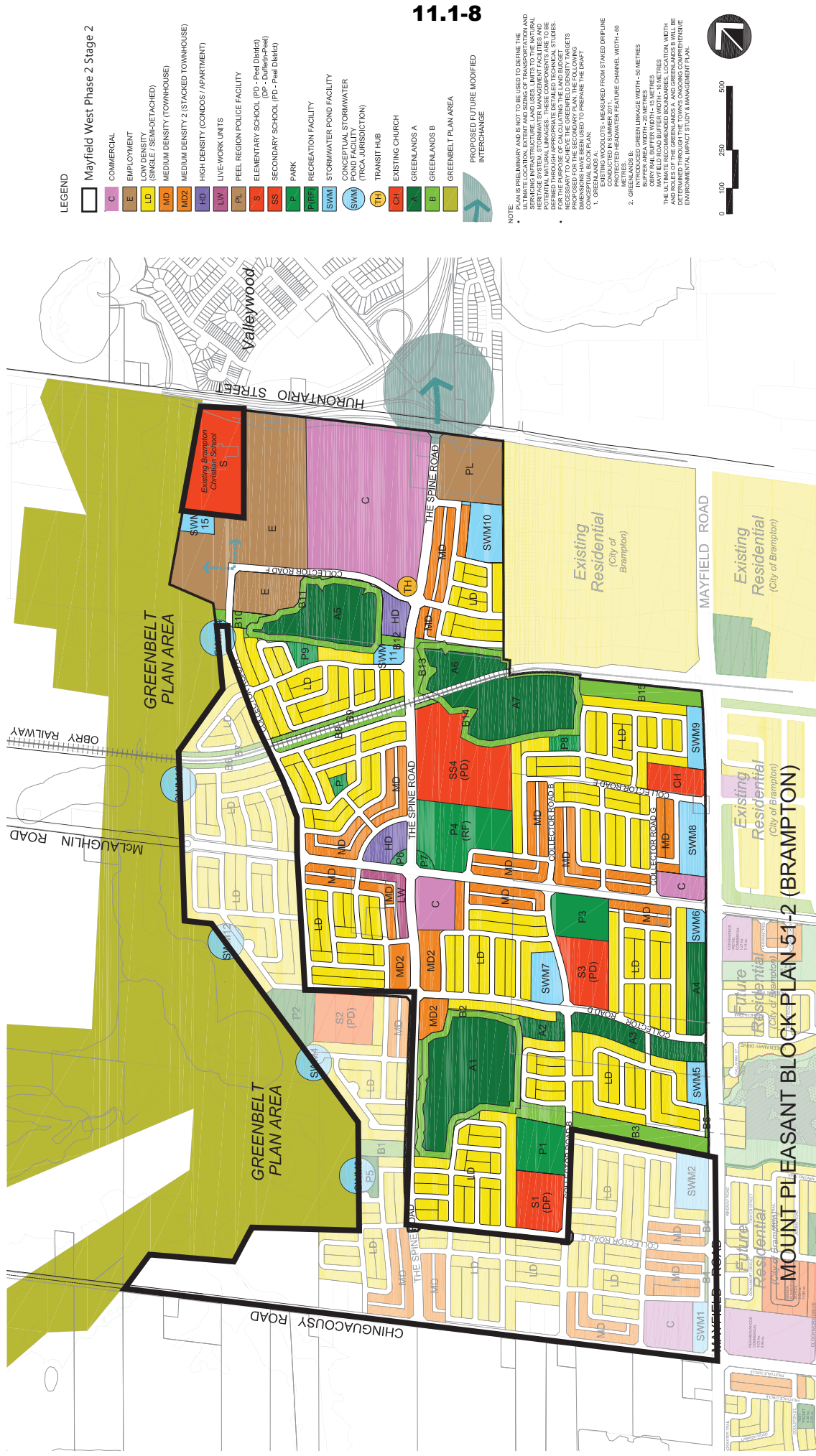
The Mayfield Station Development Group has confirmed their commitment to fund the amended study costs of \$300,000 as per Schedule B. As noted above, some risk to the timelines does exist given no final decisions on the LOPA can be made until the final approval of the population and employment allocations and settlement expansion lands have been completed by the Region and Province.

COUNCIL WORK PLAN

To plan for complete communities as required under the Growth Plan.

ATTACHMENTS

Schedule A – Map of Framework Plan for Mayfield West Phase 2 – Stage 2 lands
 Schedule B – Letter of Commitment from the Mayfield Station Developer Group



11.1-8

NOTE: ALL GREENBELT PLAN AREAS ARE TO BE USED TO SERVE THE ULTIMATE LOCAL, EXTENT AND SIZE OF TRANSPORTATION AND SERVICES INFRASTRUCTURE. LAND USES LIMITED TO THE NATURAL POTENTIAL OF THE LANDS. THESE COMPONENTS ARE TO BE DEFINED THROUGH APPROPRIATE DETAILED TECHNICAL STUDIES NECESSARY TO ACHIEVE THE GREENBELT DENSITY TARGETS AND DIMENSIONS HAVE BEEN USED TO PREPARE THE DRAFT CONCEPTUAL BLOCK PLAN:

1. GREENBELT PLAN AREAS - MEASURED FROM STAKED DEPICTION EXISTING WOODLOTS - INTRODUCED GREENLINKAGE WIDTH - 50 METRES
2. GREENBELT PLAN AREAS - MEASURED FROM STAKED DEPICTION EXISTING WOODLOTS - INTRODUCED GREENLINKAGE WIDTH - 50 METRES

THE LANDSCAPE BUFFER WIDTH - 10 METRES (MIN. WIDTH) AND ROLE OF THE GREENLANDS A AND GREENLANDS B WILL BE DETERMINED THROUGH THE TOWNS ONGOING COMPREHENSIVE ENVIRONMENTAL IMPACT STUDY MANAGEMENT PLAN.

ENDORSED FRAMEWORK PLAN as per DP-2013-092



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:

GLEN SCHNARR, MCIP, RPP

GLEN BROLL, MCIP, RPP

COLIN CHUNG, MCIP, RPP

ASSOCIATES:

JASON AFONSO, MCIP, RPP

KAREN BENNETT, MCIP, RPP

CARL BRAWLEY, MCIP, RPP

JIM LEVAC, BAA, MCIP, RPP

June 18, 2018

Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Attention: Sylvia Kirkwood, RPP
Manager, Policy and Sustainability

Re:

**Letter of Funding Commitment for the
Mayfield West Phase 2, Stage 2 Secondary Plan
Town of Caledon**

As manager for the Mayfield West Phase 2 (MW2) Landowner Group, we wish to confirm that the Group is committed to provide funding of up to \$300,000 to the Town of Caledon for payment of required studies in support of the Mayfield West Phase 2 Stage 2 LOPA process. The funds will be provided as required by the Town.

Please notify the undersigned of any future changes to the required funding. We look forward to assisting the Town in advancing the LOPA process for the Mayfield West Phase 2, Stage 2 Secondary Plan.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Jason Afonso, MCIP RPP
Senior Associate

c. K. Ash, Town of Caledon
G. Schnarr, GSAI
Mayfield West Phase 2 Landowner Group

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

September 10, 2018

BY EMAIL & REGULAR MAIL

Regional Chair and Council Members
 10 Peel Centre Drive, Suite A & B
 Brampton, Ontario
 L6T 4B9

Attn: Ms. K. Lockyer, Regional Clerk, Region of Peel Legislative Services

**Re: Mississauga Official Plan - Proposed Airport/Aircraft Noise Policies & Land Use
 Proposed City of Mississauga Official Plan Amendment No. 67
 City File: MOPA No. 67
 Our File: 1421**

We are the planners of record writing on behalf of Orlando Corporation regarding the above captioned item having an interest in MOPA 67 as it relates to Aircraft Noise related Official Plan policies and land use. We continue to participate in the MOPA 67 planning process, and provided an initial written submission to the City of Mississauga Planning and Development Committee dated September 6, 2016, followed by an additional written submission to the Region of Peel dated August 11, 2017.

More recently, we filed comments on the Region of Peel's Official Plan with respect to proposed Airport Noise Policy, ROP-18-002, dated August 23, 2018, following attendance at the Region's Statutory Public Meeting on August 21, 2018.

MOPA 67 remains subject to approval by the Region of Peel, pending amendment of relevant ROP policies. Therefore, ROP-18-002 will need to be endorsed by Regional Council and Provincially approved to allow for the implementation of MOPA 67.

We are supportive of both the Region's and the City's proposed Airport/Aircraft Noise Policy 'relaxation' amendments. Please consider the following:

- The Airport Operating Area ('AOA') boundary is based on the 30 NEP / NEF composite noise contour, and Orlando Corporation's 'Heartland' is located within the AOA, with the vast majority of their properties located between the 30 to 35 NEP / NEF composite noise contours;

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

POUND & STEWART ASSOCIATES LIMITED



- As it currently stands, *“Limited redevelopment and infill is permitted for lands below the 35 Noise Exposure Forecast / Noise Exposure Projection composite noise contour as long as it is within an identified Exemption Area.”* (Region of Peel Report 10.2, page 2) (underline added);
- MOPA 67 proposes a further relaxation of the aircraft noise policy and land use in order to permit residential and other sensitive land uses within the Airport Operating Area (‘AOA’), above the 30 to 35 NEP / NEF composite noise contours, as principal or accessory uses, where lands are identified as an ‘Exception Area’, or as otherwise noted as it applies to daycare facilities for example;
- To support approval of MOPA 67, the City initiated ROP-18-002 which is an application requesting removal of the historical 35 NEP / NEF composite noise contour ‘hard cap’, identifying new and expanding ‘Exception’ Areas above the 35 NEP / NEF composite noise contour, in order to permit residential and sensitive land uses, subject to meeting governmental environmental noise guidelines.

Therefore, given the context and intent of ROP-18-002, and MOPA 67, we request appropriate modifications to MOPA 67, on behalf of Orlando Corporation, in keeping with the proposed Aircraft Noise Policies, elsewhere applied to the Malton Community and Meadowvale Village ‘Exception Areas’.

- MOPA 67 policy 6.10.2.4 b. provides for the following exception to the AOA as it relates to *“Daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.”* Given the intent of ROP-18-002 we request that the lands above the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour, located within the ‘Gateway Corporate Centre Character Area’, south of Highway 401, also be included as an ‘Exception Area’. (Underlining added). Please refer to the attached Figure 1;
- ‘Heartland Town Centre’ (‘HTC’) is described on the attached Figure 1, where these lands are bi-sected by Mavis Road into two parts. Mavis Road forms the boundary of two Character Areas per the City’s Official Plan. The west half HTC lands, located within the ‘East Credit Neighborhood’, are designated both ‘Mixed Use’ and ‘Business Employment’, and, the east half HTC lands, located within the



- 'Gateway Employment Area (West)', are designated 'Mixed Use'. It is requested that all of these lands be recognized as an 'Exception Area' in MOPA 67 by expanding the existing 'Lands Exempt from the Airport Operating Area' eastward, similar to the Meadowvale Village Neighbourhood approach, located to the north.

Conclusion

In summary, we are supportive of both the Region's and the City's proposed Airport/Aircraft Noise Policy 'relaxation' amendments as it relates to land use, recognizing that the City of Mississauga, as a mature urban municipality, has now shifted from 'Greenfield' development to a future of redevelopment and infill.

The requests concerning Orlando Corporation properties, as outlined on Figure 1, are in keeping with the direction and context of MOPA 67 and ROP-18-002 in our opinion.

Given the complexity of the Region's and City's comprehensive review on these matters, this is an opportune time to consider and support our requests which will help support healthy, complete communities and compact urban form, served by transit.

We would appreciate our firm being placed on the Region's and City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda Items, and any Council decision or actions on the above captioned matters.

Thank-you in advance for your consideration and co-operation in this matter.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/

1421ltr.Peel.MOPA.67.Sept.10.18

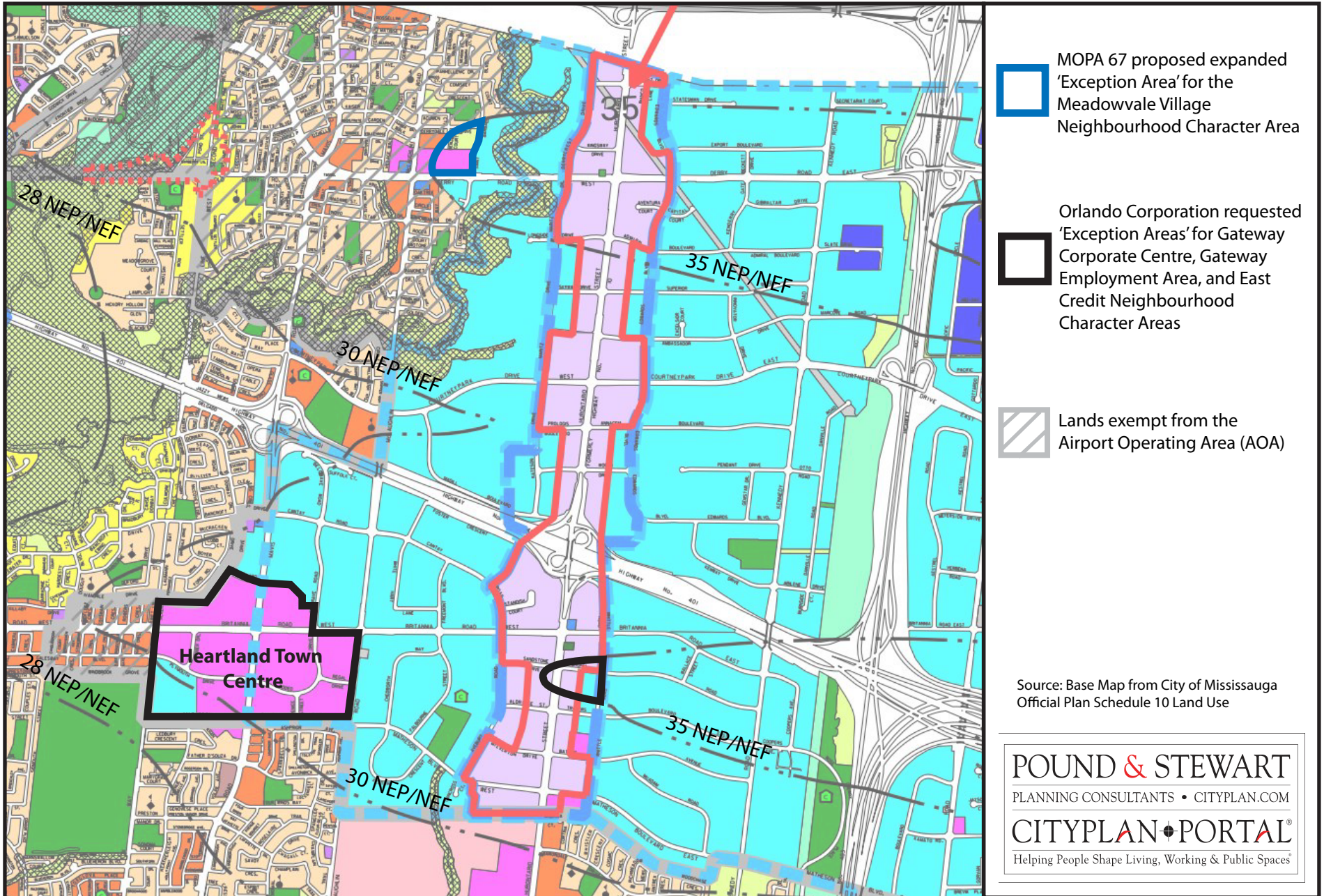
- cc. Ms. A. Warren, MCIP, RPP, Director, Development Services, Region of Peel
Ms. C. Marzo, MCIP, RPP, Manager, Development Services, Region of Peel
Ms. S. Bayovo, MCIP, RPP, Policy Planner, City of Mississauga
Ms. D. Rusnov, MCIP, RPP, City Clerk, City of Mississauga
Mr. L. Longo, Aird & Berlis
Client

POUND & STEWART ASSOCIATES LIMITED



FIGURE 1

MOPA 67 Proposed Exception Area (and Orlando Corporation requested Exception Areas)



**ITEMS RELATED TO
HUMAN SERVICES**

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For Information

DATE: August 30, 2018

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

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To update Regional Council on the preliminary results from the 2018 Homelessness Point-in-Time Count and Registry Week.

REPORT HIGHLIGHTS

- Effective 2018, the Region committed to undertaking a local enumeration of the homeless population as per federal and provincial requirements and the renewed Peel Housing and Homelessness Plan (2018-2028): Home For All.
- The Region conducted a joint Point-in-Time Count and Registry Week in collaboration with the Peel Alliance to End Homelessness and other homeless-serving agencies.
- 875 individuals were found to be experiencing homelessness on the night of April 24, 2018 in Peel Region.
- The Region is required to report on the results to the Government of Canada, the Province of Ontario and the community.
- A comprehensive report of the results will be released to the community in late fall 2018.

DISCUSSION
1. Background

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

Additionally, the Region committed to undertaking an enumeration of the homeless population under Strategy 1: Transform Service, of the revised Peel Housing and Homelessness Plan (2018-2028): Home For All, to better understand the extent of homelessness in Peel Region.

As outlined to Regional Council in the report on April 5, 2018 titled "2018 Homelessness Point-in-Time Count and Registry Week", the Region conducted a joint Point-in-Time Count ("Count") and Registry Week in collaboration with the Peel Alliance to End Homelessness and other homeless-serving agencies to support these efforts. This was the first Count and second Registry Week conducted in Peel Region.

2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK PRELIMINARY RESULTS

The objectives of the Count and Registry Week were to:

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

2. Approach

The Count and Registry Week were conducted over a three-day period from April 24 to April 26, 2018 using a common set of screening and survey questions. The night of April 24 was used as the referenced point-in-time. Accordingly, all respondents were asked where they stayed on that night to align with federal and provincial methodology requirements, and to reduce the possibility of duplication.

Tally and occupancy data were also used to supplement the information collected through the voluntary surveys. Tally data allowed surveyors to record basic information on individuals who were unable to participate in the survey during the unsheltered (street) count (e.g., sleeping on the street), and occupancy data provided the number of people experiencing homelessness who accessed services at emergency shelters, transitional housing facilities and institutions during the point-in-time.

More than 100 trained service provider staff and volunteers from various community organizations and the Region administered the Count and Registry Week at 30 sheltered locations, including emergency shelters and drop-in programs, and 80 unsheltered locations across Caledon, Brampton and Mississauga. Peel's Street Helpline was also used to complete surveys over the telephone. Individuals who identified as homeless were provided with an honorarium which included a Tim Horton's gift card, socks, and resource information.

In addition, three magnet events were held at two Indigenous-serving agencies and one youth-serving agency. A magnet event is a strategy used during a Count to attract a target group to a specific location. This allows communities to survey individuals experiencing homelessness who may not access traditional services such as shelters or meal programs. In Peel Region, magnet events were used to better engage with Indigenous Peoples and youth. The events were planned in partnership with the agencies and included food, activities, and free-haircuts for people experiencing homelessness.

3. Limitations

While the Count and Registry Week can provide communities with critical information to help guide responses to homelessness, it is important to acknowledge the limitations to the approaches. For example:

- The Count cannot measure people experiencing "hidden homelessness" (e.g., people who are couch surfing).
- The Count relies on the ability of volunteers to connect with people experiencing homelessness and they may miss some individuals who do not appear to be homeless, who are well-hidden, or who are actively avoiding being counted.

12.1-3

2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK PRELIMINARY RESULTS

- Marginalized populations, such as individuals who identify as Lesbian, Gay, Bisexual, Transgender, Transsexual, Queer, Questioning, Two-Spirit and Plus (LGBTQ2S+) may be undercounted because they may not want to disclose information due to prior experiences with stigmatization or discrimination.
- Seasonal variations and weather conditions (e.g., rain, ice storm) may skew the accuracy of the results as the Count is conducted outdoors and at service provider locations.
- Since the Count is generally conducted over a short period of time, it will not provide an exact number of people experiencing homelessness, likely resulting in an undercount of the population.

The findings of the Count should therefore be considered a conservative estimate of the number of people who may be experiencing homelessness on any given night in Peel Region.

4. Results

Overall, 875 people were found to be experiencing homelessness in Peel Region on the night of April 24, 2018:

- 338 of these individuals completed the Count survey; and
- The remaining 537 individuals were accounted for through tally and occupancy data.

The chart below highlights the preliminary findings from the 338 completed Count surveys:

Population	Percent*
Male	61%
Female	34%
Transgendered	1%
Indigenous	9%
Veterans	2%
LGBTQ2S+	8%
Refugee/Refugee Claimant	3%
Families	13%
Youth (16-24 years old)	23%
Adult (25-54 years old)	59%
Older Adults (55+ years old)	16%
Chronic (6+ months/past year)	32%
Episodic (3+ times/past year)	24%
Stayed in shelter overnight	49%

**Note that there is overlap in the categories of the survey, as such the percentages above will not add to 100%. A respondent could be included in numerous categories (ex. male, refugee claimant, adult, chronic, stayed in shelter overnight, etc.)*

2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK PRELIMINARY RESULTS

In addition, 204 Vulnerability Index Service Prioritization Decision Assistance Tool (VI-SPDAT) surveys were completed as part of the Registry Week. The VI-SPDAT is a triage tool used to assess acuity and prioritize individuals and families for supports. As per the criteria of Peel's By-Name List (chronically homeless and/or episodically homeless and/or high acuity), 75 adults, 36 youth, and 15 families will be referred to the list for support.

The results of the Count and Registry Week provide a snapshot of homelessness in our community.

5. Next Steps

The information collected through the Count will be used to help inform local-level service delivery and resource allocation, in conjunction with other data sources, as we continue to work toward ending homelessness in our community.

The results from the Registry Week will be used to update Peel's By-Name List. The Home for Good in Peel Collaborative will then prioritize individuals for appropriate Housing First programming. As reported to Regional Council on December 14, 2017 in the report entitled "Home for Good Program – Funding Allocation", the Collaborative places individuals who are chronically homeless or have high-acuity needs into appropriate and affordable housing, using rent supplements and intensive case management. A partnership among Services and Housing in the Province (SHIP), John Howard Society of Peel Halton Dufferin, Canadian Mental Health Association-Peel Branch (CMHA), the Governing Council of the Salvation Army of Canada, Our Place Peel, the Region of Peel and the Peel Alliance to End Homelessness, the Collaborative has to date housed 53 chronically homeless and/or high-acuity individuals.

Feedback from the planning committee, survey sites and volunteers will be used to help inform the next Count. Based on the lessons learned, the next Count will focus on increasing partnerships to include school boards, hospitals and correctional facilities, and on improving marketing to target and expand the reach of the Count.

6. Reporting

In compliance with federal and provincial requirements, the Region has submitted the results of the Count to the Government of Canada's Homelessness Partnering Strategy and the Province of Ontario's Ministry of Housing. The results will be released to the community after this report is received by Regional Council.

2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK PRELIMINARY RESULTS

CONCLUSION

Regional staff will continue to work with the Peel Alliance to End Homelessness to release a comprehensive report to the community on the Count and Registry Week in the late fall of 2018. The report will include a discussion on the results, implications for Peel Region, and next steps.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Aileen Baird, Director, Housing Services, extension 1898, aileen.baird@peelregion.ca

Authored By: Shannon Gander, Project Manager, Strategic Initiatives

DATE: September 5, 2018

REPORT TITLE: **UPDATE ON REFUGEE CLAIMANTS USE OF REGION OF PEEL ADULT SHELTERS**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the Region of Peel advocate for funding from the Federal Government, for reimbursement of costs related to the provision of supports and services for the refugee claimants relocated to Peel from the City of Toronto.

REPORT HIGHLIGHTS

- The Federal Government has indicated a willingness to provide full funding to reimburse municipalities for the total costs of providing accommodation, services and programs for refugee claimants¹.
- On July 12, 2018, Peel Regional Council passed a Motion directing Peel staff to work with the City of Toronto to provide shelter space to refugee claimants residing in shelters and college dormitories in Toronto.
- There are three distinct groups of refugee claimants in Peel Region. The first group consists of 1438 refugee claimants year to date, that independently sought accommodation in Peel Region.
- The second group is 28 families (91 individuals) transferred from the City of Toronto college dormitories directly into Peel's shelter system overflow facilities as a follow up to Regional Council's Motion. As of July 31, 2018, \$81,000 of expenditures has been incurred for these families and individuals.
- The third group consists of an additional 23 families plus 81 singles (173 individuals) accommodated in hotels with services provided by COSTI Immigration Services as arranged and paid for by the Federal Government until September 30, 2018.
- Peel is awaiting details from the Federal Government regarding reimbursement for any associated costs.
- Staff is recommending that the Region of Peel advocate for reimbursement of costs related to the group of refugees relocated to Peel from the City of Toronto, including any future costs for those families and individuals currently in hotels paid for by the Federal Government until September 30, 2018.

¹ Within this report the terminology of "refugee claimant" has been used. A refugee claimant is a person who has made a claim for protection as a refugee. Asylum seeker is a term often used in the media. An asylum seeker is someone who claims refugee status, but the claim has not been evaluated.

UPDATE ON REFUGEE CLAIMANTS USE OF REGION OF PEEL ADULT SHELTERS**DISCUSSION****1. Background**

As outlined in the report to Regional Council on July 12, 2018 entitled “Refugee Claimant Use of Peel Region Adult Shelters”, the use of Peel adult shelters has been trending upwards in 2018 compared to 2017, as irregular border crossings from the United States continue. This has led to pressure on shelters, particularly in the City of Toronto where it was estimated in May of 2018 that 40.8 per cent of the total system use was by refugee claimants. In early July 2018, the Federal government initially offered \$50 million to help provinces and municipalities cover the costs associated with providing supports to refugee claimants, who entered Canada from the United States Border, not at a legal port of entry.

On Friday August 3, 2018, the Federal Government formally announced that Toronto would receive \$11 million to help with the expenses of sheltering the refugee claimants. However, Toronto requested \$65 million and the Ontario government formally requested \$200 million from the Federal Government. Border Security Minister Bill Blair has said that additional funding may be provided as talks with the City of Toronto continue.

2. Refugee Claimants in Peel RegionRefugee Claimants Arriving Independently

For over 10 years, Peel Region has tracked usage of its shelters. Any family or individual that presents at the shelter as homeless will be provided with accommodation and services, including refugee claimants. The information provided by clients is self-reported and voluntarily disclosed. The point of entry into Canada, whether it be direct, or through the United States at a legal port of entry or as an irregular border crosser, is not collected. Effective October 1, 2018 systems enhancements will be finalized enabling the recording of this information at time of client intake; disclosure will continue to be voluntary.

As of July 31, 2018, 1438 individuals have presented at our shelters under these circumstances, and \$622,542 has been spent to provide accommodation, meals and staff support.

Refugee Claimants through Coordination with the City of Toronto

In early July 2018, Toronto Mayor John Tory held a conference call with the Large Urban Mayor’s Caucus of Ontario (LUMCO), asking them to assist with the accommodation of refugee claimants and informed them that costs would be covered by the City of Toronto or the Federal Government.²

On July 12, 2018, Peel Regional Council passed a Motion (Resolution # 2018 – 707) directing staff to work with the City of Toronto to provide accommodation, services and programs for refugee claimants and to authorize the Commissioner of Human Services to sign funding agreements with the Federal or other levels of government, with the expectation of full reimbursement of the associated costs.

²Available from: <https://www.theglobeandmail.com/canada/toronto/article-as-toronto-struggles-to-find-space-for-asylum-seekers-other/2018>

UPDATE ON REFUGEE CLAIMANTS USE OF REGION OF PEEL ADULT SHELTERS

Staff from the Region of Peel worked with staff from the City of Toronto and the Salvation Army to provide shelter space for refugee claimants staying in college dormitories in Toronto. On July 25, 2018, 28 families (91 individuals) occupying 31 rooms were transferred from college dormitories in Toronto to hotel/motels in Peel, the shelter “overflow facilities”, operated by the Salvation Army.

The refugee claimants transferred from Toronto have access to the same supports and services that all homeless individuals have in Peel. The families are currently working with a dedicated Ontario Works caseworker at the Peel Family Shelter for help with financial assistance. They are also assigned to Salvation Army caseworkers who undertake individualized case planning to enable the families to seek and secure employment, affordable housing and to integrate successfully into the community. Eight families have secured permanent housing and five have secured employment through temporary staffing agencies.

As of July 31, 2018, representing thirteen days, \$81,000 of expenditures has been incurred to assist these individuals and families. Although staff has initiated negotiations with representatives from Immigration, Refugees and Citizenship, to date, there has been no commitment of funds to the Region of Peel.

On August 28, 2018, the percentage occupancy at Peel Family Shelter was 190 per cent, which includes the overflow facilities of motels/hotels where the refugees are housed. As a result the adult shelter overflow protocol is being utilized where families are placed in hotels/motels, thereby ensuring that Peel residents who are homeless continue to receive shelter supports.

Refugee Claimants Relocated by the Federal Government

Additional refugee claimants consisting of 23 families and 81 singles; a total of 173 individuals were relocated from the City of Toronto college dormitories in hotel rooms by the Federal Government with Costi Immigration Services providing case management supports. The costs of accommodation and supports are being paid for by the Federal Government until September 30, 2018, with an expectation that the individuals and families will have found permanent housing by that date. The Region’s only involvement is to provide a dedicated Ontario Works case worker to assist with financial supports.

As of August 15, 2018, five families have secured housing for move-in on September 1, 2018.

FINANCIAL IMPLICATIONS

As noted in the July 12, 2018 report to Council, the cost of refugee claimants is putting pressure on our shelter budget. This pressure continues to grow with the costs of additional refugee claimants being transferred to Peel from Toronto. The Federal Government is also funding additional claimants in Peel until the end of September, resulting in a risk of these refugee claimants entering Peel’s shelter system if they are unable to secure permanent housing.

12.2-4

UPDATE ON REFUGEE CLAIMANTS USE OF REGION OF PEEL ADULT SHELTERS

Overflow costs will continue to be closely monitored and variances presented to Council through the triannual reporting process. Staff has requested full reimbursement of all costs incurred from sheltering and providing supports to refugee claimants from the Federal Government.

As of July 31, 2018, the total cost related to the Refugee Claimants is detailed in the chart below. Staff is recommending that the Region advocate for the costs associated with refugee claimants as highlighted in bold.

Refugee Type	# of Individuals	Accommodation	Meals	Support Staff	Total
Refugee claimants that independently sought accommodation in Peel Region (January 1 to July 31, 2018)	1438 ¹	\$622,542 ²	-	-	\$622,542
The transfer of individuals/families from City of Toronto college dormitories (July 19-31, 2018)	91	\$43,262	\$18,126	\$19,128	\$80,516
Individuals/families in hotels with services provided by COSTI until September 30, 2018	173	-	-	-	-

¹Self-reported; the data is not reliable for use in determining the number of individuals that would fit the definition of irregular border crossers.

²Total includes cost for accommodation, meals and support staff. The system was enhanced in July to track these costs in separate categories.

Discussions are ongoing between regional staff and senior staff at Immigration, Refugees and Citizenship Canada regarding the financial implications of providing services and programs to refugee claimants. At the time of writing this report, it is anticipated that the Commissioner of Human Services will be in a position to verbally update Regional Council at the September 13, 2018 meeting with the details of any agreed to funding arrangements.

RISK IMPLICATIONS

If the 23 families and 81 singles in hotel rooms booked by the Federal Government do not secure housing by the end of September 2018, they may become a part of the shelter system in Peel. The Region is at risk of not recouping all the funds allocated to irregular border crossing refugee claimants arriving in Peel from the United States.

UPDATE ON REFUGEE CLAIMANTS USE OF REGION OF PEEL ADULT SHELTERS

CONCLUSION

The will Region continue to fully support refugee claimants and all homeless individuals residing in Peel who are in need of shelter and supports to become independent and to successfully integrate into the community.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Stella Danos-Papaconstantinou, Director, Community Access, ext. 8300, stella.danos-papaconstantinou@peelregion.ca.

Authored By: Ann Marie Brooks-Pollard

Reviewed in workflow by:
Financial Support Unit

For Information

DATE: September 4, 2018

REPORT TITLE: **BOYS AND GIRLS CLUB IN PEEL REGION AND OTHER JURISDICTIONS**

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To provide information to Regional Council on the funding provided to the Boys and Girls Club, as requested at the April 12, 2018 Regional Council meeting.

REPORT HIGHLIGHTS

- On April 12, 2018, representatives from the Boys and Girls Club of Peel delegated to Regional Council about their organization and programs.
- Staff was asked to report back with: details of funding provided by the Region of Peel, information on participation and eligibility of the programs, and further, how funding is coordinated with the Boys and Girls Clubs in other two-tier municipalities.
- For the two year period of 2017/2018, the Region of Peel provided \$179,316 through the Community Investment Fund. The Peel Housing Corporation has committed to \$80,643 in 2018 for programming, and provides space at five sites at no charge.
- In 2017, 785 Peel children/youth were registered as members of the Boys and Girls Club and 1,200 persons were served in 14 program locations.
- Funding arrangements and relationships vary between the Boys and Girls Clubs and municipalities in other jurisdictions.
- Of the four two-tier municipalities, only two, Peel Region and Niagara Region, provide direct funding to their Boys and Girls Clubs, \$179,316 (2107/2018) and \$54,652 (2017) respectively.

DISCUSSION
1. Background

The Boys and Girls Club of Peel, established in 1983, is part of a well-known national organization that provides programs and services for at-risk and low-income children. The Boys and Girls Club of Peel provides recreation programs, promotes healthy lifestyles, offers educational support through homework clubs and engages in community and leadership development. It also provides a youth employment and mentoring program that operates in partnership with the Peel Housing Corporation.

12.3-2

BOYS AND GIRLS CLUBS IN PEEL REGION AND OTHER JURISDICTIONS

On April 12, 2018, representatives from the Boys and Girls Club of Peel delegated to Regional Council about their organization, its relationship with corporate sponsors and the financial pressures it faces. Major funders include the United Way of Greater Toronto, the Government of Canada – Summer Jobs Program and the Region of Peel. Fundraising, individual and corporate donations also contribute a significant amount of annual funding.

The Boys and Girls Club of Peel receives funding through the Community Investment Fund and the Peel Housing Corporation. Since 2014, the Region of Peel has provided a total of \$516,818 in both Sustainability and Organizational Effectiveness Funding. In 2017-2018, for the two year period, the funding allocation was \$179,316.

In 2017, the Peel Housing Corporation provided \$83,114 through its operational funding to support an employment program for Peel Housing Corporation residents, Youth On-a-Roll, and has committed \$80,643 in 2018. Funding is provided to the Boys and Girls Club which they use to administer the program (including paying wages to youth, covering their transportation costs, etc.). In addition, program space is provided in community rooms in five Peel Housing Corporation buildings at no charge.

Local municipalities in Peel Region also partner with the Boys and Girls Club. The Town of Caledon provides a grant to offset the use of program space for summer programming at a community centre. Both the City of Brampton and the City of Mississauga provide in-kind program space.

2. Boys and Girls Club of Peel - Service Information

Boys and Girls Club programs are offered in 14 locations in Peel Region, six in the City of Brampton, seven in the City of Mississauga and one in the Town of Caledon. Five of these programs are offered in Peel Housing Corporation buildings.

Membership is available to any resident over the age of four and 18 years or under who wishes to join. 2018 membership fees are \$10.00 per child or \$25.00 if there are three or more children in a family. Fees run seasonally for the summer and fall/winter/spring. The fee is waived for anyone who is unable to afford the cost of membership.

In 2017, 785 children were registered members, although 1200 persons were served through special events and initiatives, such as a holiday hamper program.

Approximately half of the registered members self-identify as a resident of the Peel Housing Corporation or in receipt of a rent subsidy, and 438 persons attended programs located in Peel Housing Corporation buildings.

The Youth On-a-Roll program is a partnership between the Boys and Girls Club of Peel and Peel Housing Corporation. The program is an eight-week summer youth employment and community revitalization initiative. It provides opportunities for 14 youth from Peel Housing Corporation communities to learn job transferable skills by painting seniors' apartments and public spaces in Peel Housing Corporation buildings.

12.3-3

BOYS AND GIRLS CLUBS IN PEEL REGION AND OTHER JURISDICTIONS

3. Boys and Girls Club Funding Relationships within Two-Tier Regional Municipalities

Upper tier municipalities in Ontario are generally not responsible for recreation programs; single tier and lower tier municipalities have this accountability. Only the Region of Peel and the Region of Niagara have a direct funding relationship with the Boys and Girls Club located in their communities. Funding in both cases comes from a community grant program and is separate from any recreational funding.

Two-Tier Municipality Direct Funding for Boys and Girls Clubs

Two-Tier Regional Municipality	Number of Program Locations	Direct Funding Provided	Local Municipal Grant Funding	Regional Subsidy Coordination <i>(direct subsidy to residents that can be used to pay for Boys and Girls Club Programs)</i>
Durham	22	No	City of Oshawa Town of Ajax	Health Dept.
Niagara	4	\$54,652 (2017)	City of Niagara Falls City of Port Colborne	Children's Services Dept.
Peel	14	\$179,316 (2017/2018 over two years)	Town of Caledon	No
York	8	No	No	No
Halton	n/a	n/a	n/a	n/a
Waterloo	n/a	n/a	n/a	n/a

The Region of York provides no direct funding to the Boys and Girls Club of York Region. This Boys and Girls Club operates through a non-profit social enterprise and relies on corporate and provincial funding. The Regions of Halton and Waterloo do not have a Boys and Girls Club.

The Regions of Durham and Niagara fund and coordinate a direct subsidy program for residents to participate in a program of their choice, which can be used to pay for Boys and Girls Club programs. In Niagara, the Children's Services Department stewards a subsidy program called ProKids in collaboration with the YMCA and other sports and cultural organizations. A \$100 voucher is available for any resident ages 0 - 18 whose taxable family income is under \$40,000 and it may be used for any cultural or recreation program.

In Durham Region, the Health Department oversees a Committee called Advancing Access to Affordable Recreation in Durham Region. School Boards, the Abilities Centre, the Boys and Girls Club of Durham and the eight local municipalities ensure that children who wish to

BOYS AND GIRLS CLUBS IN PEEL REGION AND OTHER JURISDICTIONS

participate in recreational programs are able to do so. The Committee gives direct subsidies to children who need them to ensure they can participate in the Boys and Girls Club programs.

CONCLUSION

Support for Boys and Girls Clubs varies across all municipal jurisdictions. In the Region of Peel the Boys and Girls Club is supported through direct funding, program funding and in-kind space at Peel Housing Corporation sites.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Sonia Pace, Director, Community Partnerships at sonia.pace@peelregion.ca, or ext. 3807.

Authored By: Kate Murray

**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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For Information

DATE: August 29, 2018

REPORT TITLE: **2018 DEVELOPMENT CHARGES PROGRAM BORROWING UPDATE**

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

OBJECTIVE

To provide an update on the 2018 borrowing requirements for the Region of Peel's Development Charges program.

REPORT HIGHLIGHTS

- Through the revenue and expenditure management work of the Growth Management Committee and Council, the Region of Peel (Region) has borrowed externally only once since 2013 (i.e. \$150 million in 2016)
- As noted in the 2018 Regional budget, a debenture issue of between \$150-200 million was forecast in 2018 to support growth infrastructure projects
- On March 8, 2018, Regional Council authorized debenture issuance of up to \$200 million for the Region's growth-related capital expenditures
- Regional Council has also authorized borrowing limits on behalf of the City of Mississauga, the Town of Caledon and for the Daniels Affordable Housing project in the amounts of \$46.3 million, \$7 million and \$16.2 million respectively.
- Based on current DC revenue and expenditure forecasts, the Region will not be required to borrow externally in 2018.
- Staff is currently reviewing funding options for the Daniels project and the timing of any debt issuance will shift to early 2019.

DISCUSSION
1. Background

The Region has demonstrated strong financial management through long-term financial planning and prudent use of reserves which are aligned to the Region's overall debt plan and Council-adopted Long Term Financial Planning Strategy. This is necessary to ensure the long term financial sustainability of the Region's capital program and to maintain a high credit rating. The lag between growth infrastructure capital investments and development charge (DC) collections has required the Region to borrow externally to fund the DC program. Through the work of the Growth Management Committee and Council, debenture issuance for growth infrastructure has slowed significantly with only one issue since 2013.

2018 DEVELOPMENT CHARGES PROGRAM BORROWING UPDATE

Since 2011, Regional Council has approved external borrowing limits for each year, which has authorized the debt issuance committee to issue debt within the prescribed limit to meet Regional growth capital financing needs, and to cap internal borrowing at \$150 million, while monitoring the economic environment.

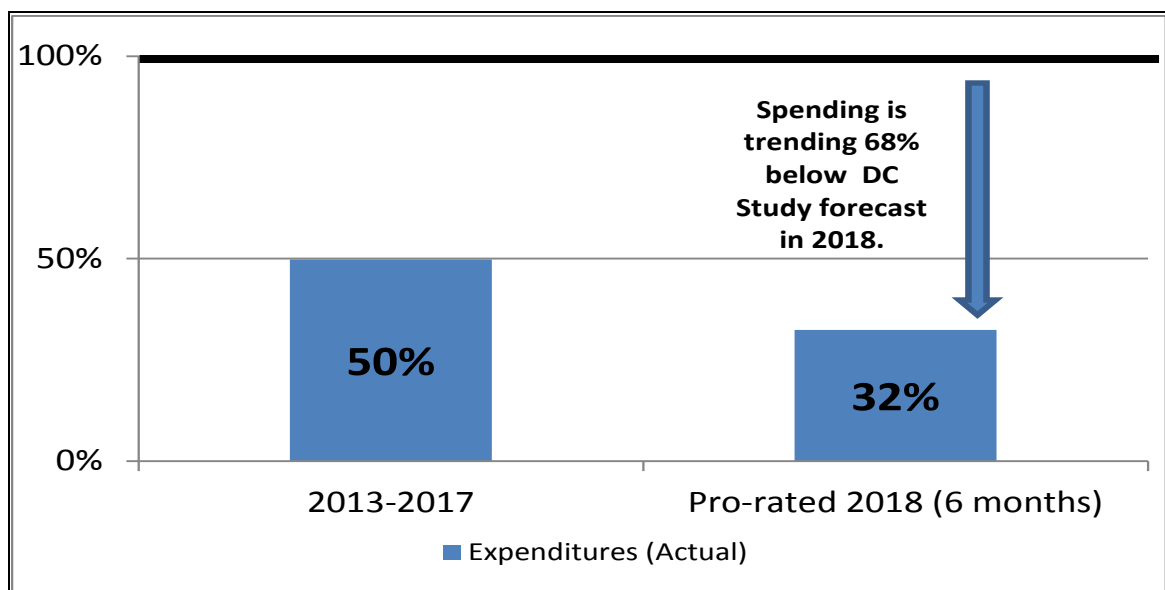
As outlined in the Council approved budget, debt was considered for the Region’s capital financing needs in 2018, if the DC reserve balance falls below original projections and based on the expected upward trajectory of interest rates. The forecast reserve balance is based on input from the area municipalities regarding projected DC revenues and Regional program staff growth capital expenditure forecasts.

As stated in the report titled “Debenture Borrowing Approval”, presented at the March 8, 2018 Regional Council Meeting, the forecasted balance for DC reserves for 2018 was estimated to be in a cash deficit of \$172.7 million at year end. As a result, Council authorized the Commissioner of Finance and Chief Financial Officer to negotiate the issuance of debentures in the maximum principal amount of up to \$200 million for Region of Peel growth capital financing requirements. In addition to the \$200 million approval for growth related projects, Council also approved borrowing maximums on behalf of the City of Mississauga (\$46.27 million), the Town of Caledon (\$7 million) and \$16.2 million for the Daniels Affordable Housing Project.

2. Findings

In support of the growth management program mandate, Regional staff have been monitoring all major capital projects in relation to the timing of actual project expenditures relative to the budget to support appropriate timing and phasing of work. As shown in Table 1, enhanced expenditure management has resulted in the Region spending 50 per cent less than forecast over the past five years and that trend has continued in the first six months of 2018.

Table 1: Actual DC Expenditures as a Percentage of DC Background Study Forecast

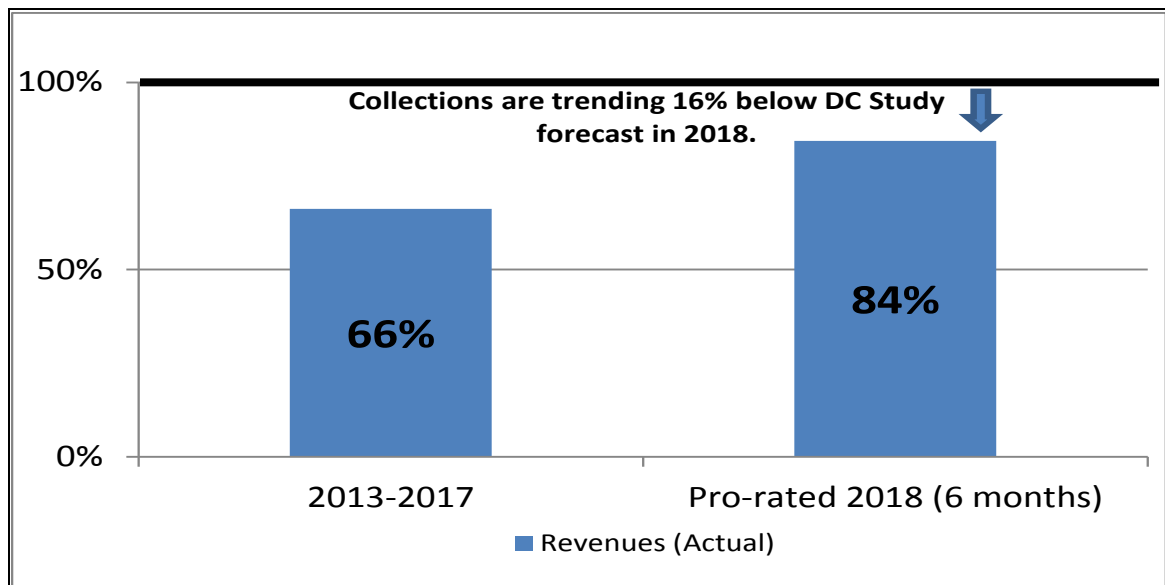


2018 DEVELOPMENT CHARGES PROGRAM BORROWING UPDATE

Capital projects which were forecast for 2018, but have been delayed, are largely from the wastewater program and include the Duke of York Sanitary Trunk Sewer, Downtown Brampton Sanitary, and East Brampton Sewer Twinning.

The Region has implemented the collection of DC revenues sooner in the land development process as part of the 2015 DC By-law update process. As a result of this measure, the Region has experienced improved timing of DC cash flow. During the first six months of 2018, the Region has collected 84 per cent of the pro-rated amount forecasted for 2018 (see Table 2). Although year over year trends might vary, based on the previous 5 year assessment, the majority of DC revenues usually occur during the second half of the year.

Table 2: Actual DC Revenues as a Percentage of DC Background Study Forecast



3. Proposed Direction

Borrowing for the Development Charges Program and Daniels Affordable Housing Project

Based on DC expenditure and revenue as of June 2018, external borrowing will not be required in 2018. If both DC revenues and expenditure continue at the same pace as the first six months of 2018, the DC reserves will be in a positive position of approximately \$130 million at year end.

Staff is currently reviewing financing options for the Daniels Affordable Housing Project, which will result in the timing of any debt issuance being delayed to early 2019. The borrowing amount for the project is capped at \$16.2 million, as outlined in the February 26, 2018 report to Council.

2018 DEVELOPMENT CHARGES PROGRAM BORROWING UPDATE

CONCLUSION

It is expected that the revenues and expenditures will continue to align more closely through the balance of 2018, thereby shifting external borrowing requirements to 2019.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Julie Pittini, Director of Treasury Services, extension 7120, julie.pittini@peelregion.ca.

Authored By: David Uusitalo

For Information

DATE: September 5, 2018

REPORT TITLE: **BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018**

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 June 30, 2018.

REPORT HIGHLIGHTS

- The 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 June 30, 2018.
- The capital adjustments for the reporting period include 114 project close outs, 14 project budget reductions and 22 project budget increases including Council directed changes resulting in a net return of \$89.0 million to internal reserves, a draw of \$27.1 million from Development Charges (DC) reserve funds and debt financing of \$16.2 million
- The balance of the Tax Supported Rate Stabilization Reserve is 11.7 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 7.4 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 provides guidance on the usage and management of reserves, reserve funds and specialty funds.

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,

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – JUNE 30, 2018

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 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 first update for 2018 and specifically on the activities for the six-month period ending June 30, 2018, including reporting requirements as specified in these policies.

2. Operating Budget Changes Under Delegated Authority

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 June 30, 2018.

3. Capital Budget Changes Under Delegated Authority

a) Authorization to Commit a Project to Over Budget Expenditure

There were two budget increases totalling \$0.3 million approved under the delegated authority during the reporting period (see Appendix I (a)). Council approved additional budget increases of \$7.8 million for the same period (see Appendix I (b)).

b) Reduce Project Budget Requirements

Through active management of capital projects, there were nine reduction requests totalling \$4.5 million approved under Council delegated authority for the six months ending June 30, 2018 (see Appendix II (a)). Of the total reductions, sixty-nine per cent (\$3.1 million) was from the projects that are under warranty. There were additional budget reductions of \$38.3 million approved by Council for the same period (see Appendix II (b)).

c) Redeployments

During the reporting period, 18 capital budget redeployments (16 between capital projects and two from unallocated project) in the amount of \$14.8 million were approved and processed under Council delegated authority in accordance with the Budget Policy (see Appendix III).

d) External Funding

During the reporting period, eight budget increase requests totalling \$2.6 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 (see Appendix IV).

4. Summary of Capital Project Activities Impacting Reserves and Reserve Funds

During the six months ending June 30, 2018, there were activities in 150 projects which impacted reserves and reserve fund projections. The activities fall into three broad categories:

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BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – JUNE 30, 2018

- Projects closed during the reporting period
- Projects with increased budget requirements
- Projects with reduced budget requirements.

The table below provides a summary of these capital activities.

Activity	No. of Projects	Net Budget (\$M)	Net Budget Increase/ (Decrease) (\$M)	Request from/(Return to) Reserves (\$M)		
				Internal Reserves	DC Reserves	Debt/ Other
a) Projects Closed						
Tax Supported	78	61.2	(6.0)	(6.0)	-	-
Utility Rate Supported	36	53.0	(5.1)	(4.6)	(0.5)	-
Subtotal	114	114.2	(11.1)	(10.6)	(0.5)	-
b) Projects Increased*	2	11.7	0.3	-	0.3	-
c) Projects Decreased*	9	173.4	(4.5)	(2.2)	(2.3)	-
Subtotal	11	185.1	(4.2)	(2.2)	(2.0)	-
Approved by Delegated Authority (a+b+c) Subtotal	125	299.3	(15.3)	(12.8)	(2.5)	-
d) Projects Increased*	20	41.7	7.8	4.5	3.3	-
e) Projects Decreased*	5	85.0	(38.2)	(80.7)	26.3	16.2
Approved by Council (d+e)	25	126.7	(30.4)	(76.2)	29.6	16.2
TOTAL	150	426.0	(45.7)	(89.0)	27.1	16.2

*Increase/Decrease represents ongoing work and remains active; the "Project Net Budget" of these projects in the above table refers to the Net Budget before increase or decrease.

The total impact of the above capital project changes is an overall net budget decrease of \$45.7 million or 10.7 per cent of the total net budget of \$426.0 million. Of the \$45.7 million net budget decrease, \$89.0 million was returned to internal reserves, \$27.1 million was drawn from DC reserve funds and \$16.2 million was financed through debt.

5. Changes to Reserves and Reserve Funds Under Delegated Authority

For the six-month period ending June 30, 2018, there were no requests to create new sub reserves. There was one request to transfer funds between sub reserves approved under Council delegated authority (see Appendix V).

6. Status of Tax and Utility Rate Stabilization Reserves

The balances of the Rate Stabilization Reserves for both Tax Supported programs and Utility Rate Supported programs are to 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.

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – JUNE 30, 2018

i) Rate Stabilization Reserves – Tax

The balance of the Tax Supported Rate Stabilization Reserves as at June 30, 2018 was \$165 million or 11.7 per cent of the 2018 Tax Supported Operating Budget, which is above the prescribed range of five to ten per cent. The excess Tax Rate Stabilization Reserves are retained to partially offset the potential GO Transit liability of \$216 million.

ii) Rate Stabilization Reserves – Utility

The balance of the Utility Rate Supported Stabilization Reserves as at June 30, 2018 was \$37 million or 7.4 per cent of the 2018 Utility Rate Supported Operating Budget, which is in compliance with the prescribed requirement.

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 June 30, 2018.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I (a) – Authorization to Commit a Project to Over Budget Expenditure

Appendix I (b) – Budget Increase Approved by Council

Appendix II (a) – Authorization to Reduce Project Budget Requirement

Appendix II (b) – Budget Reduction Approved by Council

Appendix III – Capital Budget Redeployments

Appendix IV – External Funding

Appendix V – Transfer of Funds between Sub Reserves

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.

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APPENDIX I (a)

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – JUNE 30, 2018

**Authorization to Commit a Project to Over Budget Expenditure
(\$'000)**

Program	Number of Projects	Project Name	Amount	Reserve Category
Water	1	Zone 6 Reservoir	\$150	Development Charges
	1	Zone 6 Water Supply - Class EA	150	Development Charges
Subtotal	2		300	

APPENDIX I (b)

**Budget Changes Approved by Council
(\$'000)**

Housing	1	Council Resolution# 2018-41 Armagh Transitional Housing Project	756	Tax Supported Capital
	1	Council Resolution# 2018-165 Wawel Villa	405	Tax Supported Capital
Transportation	1	Council Resolution# 2018-395 Steeles Avenue - Mississauga Road	1,600	Development Charges
	1	Council Res # 2018-607 Courtney Park and Highway 410	3,500	Tax Supported Capital
Water/Wastewater	16	Council Res # 2017-136 Clean Water and Wastewater Fund (CWWF) Projects	1,563	Utility Supported Capital
Subtotal	20		7,824	
Total	22		\$8,124	

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**APPENDIX II (a)
BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018**

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	2	Replacement of Watermains in Brampton	\$24,373	\$23,273	\$1,100	Utility Supported-Capital
	1	Replacement of Watermains in Caledon	1,556	1,406	150	Utility Supported-Capital
Wastewater	1	Lakeview Wastewater Treatment	23,214	23,018	196	Development Charges
Subtotal	4		49,143	47,697	1,446	
Transportation	2	Projects Under Warranty	56,205	53,705	2,500	Tax Supported Capital/Development Charges
Water	1	Projects Under Warranty	47,202	47,102	100	Utility Supported-Capital
Wastewater	2	Projects Under Warranty	20,854	20,371	483	Utility Supported Capital/Development Charges
Subtotal	5	Projects Under Warranty	124,261	121,179	3,083	
Total	9		\$173,405	\$168,875	\$4,529	

APPENDIX II (b)

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018

Appendix II (b)

**Budget Reduction Approved by Council
(\$'000)**

Program	Number of Projects	Project Name	Original Net Budget	Revised Net Budget	Reduced Funds Approved	
					Amount	From Reserve Category
Housing	1	Council Resolution# 2018-80 Daniels Affordable Housing Project	\$80,844	\$43,947	\$36,897	Tax Supported Capital/Debt/DC
Transportation	4	Council Res # 2017-136 Clean Water and Wastewater Fund (CWWF) Projects	4,125	2,750	1,375	Tax Supported Capital
Total	5		84,969	46,697	38,272	
Grand Total (APP. II a+b)	14		\$258,374	\$215,573	\$42,801	

APPENDIX III

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018

Capital Budget Redeployments (\$'000)

A. Unallocated Capital Financing Project Status

	# Projects	Roads and Transportation	Water Supply	Wastewater
Balance at December 31, 2017		\$593	\$100	\$625
2018 Budget Allocation		1,000	1,000	1,000
Less:				
Closed and returned to reserves		(593)	(100)	(625)
Reallocations less than or equal to \$250,000	2			(394)
Balance at June 30, 2018	2	\$1,000	\$1,000	\$606

B. Redeployments between Capital Projects

a. Capital Budget Redeployments from Envelope Projects

Program	# Projects	Project Name	Amount	Reason for Transfer
Roads and Transportation	4	184003 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)	\$2,330	Funds for Active Transportation projects for the removal of right turn channels and installation of new crossrides/signal heads at Erin Mills Parkway intersections; installation of Multi-Use Trails on Airport Road; lighting of the multi-use trail on Britannia Road as well as sustainable components of Palgrave Phase II in the Town of Caledon.
	1	184400 Annual Installation of Traffic Signals in Peel	300	For the provision and installation of traffic signals/street lighting components of the capital project "Palgrave Phase 2" in the Town of Caledon.
	5	184600 Pavement Management (For maintaining the Regional Road System in State of Good Repair (SOGR))	9,650	Funds for resurfacing road works, contract administration, internal charges and inspection. Includes: resurfacing of King Street from Airport Road to Hurontario Street and the intersection of Mayfield Road and Kennedy Road; asphaltic concrete pavement; resurfacing of Airport Road from Countryside Drive to Mayfield Road.

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APPENDIX III

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018

Program	# Projects □	Project Name	Amount	Reason for Transfer
Waste	4	186390 Waste Management Facilities SOGR Envelope (For maintaining Waste facilities in SOGR)	1,400	To transfer funds to pay for: paving Quarry Drive, Caledon; concrete repairs at Waste Management sites; construction repairs of the tip floor and organic run-off treatment system.
Operations Support	1	189040 Public Works Facility Repair and Maintenance (For repairs and maintenance of Facilities)	600	To allocate funds for Wolfedale Mechanical Equipment Replacement project. This budget is specific to the work that the Construction Project Management team from RPAM will be working on, on behalf of the Operations Support division, for SOGR work at Wolfedale Yard.
Subtotal	15		14,280	

**b. Capital Budget Redeployments Between Similar or Dissimilar Capital Projects
Within the Same Division**

Program	Transfer From	Transfer To	Amount	Reason for Transfer
Roads and Transportation	164900 Landscaping	104910 Streetscaping	100	To redeploy funds from Project 164900 to 104910. These projects have similar scope and the redeployment will cover all the remaining expenditures that will be needed in Bolton Streetscaping. Older project is retained because of the primary Purchase Order (POs) and contracts are under this project
Subtotal	1		100	
Total (a+b)	16		14,380	
Total Number of Redeployments (A+B)	18		\$14,774	

APPENDIX IV

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018

External Funding - Capital Budget
(Net Zero Cost to the Region)
(\$'000)

Program	Project	Project Name	Amount	Comments
Roads and Transportation	094830	Queen Street over Humber	\$31	To recognize revenue from the Town of Caledon as contribution towards architecturally enhanced concrete parapet walls and railings on the Humber River Bridge located on Queen Street in Bolton.
	104040	Mississauga Road - Bovaird Drive	833	To Recognize Revenue from the Federation of Canadian Municipalities (FCM) for Municipalities Climate Innovation Program (MCIP) for the Mississauga Road Low Impact Development (LID) Project.
	144904	Streetscaping Improvements	300	To recognize Revenue from Aecon Construction and Materials Limited for Queen Street East Road Works, Bridge and Culvert Replacement and Town of Caledon Projects 144904 and 174899.
	164660	Resurfacing/Urbanization of Britannia Road	128	To recognize Revenue from the External Client - Day Care Centre, 6020 Winston Churchill for the work done to cover the costs of roads works.
Wastewater	102425	Harborn Road Trunk Sewer (UM)	67	Reimbursements received from outside parties Rogers & Bell for 50% of labour incurred to relocate utilities for construction of trunk sewer
	182961	G.E. Booth Water Pollution Control Plant (WPCP) - Odour Management	250	To recognize revenue from Developer for the costs of an Odour Management Study for G.E. Booth Wastewater Facility.
Water	131406	Flow and Pressure Monitoring Flow	500	The flow metering replacement project is set up upon York's request to address the accuracy of metering on the boundary. This project will be 100% funded by York. It is a state of good repair and will be withdrawn from York Reserve R0271
	181406	Flow Metering-Airport Road	500	The flow metering replacement project is set up upon York's request to address the accuracy of metering on the boundary. This project will be 100% funded by York. It is a state of good repair and will be withdrawn from York Reserve R0271.
TOTAL	8		\$2,608	

APPENDIX V

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2018

**Transfer of Funds between Sub Reserves
For the Period of January 1 - June 30, 2018**

Department	Transfer From	Transfer To	Amount (\$'000)	Reason for Transfer
Waste Management	R0230	R1010	23,000	Transfer funds between sub reserves within the same portfolio to finance Waste Management capital project in dealing with Canada Fiber's issues.

DATE: August 31, 2018

REPORT TITLE: **CHANGES TO THE STATISTICS CANADA CONSTRUCTION PRICE INDEXES**

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

RECOMMENDATION

That section 9 of the Region's Development Charges By-law 46-2015 be amended to reference that the most recent Statistics Canada Quarterly, Construction Price Statistics be applied as the prescribed source for the indexing of the Region of Peel's development charges rates;

And further, that the amending By-law be presented for enactment.

REPORT HIGHLIGHTS

- The *Development Charges Act* allows a municipality to index the development charges (DC) rates to compensate for changes in the costs of growth-related capital projects.
- Ontario Regulation (O.Reg) 82/98 stipulates that the indexing rate shall not exceed the Statistics Canada Quarterly, Construction Price Statistics (catalogue number 62-007).
- In 2013, Statistics Canada revised catalogue 62-007 and replaced it with a new table (Canadian Socio-Economic Information Management System (CANSIM) Table 327-0043)
- The Region of Peel's current DC By-law prescribes CANSIM Table 327-0043 as the data source for the semi-annual indexing of Regional DC rates.
- In May 2018, Statistics Canada further revised the construction price index and replaced CANSIM Table 327-0043 with Table 327-0058.
- The updated DC rates effective August 1, 2018 is based on CANSIM Table 327-0058.
- Staff proposes that the current DC By-law 46-2015 be amended to refer the most current Statistics Canada, Quarterly price index as the source of data for indexing the Region's development charges rates.

DISCUSSION

1. Background

The *Development Charges Act* (the *Act*) allows for the indexing of development charges (DC) to compensate for economic changes, which cause an increase or decrease in the costs of growth-related capital projects. In accordance with the *Act*, Ontario Regulations

CHANGES TO THE STATISTICS CANADA CONSTRUCTION PRICE INDEXES

(O.Reg.) 82/98, prescribes that the DC rates shall be indexed based on the Statistics Canada Quarterly, Construction Price Statistics in catalogue number 62-007.

The construction price statistics publication includes price indexes for expenditures on capital investments, including machinery and equipment by industry of purchase and by commodity group construction (e.g. new housing, apartment buildings and non-residential buildings), inputs used in construction such as materials and wage rates as well as special purchase price indexes for telecommunications and electric utilities. This index is a quarterly series that measures the changes in contractors' selling prices of non-residential building construction for three classes of structures including commercial, industrial and institutional.

As construction technologies and materials change, Statistics Canada has revised the composition of its indexing models to keep pace with construction trends. As a result, the construction price statistics catalogue has been updated since it was first referenced in the O.Reg. 82/98. In December 2013, the catalogue 62-007 was discontinued and replaced by the Canadian Socio-Economic Information Management System (CANSIM) table 327-0043. The Region's current By-law (46-2015, see Appendix I) specifically prescribes CANSIM table 327-0043 as the data source for indexing its DC rates. This data source is used by almost all municipalities that have DC by-laws. The Region indexes its DC rates semi-annually on February 1st and August 1st in each year. Rates have increased a total of 10 per cent since By-law 46-2015 has been in force, this represents an average index rate of 1.6 per cent per six month period or an average index rate of 3.2 per cent per year.

On May 8, 2018, Statistics Canada introduced a number of further changes to its building construction prices indexes. The changes included the addition of transit buildings to the sample of non-residential buildings in the index. Prior to the inclusion of transit buildings, the non-residential sector sample only included buildings for an office building, warehouse, shopping centre, factory and school. Statistics Canada also changed the CANSIM reference number for non-residential buildings from 327-0043 to 327-0058. The Regional DC rate adjustments effective August 1, 2018 is based on CANSIM table 327-0058. Staff proposes that the current DC By-law 46-2015 be amended to refer to the most current Statistics Canada, Quarterly Price Index as the prescribed source of data for the indexing of the Region's development charges rates.

2. Findings

The use of Statistics Canada price indexes are an important factor in evaluating the impact of price changes on capital expenditures. Statistics Canada performs an evaluation of representative residential and non-residential construction projects every 10 to 15 years with the assistance of construction cost consultants to ensure indexes are keeping pace with current cost of construction design, materials, and methods. The construction price indexes which were released in the first quarter of 2018 include changes made based on the most recent evaluation.

Statistics Canada has indicated that historical continuity of the building construction price indexes were maintained wherever possible. This was done by linking the new building construction price indexes with comparable historical index series. Statistics Canada revision of the construction price index models align with the Region's interest in accessing up-to-date and relevant information to support its planning and decision-making.

CHANGES TO THE STATISTICS CANADA CONSTRUCTION PRICE INDEXES

FINANCIAL IMPLICATIONS

There are no financial implications attached to this report.

CONCLUSION

The amendment to the Region of Peel's Development Charges By-law 46-2015 will align it with the revised table used by Statistics Canada for monitoring construction price indexes.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Stephanie Nagel, Treasurer and Director of Corporate Finance, extension 7105, stephanie.nagel@peelregion.ca.

Authored By: David Uusitalo

For Information

DATE: September 13, 2018

REPORT TITLE: **REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services

OBJECTIVE

To provide Regional Council with an update on the Region's climate change commitment and the impacts to the Region due to the *Cap and Trade Cancellation Act* introduced by the new provincial government.

REPORT HIGHLIGHTS

- The Region's commitment on climate change is reflected by the following: Term of Council Priority to mitigate and adapt to the effects of climate change, Regional Council endorsed Climate Change Statement of Commitment, and the development of a Corporate Climate Change Policy and Climate Change Master Plan.
- The newly elected provincial government has repealed Ontario's Cap and Trade Program and tabled the *Cap and Trade Cancellation Act*.
- The cancellation of specific funding provided through the Cap and Trade Program has resulted in fewer projects implemented with potential greenhouse gas emission reductions, losses of approximately \$55 million of previously confirmed or potential funding for various Region of Peel climate change initiatives, but may also result in estimated lowered annual fuel costs of about \$1 million.
- The Region will continue seeking opportunities for funding support and strengthening partnerships to achieve its climate change outcomes.

DISCUSSION
1. Background

To reflect the Region's commitment to leadership and action on climate change, Regional Council endorsed a Climate Change Statement of Commitment in 2017. The statement contains guiding principles and desired outcomes related to climate change to support the transition to a low carbon and resilient future. It is aligned to the Regional Council's vision of a *Community for Life* for Peel residents and the 20 year outcome to live in a community that is environmentally friendly. To better measure action, the Region has adopted a long term mitigation target of 80% greenhouse gas (GHG) emissions reduction below 1990 levels by

REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT

2050; to which the Region has already met and exceeded the 2015-2018 Term of Council Priority target (10% GHG emissions reduction below 1990 levels) by reducing GHGs by 16%. Further, a Climate Change Operational Policy and Climate Change Master Plan are currently in development; adding to the suite of climate change initiatives already underway at the Region.

2. Ontario's Cap and Trade Program and Recent Repeal

The newly elected provincial government has modified direction related to the Province's investments in climate change action by repealing Ontario's Cap and Trade Program.

On January 1, 2017, Ontario joined Quebec and California in the Western Climate Initiative (WCI) carbon market ('Cap and Trade Program'). The Cap and Trade Program aimed to reduce the amount of greenhouse gases emitted into the atmosphere through limits (cap) or the sale of credits to exceed those limits (trade). Through the market, companies could purchase allowances, or permits, to fall within their given carbon cap. If a company emits under their allowance, they could sell their credits to other companies.

From the sale of credits, Ontario generated \$2.9 billion to incentivize the deeper reduction of GHG emissions across multiple sectors; a significant amount of this funding was committed at various stages of contractual agreement.

The provincial government announced on June 15th, 2018 that they would remove Ontario from the WCI carbon market. On July 3rd, 2018, Ontario Regulation 144/16 (The Cap and Trade Program) was repealed, and Ontario Regulation 386/18 (Prohibition against the Purchase, Sale and Other Dealings with Emission Allowances and Credits) was filed. On July 25, 2018 the *Cap and Trade Cancellation Act* was tabled (an Act respecting the preparation of a climate change plan, providing for the wind down of the cap and trade program and repealing the *Climate Change Mitigation and Low-carbon Economy Act, 2016*) and received second reading on July 31, 2018 (currently in debate).

Ontario is required to provide one year notice to withdraw from the WCI. There may be implications on the Province due to the early exit from WCI and the complexity of the Cap and Trade Program. If Ontario successfully repeals its existing cap and trade legislation, without replacing it with a carbon pricing system, the Province may be subject to the federal carbon tax effective January 1, 2019. The federal carbon tax will price carbon at \$20/ tonne of GHG, which is greater than Ontario's previous price of \$18/ tonne of GHG. The allocation of the revenue from this carbon pricing system will be determined by the federal government.

Additionally, a provincial climate change framework is required by the federal government to ensure that \$1.4 billion in Phase 2 Green Infrastructure Funding from the federal *Investing in Canada Infrastructure Plan* are transferred to Ontario municipalities according to the Provincial- Federal bi-lateral agreement. The intent of the federal government's *Investing in Canada Infrastructure Plan* is to ensure a climate change lens and framework is in place.

REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT

3. Impacts on Region of Peel from Ending Ontario's Cap and Trade Program

The Region of Peel was not a direct participant in Ontario's Cap and Trade Program; however the end of the program is anticipated to have the following effects on the Region:

a) Cap and Trade Funded programs/projects have been cancelled or at risk

Programs financed by the proceeds of the Cap and Trade Program are being dismantled. For some funding that has been cancelled, the Region has submitted wind down proposals of eligible costs as requested by the Province, to assist the Province in determining if eligible costs will be reimbursed. Funding under review may receive approval to continue depending on project status and intended completion timelines.

A significant portion of the cancelled funding was allocated to social housing providers to complete outstanding capital work on required repairs. The removal of this funding means a capital project lost in addition to the inherent cost savings from the building improvements that are needed to support affordable housing and their vulnerable communities.

In the absence of Cap and Trade Program funding, specific capital projects with the potential to reduce GHG emissions will not be implemented, thus increasing the risk of climate change impacts related to increased warming and extreme weather events.

(See Financial Implications section for a detailed list of Region of Peel funding and projects that have either been confirmed to proceed, still under review on whether to proceed, or cancelled)

b) Potential savings on removal of Cap and Trade rates on Fuels

The end of the Cap and Trade Program is expected to result in lowering of natural gas and gasoline prices that will impact the Region's costs.

(See Financial Implications section for the estimated fuel savings related to the Cap and Trade repeal).

4. Climate Change Advocacy and Next Steps

Effective responses to climate change will require a strong foundation of commitment, as well as coordinated action across multiple levels of government, community organizations and businesses. In the absence of Cap and Trade Program generated funding, or equivalent, the Region of Peel will continue to advocate (see Appendix I), strategically plan and seek opportunities for diverse funding and partnerships. Specific next steps include:

- Continue to monitor any future climate change plan to be released by the Province.
- Continue to investigate opportunities to obtain federal or utility funding, leverage savings from energy conservation projects or lower utility rate, and review various or emerging climate and sustainability finance models (e.g. Green Debenture Program).

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REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT

- Strengthen and/or build partnerships with other municipalities, non-governmental agencies, and private sector to accelerate the transition to cleaner and adaptive technologies, standards and practices.

FINANCIAL IMPLICATIONS

The repeal of the Cap and Trade Program has resulted in losses of approximately \$55 million of previously confirmed or potential funding for various Region of Peel climate change initiatives, but may also result in estimated lowered annual fuel costs of about \$1 million.

a) Cap and Trade Funded programs/projects have been cancelled or at risk

The following is a list of Region of Peel projects tied to the proceeds of the Cap and Trade Program:

i. Approved Agreements - \$26.4M

Fund Program	Fund Value	Funding Status	Project Status
Municipal Greenhouse Gas Challenge Fund (Round One) for Anaerobic Digestion Facility	\$10 million	Cancelled – wind down proposal submitted for approximately \$260,000 to recover eligible costs specific to spending of the original granted funds	Project is continuing subject to non-Cap and Trade Program fund related considerations
Social Housing Apartment Improvement Program (SHAIP) Year 1 (2018)	\$16.9 Million	Confirmed to proceed	Project is continuing with Cap and Trade Funds
Workplace Electric Vehicle Charging Incentive (WEVC) Program	\$255,000	Under review – Continued eligibility dependent on project status and intended completion dates	Project is on hold based on outcome of funding status review. Only partial completion of project will be achieved if Cap and Trade Program funds are cancelled

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REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT

ii. Non Approved Funding Applications- \$45.6M

Fund Program	Fund Value	Fund Status	Project Status
Green Ontario Social Housing Program	\$322,970	Cancelled	Cancelled
Municipal Greenhouse Gas (GHG) Challenge Fund (Round Two) for energy system enhancements to Peel Manor project	\$2 million	Cancelled	Project is continuing. In the absence of Cap and Trade funding, some capital work to optimize the reduction of GHGs will not be included
Social Housing Apartment Improvement Program Year 2-4 (2019 to 2021):	\$43 million	Cancelled	Cancelled
Electric and Hydrogen Vehicle Purchase Program	\$266,000	Cancelled	Project is continuing without Cap and Trade Program funds

b) Potential savings on removal of Cap and Trade rates on Fuels

The estimated fuel savings resulting from the lowering of natural gas and gasoline prices due to the end of the Cap and Trade Program is as follows:

- i. Natural Gas - Estimated Savings of \$0.6M/Year*
- ii. Liquid Fuels - Estimated Savings of \$0.4M/Year*

CONCLUSION

The Region remains committed to leadership and action on addressing climate change as it is a critical issue. The Region is aiming to ensure a safer and sustainable community by working with its partners, including the Province, to ensure the Region can adapt to and mitigate the effects of climate change, while being financially sustainable.

The Region will continue to monitor the impacts of Cap and Trade Program repeal as well as potential opportunities of a new provincial climate change plan. Further, the Region will continue to advance concrete climate change action, advocate for responsible collective action, renew or establish partnerships around shared outcomes, and investigate opportunities to enhance budget for climate change initiatives in the absence of funding from the Cap and Trade Program.

REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT



Mary Killeavy, Acting Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Region of Peel advocating at the Association of Municipalities Ontario (AMO) Conference

For further information regarding this report, please contact Christine Tu, Director, Office of Climate Change and Energy Management at extension 4084 or Christine.Tu@peelregion.ca.

Authored By: Christine Tu, Director, Office of Climate Change and Energy Management and Cinzia Ferracane, Advisor, Office of Climate Change and Energy Management

Reviewed in workflow by:
Financial Support Unit

APPENDIX I**REGION OF PEEL CLIMATE CHANGE COMMITMENTS AND IMPACTS OF CAP AND TRADE CANCELLATION ACT**

The Region of Peel advocated to the Provincial Ministers (Minister of Environment, Parks, and Conservation, Minister of Infrastructure, and Minister of Municipal Affairs and Housing) at the Association of Municipalities Ontario (AMO) conference in August 2018. It was recommended:

- I. Ensure there is a climate change plan in place to support meeting Regional and Provincial greenhouse gas reduction targets and that it include sustained adaptation and mitigation funding consistent with benefits to the local economy (received by the Minister of Environment, Conservation and Parks);
- II. Ensure a climate change plan is in place (received by the Minister of Infrastructure);
- III. Work with its federal counterparts to ensure that \$1.4 billion of Phase 2 federal infrastructure funding is distributed to municipalities in a timely manner (received by the Minister of Infrastructure);
- IV. Provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock, new rental development and housing subsidies (received by the Minister of Municipal Affairs and Housing).

DATE: August 27, 2018

REPORT TITLE: **2019 REGIONAL COUNCIL AND COMMITTEE MEETING SCHEDULE**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services

RECOMMENDATION

That the 2019 Regional Council and Committee meeting schedule attached as Appendix I to the report of the Commissioner of Corporate Services titled “2019 Regional Council and Committee Meeting Schedule”, be approved.

REPORT HIGHLIGHTS

- Attached as Appendix I is the proposed Council and Committee meeting schedule for the upcoming year, 2019.
- The proposed schedule has been circulated to the local municipalities for consideration.
- All Thursdays (with some exceptions during regular “holiday” periods) are reserved for Regional business.

DISCUSSION

1. Background

Each year, a schedule of the Regional Council and Committee meetings are prepared for approval by Regional Council, pursuant to the Region of Peel Procedure By-law 9-2018.

2. March Break

The Peel District School Board and the Dufferin-Peel Catholic School Board have identified their scheduled March Breaks as being the week of March 11 – 15, 2019.

3. Summer Months

In accordance with Procedure By-law 9-2018, a Regional Council meeting has been scheduled for July 2019 to be held on July 11, 2019.

Pursuant to By-law 62-2014, Regional Council established the Interim Period Approvals Committee comprised of the Chairs and Vice Chairs of the Enterprise Programs and Services, Public Works, Health and Human Services sections of Regional Council plus the Regional Chair, *ex-officio*. The Committee is authorized to meet when there is no regular meeting of Council scheduled for a period of more than 21 days after the date of the

2019 REGIONAL COUNCIL AND COMMITTEE MEETING SCHEDULE

previously scheduled regular meeting or a period of restricted acts in the year of an election. The Committee was created for the purpose of overseeing any matters requiring Council's approval, as authorized by section 23.1 or section 275(6) of the *Municipal Act, 2001*, as amended, and to provide assurance to the public that the continuity of conduct of regional business is administered in an efficient, effective and economical manner.

4. Local Municipal Meeting Schedules

The Regional Clerk has shared the draft 2019 meeting schedule with local municipal staff and there are no conflicts with the proposed schedule.

5. Committee Meetings

The 2019 Regional Council and Committee schedule, attached as Appendix I, is not a complete list of all meetings that may be scheduled during 2019. Certain committees meet on an irregular basis or at the call of the Chair and as such, not all meeting dates have been finalized at the time of this report. Staff will make every effort to ensure that Councillors are advised of these meetings in a timely manner.

6. Workshops

On occasion, Council may request or it may be deemed valuable to hold workshops for Council members on particular matters. These are conducted on an as needed basis and, as such, cannot be scheduled in advance.

7. Scheduled Meeting Information

Current information regarding scheduled meetings, including cancellations, is available on the Region of Peel website, www.peelregion.ca. Staff makes every effort to ensure the posted meeting information remains current and accurate at all times.

8. Other Conferences

In developing the draft 2019 Council and Committee Meeting Schedule, the following schedules were considered and have been highlighted on the meeting schedule:

- Rural Ontario Municipal Association Annual Conference – January 27, 2019 to January 29, 2019
- Ontario Good Roads Association Annual Conference – February 24, 2019 to February 27, 2019
- Federation of Canadian Municipalities Annual Conference – May 30, 2019 to June 2, 2019
- Association of Municipalities of Ontario Annual Conference – August 18, 2019 to August 21, 2019

2019 REGIONAL COUNCIL AND COMMITTEE MEETING SCHEDULE

9. Thursdays as Regional Business Days

In order to ensure availability of Council members for Special Council or Committee meetings, all Thursdays (with some exceptions during regular “holiday” periods) shall be reserved for Regional Business. Members are reminded that the Procedure By-law stipulates that Regional Council meetings may continue until 3:30 p.m. on such meeting days. At the request of the Chair, exceptions may occur resulting in meetings being scheduled on a day other than a Thursday.

CONCLUSION

Pursuant to Procedure By-law 9-2018, the 2019 Regional Council and Committee meeting schedule is hereby presented to Regional Council for consideration and approval.



Mary Killeavy, Acting Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - 2019 Regional Council and Committee Meeting Schedule

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk, extension 4325, kathryn.lockyer@peelregion.ca.

Authored By: Christine Thomson



2019

JANUARY				
MON	TUE	WED	THU	FRI
	1 Holiday	2	3 R	4
7	8	9	10 RC	11
14	15	16	17 RCB	18
21	22	23	24 RCB	25
28 ROMA	29 ROMA	30	31 Hold for RCB	

FEBRUARY				
MON	TUE	WED	THU	FRI
				1
4	5	6	7 ARC WMSAC*	8
11	12	13	14 RC	15
18 Holiday	19	20	21 GMC SHHC AAC	22
25 OGRA	26 OGRA	27 OGRA	28 RC	

MARCH				
MON	TUE	WED	THU	FRI
				1
4	5	6	7 GRC	8
11	12	13	14	15
MARCH BREAK				
18	19	20	21 HSIC	22
25	26	27	28 RC	29

APRIL				
MON	TUE	WED	THU	FRI
1	2	3	4 ARC WMSAC*	5
8	9	10	11 RC	12
15	16	17	18 GMC SHHC AAC	19 Holiday
22	23	24	25 RC	26
29	30			

MAY				
MON	TUE	WED	THU	FRI
		1	2 ARC EMPC	3
6	7	8	9 RC	10
13	14	15	16 HSIC R	17
20 Holiday	21	22	23 RC	24
27	28	29	30 FCM R	31 FCM

JUNE				
MON	TUE	WED	THU	FRI
3	4	5	6 WMSAC	7
10	11	12	13 RC	14
17	18	19	20 GRC* SHHC AAC	21
24	25	26	27 PLAGM RC	28

JULY				
MON	TUE	WED	THU	FRI
1 Holiday	2	3	4 R	5
8	9	10	11 RC	12
15	16	17	18 R	19
22	23	24	25 R	26
29	30	31		

AUGUST				
MON	TUE	WED	THU	FRI
			1 R	2
5 Holiday	6	7	8 R	9
12	13	14	15 R	16
19 AMO	20 AMO	21 AMO	22 R	23
26	27	28	29 R	30

SEPTEMBER				
MON	TUE	WED	THU	FRI
2 Holiday	3	4	5 R	6
9	10	11	12 RC	13
16	17	18	19 SHHC* ARC AAC	20
23	24	25	26 RC	27
30				

OCTOBER				
MON	TUE	WED	THU	FRI
	1	2	3 WMSAC	4
7	8	9	10 RC	11
14 Holiday	15	16	17 GMC GRC HSIC*	18
21	22	23	24 RC	25
28	29	30	31 R	

NOVEMBER				
MON	TUE	WED	THU	FRI
				1
4	5	6	7 COR ARC	8
11	12	13	14 RC	15
18	19	20	21 SHHC* EMPC* AAC	22
25	26	27	28 RC RCB*	29

DECEMBER				
MON	TUE	WED	THU	FRI
2	3	4	5 RCB	6
9	10	11	12 RC RCB*	13
16	17	18	19 RCB	20
23	24	25 Holiday	26 Office Closed	27 Office Closed
30 Office Closed	31 Office Closed			



2019

Regional Council and Committee Schedule

RC	Regional Council	9:30 a.m. - 3:30 p.m.
RCB	Regional Council Budget	9:30 a.m. - 3:30 p.m.
RCB*	Regional Council Budget	Immediately following Regional Council
R	Reserved for Regional Business	9:30 a.m. - 3:30 p.m.
AAC	Region of Peel Accessibility Advisory Committee	1:30 p.m. - 3:30 p.m.
ARC	Audit and Risk Committee	11:00 a.m. - 12:30 p.m.
COR	Court of Revision	9:30 a.m. - 11:00 a.m.
EMPC	Emergency Management Program Committee	1:00 p.m. - 2:30 p.m.
EMPC*	Emergency Management Program Committee	11:00 a.m. - 12:30 p.m.
GRC	Government Relations Committee	11:00 a.m. - 1:00 p.m.
GRC*	Government Relations Committee	9:00 a.m. - 11:00 a.m.
GMC	Growth Management Committee	9:30 a.m. - 11:00 a.m.
HSIC	Health System Integration Committee	9:30 a.m. - 11:00 a.m.
HSIC*	Health System Integration Committee	1:00 p.m. - 2:30 p.m.
PLAGM	Peel Living Annual General Meeting	9:00 a.m. - 9:30 a.m.
SHHC	Strategic Housing and Homelessness Committee	11:00 a.m. - 12:30 p.m.
SHHC*	Strategic Housing and Homelessness Committee	9:30 a.m. - 11:00 a.m.
WMSAC	Waste Management Strategic Advisory Committee	11:00 a.m. - 1:00 p.m.
WMSAC*	Waste Management Strategic Advisory Committee	1:00 p.m. - 3:00 p.m.
AMO	Association of Municipalities of Ontario Annual Conference	August 18 - August 21, 2019
FCM	Federation of Canadian Municipalities Annual Conference	May 30 - June 2, 2019
OGRA	Ontario Good Roads Association Annual Conference	February 24 - February 27, 2019
ROMA	Rural Ontario Municipal Association Annual Conference	January 27 - January 29, 2019

DATE: August 29, 2018

REPORT TITLE: **AMENDMENTS TO THE REGION OF PEEL PROCEDURE BY-LAW 9-2018**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services

RECOMMENDATION

That the proposed revisions to the Region of Peel Procedure By-law 9-2018, as generally outlined in the report of the Commissioner of Corporate Services titled “Amendments to the Region of Peel Procedure By-law 9-2018”, be approved;

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

REPORT HIGHLIGHTS

- The new Regional Procedure By-law 9-2018 (the “By-law”) was enacted on February 8, 2018.
- Changes to the new By-law provided for an election of the Regional Chair, as required by the *Municipal Act, 2001*, as amended.
- On August 14, 2018 Bill 5, the *Better Local Government Act*, received Third Reading from the Legislative Assembly of Ontario.
- The enactment of Bill 5 repeals Paragraph 2.1 of subsection 218 (1) of the *Municipal Act, 2001*, and substitutes that the Regional Chair be appointed by members of Regional Council.
- Staff recommend that the Procedure By-law be amended to re-enact the procedure to appoint the Regional Chair.

DISCUSSION

1. Background

At its meeting of February 8, 2018, Regional Council approved a new Region of Peel Procedure By-law 9-2018 (the “By-law”), to govern the calling, place and the proceedings of the meetings of Council and its committees.

Changes to the new By-law provided for an election of the Regional Chair, as required by the *Municipal Act, 2001*, as amended.

On August 14, 2018 Bill 5, the *Better Local Government Act*, received Third Reading from the Legislative Assembly of Ontario. The enactment of Bill 5 repeals Paragraph 2.1 of subsection 218 (1) of the *Municipal Act, 2001* and substitutes that the Regional Chair be appointed by members of Regional Council.

AMENDMENTS TO THE REGION OF PEEL PROCEDURE BY-LAW 9-2018

2. Proposed Amendments

a) Procedure to Appoint the Regional Chair

It is recommended that Procedure By-law 9-2018 be amended to re-enact the procedure to select a Regional Chair by appointment. The procedure is attached to this report as Appendix I.

In addition, it is recommended that the following sub-section also be re-enacted under Section 2 of By-law 9-2018:

“The Regional Chair shall be appointed by Council at its Inaugural Meeting in accordance with the procedures as set out in the Appendix - Appointment of the Regional Chair. For the purpose of clarity, the Regional Chair appointed by the previous Council is not entitled to vote for the appointment of the Regional Chair at the Inaugural Meeting, under any circumstances.”

b) Inaugural Meeting

Section 4.1.4 of By-law 9-2018 addresses the role of the Regional Clerk and the Regional Chair at the Inaugural Meeting. It is recommended that Section 4.1.4 be replaced with the following:

“The Regional Clerk shall preside at the Inaugural Meeting until the Regional Chair is appointed and has taken the required declaration of office.”

c) Voting Rights of the Regional Chair

It is recommended to remove the note under Section 2.1.4 of the By-law which states:

“Note: On December 1, 2018, section 2.1.4 of the Procedure By-law will be repealed and the following substituted: The Regional Chair shall be eligible to vote as a member of Council.”



Mary Killeavy, Acting Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Procedure to Appoint the Regional Chair

14.6-3

AMENDMENTS TO THE REGION OF PEEL PROCEDURE BY-LAW 9-2018

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director of Clerk's, ext. 4325, email at kathryn.lockyer@peelregion.ca.

Authored By: Jill Jones, Legislative Specialist

Reviewed in workflow by:
Legal Services

**APPENDIX I
AMENDMENTS TO THE REGION OF PEEL PROCEDURE BY-LAW 9-2018**

APPOINTMENT OF THE REGIONAL CHAIR

1. DEFINITIONS

- (a) "Inaugural Meeting" means the first meeting of Regional Council following a regular election at which Regional Council is obligated to appoint a Chair, and at which a sufficient number of Members are present to form a quorum.
- (b) "Lot" is the method of determining the nominee to either fill the vacancy or go forward to the next ballot, as determined by the particular circumstance. The names of the tied nominees shall be placed on equal sized pieces of paper, placed in a container and one name shall be drawn by a person chosen by the Regional Clerk.
- (c) "Majority Vote" means, for the purpose of the appointment of the Chair at the Inaugural Meeting, more than half the votes cast by all the Members present at the Inaugural Meeting.
- (d) "Member" means, for the purpose of the appointment of the Chair at the Inaugural Meeting, a person who is described in paragraphs 2, 3 and 4 of subsection (1) of the *Regional Municipality of Peel Act, 2005 S.O. 2005 c. 20* and who has taken the declaration of office required to take a seat on Regional Council;
- (e) "Nominee" is a person named in a motion at the Inaugural Meeting that he or she be appointed to the position of Regional Chair and who has consented in writing to take office as Regional Chair if appointed, and who is:
 - (i) eighteen years of age or older;
 - (ii) a Canadian citizen;
 - (iii) a resident of The Regional Municipality of Peel or is the owner or tenant of land in the Regional Area or is the spouse of such owner or tenant; and
 - (iv) not otherwise legally disqualified from holding such office.

2. MOTIONS FOR THE APPOINTMENT OF THE CHAIR

- (a) Following the organization of the new Regional Council at the Inaugural Meeting, the Regional Clerk, as Presiding Officer, shall call for motions to appoint the Chair. Each motion must be in writing, moved and seconded by a Member present.
- (b) Each Nominee named in a motion for appointment of the Chair must consent in writing to take office as Regional Chair if appointed.
- (c) The Regional Clerk shall take as many motions for the appointment of the Chair as may be made by Members present and after seeing no further motions shall call for a motion that no further motions for the appointment of the Chair be received which shall be carried by a Majority Vote.

**APPENDIX I
AMENDMENTS TO THE REGION OF PEEL PROCEDURE BY-LAW 9-2018**

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- (d) Following the passing of a motion that no further motions for the appointment of the Chair be received, the Regional Clerk shall call upon the mover, seconder and Nominee of each motion to appoint the Chair, in the order that the motions were received, to speak to that motion, once, for no longer than five minutes each.
- (e) A Nominee may withdraw his or her name at any time up until a motion to appoint the Nominee as Chair has been passed and the Nominee has taken the required declaration of office as Chair.

3. VOTING PROCESS

- (a) Nominees shall be voted on in alphabetical order of surnames.
- (b) All votes shall be conducted in open Council by an open vote and shall be recorded.
- (c) There shall be one Nominee vote per member of Council per round of voting. A Councillor's first vote is deemed to be the Councillor's vote. If a Councillor votes a second time in the same round of voting, the Regional Clerk shall advise the Councillor and the Councillor's vote shall not count.
- (d) Once voting commences, the only motion permitted will be a motion to recess.
- (e) One Nominee:
 - (i) The Nominee requires a majority of votes to be elected to the position of Regional Chair.
- (f) Two Nominees Only:
 - (i) The Nominee who receives a majority of votes becomes the nominee named by resolution as the Nominee for appointment to the position of Regional Chair. A majority vote on this resolution appoints the Nominee to the position of Regional Chair.
 - (ii) If there is a tie vote, the Regional Clerk shall declare a 10 minute recess to allow Council time to consider the matter, after which the vote shall be retaken. If the vote is again tied, the Regional Clerk shall declare a second 10 minute recess, after which the vote shall be retaken. If the vote is again tied, the vacancy shall be filled by the Nominee selected by lot. The person whose name is drawn becomes the Nominee named by resolution as the Nominee for appointment to the position of Regional Chair. A majority vote on this resolution appoints the Nominee to the position of Regional Chair.
- (g) Three or More Nominees:
 - (i) First and Successive Ballots:
 - (1) A Nominee who receives a majority of votes becomes the Nominee named by resolution as the nominee for appointment to

**APPENDIX I
AMENDMENTS TO THE REGION OF PEEL PROCEDURE BY-LAW 9-2018**

-3-

- the position of Regional Chair. A majority vote on this resolution appoints the Nominee to the position of Regional Chair.
- (2) If no Nominee receives a majority of votes, the Nominee with the least number of votes shall be excluded from subsequent voting and Council shall proceed with the next round of voting.
 - (3) If there is a tie vote with respect to the Nominees receiving the least number of votes, then a lot shall be conducted until there is one name not drawn, and the name (or names) drawn shall go forward to the next round of voting, and the name not drawn shall be excluded from subsequent rounds of voting.
 - (4) When there are only two Nominees remaining, the procedure for two Nominees [Procedure (f)] shall apply.

DATE: August 29, 2018

REPORT TITLE: **IT SERVICE MANAGEMENT (ITSM360) SOLUTION IMPLEMENTATION AND SUPPORT SERVICES, DOCUMENT NUMBER 2018-531N**

FROM: Sean Baird, Commissioner of Digital and Information Services

RECOMMENDATION

That the Contract (Document 2018-531N) for the supply of IT Service Management (ITSM360) Solution Implementation and Support Services be awarded to Sierra Systems Group Inc. in the estimated amount of \$500,000.00 (excluding applicable taxes) and Cloud Mission in the estimated amount of \$60,000.00 (excluding applicable taxes) in accordance with Procurement By-Law 30-2018;

And further, upon successful implementation of the solution, that the Commissioner of Digital and Information Services be authorized to renew this contract with Cloud Mission annually subject to satisfactory performance, price and approved budget, for ongoing licenses, maintenance and support for the lifecycle of the solution, on legal terms satisfactory to the Regional Solicitor;

And further, that the Director of Procurement be authorized to approve the purchase of additional items and services that are deemed proprietary or similar in nature to address future requirements through a direct negotiation with Sierra Systems Group Inc. and Cloud Mission subject to pricing and budget availability.

REPORT HIGHLIGHTS

- The Digital and Information Services (D&IS) Digital Strategy identified that a robust Service Management solution that operates on the Region's Microsoft platform, is required to establish one of the foundational capabilities of the strategy.
- The Region has been using an old version of the HP Open View service management application, which is not able to support the current needs of the Region nor can it be expanded to meet additional services.
- D&IS conducted an environmental scan to identify a Service Management application that operates on the Microsoft Office 365 platform, to support the Digital Strategy direction, and staff have determined that only the ITSM360 tool can meet the Region's requirements.
- In March 2018, a Proof of Concept on the ITSM360 tool was completed by Sierra Systems Group Inc. and, after determining its success and suitability, staff have recommended to move forward with full implementation.
- This is a non-competitive procurement process requiring approval by Regional Council.
- Sufficient funds are available in the approved capital budget.

IT SERVICE MANAGEMENT (ITSM360) SOLUTION IMPLEMENTATION AND SUPPORT SERVICES DOCUMENT NUMBER 2018-531N

DISCUSSION

1. Background

The Digital and Information Services (D&IS) Digital Strategy identified that a robust Service Management solution, that operates on one of the Region's platforms, is required to establish one of the foundational capabilities of the strategy. The Microsoft platform was selected as it is a productivity platform geared towards internal business purposes versus Salesforce which is geared towards external clients/citizens.

D&IS is currently operating with an old version of a service management application: HP Open View. This application is not able to support the current needs of the Region, or to be expanded to meet additional services being requested. The Region's version of HP OpenView is no longer supported and the Active Directory (AD) extension, which is used to synchronize to the Region's AD, is corrupted, this results in data in the Region's environment being inaccurate. HP OpenView sits on a Windows 2000 server, which is also not supported; therefore it does not receive updates, which results in introducing security risks to the ROP network.

In October 2017 Digital and Information Services conducted an environmental scan to identify candidates for a Service Management application that operates on the Microsoft Office 365 platform, to support the Digital Strategy direction. The Region requires a tool that will:

- be based on Microsoft Office 365;
- provide Asset, Knowledge and Change management;
- be expandable to other ROP Businesses that are utilizing other Service Management (SM) or Ticketing tools; and
- follows ITIL rules and principals.

The only tool that meets these requirements is Cloud Mission's ITSM360 application. Cloud Mission is based in Denmark, with a large client base across Europe. Sierra Systems Group Inc. is the only North American implementation vendor approved for this tool.

In January 2018, purchasing authority was granted to engage Sierra Systems Group Inc. to implement a Proof of Concept (POC) on the ITSM360 tool with a provision that further authority would be sought if the POC was deemed successful and full implementation was required. The Region provided a subset of its Service Management requirements and Sierra configured ITSM360 on the ROP Share Point environment. This demonstrated that Sierra's team has the expertise and technical knowledge to implement the ITSM360 tool that meets the ROP needs. The POC touched on and delivered in each of: Incident, Knowledge and Asset management. The D&IS POC core team has determined the POC to be successful and has recommended moving forward with Cloud Mission's ITSM360 tool using Sierra Systems Group Inc. as the Implementation vendor.

IT SERVICE MANAGEMENT (ITSM360) SOLUTION IMPLEMENTATION AND SUPPORT SERVICES DOCUMENT NUMBER 2018-531N

2. Procurement Process

Recommendation pursuant to the Procurement By-law 30-2018, Section 5.2.5, which identifies a method of purchasing services from a Vendor that has special knowledge, skills, expertise, and/ or experience.

This is a non-competitive process requiring approval by Regional Council.

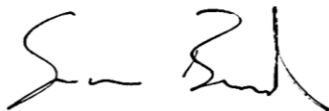
FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved Capital and Operating budget to award the contract as follows:

One Time Implementation - \$500,000 with Sierra Systems Group Inc. (cost centre: 187514)

One time Enterprise Licensing - \$60,000 with Cloud Mission (cost centre: 187514)

Annual Maintenance and Support - \$10,000 with Cloud Mission (cost centre: FI10030)



Sean Baird, Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Kevin Moore, Project Manager, extension 4731, kevin.moore@peelregion.ca.

Authored By: Kevin Moore

Reviewed in workflow by:
Purchasing
Financial Support Unit

DATE: August 29, 2018

REPORT TITLE: **SUPPLY OF AMAZON WEB SERVICES (AWS) FOR REGION OF PEEL, DOCUMENT 2018-543N**

FROM: Sean Baird, Commissioner of Digital and Information Services

RECOMMENDATION

That the Contract (Document 2018-543N) for the Supply of Amazon Web Services (AWS) for the Region of Peel be awarded to Amazon Web Services, Inc. in the estimated amount of \$360,000.00 (excluding applicable taxes) for a contract period of 12 months in accordance with Procurement By-Law 30-2018;

And further, that the Commissioner of Digital and Information Services be authorized to renew the Contract annually subject to satisfactory performance, price and approved budget, for ongoing subscription for the lifecycle of the system, on legal terms satisfactory to the Regional Solicitor;

And further, that the Director of Procurement be authorized to increase the contract where actual usage exceeds the estimate, subject to approved budget.

REPORT HIGHLIGHTS

- ESRI's ArcGIS solution was established as the Region of Peel's (ROP) Geographic Information System (GIS) platform through Document 2015-283P pursuant to Council Resolution # 2015-691.
- ESRI uses Amazon Web Services (AWS) Inc. to host and manage a cloud based platform for ROP's GIS environment.
- AWS was originally part of ESRI's fully managed services offering and fees for the services paid through ESRI.
- ESRI has recently changed its service delivery model and would no longer provide fully managed services. As a result, the hosting services provided by Amazon Web Services, Inc. would need to be paid by ROP directly to AWS Inc.
- The shift to ROP's self-managed environment would result in cost savings by eliminating third party costs incurred through ESRI.
- This is a non-competitive procurement process requiring approval by Regional Council.
- Sufficient funds are available in the approved operating budget.

SUPPLY OF AMAZON WEB SERVICES (AWS) FOR REGION OF PEEL

DISCUSSION

1. Background

The Region of Peel has established ESRI's ArcGIS solution as the corporation's Geographic Information System platform procured through a competitive process under Document 2015-283P pursuant to Council Resolution # 2015-691 dated October 1, 2015.

The architecture provided by ESRI has the majority of its GIS capabilities, i.e. internal imagery, vector mapping, real time and analysis services hosted on the Amazon cloud instances. The ArcGIS solution was deployed using the Amazon Web Services where ROP has been able to access and store data in the ESRI cloud using ArcGIS Online hosted on AWS. Hosting ROP data in the cloud reduces the need for hardware and other internal IT resources and allows the delivery of data to anyone who needs it, anywhere, and on any device. By deploying ArcGIS in the cloud, ROP has been able to dynamically scale the system based on traffic and demand, which allows the corporation to provide high availability for its apps and services.

Since AWS was part of ESRI's fully managed services offering, ROP was paying ESRI for Amazon's monthly hosting fees. However, ESRI has recently changed its service delivery model and would no longer provide fully managed cloud services. Beginning June 1, 2018, the management of the GIS platform has been transferred to ROP's self-managed cloud infrastructure. This transfer entails managing the AWS usage and procuring the hosting services directly from Amazon. The service is only available through AWS as all of the data related to ArcGIS is already residing in the AWS server and migrating it to a different server would require building a whole new infrastructure and significant investment.

It is anticipated that the hosting fees through Amazon would amount to \$30,000/month or \$360,000 annually. These costs are not new as ROP has already been paying these costs through ESRI. The shift to ROP's self-managed environment would result in cost savings by eliminating third party costs incurred through ESRI.

2. Procurement Process

This is a non-competitive process requiring approval by Regional Council.

Recommendation pursuant to the Procurement By-Law 30-2018, Section 5.2.1, which identifies a method of purchasing by reason of scarcity of supply in the market or supplier has exclusive rights or compatibility with existing product.

SUPPLY OF AMAZON WEB SERVICES (AWS) FOR REGION OF PEEL

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved Operating Budget under cost centre F110030 - 23930 to award the contract up to the estimated amount of \$360,000.00 (excluding applicable taxes).



Sean Baird, Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Steve Van De Ven.
Authored By: Anne Bersek*

Reviewed in workflow by:

Purchasing

For Information

DATE: September 4, 2018

REPORT TITLE: **AMENDMENTS TO THE CONSTRUCTION LIEN ACT (NOW TITLED THE CONSTRUCTION ACT)**

FROM: Patrick O'Connor, Regional Solicitor
Mary Killeavy, Acting Commissioner of Corporate Services
Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer
Janette Smith, Commissioner of Public Works

OBJECTIVE

To inform Regional Council of recent amendments to the *Construction Lien Act* (now titled the *Construction Act*); the impact of those amendments on the Region of Peel's business practices; and the steps being taken by the Region to comply.

REPORT HIGHLIGHTS

- Bill 142, *An Act to Amend the Construction Lien Act, 2017* received Royal Assent and became law in Ontario on December 12, 2017.
- Bill 142 made numerous amendments to the *Construction Lien Act* (now titled the *Construction Act*), which may impact the Region, its professional consultants, general contractors, subcontractors, and contract administrators.
- The amendments are being enacted in three phases and can be categorized as follows: (1) Minor housekeeping changes to the amendments effective December 12, 2017; (2) changes with respect to Lien Modernization and Surety Bonding effective July 1, 2018; and (3) changes with respect to Prompt Payment and Adjudication effective October 1, 2019.
- There will be a financial impact to the Region to implement and comply with the amendments to the current legislation. However, the magnitude of the impact is unknown at this time. Staff will provide an update to Council once the impacts are understood, and will include the financial impact in future budget requests as they become known.

DISCUSSION
1. Background

On May 31, 2017, the Province introduced Bill 142, the *Construction Lien Amendment Act, 2017* (the "Amendments"). The purpose of the Amendments was to ensure promptness and security of payment for suppliers of construction materials and services, and to ensure disputes are resolved efficiently to facilitate cash flows. The Amendments introduce prompt

AMENDMENTS TO THE *CONSTRUCTION LIEN ACT* (NOW TITLED THE *CONSTRUCTION ACT*)

payment rules and a mandatory interim adjudication process, and modernize the lien and holdback processes. The *Construction Lien Act* was introduced in 1983, and the Amendments are the first major revision affecting construction industry practices in over 30 years.

Regional staff consulted regularly with other large property owners and the Association of Municipalities of Ontario to identify issues with, and discuss the potential impact of, the Amendments.

The Amendments were referred to the Standing Committee of the Legislative Assembly on October 4, 2017. The Standing Committee held several public hearings and received written submissions. Regional staff evaluated the additional risks, costs, and resource needs associated with the Amendments and made written submissions to the Standing Committee (as recommended in report of the Commissioner of Public Works and the Regional Solicitor, titled “Submissions on Proposed Amendments to the *Construction Lien Act*”, November 9, 2017 Regional Council meeting).

Regional staff also made written submissions to the Minister of the Attorney General and his experts on the proposed Regulations and the proposed forms of prescribed surety bonds. Despite the submissions of the Region, many other property owners, and the Association of Municipalities of Ontario, the Bill received Royal Assent and became law in Ontario on December 12, 2017 without addressing a large majority of the Region’s and other municipal owner’s concerns, which were unique to municipalities.

As a result, the Region, as a very large constructor in the Province of Ontario, must now comply with the new legislation, which staff anticipate may require additional funding and resources.

2. *CONSTRUCTION ACT* – JULY 1, 2018 AMENDMENTS

a) Transition to the *Construction Act* (the “*Act*”)

The *Act* contains transition provisions. These provide that contracts that are entered into in one phase of transition will continue to be governed by the legislation as it was at the time the contract was entered into. In other words, the governing legislation will not change in its application midway through a construction project.

Contracts entered into prior to July 1, 2018 (including procurement processes issued prior to July 1, 2018), will be governed by the then existing *Construction Lien Act* legislation (“Phase 1”). Contracts entered into during the transition period (July 1, 2018 to October 1, 2019), will be subject to the July 1, 2018 amendments (Lien Modernization and Surety Bonding) (“Phase 2”). Contracts entered into on and after October 1, 2019 will be subject to the October 1, 2019 amendments (Prompt Payment and Adjudication) (“Phase 3”).

Project Managers will have several projects within their portfolios that are subject to different phases of transition and which will be subject to different governing legislation.

AMENDMENTS TO THE *CONSTRUCTION LIEN ACT* (NOW TITLED THE *CONSTRUCTION ACT*)

b) Surety Bonds

The *Act* now requires that on entering into a public contract (where the owner is the Crown, a municipality or a broader public sector organization) that exceeds \$500,000, a contractor shall furnish the owner with (1) a labour and material payment bond; and (2) a performance bond, each with a coverage limit of at least 50 per cent of the contract price. The labour and material payment bond will now extend protection to sub-subcontractors (in the past it only extended to subcontractors).

In the past, the Region generally required the following bonds:

Ontario Provincial Standards Linear Contracts Greater than \$100,000 = No Labour and Material Payment Bond; Performance Bond for 100 per cent of the contract price.

Canadian Construction Documents Committee Contracts Greater than \$100,000 = Labour and Material Payment Bond for 50 per cent of the contract price; Performance Bond for 50 per cent of the contract price.

The bid documents have been revised to require mandatory bonding of Labour and Material Payment Bonds and Performance Bonds for 50 per cent of the contract price for all Ontario Provincial Standards and Canadian Construction Documents Committee contracts over \$100,000.

c) Claim for Lien Preservation and Perfection

The time to preserve a Claim for Lien (by giving a copy of the Claim for Lien to the Clerk) has now been extended from 45 days to 60 days. The time to perfect a Claim for Lien (by commencing an action to enforce the lien) has now been extended from 45 days to 90 days.

d) Holdbacks

The *Act* has been amended to allow for permissible forms of holdback, in forms other than cash (including a letter of credit or a demand-worded holdback repayment bond).

e) Payment of Holdback

The *Act* now stipulates that holdbacks **shall** be released by the Region to a contractor when the lien period has expired (after 60 days) (the previous language was “**may**” release).

Additionally, the *Act* has been amended to allow for basic holdback to be released on an annual or phased basis provided certain conditions are met. Staff are reviewing tender and contract language to determine whether this should be allowed in Regional contracts.

f) Non-Payment of Holdback

The *Act* now requires an owner who refuses to pay some or all of the holdbacks to the contractor on the date owing (see (e) above) to (1) publish a Notice of Non-Payment of Holdback in the *Daily Commercial News* and (2) to notify the contractor in writing of the

AMENDMENTS TO THE *CONSTRUCTION LIEN ACT* (NOW TITLED THE *CONSTRUCTION ACT*)

publication of the Notice. The Notice must be published no later than 40 days after publication of the certification of substantial performance of the contract.

The Region will need to ensure that all projects are up-to-date and that all deficiencies and/or set offs have been identified and documented, in order to meet the 40 day deadline for publication of the Notice of Non-Payment of Holdback, failing which the entire holdback must be released to the contractor (as set out in (e) above).

g) **Set-Off**

Prior to July 1, 2018, the *Act* allowed an owner to set-off amounts equal to all outstanding debts, claims or damages, **whether or not related to the improvement**. If a contractor was working for the Region on multiple projects, the Region could set off any outstanding debts, claims or damages between any of those projects. This enabled the Region to not pay a contractor on one project, where the same contractor may have been indebted to the Region on another project. The *Act* continues to allow for set-off, but **only of amounts related to the same project** (except in the case where the contractor is bankrupt whereupon set-off is allowed between projects).

h) **Notice of Termination**

If the Region terminates a contract, the *Act* now requires that the Region publish a Notice of Termination in the prescribed form in the *Daily Commercial News*.

i) **Right to Information**

S. 39 of the *Act* allows any person having a lien, at any time, by written request, to require certain information from the Region. The Region must provide the information within 21 days of the request. As a large constructor, the Region receives a significant number of requests for information. As of July 1, 2018, the *Act* has been amended to expand the scope of what information may be requested.

j) **Written Notice of Lien and Withdrawal**

Prior to July 1, 2018, there was no prescribed form for Written Notice of Lien and/or Withdrawal of the Written Notice. The Region was left to determine what constituted written notice (emails, faxes, handwritten notes, etc.). New forms have now been prescribed which will eliminate confusion and simplify the written notice process.

In addition, the *Act* now stipulates that Written Notice of Lien and/or Withdrawal of the Written Notice must be served on the Region, in the same manner as an originating court process. No manner for service was previously set out in the legislation.

k) **Security for Costs**

The *Act* stipulates that the registration of claims for lien can be vacated upon payment into court, or the posting of security, in an amount equal to the total of the full amount of the claim for lien plus an additional 25 percent of the amount of the claim for lien, to a maximum of \$250,000 as security for costs. The maximum amount required as security for costs was \$50,000, but this has been increased to \$250,000. On large contracts, the holdback by the Region from a contractor upon receipt by the Region of a notice of claim for lien will now include a much larger amount as security for costs.

AMENDMENTS TO THE CONSTRUCTION LIEN ACT (NOW TITLED THE CONSTRUCTION ACT)**3. CONSTRUCTION ACT – OCTOBER 1, 2019 AMENDMENTS****a) Prompt Payment**

Effective October 1, 2019, new legislation with respect to a “Prompt Payment” scheme will come into force, which is likely to have an impact on the Region and the construction industry as a whole.

The *Act* will require that an owner **shall** pay the amount payable under a “proper invoice” no later than 28 days after receiving the “proper invoice” from a contractor. Should an owner dispute the “proper invoice” or a portion thereof, it must give the contractor a Notice of Non-Payment no later than 14 days after receiving the “proper invoice”. If only a portion of the invoice is disputed, the owner is required to pay any undisputed portions of the invoice within the 28 day time frame.

An owner can establish some details as to what constitutes a “proper invoice” in its contract language, which can include a requirement that commissioning and testing have first occurred, but not that payment has been certified by the owner or its contract administrator.

Interest will now accrue on any amounts that are not paid within the 28 day timeframe.

b) Adjudication

Effective October 1, 2019, new legislation with respect to interim adjudication for construction disputes will come into force, which is likely to have an impact on the Region and the construction industry as a whole.

The Minister of the Attorney General is responsible for designating an entity to act as Authorized Nominating Authority for the purposes of developing and overseeing programs for training adjudicators; qualifying adjudicators; establishing and maintaining a registry of adjudicators; and appointing adjudicators.

Any party to a contract will have the right to refer disputes to adjudication, although adjudications are mandatory if payment is withheld. These disputes could be related to valuation of services or materials; payments under the contract, including change orders; disputes subject to Notices of Non-Payment (see (a) above); amounts retained as set-off; payments of holdback; non-payments of holdback; or any other matter that the parties to the adjudication agree to.

The adjudication procedures are set out in the *Act*, and will include, among other things, a written notice of adjudication; selecting an approved adjudicator; exchange of documents to be relied upon at the adjudication; powers of the adjudicator; on-site inspection of work projects; and retaining of experts to assist the adjudicator. Strict timelines have been put in place (once adjudication is initiated, parties will have four days to agree to an adjudicator or the Authorized Nominating Authority must appoint one within five days; the initiating party then has 5 days to provide materials in support of its position; a decision must be rendered by the adjudicator within 30 days after adjudication).

AMENDMENTS TO THE CONSTRUCTION LIEN ACT (NOW TITLED THE CONSTRUCTION ACT)

Decisions of an adjudicator shall be binding on the parties on an interim basis until a final determination of the matter by a court, an arbitrator, or a written agreement between the parties has been entered into. The United Kingdom experience (which is the model upon which this new Adjudication scheme is based) is that only a small number of cases actually go on to be litigated in court once an adjudicator has rendered a decision.

A contractor has the right to suspend work or terminate the contract if any adjudicated amount is not paid to it.

Each party will bear their own costs of the adjudication. Costs for the adjudicator will be split amongst the parties. Should the adjudicator require the assistance of a third party expert (consultant, engineer, surveyor, accountant, etc.), those costs will also be split amongst the parties.

It is possible that multiple adjudications could take place for one project. Disputes subject to adjudication will not prevent the preservation/perfection of claims for lien against a project.

c) Liens No Longer Attach to Premises; Service on the Clerk

Effective October 1, 2019, a claim for lien will no longer attach to the interest in a premises of the Crown or a municipality. In other words, claims for lien against property owned by the Region, will no longer be registered against the land in Teraview (the provincial Land Titles/Registry system) and the Region's lands will not stand as security for payment of a valid claim for lien. Rather, the claim for lien will solely attach to the statutory holdback funds being retained by the Region.

As claims for lien will no longer be registered against land, they will now be "given" to the Clerk of the municipality in the same manner as an originating court process.

IMPACT OF LEGISLATIVE AMENDMENTS ON THE REGION

As revised procurement documents, contracts, surety bonds, supplementary terms and conditions and new prescribed notice requirements are rolled out, all staff affected by the amendments will need to be trained and familiarize themselves with the new documents. (Additionally, contractors and vendors of the Region will also need to familiarize themselves with revised procurement documents, contracts, surety bonds, and supplementary terms and conditions.)

Project Managers will have several projects within their portfolios that are subject to different phases of transition and which will be subject to different governing legislation. While staff are working to identify process efficiencies and training opportunities to enable Project Managers to effectively oversee multiple projects subject to different legislation, this transitional phase will increase the workload and knowledge requirements of Project Managers. Regional staff may see an increase in legal advice being sought as a result.

Project costs may increase due to the increased mandatory surety bonding requirements (particularly for the Ontario Provincial Standards linear contracts).

AMENDMENTS TO THE CONSTRUCTION LIEN ACT (NOW TITLED THE CONSTRUCTION ACT)

The expanded scope of information to be provided under s. 39 of the *Act* may increase the workload and knowledge requirements of Regional staff.

The new Prompt Payment scheme may have an impact on the Region. The tight timelines for payment may pose an administrative burden on the process. In large complex projects, meeting these tight timelines where certification of work performed to ensure compliance with contract specifications may be particularly difficult, and in some cases may be impossible. Construction inspectors and contract administrators will need to ensure that all project inspections and certifications are up-to-date and performed in a timely manner to meet the tight timelines.

PeopleSoft computer programs will need to be re-configured and staff will need to be informed and trained so as to ensure accurate data entry and timely compliance with the *Act*.

With the new Adjudication scheme, there is likely to be an increase in workload with respect to scheduling, document production, and attendance at adjudications. It is difficult to predict at this time how many disputes will be referred for adjudication. Until the new legislation is widely accepted and becomes familiar to all parties in the construction pyramid, the Region may well see an increase in construction disputes and/or increased litigation.

Staff may see an increase in the number of documents being served and will be responsible to maintain a comprehensive, accurate database of all claim for lien documentation being given to the Clerk, so that it can be searched and relied upon by both the Region and the members of the public (as they will no longer be searching the Teraview system). It is imperative that the system be accurate and up-to-date to avoid any liability exposure on the part of the Region should the appropriate holdback funds not be maintained.

COMPLIANCE WITH THE NEW LEGISLATION

Regional staff have been working to understand the impact of the changes to the legislation on current processes. The project team is assessing the current state of the Region's processes and identifying pain points, gaps and opportunities within the current processes and are evaluating solutions and identifying areas of required improvement.

A Contracts Working Group has been formed with staff members to identify and review all tender documents, contracts, agreements, and supplementary terms and conditions, which are subject to the *Act*, to ensure that they are consistent and meet all the transition requirements of the legislation and the July 1, 2018 amendments. Legal counsel have been engaged to assist Regional staff with the voluminous documents to be reviewed and revised. Many of these documents have been finalized and are currently being used for procurements issued after July 1, 2018. Procurement documents and contract language will need to be reviewed and amended again to incorporate the October 1, 2019 amendments, and new documents will need to be rolled out after October 1, 2019.

Staff are currently working to re-configure the PeopleSoft Financials computer program for compliance with the new extended claim for lien preservation/perfection timelines and for the Prompt Payment scheme. This re-configuration is being done as part of the ongoing PeopleSoft Financials upgrade project. A pilot test of new Prompt Payment processes will be conducted in the next few months to ensure that the recommended processes are

AMENDMENTS TO THE CONSTRUCTION LIEN ACT (NOW TITLED THE CONSTRUCTION ACT)

working and modifications will be made if the processes do not meet the outcomes. There will be a subsequent roll-out of the new Prompt Payment processes across the organization prior to the October 1, 2019 amendment coming into effect.

Staff are developing a formal process, for the receipt and tracking of lien-related documents to ensure that an accurate, comprehensive database will be maintained. Staff are currently reviewing the legislation in its entirety with respect to liens now attaching solely to holdback funds rather than land in order to identify costs associated therewith, resource requirements, and efficiencies. It is expected that these processes will be finalized and implemented well in advance of the October 1, 2019 amendments.

A training presentation outlining in detail the July 1, 2018 amendments and the transition rules was recently held for all staff across the organization affected by the changes. Hard copies of the new legislation, a summary checklist, and the presentation itself were provided to all participants to ensure staff are well informed and aware of the amendments. Further training presentations will be held in the future to outline in detail the October 1, 2019 amendments.

FINANCIAL IMPLICATIONS

There will be a financial impact to the Region to implement and comply with the amendments to the current legislation. However, the magnitude of the impact is unknown at this time. Staff will provide an update to Council once the impacts are understood, and will include the financial impact in future budget requests as they become known.

CONCLUSION

The amendments to the *Construction Lien Act* (now titled the *Construction Act*) will provide a wide variety of impacts that will be more clearly understood once the legislation has been in place for some time. In order for the Region to comply with the new legislation, staff are working in a coordinated effort across the organization and with their consultants and contractors to ensure a smooth transition.



Patrick O'Connor, Regional Solicitor



Mary Killeavy, Commissioner of Corporate Services

AMENDMENTS TO THE CONSTRUCTION LIEN ACT (NOW TITLED THE CONSTRUCTION ACT)



Steven VanOfwegen, Commissioner of Finance and Chief Financial Officer



Steve Fantin for
Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Andrew Farr, General Manager, Water and Wastewater Divisions, Public Works, at ext. 4761 or via email at andrew.farr@peelregion.ca or Michelle Wong, Senior Legal Counsel, at ext. 4730 or via email at michelle.wong@peelregion.ca.

Authored By: Michelle Wong, Senior Legal Counsel and Donna Zidar, Licensed Paralegal

Reviewed in workflow by:
Legal Services

Construction Act

A Guide to Amendments to the Construction Lien Act

Michelle Wong
Senior Legal Counsel
Dispute Resolution
Legal Services

Carmen Cancelliere
Senior Legal Counsel (A.)
Business Law
Legal Services

Andrew Farr
General Manager,
Water & Wastewater
Public Works



Background

- *Bill 142, An Act to Amend the Construction Lien Act, 2017* received Royal Assent and became law in Ontario on December 12, 2017.
- The Bill made numerous amendments to the *Construction Lien Act*.
- The amendments can be categorized into 3 “Phases”:
 - Phase 1 Changes (in force as of December 12, 2017) - Minor housekeeping changes.
 - Phase 2 Changes (in force as of July 1, 2018) - Amendments relating to “Lien Modernization & Surety Bonding.”
 - Phase 3 Changes (in force as of October 1, 2019) - Substantial changes relating to “Prompt Payment and Adjudication.”

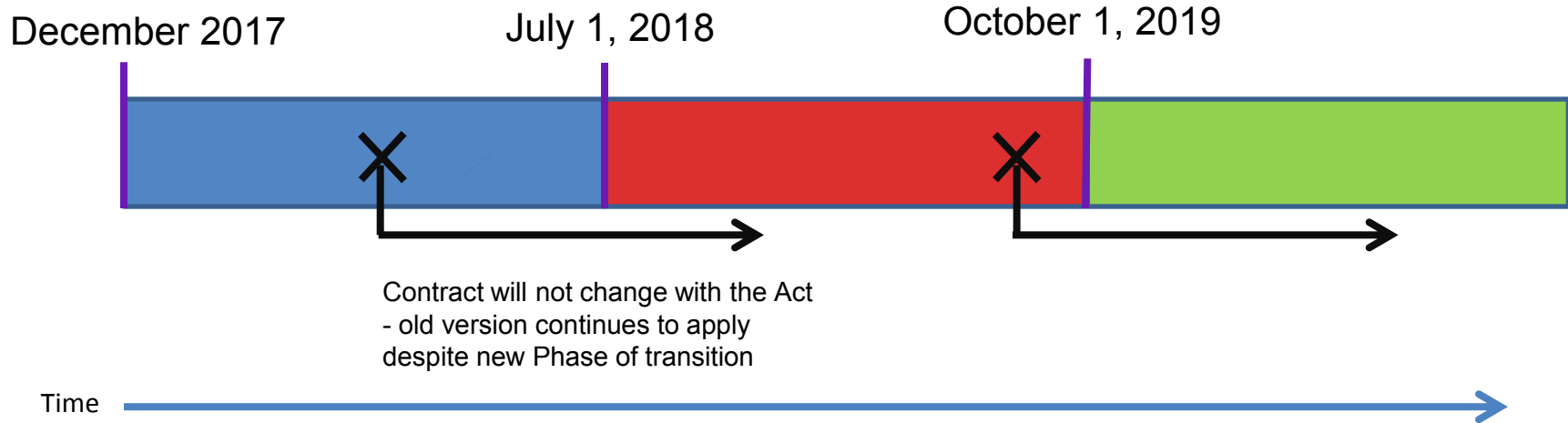
The 3 Phases of Transition to the Full *Construction Act*



Phase of Transition Runs with the Contract

- Contracts that are entered into in one Phase of transition will continue to be governed by the legislation as it was at that time. In other words, the legislation will not change in its application mid-project (*see exception).

✕ = Contract Execution Date



***Exception:** After October 1, 2019, for Phase 2 contracts, a claim for lien preserved against municipal lands will need to be given to Clerks and NOT registered on title.

July 1, 2018 Amendments

- Name of Legislation
- Surety Bonds (Labour & Material Payment and Performance)
- Claim for Lien Preservation and Perfection
- Holdbacks
- Payment of Holdback
- Non-Payment of Holdback
- Set-Off
- Notice of Termination
- Right to Information
- Written Notice of Lien and Withdrawal
- Security for Costs

October 1, 2019 Amendments

- Prompt Payment
- Interim Adjudication for Construction Disputes
- Liens No Longer Attach to Premises; Service on the Clerk

Prompt Payment Timeline

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- **Region of Peel receives invoice**
- The invoice is submitted by the general contractor to Peel.

28 Days

- **Region of Peel pays invoice**
- Region of Peel is required to pay the general contractor within 28 days of receiving the invoice.

7 Days

- **General Contractor pays subcontractor**
- The general contractor is required to pay the subcontractor within 7 days after receiving payment from the owner.

Interim Adjudication Process

Owner Receives Invoice

(Contractor submits proper invoice to Region of Peel)



Owner Disputes Invoice

(Region of Peel disputes invoice and delivers Notice of Non-Payment within 14 days)



Contractor Delivers Notice of Non-Payment to Subcontractor

(Contractor delivers Notice of Non-Payment within 7 days)



Contractor/Subcontractor Refers Dispute to Adjudication

(Decision rendered within 30 - 44 days or as agreed)

Interim Adjudication Process

Owner Does Not Comply Within 10 Days

Contractor/Subcontractor:

- Suspends work until payment is made
- Begins enforcement actions on the decision

Note: Contractor or Subcontractor may initiate a lien claim at any time. If an adjudication has started, the time period to register a lien would be extended for 45 days.

Owner Complies with the Decision

Owner:

- Complies with the decision and pays contractor within 10 days
- Contractor pays subcontractor within 7 days
- Contractor starts lien proceedings after adjudication or parties agree to treat the adjudication decision as final

Documents Being Revised

- Key documents, including tender documents, contracts, agreements, and supplementary terms and conditions, are being revised to comply with the July 1, 2018 changes.
- A Construction Contract Changes Working Group, led by Legal Services and made up of representatives from various business groups across the Region directly impacted by the changes, has been engaged in updating the documents.

Compliance With the New Legislation

- The Amendments to the *Construction Lien Act* (now titled the *Construction Act*) will impact the Region, its professional consultants, general contractors, subcontractors, and contract administrators.
- A coordinated effort is being undertaken between Corporate Project Management, Public Works, Legal, Finance, Procurement, and Clerks to ensure timely compliance with the new legislation.
- There will be a financial impact to the Region to implement and comply with the amendments to the current legislation. However, the magnitude of the impact is unknown at this time. Staff will provide an update to Council once the impacts are understood, and will include the financial impact in future budget requests as they become known.

RECEIVED

August 15, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

August 15, 2018

Kathryn Lockyer
Regional Clerk
Regional Municipality of Peel
kathryn.lockyer@peelregion.ca

Norma Nicholson, Chair
Peel Police Services Board
c/o Robert Serpe, Executive Director
robert.serpe@peelpoliceboard.ca

The Council of The Corporation of the City of Brampton passed the following resolution at its meeting of July 11, 2018:

- C198-2018
1. That the report from B. Darling, Director, Economic Development and Culture, dated June 26, 2018, to the Council Meeting of July 11, 2018, re: **Regional Funding for Peel Region Police Support at Community Events (RM 3/2018)**, be received;
 2. That the Director, Economic Development and Culture (or designate) be authorized to distribute one-time funding already received from Peel Region to cover Police costs associated with the events;
 3. That Regional Council be asked by the City of Brampton to permanently support community events on the 2019 list prepared by the Region of Peel which have a positive economic impact; and
 4. That Peel Regional Police Services Board, in the interest of public safety, be requested to once again resume financial responsibility for policing various significant City/community events.

Please note the requests outlined in Clause 3 (Peel Regional Council) and Clause 4 (Peel Police Services Board).

Yours truly,

Terri Brenton

Terri Brenton
Legislative Coordinator, City Clerk's Office
Tel: 905.874.2106 / Fax: 905.874.2119 / TTY: 905.874.2130
e-mail: terri.brenton@brampton.ca
(CL- 8.3)

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

cc: Jennifer Evans, Chief of Police, Peel Regional Police, jennifer.evans@peelpolice.ca
H. Schlange, Chief Administrative Officer
B. Darling, Director, Economic Development and Culture
K. Stahl, Senior Manager, Cultural Services, Economic Development and Culture



Resolution

Moved By: Councillor Shaughnessy	Date: September 13, 2018
Seconded By: Councillor	Item Number

That staff report back to a future meeting of Regional Council with a review of the process for issuing filming and special event-permits and how the provision of the permits align with Vision Zero.

CARRIED	LOST	REFERRED	
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Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 50-2018

A by-law to reduce the speed limit on Regional Road 136 (Main Street/Queen Street East/Porterfield Road) from 80 km/h to 50 km/h from 30 metres south of Beech Grove Sideroad to 425 metres north of Beechgrove Side Road; and from 515 metres east of Main Street to 1030 metres east of Main Street; and to reduce the speed limit from 80 km/h to 60 km/h from 1030 metres east of Main Street to 1530 metres east of Main Street; 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 the 24th day of January 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 13th day of September, 2018 authorized the enactment of a by-law to reduce the speed limit on Regional Road 136 (Main Street/Queen Street East/Porterfield Road) from 80 km/h to 50 km/h from 30 metres south of Beech Grove Sideroad to 425 metres north of Beech Grove Sideroad and from 515 metres east of Main Street to 1030 metres east of Main Street; and, to reduce the speed limit from 80 km/h to 60 km/h from 1030 metres east of Main Street to 1530 metres east of Main Street;

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
136	425 metres north of Beech Grove Sideroad	515 metres east of Main Street	Anytime

2. That Part 14 of Schedule A of By-law 15-2013 is amended by deleting the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
136	Regional Road 24	425 metres north of Beech Grove Sideroad	Anytime
136	515 metres east of Main Street	250 metres south of Regional Road 23	Anytime

3. 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
136	30 metres south of Beech Grove Sideroad	1030 metres east of Main Street	Anytime

4. 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
136	1030 metres east of Main Street	1530 metres east of Main Street	Anytime

5. That Part 14 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
136	Regional Road 24	30 metres south of Beechgrove Side Road	Anytime
136	1530 metres east of Main Street	250 metres south of Regional Road 23	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of September, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 51-2018

**A by-law to amend By-law 46-2015,
titled "The Region of Peel Development
Charges By-law".**

WHEREAS, Council for the Regional Municipality of Peel enacted The Region of Peel Development Charges By-law 46-2015 on the 10th day of September, 2015;

AND WHEREAS, Section 9 - Indexing, as outlined By-law 46-2015 prescribes the Canadian Socio-Tab Economic Information Management System (CANSIM) currently references the Statistics Canada CANSIM Table 327-0043;

AND WHEREAS, in May 2018, Statistics Canada revised the construction Price Index and replaced CANSIM Table 327-0043 with Table 327-0058;

AND WHEREAS, the *Development Charges Act* permits a municipality to index the development charges rates to compensate for changes in the costs of growth-related capital projects;

NOW THEREFORE, the Council of the Regional Corporation enacts that By-law 46-2015 be amended to delete reference to the "CANSIM Table 327-0043" and replace it to read "most recent" Statistics Canada Quarterly; Construction Price Statistics, as follows:

9. Indexing

Development charges imposed pursuant to this By-law shall be adjusted semi-annually, without amendment to this By-law, on the first day of February and on the first day of August in each year in accordance with the most recent Statistics Canada Quarterly, Construction Price Statistics index, with the base index value being that in effect on August 1, 2015. Any adjustment shall be based upon the change in the index for the six (6) month period preceding the most recent issue of the index.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of September, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 52-2018

A by-law to amend By-law 9-2018 being a by-law to govern the calling, place and proceedings of the meetings of Council and its committees and the conduct of their members.

WHEREAS, the Council of the Regional Corporation enacted By-law 9-2018 on February 8, 2018, being a by-law to govern the proceedings of Council and its committees pursuant to Section 238(2) of the *Municipal Act, S.O. 2001*, Chapter 25, as amended, and the *Regional Municipality of Peel Act, S.O. 2005*, Chapter 20;

AND WHEREAS, the Council of the Regional Corporation has by resolution authorized the enactment of the by-law herein to amend By-law 9-2018;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Schedule "A" attached hereto is hereby enacted and added to By-law 9-2018 as Appendix 4;
2. That Part 2.1 of By-law 9-2018 is deleted and the following substituted therefor;

2.1. GENERAL

2.1.1 The Regional Chair shall be appointed by Council at its Inaugural Meeting in accordance with the procedures as set out in Appendix 4 – Appointment of the Regional Chair. For the purpose of clarity, the Regional Chair appointed by the previous Council is not entitled to vote for the appointment of the Regional Chair at the Inaugural Meeting, under any circumstances.

2.1.2 It shall be the role of the Regional Chair to carry out the responsibilities set forth in the *Municipal Act, 2001*, sections 225 and 226.1, as amended from time to time, as well as the responsibilities outlined in this by-law.

2.1.3 The Regional Chair shall be an ex-officio member of all committees but shall not be counted in determining the size of the committees and shall have the full voting privileges and be counted for quorum.

2.1.4 The Regional Chair shall not be eligible to be a Council Section Chair or Vice-Chair but may preside in place of a Council Section Chair or Vice-Chair when both are absent from a meeting.

2.1.5 The Regional Chair shall not vote in a Council meeting except in the event of an equality of votes.

3. That Part 4.1.4 of By-law 9-2018 is deleted and the following substituted therefor;

4.1.4 The Regional Clerk shall preside at the Inaugural Meeting until the Regional Chair is appointed and has taken the required declaration of office.

4. This by-law takes effect on the date it is enacted.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of September, 2018.

Regional Clerk

Regional Chair

**APPENDIX 4
APPOINTMENT OF THE REGIONAL CHAIR**

1. DEFINITIONS

- (a) "Inaugural Meeting" means the first meeting of Regional Council following a regular election at which Regional Council is obligated to appoint a Chair, and at which a sufficient number of Members are present to form a quorum.
- (b) "Lot" is the method of determining the nominee to either fill the vacancy or go forward to the next ballot, as determined by the particular circumstance. The names of the tied nominees shall be placed on equal sized pieces of paper, placed in a container and one name shall be drawn by a person chosen by the Regional Clerk.
- (c) "Majority Vote" means, for the purpose of the appointment of the Chair at the Inaugural Meeting, more than half the votes cast by all the Members present at the Inaugural Meeting.
- (d) "Member" means, for the purpose of the appointment of the Chair at the Inaugural Meeting, a person who is described in paragraphs 2, 3 and 4 of subsection (1) of the *Regional Municipality of Peel Act, 2005* S.O. 2005 c. 20 and who has taken the declaration of office required to take a seat on Regional Council;
- (e) "Nominee" is a person named in a motion at the Inaugural Meeting that he or she be appointed to the position of Regional Chair and who has consented in writing to take office as Regional Chair if appointed, and who is:
 - (i) eighteen years of age or older;
 - (ii) a Canadian citizen;
 - (iii) a resident of The Regional Municipality of Peel or is the owner or tenant of land in the Regional Area or is the spouse of such owner or tenant; and
 - (iv) not otherwise legally disqualified from holding such office.

2. MOTIONS FOR THE APPOINTMENT OF THE CHAIR

- (a) Following the organization of the new Regional Council at the Inaugural Meeting, the Regional Clerk, as Presiding Officer, shall call for motions to appoint the Chair. Each motion must be in writing, moved and seconded by a Member present.
- (b) Each Nominee named in a motion for appointment of the Chair must consent in writing to take office as Regional Chair if appointed.
- (c) The Regional Clerk shall take as many motions for the appointment of the Chair as may be made by Members present and after seeing no further motions shall call for a motion that no further motions for the appointment of the Chair be received which shall be carried by a Majority Vote.

Schedule "A" to By-Law 52-2018

- (d) Following the passing of a motion that no further motions for the appointment of the Chair be received, the Regional Clerk shall call upon the mover, seconder and Nominee of each motion to appoint the Chair, in the order that the motions were received, to speak to that motion, once, for no longer than five minutes each.
- (e) A Nominee may withdraw his or her name at any time up until a motion to appoint the Nominee as Chair has been passed and the Nominee has taken the required declaration of office as Chair.

3. VOTING PROCESS

- (a) Nominees shall be voted on in alphabetical order of surnames.
- (b) All votes shall be conducted in open Council by an open vote and shall be recorded.
- (c) There shall be one Nominee vote per member of Council per round of voting. A Councillor's first vote is deemed to be the Councillor's vote. If a Councillor votes a second time in the same round of voting, the Regional Clerk shall advise the Councillor and the Councillor's vote shall not count.
- (d) Once voting commences, the only motion permitted will be a motion to recess.
- (e) One Nominee:
 - (i) The Nominee requires a majority of votes to be elected to the position of Regional Chair.
- (f) Two Nominees Only:
 - (i) The Nominee who receives a majority of votes becomes the nominee named by resolution as the Nominee for appointment to the position of Regional Chair. A majority vote on this resolution appoints the Nominee to the position of Regional Chair.
 - (ii) If there is a tie vote, the Regional Clerk shall declare a 10 minute recess to allow Council time to consider the matter, after which the vote shall be retaken. If the vote is again tied, the Regional Clerk shall declare a second 10 minute recess, after which the vote shall be retaken. If the vote is again tied, the vacancy shall be filled by the Nominee selected by lot. The person whose name is drawn becomes the Nominee named by resolution as the Nominee for appointment to the position of Regional Chair. A majority vote on this resolution appoints the Nominee to the position of Regional Chair.
- (g) Three or More Nominees:
 - (i) First and Successive Ballots:
 - (1) A Nominee who receives a majority of votes becomes the Nominee named by resolution as the nominee for appointment to

Schedule "A" to By-Law 52-2018

the position of Regional Chair. A majority vote on this resolution appoints the Nominee to the position of Regional Chair.

- (2) If no Nominee receives a majority of votes, the Nominee with the least number of votes shall be excluded from subsequent voting and Council shall proceed with the next round of voting.
- (3) If there is a tie vote with respect to the Nominees receiving the least number of votes, then a lot shall be conducted until there is one name not drawn, and the name (or names) drawn shall go forward to the next round of voting, and the name not drawn shall be excluded from subsequent rounds of voting.
- (4) When there are only two Nominees remaining, the procedure for two Nominees [Procedure (f)] shall apply.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 54-2018

A by-law to adopt Amendment Number 31 to the Region of Peel Official Plan in order to revise and remove policies to consider infill development or redevelopment of lands above the 35 Noise Exposure Forecast/Noise Exposure Projection noise contour.

WHEREAS in accordance with Sections 17 and 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or amendments thereto;

AND WHEREAS, Amendment Number 31 to the Region of Peel Official Plan is exempt from approval of the Minister of Municipal Affairs and Housing by Ontario Regulation 525/97, made pursuant to Section 17(9) of the *Planning Act*;

AND WHEREAS, by resolution passed on the 13th day of September, 2018, the Council of The Regional Municipality of Peel authorized the adoption of Regional Official Plan Amendment Number 31, which is an amendment to the Region of Peel Official Plan to revise and remove policies to consider infill development or redevelopment of lands above the 35 Noise Exposure Forecast/Noise Exposure Projection (NEF/NEP) noise contour;

AND WHEREAS the Region of Peel Official Plan, as revised by Amendment Number 31 and as it pertains to Amendment Number 31, meets the requirements of the *Planning Act*;

NOW THEREFORE, the Council of The Regional Municipality of Peel enacts as follows:

1. That Schedule A, attached hereto and forming part of this by-law constitutes and is hereby adopted as Regional Official Plan Amendment Number 31.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of September, 2018.

Regional Clerk

Regional Chair

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT
NUMBER 31

AIRPORT POLICIES

THE CONSTITUTIONAL STATEMENT

Part A, THE PREAMBLE, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text of the Region of Peel, constitutes Amendment Number 31 to the Region of Peel Official Plan.

PART A – THE PREAMBLE1. Purpose of the Amendment

To introduce amendments to the Airport policies within the Region of Peel Official Plan to support the creation of new exception areas above the 35 NEF/NEP noise contour and consider infill development or redevelopment of lands within the newly created exception areas within City of Mississauga's Official Plan.

2. Location

This Amendment applies within the Airport Operating Area within the Regional Municipality of Peel. The noise contour lines are irregular, though the main areas impacted are parts of Malton and Meadowvale Village in Mississauga.

3. Basis**Planning Act**

ROPA 31 is a privately initiated amendment to Peel's Official Plan made by the City of Mississauga under s. 22 of the *Planning Act*. Regional Municipal Council has authority to approve this amendment under s. 17(9) of the *Planning Act* and Ontario Regulation 525/97.

Regional Official Plan

It is a priority of the Region of Peel Official Plan to ensure that new development is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

Provincial Policy Statement

The PPS 2014 includes policies for planning land uses in the vicinity of airports and policies to protect airports from incompatible land uses and development.

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text constitutes Regional Official Plan Amendment 31 to the Region of Peel Official Plan.

a. Amendments to Text – Airport Policies

1. Chapter 5, Regional Structure, section 5.9.6.2.6 is amended by deleting subsection b) and renumbering the existing subsections:

5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;
- ~~b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;~~
- b)-e) development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
- ~~c)-d)~~ the Cities of Mississauga and Brampton define the areas to which the exception would apply;
- ~~d)-e)~~ MOE acoustical design standards are met; and
- e) f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**



EEW Energy from Waste Group“

Who we are and what we do

Peel Regional Council, 13th September 2018





Welcome to EEW Energy from Waste.

As Germany's leading company for the generation of power and heat from thermal waste treatment we consider it our duty to take the lead. With ultra-modern waste incineration plants with state-of-the-art technology and ecology, with impressive services and binding values which inform our thinking and action.

Constant change drives us on. With an eye on the legal framework conditions and the demands of the future we develop sustainable and future-based solutions upon which we are proud to be judged.

Our Vision:

"EEW Energy from Waste is Europe's leading company in the generation of power and heat from the thermal treatment and disposal of waste."

We are taking on the future. And taking responsibility.

- Every year around 245 million tonnes of municipal waste is produced.
- In Germany today a large proportion is already treated thermally and used for energy.
- But in the EU more than 60 million tonnes are still disposed of in landfill sites.
- Every tonne of waste that is not processed to recycle materials or produce energy is a loss for the environment and means less energy for our long-term supply.

We are working to ensure that the outdated landfill disposal model is soon a thing of the past.





Taking the lead is our duty.

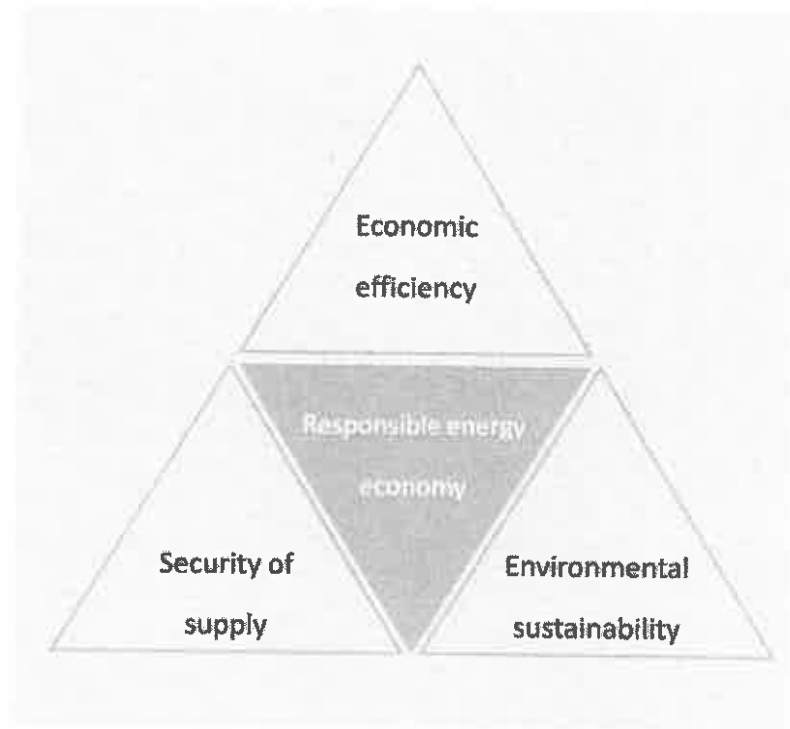
For us taking the lead means being excellent today and even better tomorrow.

With around 1,150 highly qualified and committed employees, we are working towards further developing thermal waste treatment and recycling as an intelligent component of the energy transition.



For this we keep in mind the three pillars of a responsible energy economy.

- We guarantee municipalities and companies security of disposal, groundbreaking and environmentally sustainable energy generation and consistently customised solutions which are always future-oriented.
- Judge us by our services, our low emissions and our success.





Strategic Partnership. EEW Energy from Waste and Beijing Enterprises Holdings Limited (BEHL).

The 100 % acquisition of EEW Energy from Waste GmbH by BEHL in February 2016 represented the largest direct Chinese investment in Germany up to that time (EUR 1.4 billion).

Goals of the partnership:

- Long-term investment with the goal of joint growth in Europe, China, South-East Asia
- Participation in acquisitions on the European market
- Approval of a 70 million Euro investment by the new Supervisory Board within the first three months
- Entry into the business field of sewage sludge

→ Clear commitment

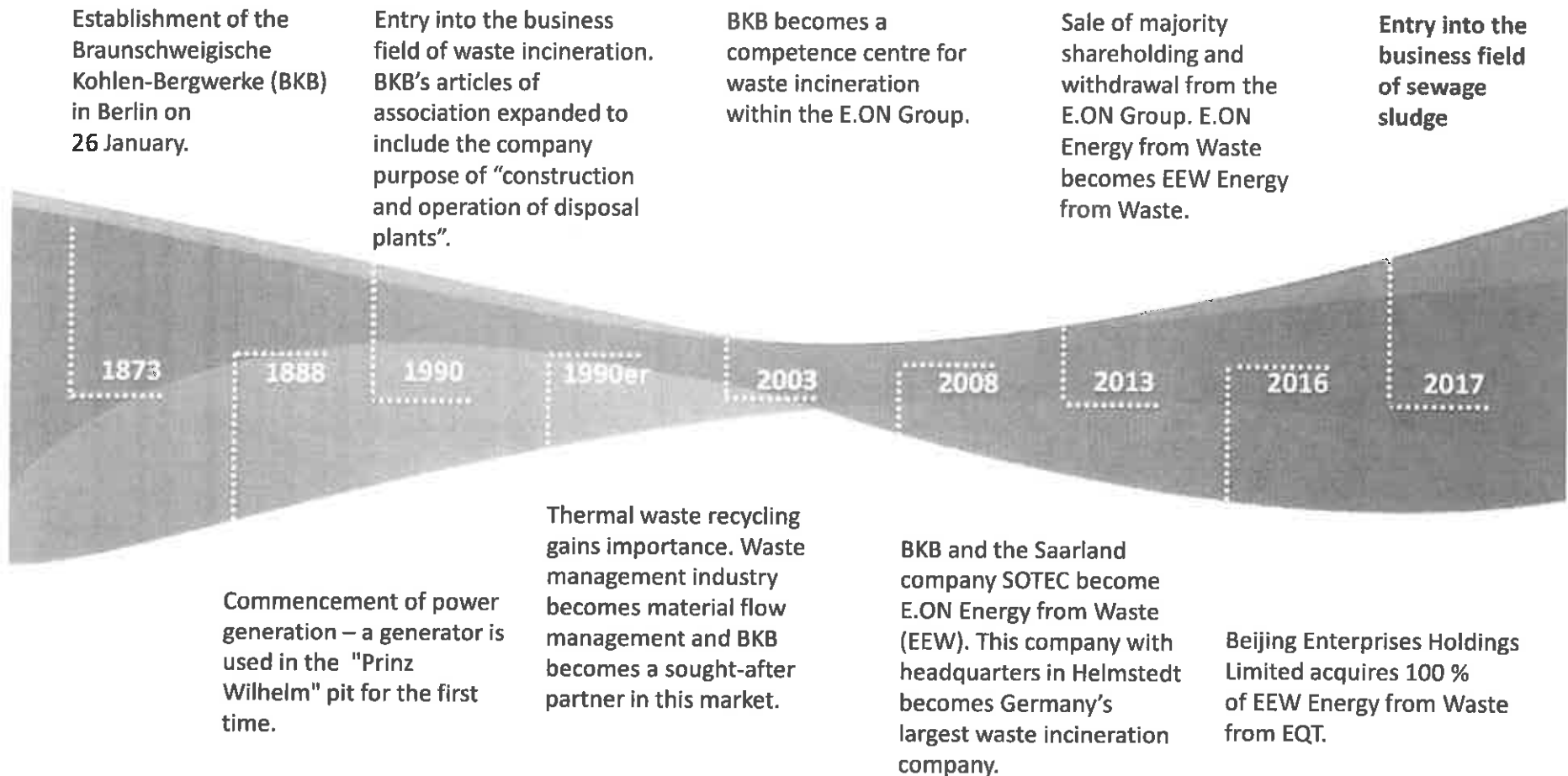
→ Expansion course

→ Organic growth

→ Organic growth

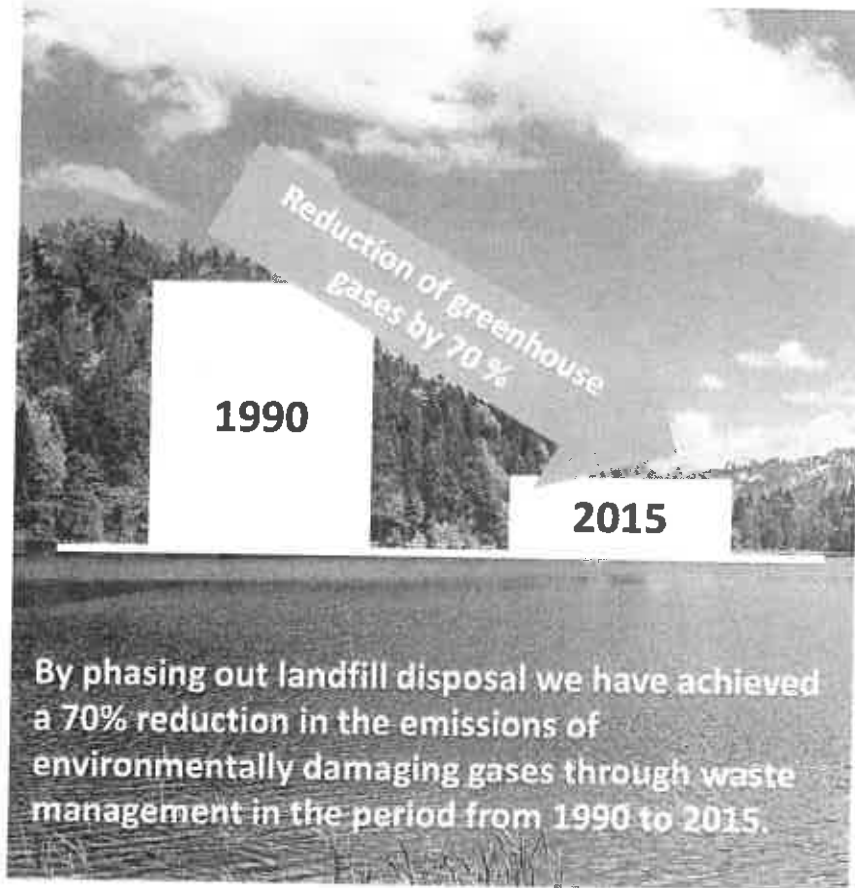


145 years of progress. Our expertise.



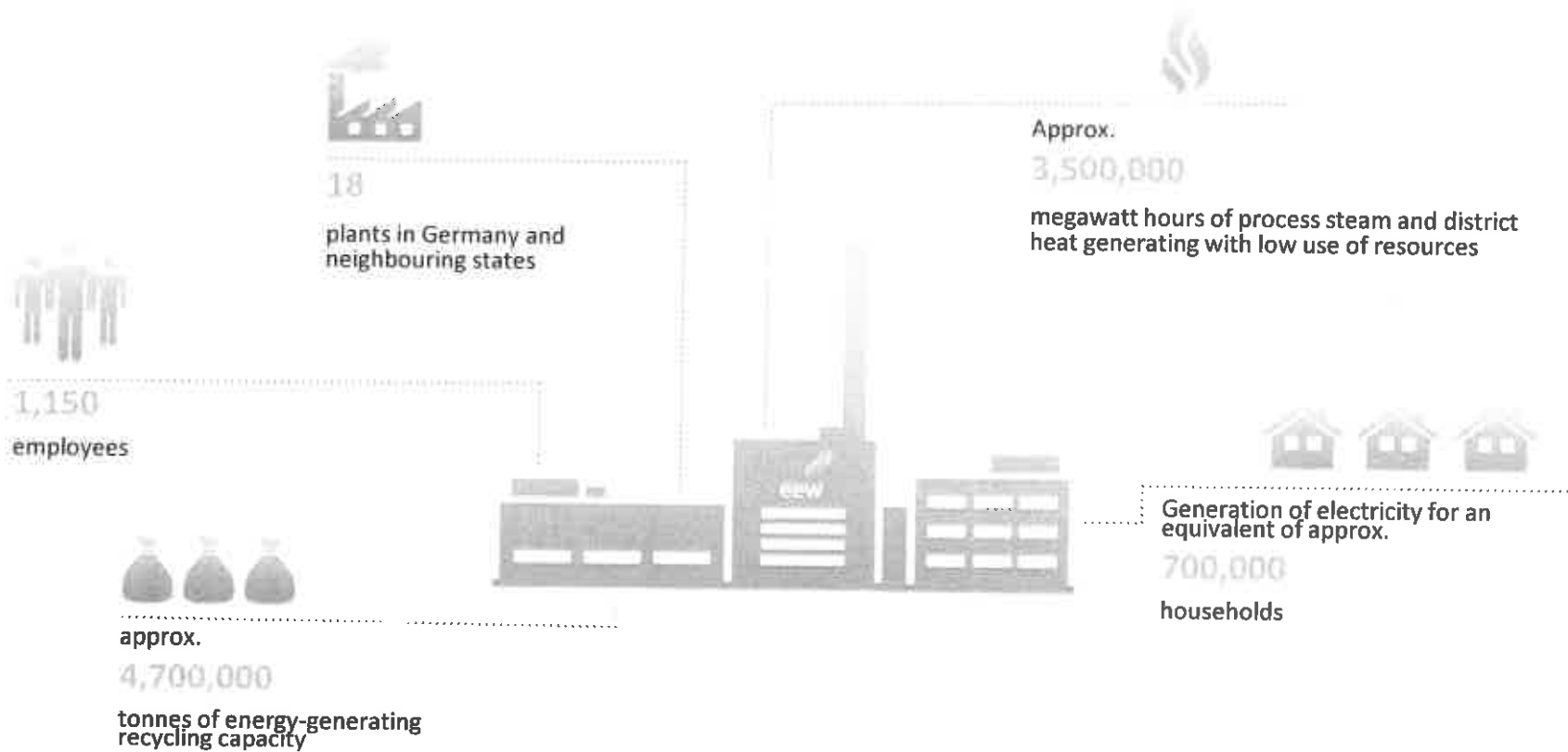
145 years of progress. Our expertise.

- 145 years after our foundation we are the most experienced and competent company in the production of energy from thermal waste treatment.
- As Germany's market leader we are contributing to environmentally sustainable power provision and the reduction of greenhouse gas emissions.
- Waste management benefits the environment since the secondary raw materials obtained enable reductions of up to 50% in the energy needed to produce e.g. glass, paper or plastic.





145 years of progress. Our expertise.



Reference: the quantities of electricity, district heat and process steam generated in 2017 from the current 18 EEW plants. Assumed average annual requirements per household: 3,450 kWh.

Taking the lead. With excellent services.

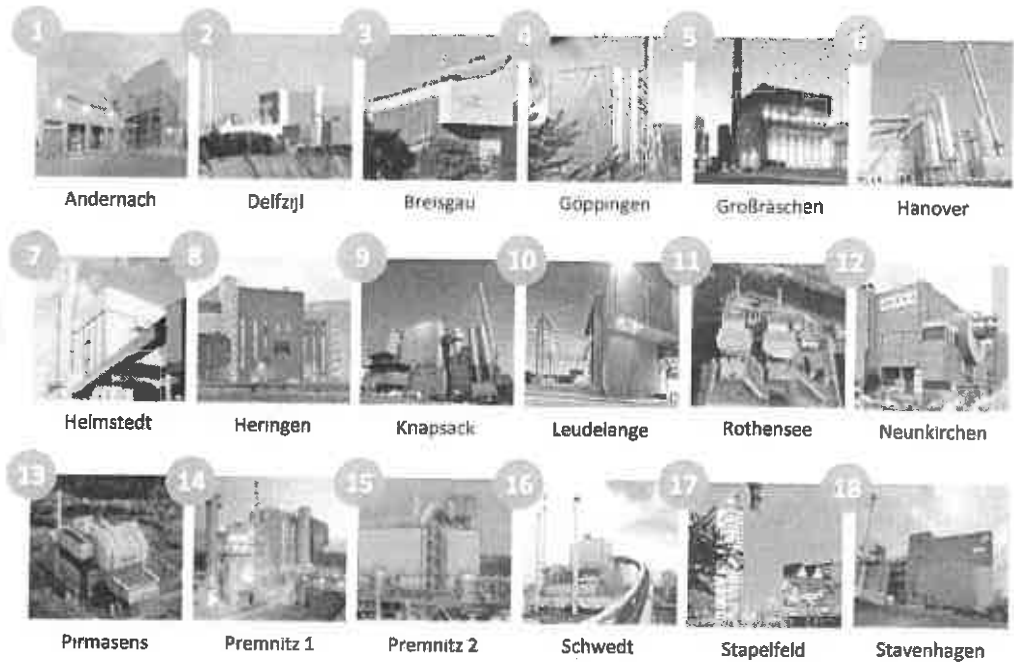
Our measurable quality is also reflected in our certifications.

- Certified quality management system (ISO 9001)
- Certified work safety management system (BS OHSAS 18001)
- Certified environmental management system (ISO 14001)
- Certified energy management system (ISO 50001)
- Certified waste management facility pursuant to the Waste Management Facility Regulation (EfbV)





We are always close at hand. With 18 plants in Germany and neighbouring states.



As at: 2018

The waste recycling plants of EEW Energy from Waste are impressive through and through.

- Plant layouts which take account of both efficient operation and future location and market development.
- Functional architecture and cutting edge technology for incineration and flue gas purification.
- Low emissions, high efficiency and exemplary work safety.
- New companies and thus also new jobs are created in the neighbourhood of the plants.
- Nearby industrial operators benefit from using the energy generated.



Sewage sludge.

The waste product of sewage treatment.

Sewage sludge contains everything that is filtered out of the sewage to maintain the purity of rivers, oceans, groundwater and not least – our drinking water reservoirs:

- Heavy metals
- Organic pollutants
- Pharmaceutical product residues
- Pathogens
- Microplastics



In Germany around 1.8 million tonnes of dry mass sewage sludge is produced each year as a result of municipal sewage treatment.

We are prepared to do what is important. Groundbreaking sewage sludge recycling with EEW Energy from Waste.

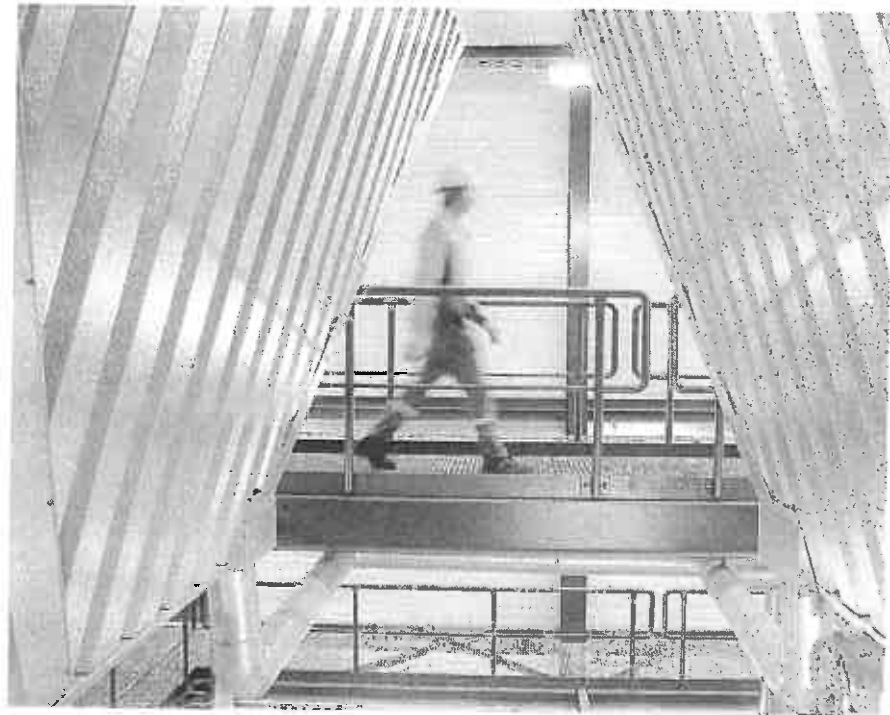
Constructing an EEW sewage sludge mono-incineration plant at an existing EEW plant location is an investment in the future which will yield sustainable benefits :

- Long-term planning with an eye on the overall picture and the needs of your region
- Transparency and binding building schedules
- Security of cost
- Useful synergies through use of the existing infrastructure at current EEW locations



We produce power, steam, heat and solidarity.

- Our technically sophisticated, highly efficient thermal waste treatment plants exploit the full energy potential of the waste.
- Precisely coordinated work processes ensure a high level of work safety.
- The vast majority of our plants operate with combined heat and power. This means that the steam can be used not only for power generation but can also be fed into the district heating network as required or channelled to industrial operators as process steam.



Energy generation from waste is active environmental protection. In many respects.

- Waste incineration plants generate energy from renewable sources (proportion of biogenic materials in waste approx. 50 %).
- This means that waste incineration plants contribute to the achievement of climate goals in Germany and Europe.
- Energy-producing use of waste enables us to avoid using primary energy sources like coal, gas and oil.
- Waste is always available in foreseeable quantities – we reliably produce power and heat from it day and night.



EEW plants ensure waste treatment that is not only safe but also environmentally sustainable.

- Harmful substances contained within the waste are destroyed or removed from the flow of materials.
- Raw materials and residues which are filtered out are brought back into the flow of materials to be used again
- In the value creation process the overall volume of the waste is reduced by approx. 90 %.
- Emissions from EEW plants are significantly lower than the strict legal limits.



The future is created by treading new paths together.



Power provision and waste disposal are fundamental needs which have to be planned jointly, responsibly and with far-reaching vision.

In its business connections too, EEW Energy from Waste is committed wholeheartedly to sustainability.

This creates new perspectives which have a positive influence not only on us but also on the development of society. Let us take the lead together.

We look forward to it.



Taking the lead
and treading new paths. Join us!