

CHAIR:

N. IANNICCA

MEMBERS:

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G. CARLSON

B. CROMBIE

D. DAMERLA

S. DASKO

G. S. DHILLON

J. DOWNEY

C. FONSECA

P. FORTINI

A. GROVES

J. INNIS

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M. MAHONEY

S. MCFADDEN

M. MEDEIROS

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

R. SANTOS

I. SINCLAIR

R. STARR

A. THOMPSON

P. VICENTE



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, June 13, 2019

Time: 9:30 AM

Place: Council Chamber, 5th Floor
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

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

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

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1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. May 23, 2019 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **CONSENT AGENDA**

7. **DELEGATIONS**

7.1. **Chris McCord, Interim Chief, Peel Regional Police**, Presenting an Overview and Status Report Regarding Provincial Adequacy Regulations (**Presentation now available**)

7.2. **Harkirat Singh, Owner in Condo, Peel Condominium Corporation 621**, Regarding High Water Bill

7.3. **Douglas Kwan, Co-Executive Director, Mississauga Community Legal Services and Jack Fleming, Executive Director, North Peel Dufferin Community Legal Services**, Requesting Support Against Funding Cuts to Legal Aid (Related to 20.2)

7.4. **Rob El-Sayed, Consultant and Nabih Youssef, Board President, Church of Archangel Michael at Saint Tekla - Brampton Coptic Church**, Requesting a Review for Development Charges on Places of Worship and a Reduction in Development Charges at 12091 Hurontario Street, Brampton

8. **STAFF PRESENTATIONS**

8.1. Water and Wastewater Infrastructure Planning and Servicing Growth to 2041 - Integrating with the Growth Management Strategy (For information) (Related to 8.2)

8.2. Adoption of the Region of Peel's Long Range Transportation Plan (**A copy of the Long Range Transportation Master Plan is available from the Office of the Regional Clerk for viewing**) (Related to 8.1)

Presentation regarding 8.1 and 8.2 by Steve Ganesh, Strategist, Transportation and Imran Motala, Manager, Water and Wastewater

- 8.3. Peel Art Gallery, Museum and Archives (PAMA) Update: Future Forward (For information)
Presentation by Marty Brent, Manager, Peel Art Gallery, Museum and Archives
- 8.4. Community for Life 2018 Annual Report (For information) (Related to 8.5)
Presentation regarding 8.4 and 8.5 by Steve Saric, Director, Corporate Strategy Office
- 8.5. Term of Council Priorities 2018-2022 (Related to 8.4)
- 8.6. Update on Townhome Waste Collection (Oral) (Related to 18.2, 18.4 to 18.6 inclusive and 20.4) **(Presentation to be distributed when available)**
Presentation by Norman Lee, Director, Waste Management
- 8.7. **Steve Jacques, Chief Planner and Director, Regional Planning and Growth Management**, Memo dated June 7, 2019, Regarding an Update on Bill 108: *More Homes, More Choice Act, 2019* (Receipt recommended) (Related to 13.1 and 14.2 to 14.9 inclusive) **(Presentation to be distributed when available)**
Presentation by Tara Buonpensiero, Principal Planner, Regional Planning and Growth Management

9. ITEMS RELATED TO HEALTH

Chaired by Councillor J. Downey or Vice-Chair Councillor D. Damerla

- 9.1. Update on the Peel Outdoor Smoking By-law 20-2013 to Include Additional Settings, Substances and Products (For information)
- 9.2. *Healthy Menu Choices Act* Compliance (For information) **(Deferred from the May 9, 2019 Regional Council meeting)**
- 9.3. Report of the Health System Integration Committee (HSIC-1/2019) meeting held on May 16, 2019

10. COMMUNICATIONS

11. ITEMS RELATED TO HUMAN SERVICES

Chaired by Councillor M. Medeiros or Vice-Chair Councillor G.S. Dhillon

- 11.1. Addressing the Issue of Food Donation in Response to a Delegation at Regional Council (For information)

12. COMMUNICATIONS

13. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

Chaired by Councillor M. Palleschi or Vice-Chair Councillor A. Thompson

- 13.1. Implications of Bill 108: *More Homes, More Choice Act, 2019* (Related to 8.7 and 14.2 to 14.9 inclusive)

14. COMMUNICATIONS

- 14.1. **Karen Ras, Chair; Tom Adams, Vice-Chair; and, Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation (CVC)**, Letter dated May 17, 2019, Regarding CVC's Comments to the Ministry of Natural Resources and Forestry on Focusing Conservation Authority Development Permits on the Protection of People and Property (Receipt recommended)
- 14.2. **Karen Ras, Chair; Tom Adams, Vice-Chair; and, Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation**, Letter dated May 17, 2019, Regarding Modernizing Conservation Authority Operations, *Conservation Authorities Act* and Bill 108: *More Homes, More Choice Act, 2019* (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)
- 14.3. **Shira Babins, Manager of Policy, Municipal Finance Officers' Association of Ontario (MFOA)**, Email dated May 22, 2019, Regarding MFOA's Early Draft Submission and a Copy of MFOA's Draft Comments on Bill 108: *More Homes, More Choice Act, 2019* as Posted on its Website on May 31, 2019 (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)
- 14.4. **Bonnie Crombie, Mayor, City of Mississauga**, Letter dated May 29, 2019, to the Chair of the Standing Committee on Justice Policy Regarding Mississauga's Response to Bill 108, *More Homes, More Choice Act, 2019* (Receipt recommended) **(A copy of the City of Mississauga Report titled "Ontario's Housing Supply Action Plan and Implications for Mississauga" is available from the Office of the Regional Clerk for viewing)** (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)
- 14.5. **Gary D. Scandlan, Director and Andrew Grunda, Principal, Watson & Associates Economists Ltd.**, Letter dated May 29, 2019, Providing a Copy of its Submission to the Province, Summarizing Watson's Perspectives with Respect to Bill 108 and its Potential Changes to the *Development Charges Act* (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)
- 14.6. **Association of Municipalities Ontario (AMO)**, Policy Update dated May 31, 2019, Regarding AMO's Submission on Bill 108: *More Homes, More Choice Act, 2019* (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)
- 14.7. **Dr. Jessica Hopkins, Medical Officer of Health, Region of Peel-Public Health**, Letter dated May 31, 2019, Regarding Comments on the Proposed Changes to the *Environmental Protection Act* and the draft Excess Soil Regulatory Proposal and Amendments to the Record of Site Condition (Brownfields) Regulation (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)

14.8. **Association of Municipalities Ontario (AMO)**, Policy Update dated June 7, 2019, Regarding Bill 108: *More Homes, More Choice Act, 2019* Receives Royal Assent with Several Amendments (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)

14.9. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated June 7, 2019, Providing an Update on the “More Homes, More Choice: Ontario’s Housing Supply Action Plan” (Receipt recommended) (Related to 8.7, 13.1 and 14.2 to 14.9 inclusive)

15. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca or Vice-Chair Councillor K. Ras

15.1. Statement of Development Charges Reserve Funds - Fiscal 2018 (For information)

15.2. Friends of PAMA Advisory Board Policy

15.3. Encroachment Agreement - 12700 Regional Road 50 (Highway 50), Town of Caledon, Ward 5 - Owner: 1544216 Ontario Ltd. (Related to By-law 40-2019)

15.4. Public Sector Network (PSN) Update and Budget

15.5. Report of the Committee Clerk regarding the Regional Council Policies and Procedures Committee (PPC-2/2019) meeting held on May 16, 2019

15.6. Report of the Government Relations Committee (GRC-1/2019) meeting held on May 16, 2019

15.7. Report of the Regional Council Policies and Procedures Committee (PPC-3/2019) meeting held on May 23, 2019

16. COMMUNICATIONS

16.1. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated May 22, 2019, Advising of the Establishment of the Audit and Accountability Fund (Receipt recommended)

16.2. **Nando Iannicca, Regional Chair**, Memo to Regional Council dated May 28, 2019, Providing an Update on Provincial Budget Cuts (Receipt recommended)

16.3. **Christine Massey, Spokesperson, Fluoride Free Peel**, Email dated June 7, 2019, Regarding a Fee Estimate with Respect to a Request for Access to Records (Receipt recommended)

17. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor A. Groves or Vice-Chair Councillor P. Fortini

- 17.1. Amendment to the Region of Peel Traffic By-law 15-2013 to Extend the North Limit of the Existing Heavy Truck Restriction on Regional Road 19 (Winston Churchill Boulevard) from Halton Road 10 (10 Sideroad) to Regional Road 14 (Mayfield Road), City of Brampton, Ward 6 (Related to By-law 39-2019)

18. COMMUNICATIONS

- 18.1. **Camille Mageau, Secretary, Canadian Section, International Joint Commission Canada and United States**, Letter dated May 21, 2019, Responding to a Letter from Regional Chair Iannicca in Support of the Great Lakes and Cities Initiative Position Regarding the US Great Lakes Restoration Initiative (Resolution 2019-288) (Receipt recommended)

- 18.2. **Enclave Board of Directors, Enclave on the Park, Peel Standard Condominium Corporation No. 879, City of Mississauga**, Letter dated June 5, 2019, Regarding the June 3, 2019 Region of Peel Townhouse Conversation on Cart-Based Collection (Receipt recommended) (Related to 8.6 and 18.4 to 18.6 inclusive and 20.4)

- 18.3. **Cobi Lechem, Policy Advisor, Office of the Minister of the Environment, Conservation and Parks**, Email dated June 7, 2019, Providing a Copy of the Minister of the Environment, Conservation and Parks Mandate Letter and News Release Announcing the Appointment of David Lindsay as Special Advisor on Recycling and Plastic Waste (Receipt recommended)

- 18.4. **Margaret Miller, Director, Peel Condominium Corporation #488**, Letter dated June 6, 2019, Providing a Copy of a Petition in Opposition to the Region of Peel's Proposed Conversion of Bi-Weekly Cart-Based Collection for Townhouses (Receipt recommended) **(A copy of the petition is available from the Office of the Regional Clerk for viewing)** (Related to 8.6, 18.2, 18.4 to 18.6 inclusive and 20.4)

- 18.5. **Petition from the Peel Condominium Corporation #495**, Petition Received June 10, 2019, Providing a Copy of a Petition in Opposition to the Region of Peel's Proposed Conversion of Bi-Weekly Cart-Based Collection for Townhouses (Receipt recommended) **(A copy of the petition is available from the Office of the Regional Clerk for viewing)** (Related to 8.6, 18.2, 18.4 to 18.6 inclusive and 20.4)

- 18.6. **Amanda Passmore, Resident, on behalf of the Townhome Owners at Glen Erin Drive, City of Mississauga**, Email dated June 10, 2019, Providing a Copy of a Petition in Opposition to the Region of Peel's Proposed Conversion of Bi-Weekly Cart-Based Collection for Townhouses (Receipt recommended) **(A copy of the petition is available from the Office of the Regional Clerk for viewing)** (Related to 8.6, 18.2, 18.4 to 18.6 inclusive and 20.4)

19. OTHER BUSINESS

20. NOTICE OF MOTION/MOTION

- 20.1. **Motion from Mayor Brown** Regarding Funds for Paid Duty Policing
- 20.2. **Motion from Councillors Damerla and Medeiros** Regarding Funding of Legal Aid Ontario and Community Legal Clinics (Related to 7.3)
- 20.3. **Motion from Councillor Parrish** Regarding the Regional Council Policies and Procedures Committee Member Composition
- 20.4. **Motion from Councillor Saito** Regarding Waste Bins in Townhouse Complexes (Related to 8.6, 18.2 and 18.4 to 18.6 inclusive)

21. BY-LAWS

Three Readings

By-law 39-2019: A by-law to extend the heavy truck restriction on Regional Road 19 (Winston Churchill Boulevard) from Halton Road 10 (10 Sideroad) to 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. (Related to 17.1)

By-law 40-2019: A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 50 (Highway 50), Town of Caledon. (Related to 15.3)

22. IN CAMERA MATTERS

- 22.1. Closed Session Report of the Regional Council Policies and Procedures Committee (PPC-3/2019) meeting held on May 23, 2019
- 22.2. May 23, 2019 Regional Council Closed Session Report
- 22.3. Proposed 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, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 22.4. Proposed 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, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)

22.5. Proposed 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, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

24. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
May 23, 2019**

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

1. ROLL CALL

Members Present:

P. Brown	M. Mahoney♦
G. Carlson	S. McFadden
B. Crombie	M. Medeiros
D. Damerla	M. Palleschi
S. Dasko	C. Parrish
N. deBoer★	K. Ras
G.S. Dhillon*	P. Saito*
P. Fortini	R. Santos
A. Groves	I. Sinclair
N. Iannicca	A. Thompson
J. Kovac	P. Vicente

Members Absent:

J. Downey (N. deBoer★)	Due to vacation
C. Fonseca	Due to personal matters
J. Innis	Due to personal matters
R. Starr	Due to other municipal business

Also Present: D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; S. Jacques, Chief Planner; A. Farr, Acting 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 Legal Services; C. Thomson, Legislative Specialist; S. Valteau, Legislative Technical Coordinator; H. Gill, Legislative Technical Coordinator; T. Kobikrishna, Legislative Assistant

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

* See text for arrivals

♦ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. May 9, 2019 Regional Council meeting

Moved by Councillor McFadden,
Seconded by Councillor Kovac;

That the minutes of the May 9, 2019 Regional Council meeting be approved.

Carried 2019-437

4. APPROVAL OF AGENDA

Moved by Councillor Kovac,
Seconded by Councillor Groves;

That the agenda for the May 23, 2019 Regional Council meeting include a communication from the City of Brampton regarding the Province of Ontario's 2019 Regional Government Review, to be dealt with under Items Related to Enterprise Programs and Services – Item 14.1;

And further, that the agenda for the May 23, 2019 Regional Council meeting include a memo from the Commissioner of Finance and Chief Financial Officer regarding the cost of the Deloitte report, to be dealt with under Items Related to Enterprise Programs and Services – Item 14.2;

And further, that the agenda for the May 23, 2019 Regional Council meeting include an oral update from the Commissioner of Health Services, regarding a personal matter about an identifiable individual including municipal or local board employees, to be dealt with under In Camera Matters – Item 22.5;

And further, that the agenda for the May 23, 2019 Regional Council meeting include a recommendation from the May 23, 2019 Regional Council Policies and Procedures Committee meeting regarding the selection of an applicant for appointment to the Peel Police Services Board, to be dealt with under In Camera Matters – Item 22.6;

And further, that the agenda for the May 23, 2019 Regional Council meeting be approved, as amended.

Carried 2019-438

Related to Resolutions 2019-475, 2019-476, 2019-536 and 2019-537

5. PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL

Councillor Crombie advised that in recognition of May 23rd as Greater Toronto Area Day, the City of Mississauga is handing out chocolate chip cookies to MiWay customers and encouraging people to “pay it forward” with a simple act of kindness.

Councillor Brown advised that on May 22, 2019, the federal government announced \$13.75M in funding under the National Housing Co-Investment Fund towards the construction of a 90-unit affordable housing project led by the Bramalea Christian Fellowship, in partnership with the Region of Peel and City of Brampton.

6. CONSENT AGENDA

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the following matters listed on the May 23, 2019 Regional Council Agenda be approved under the Consent Agenda:

- 12.1. Tom Mrakas, Councillor, Town of Aurora, Email dated May 10, 2019, Requesting Endorsement of the OMB Reform Working Group Motion Opposing the Proposed Changes Outlined in Bill 108, *More Homes, More Choice Act, 2019*
- 12.2. Steve Clark, Minister of Municipal Affairs and Housing, Email dated May 16, 2019, Providing an Update on the Provincially Significant Employment Zones
- 12.3. Steve Clark, Minister of Municipal Affairs and Housing, Letter dated May 16, 2019, Providing a Copy of the Provincial Plan titled “A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019”
- 13.1. Funding of Capped Tax Increases - 2019
- 13.4. Report of the Emergency Management Program Committee (EMPC-1/2019) meeting held on May 2, 2019
- 13.5. Report of the Audit and Risk Committee (ARC 3/2019) meeting held on May 2, 2019
- 13.6. Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2019) meeting held on May 9, 2019
- 13.7. Diversity, Equity and Anti-Racism Committee Terms of Reference
- 14.1. Peter Fay, City Clerk, City of Brampton, Letter dated May 21, 2019 Providing a Copy of a City of Brampton Resolution and Report Regarding the Province of Ontario’s 2019 Regional Government Review
- 14.2. Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, Memo dated May 22, 2019 Regarding the Cost of the Deloitte Report

- 15.1. Drinking Water Quality Management Systems Update
- 15.2. Waste Management School Education Programs Update
- 16.1. Stephanie Smith, Legislative Coordinator, Corporate Services, City of Mississauga, Email dated April 30, 2019, Providing a Copy of the City of Mississauga Recommendation GC-00192-2019 and Report titled “Review of Bicycle Traffic Signal Installations”
- 17.1. The Changing Landscape of Health in Peel: A Comprehensive Health Status Report 2019
- 17.2. Update on 2019/2020 Peel Public Health Funding and Geographic Boundaries
- 22.1. May 9, 2019 Regional Council Closed Session Report
- 22.2. Closed Session Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2019) meeting held on May 9, 2019
- 22.3. Expropriation Proceedings - 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, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)

In Favour	P. Brown; G. Carlson; D. Damerla; S. Dasko; N. deBoer★; P. Fortini; A. Groves; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; M. Palleschi; C. Parrish; R. Santos; I. Sinclair; A. Thompson; P. Vicente	Total 17
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; G.S. Dhillon; C. Fonseca; J. Innis; K. Ras; P. Saito; R. Starr	7

Carried 2019-439

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

- 12.1. **Tom Mrakas, Councillor, Town of Aurora**, Email dated May 10, 2019, Requesting Endorsement of the OMB Reform Working Group Motion Opposing the Proposed Changes Outlined in Bill 108, *More Homes, More Choice Act, 2019*

Referred to Public Works 2019-440

Related to Resolutions 2019-441 and 2019-442

- 12.2. **Steve Clark, Minister of Municipal Affairs and Housing**, Email dated May 16, 2019, Providing an Update on the Provincially Significant Employment Zones

Received 2019-441

Related to Resolutions 2019-440 and 2019-442

- 12.3. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated May 16, 2019, Providing a Copy of the Provincial Plan titled "A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019"

Referred to Public Works 2019-442

Related to Resolutions 2019-440 and 2019-441

- 13.1. **Funding of Capped Tax Increases - 2019**

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law to establish a percentage by which tax decreases respecting the commercial, industrial and multi-residential property classes are limited for the 2019 taxation year in order to recover revenue required to fund the capped tax increases of properties in those property classes for that year, be presented for enactment.

Carried 2019-443

Related to Resolution 2019-531

- 13.4. **Report of the Emergency Management Program Committee (EMPC-1/2019) meeting held on May 2, 2019**

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the report of the Emergency Management Program Committee (EMPC-1/2019) meeting held on May 2, 2019, be adopted.

Carried 2019-444

1. ELECTION OF CHAIR AND VICE-CHAIR

RECOMMENDATION EMPC-1-2019:

That Councillor Groves be elected Chair of the Emergency Management Program Committee, for a term ending November 14, 2020, or until a successor is appointed by Regional Council.

Approved 2019-445

RECOMMENDATION EMPC-2-2019:

That Councillor Santos be elected Vice-Chair of the Emergency Management Program Committee, for a term ending November 14, 2020, or until a successor is appointed by Regional Council.

Approved 2019-446

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

3. APPROVAL OF AGENDA

RECOMMENDATION EMPC-3-2019:

That the agenda for the May 2, 2019 Emergency Management Program Committee include an oral update regarding plans for the upcoming Emergency Preparedness Week, to be dealt with under Other Business – Item 8.1;

And further, that the agenda for the May 2, 2019 Emergency Management Program Committee meeting, be approved as amended.

Approved 2019-447

4. DELEGATIONS - Nil

5. REPORTS

5.1. Orientation to the Role of the Regional Chair and Council Members During an Emergency

Presentation by Andrew Cooper, Acting Manager, Regional Emergency Management

Received 2019-448

5.2. 2019 Regional Emergency Management – Work Plan Overview

Received 2019-449

5.3. Summary of the 2018 Office of the Fire Marshal and Emergency Management (OFMEM) Compliance Submission

Received 2019-450

5.4. 2018 Regional Fire Coordinators Report

Received 2019-451

5.5. 9-1-1 Annual Report

Received 2019-452

8.1. Emergency Preparedness Week Update (Oral)

Received 2019-453

13.5. Report of the Audit and Risk Committee (ARC 3/2019) meeting held on May 2, 2019

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the report of the Audit and Risk Committee (ARC-3/2019) meeting held on May 2, 2019 be adopted.

Carried 2019-454

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION ARC-9-2019:

That the agenda for the May 2, 2019 Audit and Risk Committee meeting, be approved.

Approved 2019-455

3. DELEGATIONS

- 3.1. **Trevor Ferguson, Audit Partner, Deloitte LLP, Presenting the 2018 Deloitte Audit Results Report**

Received 2019-456

Related to Resolutions 2019-457 to 2019-459 inclusive

4. REPORTS

- 4.1. **2018 Region of Peel Consolidated Financial Statements**

Received 2019-457

Related to Resolution 2019-456

- 4.2. **2018 Peel Housing Corporation Financial Statements**

Received 2019-458

Related to Resolution 2019-456

- 4.3. **2018 Deloitte Audit Results Report**

Received 2019-459

Related to Resolution 2019-456

- 4.4. **2018 Region of Peel Debt Retirement and Sinking Funds Financial Statements**

Received 2019-460

- 4.5. **2018 Region of Peel Trust Funds Financial Statements**

Received 2019-461

4.6. **Status of Management Action Plans**

Received 2019-462

4.7. **Roads Resurfacing Audit**

Received 2019-463

4.8. **Peel Living Property Management Audit**

Presentation by Dan Labrecque, General Manager, Peel Housing Corporation; and Jennifer Weinman, Manager, Enterprise Risk and Audit Services

Received 2019-464

13.6. **Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2019) meeting held on May 9, 2019**

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2019) meeting held on May 9, 2019, be adopted.

Carried 2019-465

1. **ELECTION OF CHAIR AND VICE-CHAIR**

RECOMMENDATION R30AOC-1-2019:

That Councillor Parrish be elected Chair of the Regional Official Plan Amendment 30 Appeals Oversight Committee, for a term ending upon the dissolution of the Committee or the end of the current term of Regional Council, whichever comes first.

Approved 2019-466

RECOMMENDATION R30AOC-2-2019:

That Councillor Groves be elected Vice Chair of the Regional Official Plan Amendment 30 Appeals Oversight Committee, for a term ending upon the dissolution of the Committee or the end of the current term of Regional Council, whichever comes first.

Approved 2019-467

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

3. APPROVAL OF AGENDA

RECOMMENDATION R30AOC-3-2019:

That the agenda for the May 9, 2019 Regional Official Plan Amendment 30 Appeals Oversight Committee, be approved.

Approved 2019-468

4. DELEGATIONS – Nil

5. REPORTS – Nil

6. COMMUNICATIONS

- 6.1. **Yazzie Cosentino, Decisions Unit Administrative Staff, Tribunals Ontario – Environment and Land Division, Local Planning Appeals Tribunal (LPAT), Email dated April 2, 2019, Regarding PL170058 – LPAT Decision Issued on the Proposed Official Plan Amendment No. ROPA 30 - Regional Municipality of Peel**

Received 2019-469

- 6.2. **Nazma Ramjaun, Case Coordinator/Planner, Tribunals Ontario – Environment and Land Division, Local Planning Appeal Tribunal (LPAT), Email dated April 17, 2019 LPAT, Responding to Stephen D'Agostino, Thomson Rogers, on behalf of the Region of Peel, Regarding PL170058 - Request to Cancel April 23, 2019 Prehearing Conference on the Proposed Official Plan Amendment ROPA 30 - Regional Municipality of Peel**

Received 2019-470

7. IN CAMERA MATTERS

RECOMMENDATION R30AOC-4-2019:

That the ROPA 30 Appeals Oversight Committee proceed "In Camera" to consider a Committee report relating to the following:

- *Advice that is subject to solicitor-client privilege, including communications necessary for that purpose*

Approved 2019-471

- 7.1. **Ontario Municipal Board Hearing - Regional Official Plan Amendment 30 (Oral) (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Received 2019-472

RECOMMENDATION R30AOC-5-2019:

That direction given "In Camera" to the Regional Solicitor and Thomson Rogers Lawyers be approved, and voted upon in accordance with Section 5.10.8.b of the Region of Peel Procedure By-law 9-2018, as amended.

Approved 2019-473

13.7. **Diversity, Equity and Anti-Racism Committee Terms of Reference**

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the Terms of Reference for the Diversity, Equity and Anti-Racism Committee, as proposed in Appendix I to the report of the Commissioner of Corporate Services, titled "Diversity, Equity and Anti-Racism Committee Terms of Reference" be approved.

Carried 2019-474

- 14.1. **Peter Fay, City Clerk, City of Brampton**, Letter dated May 21, 2019 Providing a Copy of a City of Brampton Resolution and Report Regarding the Province of Ontario's 2019 Regional Government Review

Received 2019-475

Related to 2019-438

- 14.2. **Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer,**
Memo dated May 22, 2019 Regarding the Cost of the Deloitte Report

Received 2019-476

Related to 2019-438

- 15.1. **Drinking Water Quality Management Systems Update**

Received 2019-477

- 15.2. **Waste Management School Education Programs Update**

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the Region of Peel extend its service agreement with ecoCaledon for a 12-month term: from September 2019 to August 2020 in the estimated amount of \$32,499, in accordance with Procurement By-law 30-2018;

And further, that the Region of Peel extend its service agreement with Ecosource for a 12-month term: from September 2019 to August 2020 in the estimated amount of \$395,161, in accordance with Procurement By-law 30-2018;

And further, that the Region of Peel issue a Request for Proposal for required Waste Education services beyond the 2019/2020 school year as described in the report of the Acting Commissioner of Public Works, titled "Waste Management School Education Programs Update".

Carried 2019-478

- 16.1. **Stephanie Smith, Legislative Coordinator, Corporate Services, City of Mississauga,** Email dated April 30, 2019, Providing a Copy of the City of Mississauga Recommendation GC-00192-2019 and Report titled "Review of Bicycle Traffic Signal Installations"

Referred to Public Works 2019-479

- 17.1. **The Changing Landscape of Health in Peel: A Comprehensive Health Status Report 2019**

Received 2019-480

Related to Resolution 2019-524

- 17.2. **Update on 2019/2020 Peel Public Health Funding and Geographic Boundaries**

Received 2019-481

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

- May 9, 2019 Regional Council Closed Session Report
- Closed Session Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2019) meeting held on May 9, 2019
- Expropriation Proceedings - 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, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)

22.1. **May 9, 2019 Regional Council Closed Session Report**

Received 2019-482

22.2. **Closed Session Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2019) meeting held on May 9, 2019**

Received 2019-483

22.3. **Expropriation Proceedings - 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, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Ras,
Seconded by Councillor Santos;

That the recommendations attached in Appendix I to the In Camera report of the Commissioner of Corporate Services and the Commissioner of Public Works titled "Expropriation Proceedings – 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, 4 and 5", be approved and become public upon adoption.

Carried 2019-484

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on

Reference Plan 43R-38381, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-485

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38387, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-486

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38388, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-487

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38412, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-488

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38744, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-489

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38432, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-490

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38447, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-491

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly

Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38449, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-492

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38448, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-493

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38676, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-494

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38491, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-495

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2, 3, 4, 5 and 6 on Reference Plan 43R-38677, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-496

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38607, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-497

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38605, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-498

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly

Township of Albion), Regional Municipality of Peel, designated as Parts 2 and 3 on Reference Plan 43R-38603, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 4 and 5 on Reference Plan 43R-38603, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-499

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38631, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-500

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 3 on Reference Plan 43R-38704, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times in, on, over, through, under, above, along and upon the lands described as Part of Lot 1, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38704, for the municipal purpose of constructing, installing, operating, maintaining, inspecting, altering, removing, replacing, reconstructing, enlarging and repairing drainage ditches, culverts, headwalls and related appurtenances, and side-slopes and grading appurtenant to Mayfield Road;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-501

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38562, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-38562, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-38562, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-502

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38666, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2, 4 and 5 on Reference Plan 43R-38666, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-503

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 12, Registered Plan M-153, City of Brampton, Regional Municipality of Peel, designated as Parts 1, 2 and 4 on Reference Plan 43R-38606, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 12, Registered Plan M-153, City of Brampton, Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-38606, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-504

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 12, Registered Plan M-153, City of Brampton, Regional Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38672, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-505

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38584, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-506

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 2, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38660, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 2, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38660, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-507

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in

the lands described as Part of Lot 3, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38664, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 3, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38664, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-508

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 3 on Reference Plan 43R-38667, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the

nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-38667, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-509

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38756, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary

material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2 and 4 on Reference Plan 43R-38756, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-510

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38650, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-511

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38657, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-512

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38703, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of

the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38703, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-513

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-11783, being All of PIN 14348-0199(LT), for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-514

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38541, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-515

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, as in RO1151791, being All of PIN 14215-0087, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-516

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, as in TG4681, save and except VS79380, being All of PIN 14215-0086, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-517

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 10 Northern Division, City of

Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38757, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38757, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-518

Moved by Councillor Ras,
Seconded by Councillor Santos;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38699, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and

all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-38699, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration 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 offers 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.

Carried 2019-519

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS

- 7.1. **Mark MacDonald, Partner, Government and Public Sector, Global Leader, Public Finance Management; Mohamed Bhamani, Associate Partner, Government and Public Sector; and, Mauricio Zelaya, Senior Vice President, Economics Leader, Economic Advisory, Ernst and Young**, Providing an Overview of the Ernst and Young Report Related to the Provincial Review of Regional Government

Received 2019-520

Councillor Saito arrived at 9:41 a.m.
Councillor Dhillon arrived at 9:43 a.m.

Mark MacDonald, Partner, Government and Public Sector, Global Leader, Public Finance Management, Ernst and Young, commended the collaboration and cooperation of the Steering Committee, comprised of the Chief Administrative Officers and Chief Financial Officers from the Region of Peel and the three local municipalities, that met regularly to discuss scenarios and options, and to validate and reach consensus on the assumptions and values in the Financial Impact Analysis of Service Delivery Models.

Mohamed Bhamani, Associate Partner, Government and Public Sector, Ernst and Young, described the assumptions and approach utilized for the analysis that included engagement with key stakeholders across the service lines in the development and testing of a range of assumptions, including two subcontractors for legal and case law (Hicks Morley) and Development Charges advice (Hemson Consulting Ltd.). He noted that where the Steering Committee could not reach consensus, multiple assumptions were used.

Mauricio Zelaya, Senior Vice President, Economics Leader, Economic Advisory, Ernst and Young, provided a summary of findings related to the total cost of the amalgamation and dissolution scenarios. He noted that, for the police in the dissolution scenario, two methods were modelled based on a joint police services board and separate police services boards, with the Town of Caledon continuing to be serviced by the Ontario Provincial Police. Mauricio Zelaya described the impact of dissolution on each municipality's taxes. With respect to the risk analysis related to development charges, two options were presented to demonstrate the potential risk of alternative models of future development charges under a dissolution scenario.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, provided a comparison and explanation of the differences in findings of the analysis conducted by Deloitte and Ernst and Young, noting that different assumptions and methodologies were used by the two firms.

The representatives from Ernst and Young responded to questions of clarification from Members of Regional Council, including questions related to the review of existing Region of Peel contracts, assumptions used in the analysis, impact of development charges, tax analysis, the division of assets, one-time costs related to transition, and models used in the analysis of police services.

Councillor Saito requested that Council be provided with a breakdown, by municipality, of the total financial impact compared to the status quo. Councillor Brown requested that the information be provided prior to the end of the Council meeting.

Mark MacDonald stated that the additional information requested by Councillors Brown and Saito was not included in the analysis but could be determined.

At the request of Councillor Parrish, the Regional Chair undertook to ensure that the Ernst and Young analysis is listed as the first report on the Provincial Government Review page on the Region's website.

Regional Council recessed at 12:03 p.m.

Regional Council reconvened at 12:38 a.m.

Members Present:	P. Brown	M. Medeiros*♦
	G. Carlson	C. Parrish
	S. Dasko	K. Ras
	N. deBoer*♦	P. Saito
	P. Fortini*	R. Santos
	A. Groves♦	I. Sinclair
	N. Iannicca	A. Thompson
	J. Kovac	P. Vicente
	S. McFadden	

Members Absent:	B. Crombie	Due to other municipal business
	D. Damerla	
	G.S. Dhillon	
	J. Downey (N. deBoer*)	Due to vacation
	C. Fonseca	Due to personal matters
	J. Innis	Due to personal matters
	M. Mahoney	
	M. Palleschi	
	R. Starr	Due to other municipal business

Also Present: D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; S. Jacques, Chief Planner; A. Farr, Acting 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 Legal Services; C. Thomson, Legislative Specialist; S. Valleau, Legislative Technical Coordinator; H. Gill, Legislative Technical Coordinator; T. Kobikrishna, Legislative Assistant

The Regional Clerk advised that, after the delegation from Ernst and Young earlier in the meeting, Mark MacDonald sent an email to Region of Peel staff stating that the additional calculations requested by Council are being conducted forthwith. The analysis will be conducted, and its results validated by the Steering Committee. The results will be communicated to Regional Council at the earliest point after completion but will not be available for today's meeting.

Councillor Brown requested that the information be provided to Councillors as soon as it is available.

Councillor Fortini arrived at 12:42 p.m.

Councillor Medeiros arrived at 12:42 p.m.

8. STAFF PRESENTATIONS

8.1. Update on the Region of Peel Inflow and Infiltration Reduction and Mitigation Strategy

Presentation by Anthony Parente, Acting General Manager, Water and Wastewater Divisions

Received 2019-521

Related to Resolution 2019-522

Moved by Councillor Vicente,
Seconded by Councillor McFadden;

That the Commissioner of Public Works be authorized to replace the existing voluntary downspout disconnection program with a mandatory, contractor supported program, beginning in eleven pilot focus areas only for 2019 and continuing in future years as approved by Council in yearly budgets.

In Favour	P. Brown; G. Carlson; S. Dasko; N. deBoer★; P. Fortini; A. Groves; J. Kovac; S. McFadden; C. Parrish; K. Ras; P. Saito; R. Santos; I. Sinclair; A. Thompson; P. Vicente	Total 15
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; D. Damerla; G.S. Dhillon; C. Fonseca; J. Innis; M. Mahoney; M. Medeiros; M. Palleschi; R. Starr	9

Carried 2019-522

Related to Resolution 2019-521

Anthony Parente, Acting General Manager, Water/Wastewater, advised that inflow is rain water or snow melt that enters sanitary sewers through direct connections from downspouts, catch basins and foundation drains. Infiltration is water that enters the wastewater collection system through holes and cracks in sewers. If sanitary sewers exceed their capacity, they can overflow which results in basement flooding. He stated that inflow and infiltration (I&I) is challenging to identify, noting that there are over 3,500 km of pipes and more than 55,000 maintenance holes across the Region of Peel. It is essential to have a strategy to identify, quantify and mitigate the effects of I&I.

The Region of Peel's I&I Reduction and Mitigation Strategy was developed based on best practices and includes rehabilitation requirements, as well as, the application of new capital construction standards developed in 2017. The Strategy includes programs for residents, such as downspout disconnection, to address neighbourhoods with higher risk of flooding from sewer back-ups.

Councillor Groves departed at 1:20 p.m.

8.2. **Peel Public Health Strategic Priorities for the Future**
Presentation by Dr. Jessica Hopkins, Medical Officer of Health

Received 2019-523

Related to Resolution 2019-524

Moved by Councillor Santos,
Seconded by Councillor Vicente;

That the Peel Board of Health (Regional Council) endorse Peel Public Health’s emerging strategic topic areas as outlined in Section 2a of the report of the Commissioner of Health Services and the Medical Officer of Health, titled “Peel Public Health Strategic Priorities for the Future”.

In Favour	P. Brown; G. Carlson; S. Dasko; N. deBoer★; J. Kovac; S. McFadden; M. Medeiros; C. Parrish; K. Ras; P. Saito; R. Santos; I. Sinclair; A. Thompson; P. Vicente	Total 14
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; D. Damerla; G.S. Dhillon; C. Fonseca; P. Fortini; A. Groves; J. Innis; M. Mahoney; M. Palleschi; R. Starr	10

Carried 2019-524

Related to Resolutions 2019-480 and 2019-523

Dr. Jessica Hopkins, Medical Officer of Health, presented highlights from the recently completed 2019 comprehensive health status report (the Report), as well as, other work that will inform strategic priorities to support Public Health for 2020 and beyond. The collection, analysis and reporting of epidemiological data to key stakeholders is also a requirement of the Ontario Public Health Standards.

Dr. Hopkins highlighted successes and positive changes in the health of Peel’s residents, such as an increase in life expectancy; low rates of infectious diseases where there are high rates of immunization; a significant decline in smoking rates; and a decline in the rate of many chronic diseases associated with tobacco smoking. The Report also identifies emerging issues in the areas of mental health and early indicators of the health impacts of climate change.

The Medical Officer of Health stated that the current strategic plan is set to end by the end of 2019 and the development of a new strategic plan was significantly underway when the provincial government announced its Ontario Public Health Modernization initiative which will

create new regional public health entities in Ontario. In preparation for this new context, Peel Public Health has an opportunity to advocate for the health of Peel residents and highlight the community needs that have been identified.

Staff will be finalizing the strategic priorities, developing a final report to Council and working towards advocating for the health of Peel residents.

Councillor DeBoer departed at 1:35 p.m.

8.3. **Regional Council Public Awareness Campaign on Provincial Budget Cuts**
Presentation by Bethany Lee, Manager, Strategic Client Communication

Received 2019-525

Related to Resolution 2019-526

Moved by Councillor Brown,
Seconded by Councillor Parrish;

That the public awareness campaign for Regional Council as contained in the report of the Commissioner of Corporate Services titled “Regional Council Public Awareness Campaign on Provincial Cuts”, including but not limited to, social media ads and specific examples of impacts of cuts, together with “tool kits” for residents in a variety of languages and leveraging partnerships for exposure, be approved;

And further, that the costs associated with the campaign be approved.

In Favour	P. Brown; G. Carlson; S. Dasko; P. Fortini; J. Kovac; S. McFadden; M. Medeiros; C. Parrish; K. Ras; P. Saito; R. Santos; I. Sinclair; A. Thompson; P. Vicente	Total 14
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; D. Damerla; N. deBoer★; G.S. Dhillon; C. Fonseca; A. Groves; J. Innis; M. Mahoney; M. Palleschi; R. Starr	10

Carried 2019-526

Related to Resolution 2019-525

Bethany Lee, Manager, Strategic Client Communication, provided an overview of the proposed communication strategy in response to provincial budget cuts, as requested at the May 9, 2019 Regional Council meeting. The focus of the strategy, which uses the hashtag #cutshurtpeople is to:

- Raise awareness about the issue of provincial cuts specific to the Region of Peel
- Convey to Region of Peel residents the consequences of the provincial budget cuts
- Convey the Region's opposition to the current cuts, and potential further cuts, by the provincial government
- Enable and generate action in opposition to the cuts from residents

Bethany Lee previewed the campaign visuals that will help to convey the message that when funding is taken away from essential programs, services will be lost, or taxes will go up. She outlined the proposed tactics for the strategy which include posting information on the Region of Peel website, the use of social media and Connect to Peel, telephone town halls, and providing Councillors with a toolkit containing key messages, sample tweets and campaign visuals.

Councillor Brown stated that the text accompanying the images proposed for the campaign should be more specific about how the provincial cuts will impact lives, such as the number of child care spaces that will be cut. He noted that the proposed cuts to the prisoner transport program and other cuts amount to downloading and should be explained to residents.

Councillor Brown requested that the campaign include social media ads and that the telephone town halls permit both calling in and calling out.

Councillor Santos highlighted the need for the campaign messaging to reach Peel's diverse community. She suggested that residents be provided with a toolkit, in multiple languages, with sample messages residents could tweet to the Premier and local MPPs. Councillor Santos suggested that a media launch be considered with as many Regional Councillors in attendance as possible.

Councillor Ras suggested that Regional partners, such as Peel Regional Police, be leveraged, noting that they have 175 thousand Twitter followers.

Stephen VanOfwegen advised that a funding announcement letter was received from the province with respect to cost shared programs in public health and the seniors dental program. Overall, the final impact to 2021 is \$40 million, which represents a 3.6 property tax impact versus the 4.1 per cent that was previously reported to Council at its last meeting.

Councillor Brown suggested that a letter summarizing the impacts of the provincial cuts, signed by the Regional Chair and three Mayors, be sent to Peel-area MPPs. The Regional Chair agreed to do this.

Councillor Brown requested that the Regional Chair review the final campaign material and ensure the campaign is commenced right away.

In response to a question from Councillor Parrish, the Medical Officer of Health stated that the provincial funding announcement letter for the seniors dental program indicated that the Region of Peel should plan to receive \$3.9M annually, and 100 per cent base funding, however, the funding letter has not yet been received and that resident eligibility criteria have not been confirmed by the Province. She stated that staff would report to Regional Council once the province provides details of the program.

Councillor Medeiros departed at 1:55 p.m.

9. **ITEMS RELATED TO HUMAN SERVICES**

Chaired by Councillor M. Medeiros

9.1. **Emergency Shelter and Outreach Services with Our Place (Peel) (Document 2019-344N)**

Moved by Councillor Santos,
Seconded by Councillor Sinclair;

That the Region of Peel's duly authorized signing officers be authorized to execute a service agreement with Our Place (Peel) for the provision of 20 emergency shelter beds and outreach services for youth 16-24 years of age, for the period of 24 months, in an amount not exceeding the upset limit of \$2,600,000, (excluding applicable taxes) in accordance with Procurement By-law 30-2018, on business terms satisfactory to the Commissioner of Human Services and legal terms satisfactory to the Regional Solicitor.

In Favour	P. Brown; G. Carlson; S. Dasko; P. Fortini; J. Kovac; S. McFadden; C. Parrish; K. Ras; P. Saito; R. Santos; I. Sinclair; A. Thompson; P. Vicente	Total 13
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; D. Damerla; N. deBoer★; G.S. Dhillon; C. Fonseca; A. Groves; J. Innis; M. Mahoney; M. Medeiros; M. Palleschi; R. Starr	11

Carried 2019-527

10. **COMMUNICATIONS - Nil**

11. **ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT**

12. **COMMUNICATIONS**

These items were dealt with on Consent.

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

13.2. **2018 Treasury Report**

Received 2019-528

13.3. **Public Awareness Campaign on Provincial Budget Cuts**

This item was dealt with under Resolution 2019-526

14. **COMMUNICATIONS**

These items were dealt with on Consent.

15. **ITEMS RELATED TO PUBLIC WORKS**

Chaired by Councillor A. Groves

These items were dealt with on Consent.

16. **COMMUNICATIONS**

These items were dealt with on Consent.

17. **ITEMS RELATED TO HEALTH**

These items were dealt with on Consent.

18. **COMMUNICATIONS - Nil**

19. **OTHER BUSINESS**

Additional Items 19.1 and 19.2.

19.1 **Waste Collection Townhouse Conversions (Oral)**

Received 2019-529

Councillor Saito advised that an email from a resident stated that they received a card in the mail from the Region of Peel inviting residents to a public meeting regarding waste collection townhouse conversions. She noted that Regional Council previously directed that the townhouse conversion be put on hold and she inquired why information had been mailed to residents. Councillor Saito stated that no public meetings on the issue should be held until further direction is provided by Regional Council.

Andrew Farr, Acting Commissioner of Public Works, undertook to investigate and provide a response to all members of Regional Council.

19.2 **Water Treatment Plant Renaming Ceremony (Oral)**

Received 2019-530

Councillor Dasko encouraged members of Regional Council to attend the renaming ceremony of the Lakeview Water Treatment Plan to the “Arthur P. Kennedy Water Treatment Plant” on May 25, 2019.

20. **NOTICE OF MOTION/MOTION - Nil**

21. **BY-LAWS**

Three Readings

By-law 36-2019: A by-law to establish percentages by which tax decreases are limited for 2019 for properties in the commercial, industrial and multi-residential property classes.

Moved by Councillor Kovac,
Seconded by Councillor Fortini;

That the by-law listed on the May 23, 2019 Regional Council agenda, being By-law 36-2019, 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 2019-531

Related to Resolution 2019-443

22. **IN CAMERA MATTERS**

At 1:59 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Ras,
Seconded by Councillor Parrish;

That Council proceed “In Camera” to consider the May 9, 2019 Closed Session report and a Council reports relating to the following:

- Legal Framework Governing Mandated Provision of Services by The Region (For information) (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

Added Items:

- Update from the Commissioner of Health Services regarding a Personal Matter about an Identifiable Individual including Municipal or Local Board Employees
- Recommendation from the May 23, 2019 Regional Council Policies and Procedures Committee meeting regarding the Selection of an Applicant for Appointment to the Peel Police Services Board (Personal Matter about an Identifiable Individual including Municipal or Local Board Employees)

Carried 2019-532

Moved by Councillor Brown,
Seconded by Councillor Dasko;

That Council proceed out of "In Camera".

Carried 2019-533

Council moved out of closed session at 2:06 p.m.

Moved by Councillor Parrish,
Seconded by Councillor Ras;

That the in camera report titled "Legal Framework Governing Mandated Provision of Services by The Region" listed as item 22.4 on the May 23, 2019 Regional Council agenda, be received;

And further, that the oral update from the the Commissioner of Health Services regarding a Personal Matter about an Identifiable Individual including Municipal or Local Board Employees, be received;

And further, that the recommendation from the May 23, 2019 Regional Council Policies and Procedures Committee meeting regarding the Selection of an Applicant for Appointment to the Peel Police Services Board, be approved and become public upon adoption.

In Favour	P. Brown; G. Carlson; S. Dasko; P. Fortini; J. Kovac; S. McFadden; C. Parrish; K. Ras; P. Saito; R. Santos; I. Sinclair; A. Thompson; P. Vicente	Total 13
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; D. Damerla; N. deBoer★; G.S. Dhillon; C. Fonseca; A. Groves; J. Innis; M. Mahoney; M. Medeiros; M. Palleschi; R. Starr	11

Carried 2019-534

- 22.4. **Legal Framework Governing Mandated Provision of Services by the Region (For information) (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Received 2019-535

Added items 22.5 and 22.6

- 22.5. **Personal Matter about an Identifiable Individual Including Municipal or Local Board Employees (Oral) (Personal matter about an identifiable individual including municipal or local board employees)**

Received 2019-536

- 22.6. **Recommendation from the Regional Council Policies and Procedures Committee meeting held on May 23, 2019 Regarding the Selection of Applicant for Appointment to the Peel Police Services Board (Personal matter about an identifiable individual including municipal or local board employees)**

Moved by Councillor Parrish,
Seconded by Councillor Ras;

That Ahmad Attia be appointed as the citizen member to the Peel Police Services Board to serve for a term ending on November 14, 2022, or until a successor is appointed by Regional Council;

And further, that the citizen member appointment to the Peel Police Services Board not exceed two terms of municipal council.

Carried 2019-537

23. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 37-2019: A by-law to approve the expropriation of lands described in Schedule "A" herein and the taking of all steps necessary to obtain the possession of those lands for the municipal purpose of facilitating improvements to and the widening of Mayfield Road together with works ancillary thereto from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) in the City of Brampton and the Town of Caledon (the "Mayfield Road Widening").

Moved by Councillor Dasko,
Seconded by Councillor Carlson;

That the by-law relating to In Camera Item 22.3 being By-law 37-2019, 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 2019-538

24. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Vicente,
Seconded by Councillor Thompson;

That By-law 38-2019 to confirm the proceedings of Regional Council at its meeting held on May 23, 2019, 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 2019-539

25. ADJOURNMENT

The meeting adjourned at 2:09 p.m.

Regional Clerk

Regional Chair

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/06/13	MEETING NAME Regional Council
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DATE SUBMITTED YYYY/MM/DD 2019/02/22
--

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

NAME OF INDIVIDUAL(S) Chris McCord
--

POSITION(S)/TITLE(S) Interim Chief
--

NAME OF ORGANIZATION(S) Peel Regional Police
--

E-MAIL Christopher.Mccord@peelpolice.ca	TELEPHONE NUMBER (905) 453-2121	EXTENSION 4000
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To present Overview and Status Report Provincial Adequacy Regulations

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

PEEL REGIONAL POLICE

OVERVIEW
STATUS REPORT
REGIONAL COUNCIL

PRESENTED BY
CHIEF CHRIS MCCORD

PEEL REGIONAL POLICE

JUNE 13
2019

COMMUNITY TOGETHER

PEEL REGIONAL POLICE

Community Safety & Well-Being Framework

- SOCIAL DEVELOPMENT
- PREVENTION
- RISK INTERVENTION
- INCIDENT RESPONSE

- Critical and Non-critical Incident Response
- Mitigating Situations of Elevated Risk
- Proactively Reducing Identified Risks
- Promoting and Maintaining Safety and Well-being

Source: Webinar: Community Safety and Well-Being Planning, Public Safety Division, Ministry of the Solicitor General (previously, Ministry of Community Safety and Correctional Services)

Community Safety Together 2



INCIDENT RESPONSE



Calls To Communications



9-1-1 Awareness Campaign

“Emergency” can mean different things to different people.

#911awareness



710,000
Total Calls Received



430,000
9-1-1 Calls Received



Over 182,000
Deemed Inappropriate



74,000
Immediate Response Events



Increase of
10%
Over 2017


Make the Right Call

Is someone's health, safety, or property in immediate danger or is there a crime in progress?


YES → Dial 911 **NO** → Dial 905-453-3311


5 Community Safety Together

INCIDENT RESPONSE




Amber Alert Program





AMBER
America's Missing:
Broadcast Emergency Response



Program has been in place in Ontario since 2003

5
AMBER Alert Incidents initiated by PRP

↓

2
In 2019

6 Community Safety Together

INCIDENT RESPONSE



Road Safety



2018 Fatal Collisions & Traffic Enforcement



Fatal Collisions
36



Fatal Collision Victims
41



Impaired Driving Offences
1,196



Use of Electronic Device
2,827



Total HTA Charges
84,807

Superhero Campaign



Driving High Can Kill More Than Your Buzz. Drive Sober.



PeelPolice.ca/Cannabis

Community Safety Together

7



Violent Crime (Victims)

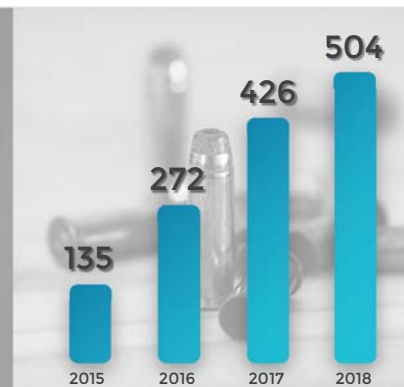
(Jan-Dec) 2015-2018



SHOOTINGS



STABBINGS



INVESTIGATED ROUNDS DISCHARGED*

* Estimated

Community Safety Together

8

RISK INTERVENTION



Investigative-Based Projects



PROJECT BARON

SEIZED

 HIGH CAPACITY MAGAZINES	 AMMUNITION	 26 FIREARMS
 DRUGS	 CANADIAN CURRENCY	

ILLEGAL DISPENSARIES

Conducted enforcement on **illegal dispensaries**

▼

In April, investigated illicit dispensaries operating within Mississauga & Brampton

▼

Officers conducted searches, executed search warrants at 4 separate locations

▼

Seized **5.8 kg** of illicit marihuana that was packaged, ready for sale

Community Safety Together
9

PREVENTION



Gun Amnesty Programs in Peel



2019


129
 FIREARMS


269
 POUNDS AMMUNITION

2018

34 | FIREARMS

80 | POUNDS AMMUNITION

2017

69 | FIREARMS

75 | POUNDS AMMUNITION

2015

310 | FIREARMS

460 | POUNDS AMMUNITION

Allows for a safe opportunity for law-abiding citizens to surrender unwanted firearms and ammunition for destruction

10
Community Safety Together



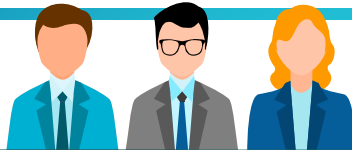
Community Engagement and Mobilization



Chief's Advisory Committees

Working Together to:

- Enhance Relationships
- Address the Needs of the Community
- Find Solutions to Community Problems
- Enhance Internal Policies & Practices



Community Mobilization Teams

To address crime & victims'/residents' concerns through:

- Effective Investigations & Enforcement
- Proactive Strategies
- Increased Police Visibility
- Educational Initiatives



Community Safety Together



Sworn & Civilian Hires (2019)

Recruiting - 2018 Activities



10

MEDIA PROMOTION INITIATIVES



138

OUTREACH RECRUITING INITIATIVES



6,605

PEOPLE ATTENDED TARGETED RECRUITMENT FORUMS

Professional, Diverse & Supportive Workplace



Enhancements

Technology & Equipment



-  New Public Safety Broadband Network (PSBN)
-  Pilot the Use of Mobile Phones
-  Mugshot Identification
-  New AFIS System
-  Casualty Bureau (Major Event Management)
-  Unmanned Aerial Vehicles
-  New Communications Centre Equipment

Quality Service & Fiscal Responsibility

13



GTAA CONTRACT RENEWED

Commitment to
POLICING SERVICE
at
TORONTO PEARSON
INTERNATIONAL AIRPORT
(TPIA)



Quality Service & Fiscal Responsibility

14



2020 Budget Forecast - Fall 2019 | **\$446.2** | **5.5%**

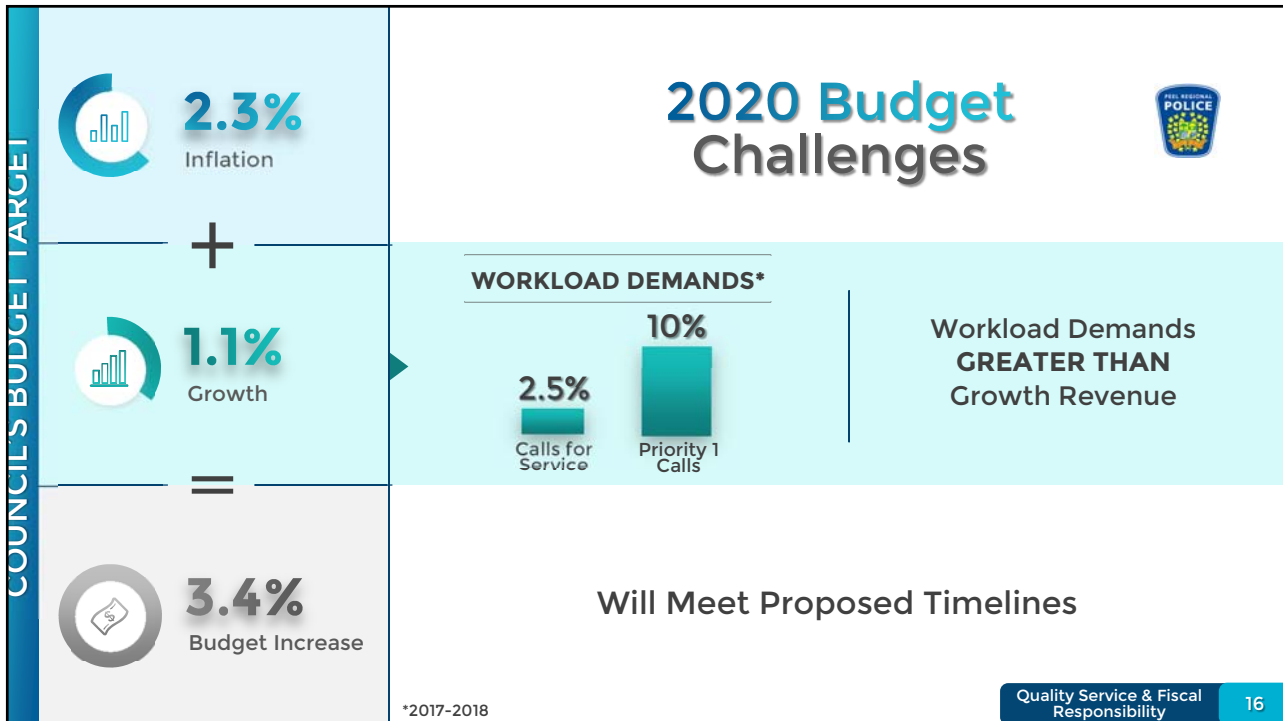
Grant Funding

	Court Security & Prisoner Transportation (CSPT)	\$0.7	0.2%
	Community Policing Partnerships (CPP) / 1000 Officers	\$7.1	1.6%
	Provincial Anti-Violence Intervention Strategy (PAVIS)	\$0.5	0.1%
	Community Safety & Policing (CSP) Local Priorities - <i>New</i>	(\$5.7)	(1.3%)
	Community Safety & Policing (CSP) Provincial Priorities - <i>New</i>	\$??	??%

Known Impacts | **\$2.6** | **0.6%**

Revised Forecast | **\$448.8** | **6.1%**

Quality Service & Fiscal Responsibility | 15





Recent Accomplishments



Canadian Forces Liaison Council Employer Support Award for the Most Supportive Employer in Ontario



PRP Recognized with MarCom Platinum Award for Website Design and Development





PRP EQUITY & INCLUSION TEAM


receives

**INTERCULTURAL DIALOGUE INSTITUTE
GTA PUBLIC HEROES AWARD**



17

Quality Service & Fiscal Responsibility




New PRP Boat Launched

We have upgraded our Marine Unit's fleet with the addition of Marine2

Fast, agile and equipped with the most up-to-date electronics and devices



Will better enable us to respond to calls for service and provide enhanced enforcement



Peel Regional Police

Marine2

May 17

18

Quality Service & Fiscal Responsibility

PEEL REGIONAL POLICE

OVERVIEW & STATUS REPORT
REGIONAL COUNCIL

PRESENTED BY
CHIEF CHRIS MCCORD

PEEL REGIONAL POLICE

THANK YOU

COMMUNITY TOGETHER

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/06/13	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
2019/05/14

NAME OF INDIVIDUAL(S)
Harkirat Singh

POSITION(S)/TITLE(S)
Owner in Condo

NAME OF ORGANIZATION(S)
PCC 621

E-MAIL [REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Water bill was too high.

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)

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

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/06/13	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

2019/05/23

NAME OF INDIVIDUAL(S)

Douglas Kwan, Jack Fleming

POSITION(S)/TITLE(S)

Co-Executive Director, Executive Director

NAME OF ORGANIZATION(S)

Mississauga Community Legal Services, North Peel Dufferin Community Legal Services

E-MAIL

kwand@lao.on.ca; flemingj@lao.on.ca

TELEPHONE NUMBER

(905) 896-2052

EXTENSION

35

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

Request for Council's support against the cuts to Legal Aid. We will also discuss how these cuts will affect Peel residents.

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

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

Funding Cuts to Legal Aid Ontario



THE LEGAL CLINICS SERVING PEEL



Peel Region



- **13% of Peel's population live in poverty.**
- Funding for Peel services: always under-funded by population.
- Funding for Peel community legal clinics: 2nd and 3rd worst funded per low income capita.
- Cuts to legal clinics will affect Peel even more.

Legal Aid Ontario



SERVICES FOR LOW INCOME ONTARIANS:

- Criminal law
- Family law
- Child Protection law
- Mental Health law
- Refugee and Immigration (now cut back severely)
- **Funding for community legal clinics**

What Do Community Clinics Do?



- Community legal clinics help vulnerable people with the basic essentials of life: keeping a roof over their head and some income to put food on the table.
- Small non-profit corporations with community based, volunteer boards of directors. Capped budgets, no deficits.
- All staff provide front line services.
- Services Include: Housing law, Ontario Works, ODSP, Immigration law, Employment law and more.
- Legal help from salaried lawyers.

What is at Stake?



- The provincial government has cut funding to Legal Aid Ontario (LAO) by \$133 Million, a 35% reduction in provincial funding, retroactive to April 1, 2019.
- The annual reduction will reach \$164M (45%) by 2021.
- Legal Aid Ontario is cutting funding to community legal clinics by 16% this year and much deeper cuts are anticipated after that.

Why the Huge Cut?



- Premier Ford and the Attorney General justified the cuts by saying that Legal Aid has helped 10% fewer clients despite receiving increased funding in recent years.
- **The Auditor General's report shows that is false: Legal Aid has served more people.**
- **The Attorney General's decision was based on false data, so the decision should be reversed.**

Some Math for the Province



- The **Ministry of the Attorney General's budget was cut** just 7% this year but 86% of that reduction is coming from Legal Aid **Ontario. This Ministry's savings are** virtually all on the backs of low income Ontarians.
- The province acknowledged that municipalities could not be expected to retroactively implement cuts partway through the fiscal year.
- The Legal Aid cuts are even deeper – how can those be implemented retroactive to April 1st?
- Environics survey shows that 75% of Ontarians are opposed to the cuts to Legal Aid.

We Are Asking Council's Support



- To pass a motion opposing cuts to the funding for Legal Aid Ontario.
- To Write a Letter to Premier Ford and the Attorney General Carolyn Mulroney asking them to reverse the cuts to Legal Aid Ontario.
- Thank you!

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD June 13, 2019	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
2019/06/07

NAME OF INDIVIDUAL(S)
Rob El-Sayed / Nabih Youssef

POSITION(S)/TITLE(S)
Consultant / Board President

NAME OF ORGANIZATION(S)
Church of Archangel Michael at Saint Tekla (12091 Hurontario Street, Brampton) - Brampton Coptic Church

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

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Regional Development Charges on Places of Worship

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

For Information

DATE: June 4, 2019

REPORT TITLE: **WATER AND WASTEWATER INFRASTRUCTURE PLANNING AND SERVICING GROWTH TO 2041 - INTEGRATING WITH THE GROWTH MANAGEMENT STRATEGY**

FROM: Andrew Farr, Acting Commissioner of Public Works

OBJECTIVE

To provide an update on the Water and Wastewater Infrastructure Planning and Servicing Growth to 2041.

REPORT HIGHLIGHTS

- This report provides information on the Region of Peel Water and Wastewater Master Plan including cost and timing of the capital projects developed based on population and employment allocations in the draft Growth Management Regional Official Plan Amendment.
- The infrastructure elements discussed in this report are one component of the Region's Growth Management Strategy program established to implement an integrated approach to planning, servicing and financing growth.
- The preliminary total capital cost estimates for the water and wastewater Capital Plan to service growth from 2020-2041 is approximately \$2.3B for water and \$2.5B for wastewater to a total of \$4.8B.
- Building Industry and Land Development Corporation, local municipalities and other stakeholders have been involved and will continue to be involved and consulted to ensure that key items related to the Development Charges assumptions that are of interest to all parties are adequately addressed as the Master Plan is further refined.

DISCUSSION
1. Background and Assumptions

The Water and Wastewater Master Plan is a long-term plan that guides water and wastewater infrastructure requirements to meet the projected growth in the Region of Peel to the 2041 planning horizon. The plan serves as the basis for infrastructure programming and capital budgeting needs and is an input into the Region's Development Charges By-law Update.

This plan follows the Municipal Class Environmental Assessment process for Master Plans and is reviewed and updated every five years based on changes in the land use planning landscape, wastewater and water consumption trends, and updates to legislation.

8.1-2

WATER AND WASTEWATER INFRASTRUCTURE PLANNING AND SERVICING GROWTH TO 2041

A preliminary Water and Wastewater Master Plan was first developed in January 2017 based on the provisional population and employment allocation endorsed by the Growth Management Committee. As input to the preliminary Water and Wastewater Master Plan, several growth scenarios were developed based on technical assumptions, demographics and existing policy in consultation with stakeholders. Scenarios evaluated included those of particular interest to the Region and stakeholders. High level financial and servicing costs were also considered for these growth scenarios.

Since the development of the preliminary Master Plan, amendments to the growth plan were released in May 2017, and in November 2018. The Water and Wastewater Master Plan has been updated to reflect these amendments. Further refinements to the Master Plan will take place in the Spring and Summer of 2019, with the plan being finalized in the Summer and Fall of 2019.

The Water and Wastewater Master Plan process has been undertaken in a concurrent and iterative manner with Peel staff and external stakeholders such as local municipalities and members of Building Industry and Land Development Corporation (BILD) in order to make best planning and capital investment decisions for the Region. The intent is to implement the Water and Wastewater Master Plan as a tool in support of the broader growth management strategy.

2. Preliminary Guiding Principles for the Master Plan

Below are the preliminary guiding principles that form the foundation of the water and wastewater Master Plan.

- **Maximize the use of existing infrastructure:** Master Plan servicing strategies endeavor to use spare or available capacity in existing infrastructure where feasible to avoid and/or defer construction of new infrastructure. To ensure the use of existing infrastructure does not compromise the level of service being provided to existing customer, the continued inspection, condition assessment and rehabilitation of infrastructure (especially wastewater) is essential.
- **Integration of growth and state of good repair programs to maximize capital investments and minimize disruption to the communities:** Where feasible, Master Plan servicing strategies and capital upgrades to support growth are coordinated with ongoing state of good repair, replacement and maintenance works.
- **Strategically oversizing key infrastructure to allow for future growth beyond the current planning horizon:** In order to avoid future disruption and additional construction of infrastructure, key Master Plan infrastructure capital projects are strategically oversized to support growth beyond the planning horizon.
- **Consider impacts of climate change:** Review of Master Plan capital projects and strategies with consideration for resiliency and ability to accommodate impacts of climate change.

8.1-3

WATER AND WASTEWATER INFRASTRUCTURE PLANNING AND SERVICING GROWTH TO 2041

- **Phasing and staging of the projects:** Develop a phasing and staging plan for capital projects to meet the growth plan requirements and a process to monitor and report on variance from the original plan.

3. Water Servicing Strategy Key Highlights

The water demands, and servicing needs have been reviewed for growth within the Region from 2020-2041. The water servicing strategy consists of the following key components (See Appendix I):

- Reduction in daily per capita water consumption from 280 to 265 liters and reduction in summer peaking factors from 2.0 to 1.8
- Updates to the long-term water demand forecast to reflect decrease in water consumption trends and lower employment growth than originally forecasted
- No capacity expansions are required within the planning horizon at the Arthur P. Kennedy (formerly Lakeview) and Lorne Park water treatment plants; however, a new intake and expansion of the treated water storage reservoir at Arthur P. Kennedy water treatment plant will be required towards the end of planning horizon
- Continue to pump water through the two main transmission “spines” (on the east and west sides of Peel) to provide water for intensification in Mississauga City Centre, East Brampton and Bolton
- Additional transmission capacity is required along the west spine to provide water for western Mississauga, West Brampton and Mayfield West in Caledon
- Twinning and/or replacement and upsizing of existing water distribution pipes for intensification areas
- New water distribution pipes for greenfield areas
- Infrastructure upgrades to provide water to the York Region based on the most recent agreement. No additional infrastructure beyond the current agreement is being considered at this time.

4. Wastewater Servicing Strategy

The wastewater flow and servicing needs have been reviewed for growth within the Region from 2020-2041. Climate change has impacted the wastewater infrastructure in terms of additional rain water also commonly known as inflow and infiltration entering the wastewater collection system. The wastewater servicing strategy consists of the following key components (See Appendix I):

- Reduction in daily per capita wastewater generation rates from 300 to 285 liters per person and increase assumed impacts of industrial and commercial surcharge. Increase in inflow and infiltration rates from 0.2 to 0.26 liters per second per hectare
- Updates to the long-term wastewater flow projections to reflect decrease in wastewater generation rates, lower employment growth than originally forecasted and impacts of climate change
- Capacity expansion is required at G.E. Booth and Clarkson wastewater treatment plants as well as a new outfall required at G.E. Booth wastewater treatment plant
- Continued conveyance along west trunk system and east trunk system
- Additional sewer interconnections to facilitate flow diversions between major catchments

8.1-4

WATER AND WASTEWATER INFRASTRUCTURE PLANNING AND SERVICING GROWTH TO 2041

- Twinning of select trunk sewer sections to address future capacity constraints due to intensification and greenfield growth
- Local trunk sewer upgrades required to service areas of intensification growth in Mississauga and Brampton
- Extension of trunk sewers to greenfield areas in East and West Brampton and Caledon
- Infrastructure upgrades to receive wastewater from the York Region based on the most recent agreement. No additional infrastructure beyond the current agreement is being considered at this time.

FINANCIAL IMPLICATIONS

The preliminary total capital cost estimates, including out-of-by-law, for the Water and Wastewater Master Plan to service growth from 2020-2041 are as follows:

Water:	\$2.3B
Wastewater:	\$2.5B
Total:	\$4.8B

Details related to Development Charges assumptions such as cost splits, benefit to existing and post period growth will be refined as process progresses. BILD and local municipalities will continue to be involved and consulted to ensure that key items related to the DC assumptions that are of interest to all parties are adequately addressed as the master plan is updated and finalized.

NEXT STEPS

Staff will continue to work with BILD and local municipalities to finalize the Master Plan. The capital projects from the Master Plan will form the basis of the 2020 Capital Plan and will be brought forward to Council for approval as part of the regular budgeting process. Public information centres for the Master Plan will be held in Fall of 2019 and the Master Plan will be completed in Winter 2020.



Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

**WATER AND WASTEWATER INFRASTRUCTURE PLANNING AND SERVICING GROWTH
TO 2041**

APPENDICES

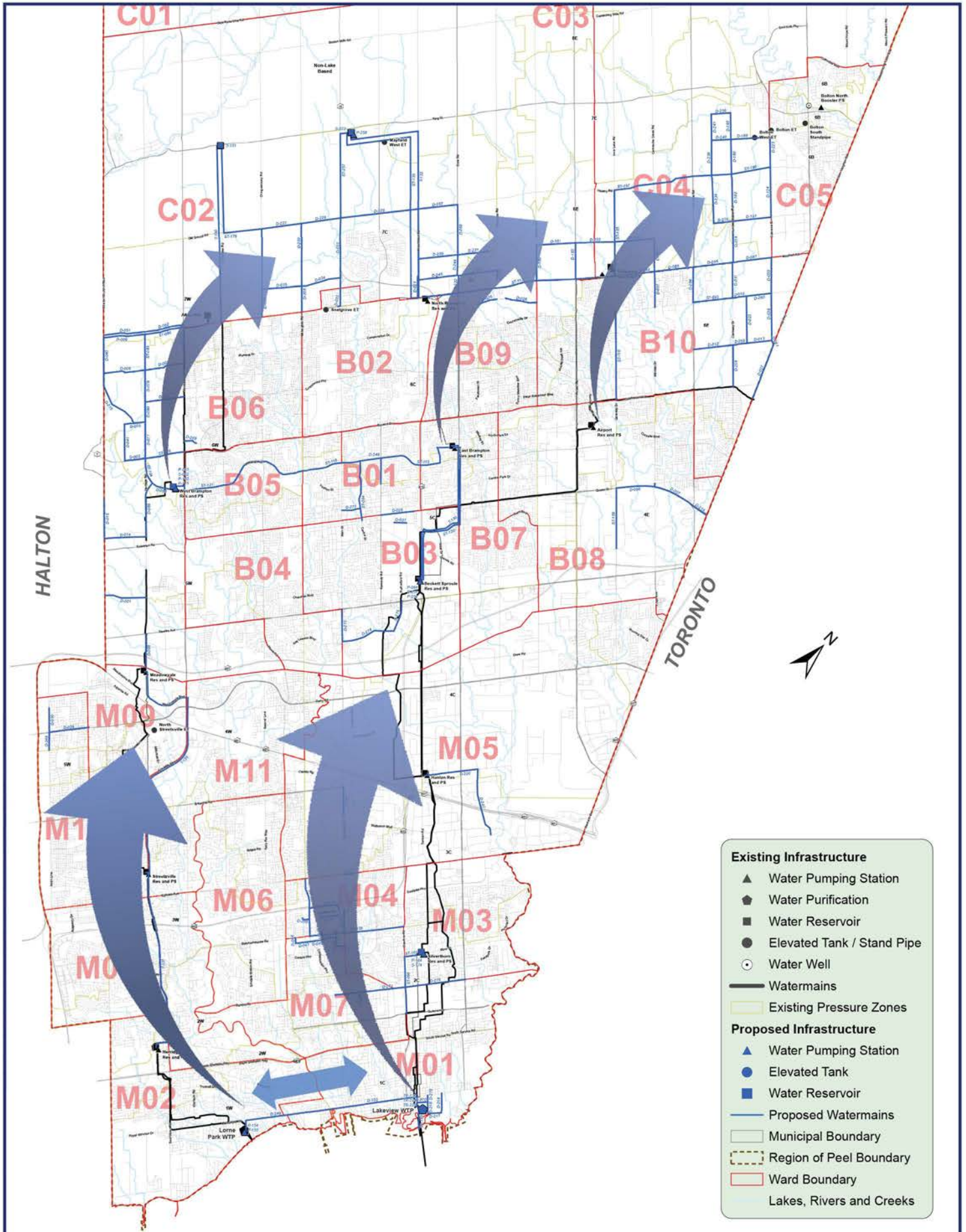
Appendix I: Water and Wastewater Strategy Maps

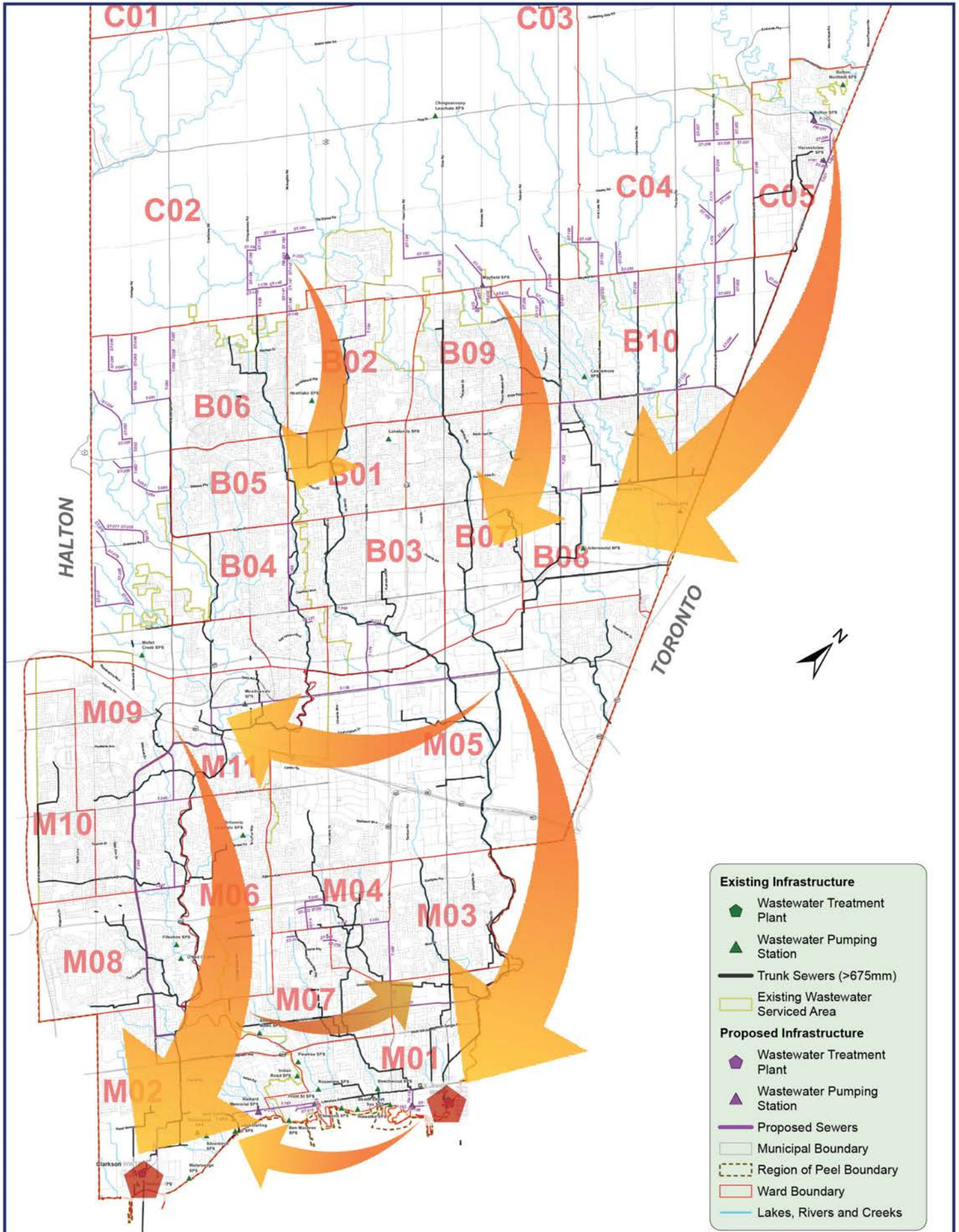
For further information regarding this report, please contact Imran Motala, Manager, Program Planning at ext. 4066 or via email at imran.motala@peelregion.ca.

Authored By: Mariam Polga, Program Manager and Imran Motala, Manager, program Planning

Reviewed in workflow by:

Financial Support Unit





Existing Infrastructure

- ◆ Wastewater Treatment Plant
- ▲ Wastewater Pumping Station
- Trunk Sewers (>675mm)
- Existing Wastewater Serviced Area

Proposed Infrastructure

- ◆ Wastewater Treatment Plant
- ▲ Wastewater Pumping Station
- Proposed Sewers
- Municipal Boundary
- Region of Peel Boundary
- Ward Boundary
- Lakes, Rivers and Creeks

DATE: June 3, 2019

REPORT TITLE: **ADOPTION OF THE REGION OF PEEL'S LONG RANGE TRANSPORTATION PLAN**

FROM: Andrew Farr, Acting Commissioner of Public Works
Nancy Polsinelli, Commissioner of Health
Jessica Hopkins, MD MHS, CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

That the Region of Peel's Long Range Transportation Plan 2019, be approved;

And further, that a copy of the joint report of the Commissioners of Public Works and Health Services, and the Medical Officer of Health, titled "Adoption of the Region of Peel's Long Range Transportation Plan", be forwarded to the City of Brampton, the Town of Caledon, and the City of Mississauga for information.

REPORT HIGHLIGHTS

- The 2019 Long Range Transportation Plan ('the Plan') is an update to the previous Plan adopted by Regional Council in 2012;
- Three component studies addressing sustainable transportation, safety, and goods movement provided input into the Plan;
- Local municipal staff, various stakeholders and members of the public provided input to the Plan;
- The Plan is a component of the Growth Management Strategy;
- The Plan will serve as the basis for transportation infrastructure programming and capital budgeting needs; and,
- The key recommendation of the Plan is a balanced approach to accommodating growth to 2041, comprising of a target of 50 per cent of trips by sustainable modes and limited road widenings.

DISCUSSION

1. Background

The Long Range Transportation Plan is a master plan that identifies transportation infrastructure requirements in the Region of Peel. The previous 2012 Plan addressed growth to the 2031 horizon year based on the population and employment allocations outlined in *The Growth Plan for the Greater Golden Horseshoe, 2006*. The 2019 Plan re-evaluates the infrastructure requirements to 2031 and recommends new infrastructure in response to growth to 2041 in accordance with *The Growth Plan for the Greater Golden Horseshoe,*

LONG RANGE TRANSPORTATION PLAN

2017. The Plan also serves as the basis for infrastructure programming and capital budgeting needs, which informs the Region's Development Charges By-law Update.

The Plan is developed in accordance with the Municipal Class Environmental Assessment process for Transportation Master Plans and is reviewed and updated every five years based on changes in the transportation and land use planning landscape, trends driving change, and updates to legislation.

A copy of the Long Range Transportation Plan 2019 is available at the Office of the Regional Clerk for viewing. The executive summary of the Plan is attached in Appendix I.

2. Building Community for Life in Peel

The Growth Management Strategy (the Strategy) intends to ensure the Region of Peel's services and infrastructure support the future of its communities. These services and infrastructure include, transportation, water and wastewater, housing, public health, planning and financing. To deliver these services and manage Peel's resources efficiently, the Region has undertaken a collaborative approach to planning and managing growth. This Strategy encourages the implementation of innovative approaches to planning, financing, and servicing growth to 2041.

The Long Range Transportation Plan is guided by and intended to contribute to the achievement of the Region's Strategic Plan vision, *Community for Life*. As part of developing the Region's Strategic Plan, a community engagement survey identified traffic congestion as the number one issue for Region of Peel residents, followed by managing growth. To meet the diverse travel needs of the community, the Plan is an important part of the Region of Peel's Growth Management Strategy.

3. Challenge of Growth

The Region of Peel's population and employment is expected to grow by about 500,000 residents and 250,000 jobs, to a total of approximately two million and 970,000 respectively by 2041. Traditionally, the Region has dealt with growth from the supply side, primarily through widening roads. Current travel trends show that the Region of Peel is expected to see over 300,000 new trips in the A.M. peak in 2041, daily. This will have significant pressures on the transportation network.

To address these pressures, there is a need to adopt a balanced approach that maintains the level of service through shifting travel modes and greater emphasis on sustainable infrastructure investments. The Sustainable Transportation Strategy was approved by Regional Council in February 2018. It is a targeted strategy aimed at a 50 per cent sustainable mode share, inclusive of walking, cycling, transit, and carpooling. To achieve this overall target, a 13 per cent decrease in single passenger vehicles and corresponding 13 per cent increase in sustainable modes are required across the Region of Peel.

LONG RANGE TRANSPORTATION PLAN

Shifting travel behaviour from single-occupant vehicles towards sustainable modes is an effective way to manage future growth. This approach yields secondary benefits to the Region such as mitigating air pollution and climate change, promoting healthy and age-friendly communities and creating a transportation system that is equitable and provides access to all road users.

4. Consultation

In accordance with the Municipal Class Environmental Assessment process, the Long Range Transportation Plan has undergone consultation with a broad range of stakeholders through a variety of platforms and interactions.

Through the engagement sessions, the top transportation priorities identified were: improving congestion, providing sustainable travel options, and road safety. As part of the process, Regional staff used the consultation feedback as input to the qualitative and quantitative analyses to arrive at the preferred alternative.

As part of on-going engagement, Regional staff consult with the Ministry of Transportation, Metrolinx, and the local municipalities to develop and implement the Plan.

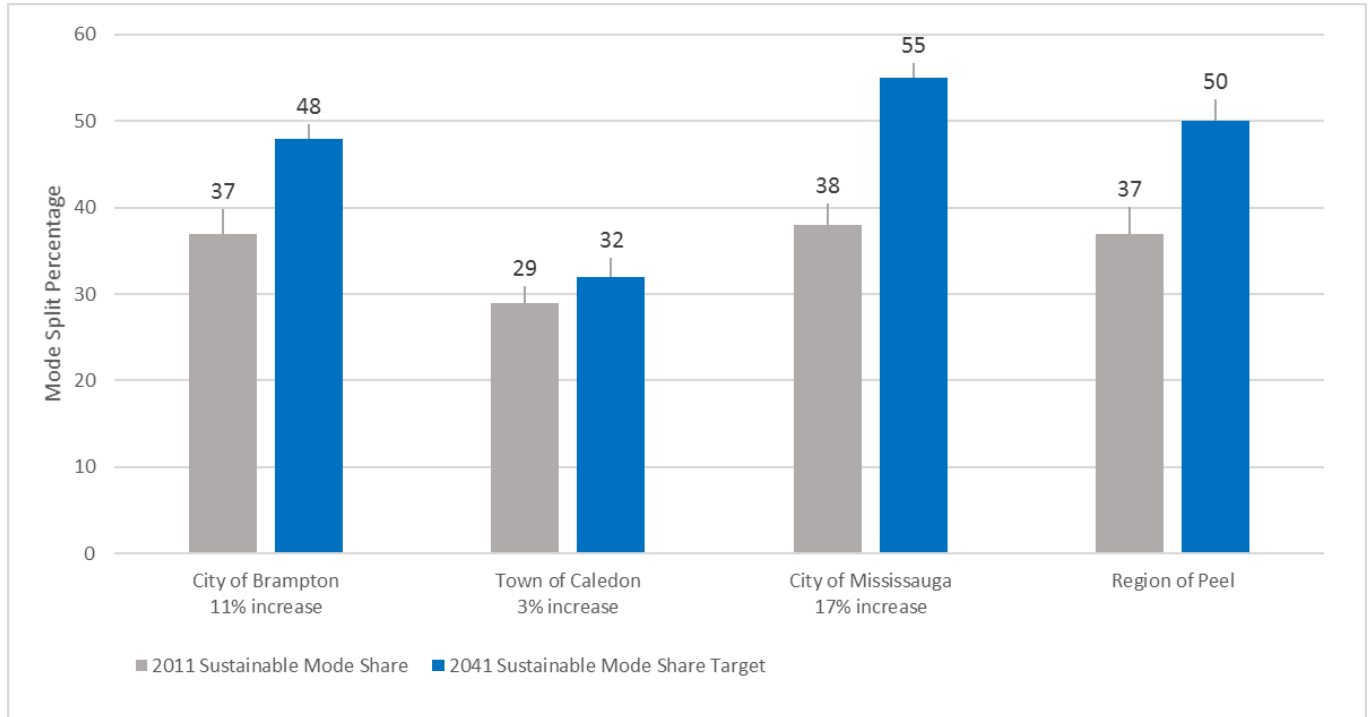
In the development of the Plan, staff have exceeded the Municipal Class Environment Assessment consultation requirements.

5. Preferred Alternative

The Plan's preferred alternative involves widening specific Regional roads, building active transportation infrastructure, and sustainable transportation programs. The Plan also recognizes critical transportation and transit infrastructure as well as programs by the local municipalities and the Province. The intent is to shift half of the Region's travel to sustainable options such as transit, walking, cycling, and carpooling by 2041; a targeted 50 per cent sustainable mode share. The proposed infrastructure and achieving the 50 per cent sustainable mode share will accommodate the prescribed growth while maintaining the current levels of service.

The sustainable mode share targets for the City of Brampton, Town of Caledon, and City of Mississauga are 48 per cent, 32 per cent, and 55 per cent respectively. Together, these shares result in a 50 per cent average sustainable mode share target for the Region of Peel. These targets were developed based on consultation with local municipal staff, technical and modelling analysis, and best practices research. The following figure shows the mode share targets for each local municipality.

LONG RANGE TRANSPORTATION PLAN



The current network is comprised of 1,666 lane-kilometres of Regional vehicle travel lanes and 390 kilometres of active transportation facilities on Regional roads. The preferred alternative will include 44.9 lane-kilometres of new road widenings, 401 kilometres of new cycling infrastructure, 43 kilometres of new pedestrian infrastructure, and 93 kilometres of improved pedestrian infrastructure by 2041. Combined, these road capital projects will increase the capacity of Peel's transportation network to accommodate growth. The estimated capital cost to implement these infrastructure improvements to 2041 is approximately \$412 million. Staff will include these costs as part of the Region's annual and the 10-year capital budget.

Recommended Road Widenings Projects

Recommended Widening	Lane-Kilometres Added	Estimated Cost	Horizon Year
Coleraine Road (2-4) – Highway 50 to Mayfield Road	6.2	\$16.7M	2021-2031
The Gore Road (2-4) - Mayfield Road to Healy Road	6.3	\$20.9M	2031-2041
Mississauga Road (2-4) - Mayfield Road	6.2	\$20.4M	2031-2041

LONG RANGE TRANSPORTATION PLAN

to Old School Road			
Mayfield Road (4-6) - Clarkway Drive to Coleraine Drive	2.8	\$16.1M	2031-2041
Arterial A2 * (new 6 lanes) – Mayfield Road to Regional Road 50 / Major Mackenzie Drive	23.4	\$130.8M **	2031-2041

* This is a new road, currently captured in the City of Brampton's Development Charges Background Study. Arterial A2 will ultimately function as a Mayfield Road extension connecting to Major Mackenzie Drive. Regional and City staff are working on an appropriate plan to recognize this as a Regional road, including a process to shift jurisdictional and financial planning.

** The Environmental Assessment (EA) for Arterial A2 is currently underway. The cost estimate will be refined based on the outcome of the EA.

Sustainable Transportation Strategy Projects

Infrastructure Type	Kilometres Added	Estimated Cost	Horizon Year
Cycling	401	\$122.0M	2041
Pedestrian	136	\$85.0M	2041

6. Intended Outcomes for the Balanced Approach

While growth is the primary driver for the implementation of active and sustainable transportation infrastructure in the Region, there are ancillary benefits that stem from this approach.

A Healthier Peel – the suite of infrastructure and programs in the Sustainable Transportation Strategy aligns with the Region's plan to reduce chronic disease attributable to sedentary lifestyle and lack of access to and use of active transportation facilities.

A Safer Peel – the Region's Vision Zero Road Safety Strategic Plan includes a focus on pedestrian and cyclist safety, with a short term 10 per cent reduction in fatalities and injuries. Through this approach, people will feel more inclined to walk and cycle to their destinations, which in turn reaps positive health benefits for the community.

A More Connected Peel – through the series of road improvements and sustainable infrastructure projects, Peel will be more connected within and to the Greater Toronto and Hamilton Area. Connecting people from their communities to major destinations through active transportation will make walking, cycling, and taking transit more appealing and prevalent. This in turn promotes healthier travel choices across Peel.

LONG RANGE TRANSPORTATION PLAN

7. Implementation

To prepare the Region's transportation network for future growth, the Long Range Transportation Plan identifies a five-pronged implementation approach:

i. ***Component Studies***

Leading up to the preparation of this Plan, Regional Council endorsed three component studies necessary for its successful implementation. The first is the Goods Movement Strategic Plan endorsed in 2017, which establishes the network to facilitate the movement of \$1.8 billion of goods per day in Peel. The second is the Sustainable Transportation Study endorsed in 2018, which identifies the network and supporting programs for the Region to achieve a 50 per cent mode split target by 2041. The last study, also endorsed in 2018, is the Vision Zero Road Safety Strategic Plan, which through multi-stakeholder task force will work to reduce fatalities and injuries on regional roads by 10 per cent in the next four years.

ii. ***Adequate Funding***

The Plan recommends transportation infrastructure attributable to growth. Primary funding to implement the Plan will be set through both the Region of Peel's 2020 Development Charges Background Study and By-law update as well as the Region's annual budget process.

iii. ***Road Network Improvements and Active Transportation Infrastructure***

Through Council's approval of supporting funding sources, the Region will continue to build infrastructure as recommended in the Plan and component studies.

iv. ***Advocacy***

As the Regional transportation network has linkages to both local and provincial infrastructure, the Plan provides an advocacy channel to various levels of government and stakeholders to support partnerships, funding and approvals for the timely delivery of infrastructure by 2041.

v. ***Transportation Regional Official Plan Amendment (ROPA)***

The strategies and recommendations of the Plan will be linked to the policies in the forthcoming Transportation ROPA. The ROPA will update the transportation policies in the Regional Official Plan to reflect the latest Growth Plan and related provincial and regional policies.

8. Next Steps

Once Council approved, the Long Range Transportation Plan will be used to inform the 2020 Transportation Capital Budget and 10-year Program as well as the 2020 Development Charges Background Study and By-law update.

LONG RANGE TRANSPORTATION PLAN

Through the annual capital budgets, Staff will seek funding approval to implement specific programs and projects required to fulfill the Plan recommendations and the component studies detailing Goods Movement, Sustainable Transportation, and Vision Zero Road Safety.



Andrew Farr, Acting Commissioner of Public Works



Nancy Polsinelli, Commissioner of Health



Jessica Hopkins, Medical Officer of Health

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Long Range Transportation Plan Executive Summary

For further information regarding this report, please contact Tina Detaramani, Manager, Strategic Policy and Projects, tina.detaramani@peelregion.ca. ext. 4420

Authored By: Pegah Tootoonchian, Planner, pegah.tootoonchian@peelregion.ca, ext. 7834

Reviewed in workflow by:
Financial Support Unit

Executive Summary

Background

The Long Range Transportation Plan (LRTP) is a five-year plan based on a 2041 horizon that guides transportation planning needs in the Region of Peel. The Plan serves as the basis for infrastructure programming and capital budgeting needs and is an input into the Development Charges By-law Update. The intent of the LRTP is to address the increasing demands on the Region of Peel's transportation network from the population and employment growth forecasted in the Growth Plan for the Greater Golden Horseshoe, 2017.

This LRTP follows the Municipal Class Environmental Assessment (MCEA) Process for Transportation Master Plans and is reviewed and updated every five years based on changes in the transportation and land use planning landscape, trends driving change, and updates to legislation.

The Region of Peel is Growing (Problem Statement)

The Long Range Transportation Plan is both guided by and intended to contribute to the achievement of the Region of Peel's Strategic Plan vision, *Community for Life*. As part of developing the Region of Peel's Strategic Plan, a community engagement survey identified traffic congestion as the number one Top of Mind issue for Region of Peel residents, followed by managing growth¹.

The Region of Peel's population is expected to grow by about 500,000 additional people and about 250,000 additional jobs. By 2041, these numbers will total about 2 million and 970,000 respectively². If current travel trends continue, traffic congestion is expected to increase by 45%, translating to an additional 190,000 vehicle trips within the Region of Peel in the weekday morning peak period³. This will have significant impacts on the transportation network, resulting in increased travel times and congestion.

The Region of Peel's Growth Management Strategy

The Long Range Transportation Plan is one component of the Region of Peel's Growth Management Strategy, a collaborative approach to planning and managing the forecasted growth into 2041. This integrative approach coordinates Official Plan policies, water and wastewater, housing, planning and servicing, transportation planning, and financial policies to efficiently plan for and manage growth.

Alternatives to Addressing Growth

To address this growth and foreseeable increase in travel demand, the Long Range Transportation Plan identified four alternatives through technical analysis and consultation. They include:

1. Do Nothing;
2. Road Improvements Only – invest in widening existing roadways and construct new roads;
3. Sustainable Modes Only – invest in walking and cycling infrastructure; and
4. Combination – Invest in a combination of planned road improvements and active transportation infrastructure to achieve a 50% sustainable mode share.

The Preferred Alternative

The four alternatives were evaluated against five categories, which include transportation, economic natural, social and health, and cultural criteria. The results recommend the Combination as the preferred alternative.

Summary Evaluation Matrix

Category	Alternatives			
	Do Nothing	Road Improvements Only	Sustainable Transportation Modes Only	Combination
Transportation				
Economic				
Natural Environment				
Social and Health				
Cultural Environment				
OVERALL	 Least Preferred	 Somewhat Preferred	 Somewhat Preferred	 Most Preferred
RECOMMENDATION				Recommended Alternative

The Combination alternative is comprised of both planned road improvement and achievement of the 50% sustainable mode share. The approach includes the proposed Greater Toronto Area West Corridor, road modifications on arterial roads, planned road improvements based on capital plans, master plans, and Provincial plans, and sustainable and active transportation infrastructure. An analysis of this alternative shows that the current level of service can be maintained on the future transportation network through fiscally responsible infrastructure investments.

Shifting to Sustainable Modes of Transportation

Achieving the 50% sustainable mode share target will be a joint effort between the Region of Peel and the three local municipalities. This target is an average of the sustainable mode share targets identified for each local municipality, which were developed in consultation with local municipal staff, technical and modelling analysis, and best practices research. The sustainable mode share targets for each local municipality are:

Local Municipality	2011 Sustainable Mode Share	2041 Sustainable Mode Share Target
City of Brampton	37%	48%
Town of Caledon	29%	32%
City of Mississauga	38%	55%

To successfully achieve a 50% sustainable mode share by 2041, the Region of Peel will build on the success of current carpooling, active transportation and transit use in the Region. Increasing the sustainable mode share in the Region leads to a safer and more efficient road system, resulting in improvements to both vehicular and safe mobility. To achieve these objectives and implement supporting strategies, three guiding focus areas and corresponding component strategies were developed for the LRTP based on foundational regional and Provincial policies, public consultation and conditions unique to the Region of Peel:

Transportation Focus Area	Objective	Component Study
Sustainable Mobility	The Region of Peel will strive to create a transportation system that provides its residents with a variety of travel options and promote sustainable modes.	Sustainable Transportation Strategy
Safe Mobility	The Region of Peel will create safer roads for pedestrians, cyclists, and vehicle operators to reduce the number of fatal and serious injury collisions.	Vision Zero Road Safety Strategic Plan
Vehicular Mobility and Goods Movement	The Region of Peel will continue to improve vehicular flow (through innovative forms of traffic management, maintenance, and strategic road and highway infrastructure projects).	Goods Movement Strategic Plan

Implementation

The Long Range Transportation Plan establishes a five-pronged approach to implementation of the 50% sustainable mode share and associated transportation planning strategies to manage growth. They are:

Execution of Component Studies: Three guiding transportation focus areas were developed for the LRTP intended to:

1. Prioritize sustainable transportation measures as the key solution to addressing long-term transportation challenges;
2. Ensure the safety of all road users through a 10% reduction in injuries and fatalities; and,
3. Optimize the existing transportation capacity.

The focus areas bring together the key transportation component studies: the Sustainable Transportation Strategy, Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan. Each of the component studies include a series of action plans intended to achieve the LRTP's objective and the Region of Peel's vision of a *Community for Life*.

Road Network Improvements and Active Transportation Infrastructure: The LRTP recommends a combination of road improvements and AT infrastructure, intended to facilitate the Region of Peel's journey towards the 50% sustainable mode share target.

Transportation Regional Official Plan Policy Amendment: The key themes and principles identified in the LRTP will be translated into policies to be included in the Region of Peel's Official Plan.

Advocacy: Advocacy for Provincial investment in key highway and transit initiatives would bolster the Region of Peel's ability to achieve the 50% sustainable mode share target.

Securing Funding: The Region of Peel will be securing funding to support the implementation of the component studies and infrastructure improvements in a way that is responsible and financially sustainable.

Conclusion

The 2019 LRTP is an update to the 2012 LRTP, focusing on transportation infrastructure needs to service population and employment growth to 2041. The overarching goal of the LRTP is to establish a transportation network system in Peel where 50% of travel is through sustainable modes, such as walking, cycling, transit, and carpooling by 2041. The Long Range Transportation Plan unifies the three component studies – Sustainable Transportation Strategy, Road Safety Strategic Plan, and the Goods Movement Strategic Plan – to make Peel a place for everyone. In doing so, Peel will remain an attractive destination — for every type of person, at every stage of life, to live in, work in or visit – a *Community for Life*.

Infrastructure Planning and Servicing Growth to 2041

Water and Wastewater Master Plan & Long Range Transportation Plan

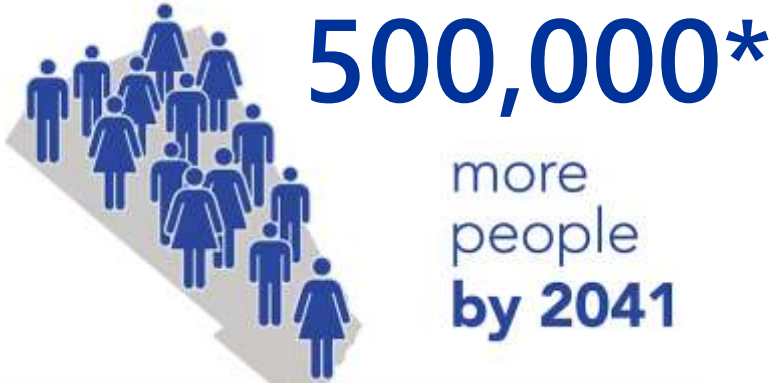
Imran Motala
Manager, Water & Wastewater
Public Works

Steve Ganesh
Strategist, Transportation
Public Works



Future Growth

Where Peel is Going



*These values are approximate estimates only

Integrated Growth Management Approach



- **Input:** aligns the Region's infrastructure improvements with other key Regional services to facilitate growth
- **Output:** serves as technical input into the Development Charges Background Study* and By-law update

*Development charges fund the infrastructure required for growth

Water and Wastewater Servicing Master Plan



Background

8.2-16



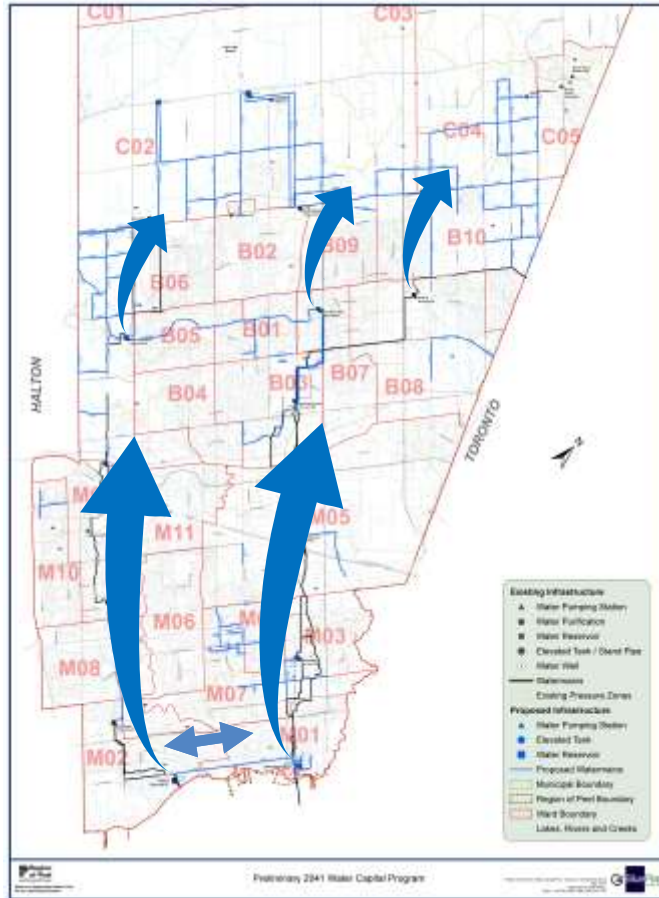
- The water and wastewater servicing Master Plan is a long-term plan that guides infrastructure requirements to meet the projected growth in the Region of Peel
- Preliminary water and wastewater strategies including cost and timing were developed in May 2017
- Currently the water and wastewater strategies and cost are being revised to reflect the growth projections from November 2018
- The water and wastewater Master Plan is developed in collaboration and consider feedback from major stakeholders including local area municipalities and BILD

Key Guiding Principles

- Maximize use of existing infrastructure
- Integration of growth and State of Good Repair works to minimize disruption to the communities
- Strategically oversize key infrastructure to allow for future growth beyond the planning horizon
- Consider impacts of climate change

Preliminary Water Servicing Strategy

8.2-18



Key Strategy Highlights:

- Per capita water consumption reduced from 280 to 265 liters per day
- Water treatment plants will meet capacity needs to 2041
 - Arthur P. Kennedy – Intake required by 2036-2041
 - Arthur P. Kennedy – Reservoir required
- Continue to pump water through the two main transmission “spines”
- Additional transmission capacity required along the west “spines”
- Twinning and/or replacement and upsizing of existing water distribution pipes for **intensification** areas
- New water distribution pipes for **greenfield** areas
- Continue to provide water to the Region of York based on the most recent agreement

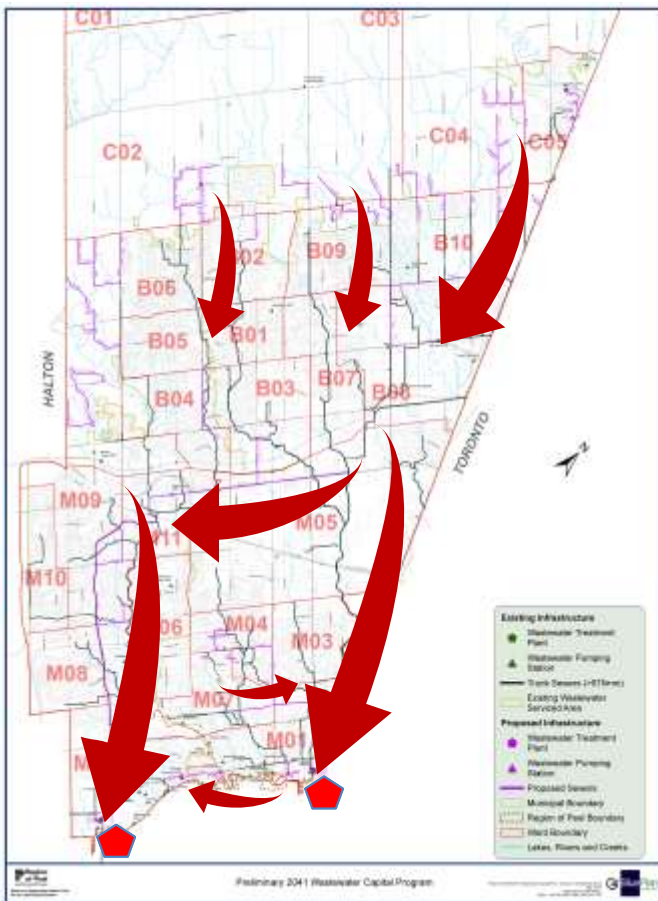
Total Estimated Cost for All Projects:

- **\$2.3B**

NOTE: Information and results presented are subject to revisions and are provided solely for discussion purposes. Input data is based on best information available to date

Preliminary Wastewater Servicing Strategy

8.2-19



Key Strategy Highlights:

- Per capita wastewater generation rate reduced from 300 to 285 liters per day
- Wastewater treatment plants expansion to meet capacity needs to 2041
 - GE Booth – increase capacity
 - GE Booth – new outfall by 2036-2041
 - Clarkson – increase capacity
- Continued conveyance along both east and west trunk sewers
- Additional sewer **interconnections** to facilitate flow diversions
- Twinning of trunk sewer sections to address future growth in **intensification** and **greenfield** areas
- Local trunk sewer upgrades required to service areas of intensification growth in Mississauga and Brampton
- Inflow and Infiltration reduction and mitigation program
- Continued servicing of York and Toronto based on the most recent **agreement**

Total Estimated Cost for All Projects:

• **\$2.5B**

NOTE: Information and results presented are subject to revisions and are provided solely for discussion purposes. Input data is based on best information available to date

Next Steps

Continue to consult to move draft → final Master Plan

- Ongoing feedback → with stakeholders (local municipalities, BILD, etc.)
 - Projects
 - Timing
 - Cost
- July 2019 – Finalize Capital Plan
- Fall 2019 – Public Information Centers
- 2020 (1st Quarter) – File Master Plan including 30 day public review

Let's Move Peel

Long Range Transportation Plan 2019



What is the LRTP?

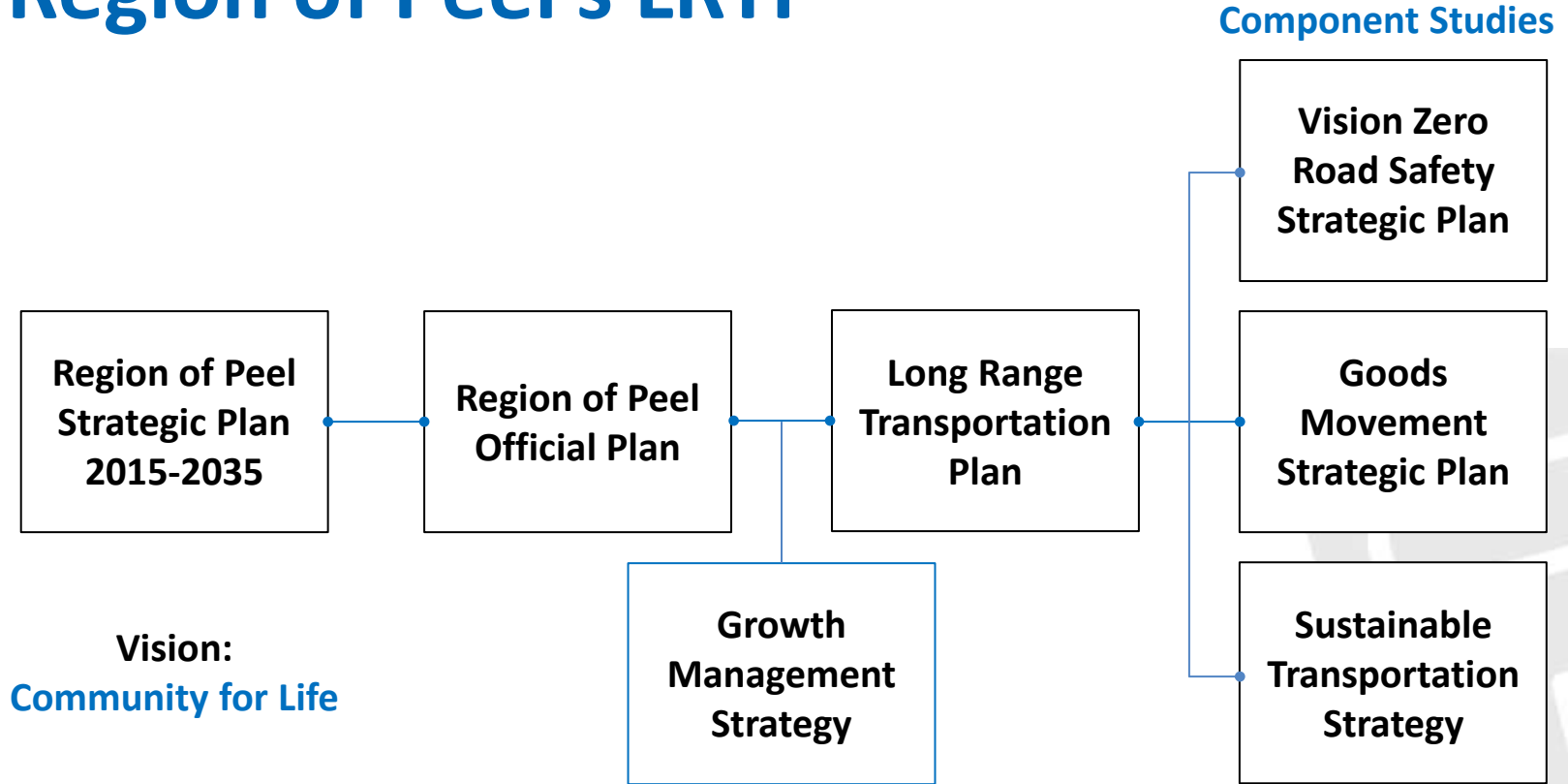
The Long Range Transportation Plan (LRTP) is a five-year plan that guides transportation planning and infrastructure needs in the Region and sets out the blueprint to accommodate anticipated growth to 2041.

The Plan serves as:

- a) The basis for recommended Transportation Infrastructure Programming;
- b) The basis for the Transportation Capital Budget and 10-year Program; and,
- c) Input into the Development Charges Background Study and By-law update.



Region of Peel's LRTP



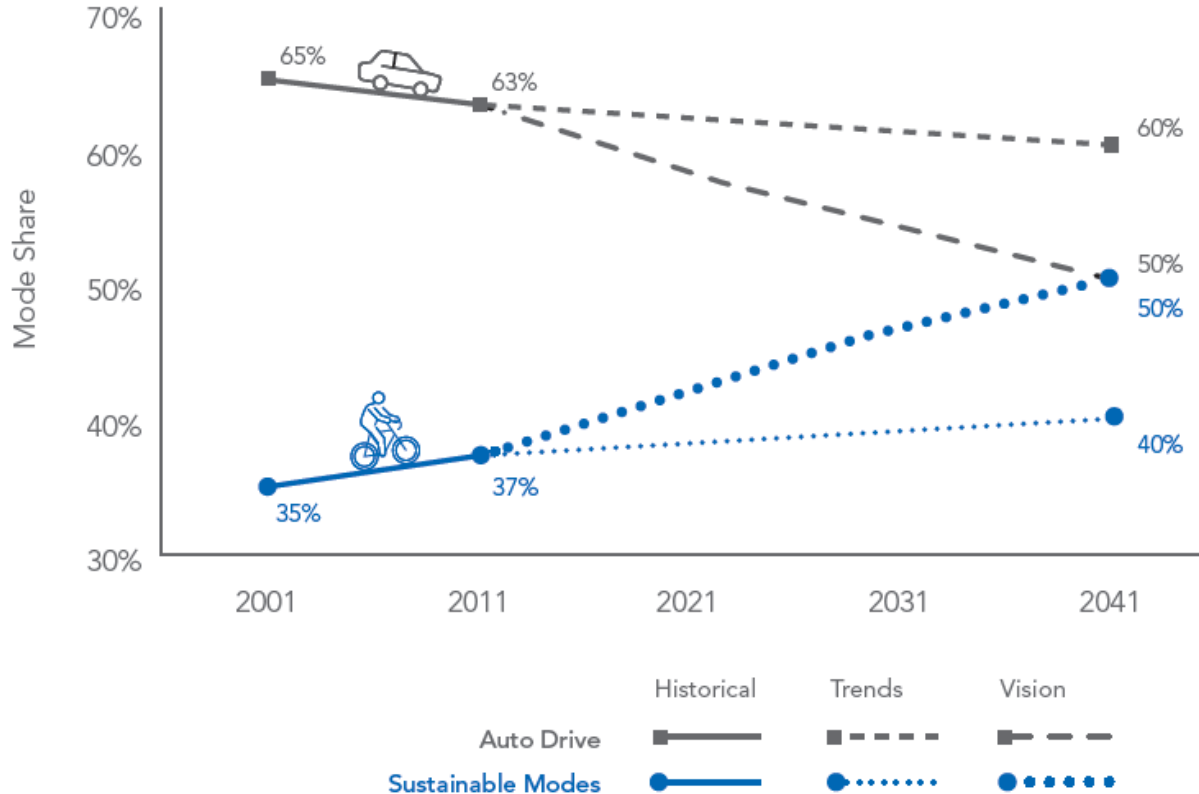
Coordinating the LRTP

Provincial & Local Planning Documents



Managing Growth

Where we are, where we are going, where we need to be

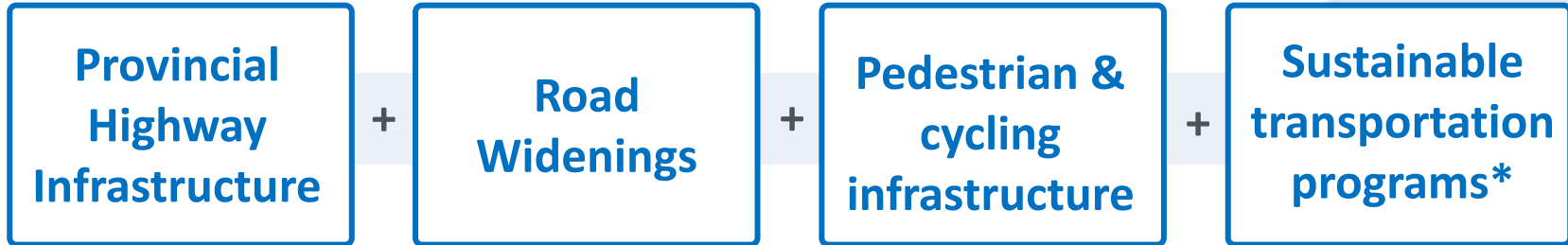


Our Plan to Address Growth

Shifting travel behavior through a transportation infrastructure needs approach.

The combination alternative is comprised of:

- Planned Road Improvements
- 50% Sustainable Mode Share



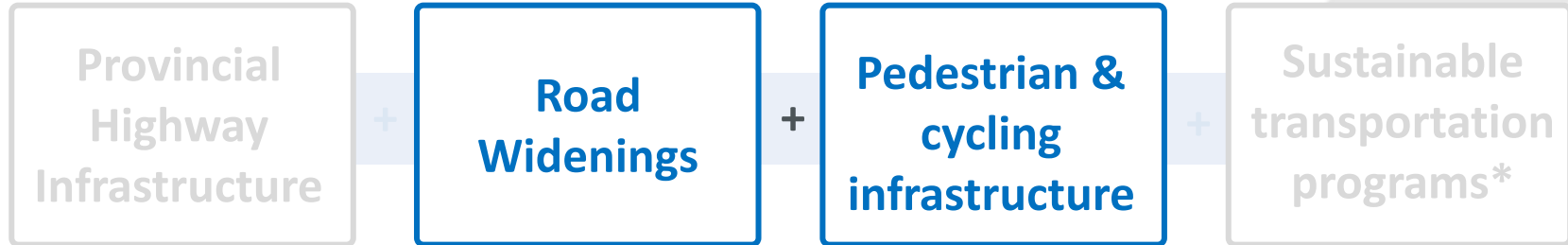
*This includes transit and carpooling

Our Plan to Address Growth

Shifting travel behavior through a transportation infrastructure needs approach.

The combination alternative is comprised of:

- Planned Road Improvements
- 50% Sustainable Mode Share



Estimated Costs – Road Widening^{8.2-28} to 2041

Proposed Widening	Lane-kilometres Added	Estimated Cost	Horizon Year
Coleraine Road (2-4) – Highway 50 to Mayfield Road	6.2	\$16.7M	2021-2031
The Gore Road (2-4) - Mayfield Rd. to Healey Road	6.3	\$20.9M	2031-2041
Mississauga Road (2-4) - Mayfield Road to Old School Road	6.2	\$20.4M	2031-2041
Mayfield Rd (4-6) - Clarkway Drive to Coleraine Drive	2.8	\$16.1M	2031-2041
Arterial A2 * (new 6 lanes) – Mayfield Road to Highway 50/Major Mackenzie Drive	23.4	\$130.8M	2031-2041

* This is a new road, currently captured in the City of Brampton’s Development Charges Background Study. Arterial A2 will ultimately function as a Mayfield Road extension, connecting to Major Mackenzie Drive. Regional and City staff are working on an appropriate plan to recognize this as a Regional road, including a process to shift jurisdictional and financial planning.

** The Environmental Assessment for Arterial A2 is currently underway. The cost estimate will be refined based on the outcome of the EA.

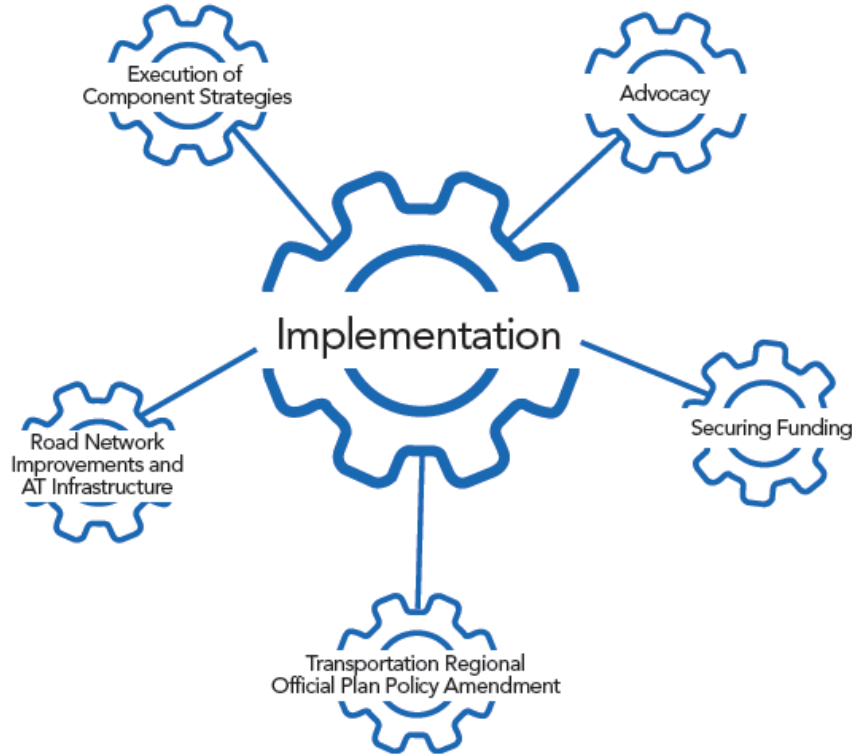
Estimated Costs – Pedestrian and Cycling Infrastructure to 2041*

Infrastructure Type	Kilometres Added	Estimated Cost	Horizon Year
Cycling	401	\$122.0M	2041
Pedestrian	136	\$85.0M	2041

* Source: Sustainable Transportation Strategy, 2018

Implementation of the LRTP

The objectives of the LRTP will be achieved through a 5-prong approach:



Thank You

Contact info:

Region of Peel

Imran Motala, Manager, Public Works

Steve Ganesh, Strategist, Public Works



For Information

DATE: May 31, 2019

REPORT TITLE: **PEEL ART GALLERY, MUSEUM AND ARCHIVES (PAMA) UPDATE:
FUTURE FORWARD**

FROM: Sean Baird, Commissioner of Digital and Information Services

OBJECTIVE

To provide Regional Council with an update on the Peel Art Gallery, Museum and Archives (PAMA).

REPORT HIGHLIGHTS

- For 50 years PAMA has served as the Region of Peel’s cultural hub sharing stories of Peel and providing diverse opportunities for creative exploration and discussion.
- PAMA partners with approximately 50 community agencies annually on programs and opportunities that matter to the community.
- PAMA staff work with the Friends of PAMA Advisory Board to ensure relevance on issues, policies, collections and matters of importance to the community.
- In 2019, 63 per cent of exhibitions are collaborative ventures with community partners and agencies furthering PAMA’s objective of building community engagement.
- Education and Programming at PAMA is extending reach into the community with new opportunities such as Thursday night curated socials and on-line curriculum-based resource kits.
- PAMA is one of 256 designated “Category A” institutions in Canada under the *Cultural Property Export and Import Act* allowing for cultural property accessibility within Peel.
- PAMA currently sustains approximately 30,000 visitors to PAMA and 87,000 on-line visitors annually.
- Regular reviews, evaluations and visitor input strengthens adaption of services and resulted in a Net Promoter Score (NPS) of 77 per cent for PAMA, well above the industry average of 51 per cent.
- PAMA is committed to innovation, good business practice, and visitor centricity.

DISCUSSION
1. Background

Peel Art Gallery, Museum and Archives (PAMA) engages with residents and visitors in all stages of life through arts, history, and culture. In 2018, PAMA celebrated 50 years serving

PEEL ART GALLERY, MUSEUM AND ARCHIVES (PAMA) UPDATE: FUTURE FORWARD

as the “culture hub” for the Region of Peel, contributing to a ‘Community for Life’. PAMA is a creative space where deeper connections within our diverse community are made and where collaborative approaches for addressing community issues are explored

a) Social Impact of Arts and Culture

Public opinion data from the Ontario Arts Council finds that Ontarians, regardless of region, gender and age, value the arts for their impact on community life and social well-being. Among key findings, Ontarians say:

- the arts are important to improving the quality of life in their communities
- the arts help us to understand other cultures better
- engaging children in the arts is important to their overall development
- helping make the arts available to people in Ontario is an important government investment

2. Collaboration and Achievements

PAMA works annually with approximately 50 community and regional partners (Appendix I) to achieve outcomes that build inclusivity, community engagement, and a shared sense of community identity. These outcomes include the provision of creative learning opportunities for people with diverse abilities and focus on increasing access and reach, and reducing barriers for residents facing special challenges, including economic, health, and social inclusion challenges.

PAMA is also host to many planning meetings for future objectives such as the Municipal Heritage Committees being held on June 21, 2019 in the old Council chambers; and maintains strong partners through our archival government records program for City of Brampton, City of Mississauga, Town of Caledon and the Peel District Public School Board.

In 2018, the Friends of PAMA Advisory Board strengthened their commitment to PAMA by ensuring diversity in board representation, updating its governance structure, policies and procedures and successfully acquiring grants as a federally registered charitable organization totalling \$11,000.00. In 2019 the Advisory Board has raised \$8000.00 for the Creative Expressions program which benefits children and adults with developmental and physical challenges. The Friends of PAMA Advisory Board are critical advocates and ambassadors for PAMA building networks and working collaboratively to raise PAMA's profile within the community. They have set targeted objectives that augment PAMA's priorities.

a) Exhibitions

PAMA orchestrates a multi-year schedule of exhibitions drawn from PAMA collections, local community, and lending institutions across Canada.

In 2018, 43 per cent of PAMA exhibitions were co-created with community and resonated with themes of truth and reconciliation, displacement and identity, inclusivity, historic milestones, and connections to lands people call home. Exhibitions organized and loaned by others helped raise Peel residents' awareness about climate change, sustainable agriculture, and many more areas of interest such as the role of service dogs in our communities.

8.3-3

PEEL ART GALLERY, MUSEUM AND ARCHIVES (PAMA) UPDATE: FUTURE FORWARD

PAMA also makes impressions by creating and supporting travelling exhibitions that reach out from places like shopping malls, libraries, and community centres across the Region of Peel and into other communities.

In 2019, 63 per cent of PAMA exhibitions are collaborative ventures with partners that include Credit Valley Conservation, Toronto Region Conservation Authority, City of Brampton, Region of Peel Public Works, Big Brothers Big Sisters of Peel, Scotiabank Contact Photography Festival, and guest artists, supported by PAMA's curatorial, marketing and technical staff. Passes to PAMA exhibitions are available to members of the Brampton, Mississauga and Caledon Libraries.

Exhibition highlights to year end include:

- **Refuge Canada**, on loan from Canadian Immigration Museum at Pier 21;
- An exhibition honouring the **550th anniversary of the birth of Guru Nanak**, founder is Sikhism;
- **George Paginton: Painting a Nation** (exciting discovery of a contemporary of the Group of Seven)

b) Education, Programming and On-line Participation

In 2018, the Education and Programming team at PAMA provided learning and development opportunities to more than 15,000 participants across 70+ public programs such as camps, Creative Expressions, Sunday Fundays, Special Events (Family Day & March Break) August Staycations, and Folk Nights. In addition 340 school programs were delivered such as Expressive lines, First Visit, We are Here, Watercolours and more.

Participants have been encouraged to share their feedback with us such as this Grade 2 teacher and her class attending STEAM Powered & Texture Workshop. "It was a wonderful, very organised and well guided trip. On behalf of all the students I would like to thank the whole team of PAMA."

Thursday night programming was introduced in 2018 infused with a selection of curated food, music, beverage groupings and creative arts-based activities to the appeal of new audiences. Participant feedback confirmed the need for sophisticated cultural programming in the Region of Peel and visitors applauded the new program direction.

Future plans for the education team include the introduction of on-line curriculum-based resource kits to support teachers and students through an exhibition and to augment learning.

c) Stewardship and Institutional Leadership

PAMA is recognized in Canada for its leadership in developing integrated service delivery in art, museum and archives. Institutions and consultants across Canada are increasingly interested in PAMA's evolving model, for the public benefits a multi-dimensional culture hub can serve, and for the innovative synergies and resource efficiencies that result through integrated approaches and thinking.

PEEL ART GALLERY, MUSEUM AND ARCHIVES (PAMA) UPDATE: FUTURE FORWARD

PAMA is one of 256 designated Category A institutions in Canada under the Cultural Property Export and Import Act. To qualify PAMA has demonstrated the capacity to properly care for and preserve cultural property certified as being of outstanding significance and national importance, and to make cultural property accessible to Canadians through exhibitions, research or online.

In 2019, The Canada Culture Property Export and Review Board approved 22 works of art for six separate donations made by private collectors and donors to PAMA.

PAMA's demonstrated leadership and professional standing inspire public confidence and trust in the stewardship of the Region of Peel's irreplaceable collections.

PAMA's history collection is a tangible record of the region's history and current experience. Acquisition priorities reflect stories illuminating individual lives and community experiences, and build knowledge around themes of diversity, activism, and inclusion.

The care and successful data management of these collections will be advanced in 2019 with the implementation of a new synergistic collections management system. This system is foundational for expanding digital access including ability to search across art, history and archive collections seamlessly. Increased access to digital exhibitions, to collections images and content, and to online curriculum-based resources will further expand residents' engagement with art and culture.

3. Marketing, Evaluating and Moving Forward

Marketing is crucial to the continued and projected growth of community engagement, broadened digital reach and awareness of programs, exhibitions, rentals, retail, membership and sponsorship opportunities. Marketing tactics specifically targeted to the diverse and changing needs of the Region of Peel have contributed to increased attendance since PAMA reopened in 2012 and is currently sustaining approximately 30,000 in-person visitors and 87,000 on-line visitors annually.

PAMA staff are regularly reviewing, evaluating, adapting and evolving its services. Visitor feedback and regular program reviews are critical to ensure relevance and significance to the community. Net Promoter Score (NPS), which measures the customer's overall perceptions of PAMA is tracked regularly. In 2018 PAMA's average NPS was 77 per cent, which is well above the industry average of 51 per cent.

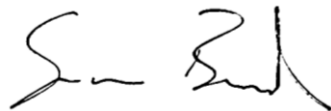
PAMA's has worked with the Friends of PAMA Advisory Board to set priorities for 2019 to 2022 "Future Forward" that include:

- Continue to build interest, trust and confidence through broadened community engagement;
- Provide institutional leadership and stewardship for PAMA's collections in art, historical objects and archival records as a federally designated Class A institution;
- Commitment to innovation and good business through adoption of an integrated visitor-centric planning model.

PEEL ART GALLERY, MUSEUM AND ARCHIVES (PAMA) UPDATE: FUTURE FORWARD

CONCLUSION

PAMA is a well-established cultural hub and trusted institution serving Peel residents through dynamic exhibitions, programs, and quality visitor experiences in an environment that fosters inclusivity, connectivity, and promotes collaboration. PAMA will continue to work on planned objectives and ensure this work advances outcomes for the Region of Peel's strategic vision of Community for Life.



Sean Baird, Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - 2018 PAMA list of community partners

For further information regarding this report, please contact Marty Brent, Manager, PAMA, extension 4676, marty.brent@peelregion.ca.

Authored By: Marty Brent

APPENDIX I

PEEL ART GALLERY, MUSEUM AND ARCHIVES (PAMA) UPDATE: FUTURE FORWARD

Community Partners

Alzheimer's Peel	MuslimFest
Archives of Ontario	Museums of Mississauga
Art Gallery of Ontario	Peel Aboriginal Network
Brampton Folk Club	Peel Data Centre Team, Information Management Division, Region of Peel – Service Innovation, Information and Technology
Brampton Historical Society	Peel District School Board
Brampton Library	Peel Regional Police
Big Brothers and Big Sisters	Private Collectors
Boys and Girls Club of Peel	Region of Peel, Office of Climate Change and Energy Management
Canadian Conservation Institute	Region of Peel, Early Literacy Specialist, Human Services
Canadian Museum of History	Region of Peel, Environmental Education
Canadian Museum of Nature	Region of Peel, Grown in Peel Team, Integrated Planning Division, Corporate Services
Canadian War Museum	Region of Peel, Learning in Our Neighbourhood
Caledon Library	Region of Peel, Public Health; Healthy Eating Team, Chronic Disease and Injury Prevention
City of Brampton	Region of Peel, Public Works, Walk and Roll Peel and Peel Water Festival
Credit Valley Conservation	Seneca College
Ecosource	Sikh Foundation of Canada
First Nations Child and Family Caring Society	Sikh Heritage Month Foundation
FOLD Literary Festival	St. John Ambulance, Peel Dufferin Branch
Graphic History Collective	Stephen Bulger Gallery
Halton Region Heritage Services	Stephen Lewis Secondary School
Ingenium – Canada Agriculture and Food Museum	Therapeutic Paws
Ingenium – Canada Science and Technology Museum	Toronto and Region Conservation Authority
LAMP Community Health Network	
Lorne Scots; Peel, Dufferin and Halton Regiment	
Lorne Scots Regimental Museum	
McMaster University	
Mississauga Library	
MonstrARTity Creative Community	

8.3-7



PANAMA

PEEL
ART GALLERY
MUSEUM +
ARCHIVES

FUTURE FORWARD

JUNE 13, 2019





ENGAGED AND CONNECTED

*“Bozhoo, Mii wetch for including our history in this exhibit.
It feels nice to see Anishinaabeh cultural accounts in Peel”*





PARTNERSHIPS AND DIVERSE PERSPECTIVES

“Nothing about us without us”



8.3-10

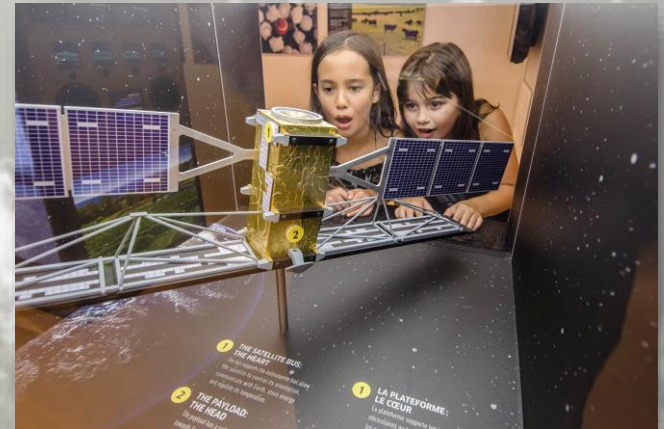
PANAMA

PEEL
ART GALLERY
MUSEUM +
ARCHIVES



BUILDING TOGETHER COMMUNITY FOR LIFE

“Most memorable part was the joy my grandkids had...”



8.3-11

RAMA

PEEL
ART GALLERY
MUSEUM +
ARCHIVES



VISITOR-CENTRIC LEADERSHIP

*“I will come back as I was inspired
based on today’s visit.”*



For Information

DATE: June 4, 2019

REPORT TITLE: **COMMUNITY FOR LIFE 2018 ANNUAL REPORT**

FROM: Catherine Matheson, Commissioner of Corporate Services

OBJECTIVE

To provide the third annual Community for Life Report on the advancement of Regional Council's 20-year Strategic Plan.

REPORT HIGHLIGHTS

- In 2015, Regional Council approved a 20-year Strategic Plan, which included a vision, mission, 20-year outcomes and four-year Term of Council Priorities to achieve a "Community for Life."
- The Community for Life Annual Report includes a summary of outcomes achieved through Regional services and the Term of Council Priorities for the 2014-2018 term.
- The report also combines annual financial reporting with an integrated view of progress towards achieving outcomes set out in Regional Council's Strategic Plan.
- The Community for Life Annual Report is available in a digital format and can be viewed through the Region's website.

DISCUSSION
1. Background

The Region's 20-year Strategic Plan (the "Strategic Plan") was approved by Regional Council on November 12, 2015, by Resolution 2015-814. The Strategic Plan outlines the vision of "Community for Life" – "a place where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives." The Strategic Plan also outlines the Region's mission of "Working with You - to create a healthy, safe and connected community."

The Strategic Plan includes three areas of focus to deliver on the 20-year outcomes:

1. **Living:** People's lives are improved in their time of need;
2. **Thriving:** Communities are integrated, safe and complete; and,
3. **Leading:** Government is future-oriented and accountable.

COMMUNITY FOR LIFE 2018 ANNUAL REPORT

To achieve the Community for Life vision by 2035, Regional Council approved the development of Term of Council Priorities to focus attention and resources on pressing priorities that can be addressed over four-year increments, aligning within the Term of Council.

This Community for Life Annual Report includes the reporting of Term of Council Priorities for the 2014-2018 term, which concludes the first four years of incremental progress in advancing the 20-year Strategic Plan.

2. Reporting on Community Outcomes and Term of Council Priorities (2014-2018)

The purpose of the Community for Life Annual Report is to transparently report the Region's progress on advancements of the Strategic Plan to the community. This report combines annual financial reporting with metrics to highlight key accomplishments of the journey towards achieving the Community for Life vision and 20-year community outcomes.

The Community for Life Annual Report also includes a comprehensive account of the progress made towards the Term of Council Priorities endorsed by Regional Council for the 2014-2018 term. The table below lists the eleven Term of Council Priorities and their desired outcomes (further information on their overall progress is available in the Community for Life Annual Report included as Appendix I).

Term of Council Priorities (2014-2018)	Desired Outcome
Increase Affordable Housing	Reduced time to placement for Victims of Family Violence and Choice-Based Applicants
Increase Stable Employment	<i>This priority was on hold pending the results of the Province's Employment and Social Assistance Transformation review</i>
Reduce Poverty	Increased income for Region of Peel residents, particularly those of lowest income
Increase Waste Diversion	Increased waste diversion rate
Promote Healthy and Age-Friendly Built Environments	Increased proportion of development applications that meet the healthy development criteria
Adapt to and Mitigate the Effects of Climate Change	Reduced incidents of sewer back-ups during severe weather events caused by surcharge of the sanitary system; Decreased corporate greenhouse gas emissions (10% below 1990 levels)
Improve Goods Movement	Reduced congestion on high volume truck routes at peak hours
Plan and Manage Growth	Increased ability for growth to pay for growth (no growth related debt by 2041)

COMMUNITY FOR LIFE 2018 ANNUAL REPORT

Modernize Service Delivery	Services are easy to access and service requests are met through each interaction
Attract and Retain Top Talent	The Region has employees with the skills to deliver on outcomes
Create a Modernized Workplace	The work environment meets the demands of the workforce to deliver on outcomes

3. Next Steps


The Community for Life Annual Report represents the Region's commitment to advance the Strategic Plan and publicly report on the meaningful progress of achieving a Community for Life. The report is available in a digital format and can be viewed through the Region's website. A paper copy of the report is available at the Office of the Regional Clerk for public viewing.

A new term of Regional Council presents the opportunity to develop new, focused, term-based priorities that will enable the Region to make further progress towards meeting 20-year outcomes set out in the Strategic Plan. Recommended Term of Council Priorities for 2018-2022 are presented in the report titled "Term of Council Priorities 2018-2022", for Regional Council approval.

Through the ongoing annual practice of Community for Life reports, Regional Council will receive progress updates toward meeting the outcomes set out in Strategic Plan, including financials and key performance metrics surrounding the newly approved Term of Council Priorities.

CONCLUSION

The Region continues to advance the outcomes set out in the Strategic Plan to achieve the vision of Community for Life. Staff will continue to monitor, measure and adapt to service pressures to ensure outcomes are met and continue reporting on their progress to Regional Council.



Catherine Matheson, Commissioner of Corporate Services

Approved for Submission:



D. Swarc, Chief Administrative Officer

COMMUNITY FOR LIFE 2018 ANNUAL REPORT

APPENDICES

Appendix I – Annual Community for Life Report

For further information regarding this report, please contact: Catherine Matheson, Commissioner of Corporate Services, ext. 4258, catherine.matheson@peelregion.ca

Authored By: Steve Saric, Director, Corporate Strategy Office

Community for Life



2018 Annual report to our community

The Regional Municipality of Peel, Ontario, Canada
for the year ended December 31, 2018

 **Region
of Peel**
working with you

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Message from the Regional Chair and Chief Executive Officer (CEO)

As Chair and Chief Executive Officer for the Region of Peel, it is a pleasure to present our **2018 Community for Life Annual Report**. For over 40 years, the Region has provided broad, regionally-driven services that take advantage of an economy of scale, which has successfully brought us to where we are today. From our humble beginnings, we are now a region of 1.484 million residents living in Brampton, Caledon and Mississauga. I am honoured to be a part of the team, and thankful every day that I am a resident as well.

I believe in the Region. We are the best at what we do. I congratulate the team for achieving the Excellence Canada Platinum Award earlier this year, recognizing the outstanding achievements of organization-wide systems of management and public service delivery. The Region is the only municipality or level of government to receive this exceptional recognition.

We have shown strength and agility over the past 40 years during the period of tremendous growth in our great Province of Ontario. Over 20,000 new residents want to make Peel their home every single year, and going forward, broad-based, regionally delivered services will continue to be essential in growing a strong, healthy economy and population. A balance of financial sustainability and flexibility will get us to where we need to go for our next 40 years of growth. On behalf of Council, thank you to the tremendous team who manage the finance and operations of the Region.

Kindest personal regards,

Nando Iannicca
Regional Chair and
Chief Executive Officer

Message from the Chief Administrative Officer (CAO)

The Region of Peel is pleased to report on our progress towards building a **Community for Life**. This journey is about you, the residents and businesses of Peel, who asked us to create a community where everyone enjoys a sense of belonging, has access to the services they need and where people can thrive throughout each stage of their lives. We are well on our way to bringing this vision to life, while upholding our principles of remaining a well-managed, sustainable government.

Our **2018 Community for Life Annual Report** is the story of our progress so far. It details the measurable outcomes we are working towards in our 20-year Strategic Plan, while providing transparent financial reporting.

These are real stories from the residents and businesses who have accessed our services in 2018, and from our staff members who work in the community every day. While Peel is home to 1.484 million people and 175,534 businesses, the Region provides our services one person at a time. Our collective impact on their lives is how we are turning this vision of a **Community for Life** into reality.

It takes the dedication of every staff member at the Region, each making their own contribution, to create a healthy, safe and connected community. We take an immense amount of pride in our work and invite you to follow along as we make important strides towards achieving our goals. You can also track our milestones online at peelregion.ca/dashboard.

Working with you – our residents, businesses and partners – we are building a living, thriving and leading community for generations to come.

Sincerely,



David Szwarc

Chief Administrative Officer

@CAOPeel 



Message from the Chief Financial Officer (CFO)



Thank you for taking the time to read the Region of Peel's Annual Report. The **2018 Community for Life Annual Report** demonstrates our accountability to our community through the advancement of outcomes defined in the 20-year Strategic Plan and vision of **Community for Life**.

This report is structured to give a birds-eye view to all Regional services, and an opportunity to zoom in to see service outcomes and community impact in detail. The report also highlights the achievements through the application of Peel's Long-term Financial Planning Strategy. The Strategy is used to identify and manage risks to long-term financial sustainability and inform decision-making about how tax dollars are spent. Some highlights from 2018 include:

- **Strong financial management** – validated by Triple A credit rating, reaffirmed by S&P and Moody's, citing our strong fiscal management practices.
- **Public accountability** – recognized by the Government Finance Officers' Association of the U.S. and Canada for Financial Reporting and Distinguished Budget Presentation.
- **Corporate governance & public service delivery** – demonstrated by the Excellence Canada Platinum Award given to the Region for outstanding end-to-end achievements in systems management and public service delivery. In addition, accreditation of the Region's procurement was renewed for another three years by the Institute for Public Procurement.
- **Asset management** – exemplified by the "good or very good" rating for state of good repair of most infrastructure assets, worth \$28 billion in total.
- **Continuous improvement** – confirmed by the completion of 22 improvement initiatives in 2018 amounting to financial benefits of \$7.2 million in cost savings and \$3.7 million in cost avoidance.

These achievements reflect a strong financial foundation which positions the Region well, as our population is set to grow to 2 million by 2041. We remain committed to providing best value for tax dollars to residents and businesses, while ensuring that Regional services are affordable today and in the future.

Our vision for Peel is to build a **Community for Life**, where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives. Working with you, we will bring this vision to life.

Thank you,

Stephen VanOfwegen
Chief Financial Officer

@PeelCFO 

Organizational overview

Peel Regional Council for the 2018–2022 Term



Nando Iannicca
 Regional Chair



Patrick Brown
 City of Brampton
 Mayor



George Carlson
 City of Mississauga
 Ward 11



Bonnie Crombie
 City of Mississauga
 Mayor



Dipika Damerla
 City of Mississauga
 Ward 7



Stephen Dasko
 City of Mississauga
 Ward 1



Gurpreet Dhillon
 City of Brampton
 Wards 9, 10



Johanna Downey
 Town of Caledon
 Ward 2



Chris Fonseca
 City of Mississauga
 Ward 3



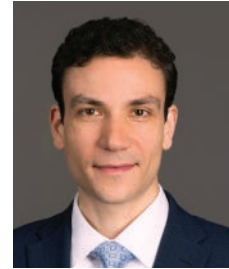
Pat Fortini
 City of Brampton
 Wards 7, 8



Annette Groves
 Town of Caledon
 Ward 5



Jennifer Innis
 Town of Caledon
 Wards 3, 4



John Kovac
 City of Mississauga
 Ward 4



Matt Mahoney
 City of Mississauga
 Ward 8



Sue McFadden
 City of Mississauga
 Ward 10



Martin Medeiros
 City of Brampton
 Wards 3, 4



Michael Palleschi
 City of Brampton
 Wards 2, 6



Carolyn Parrish
 City of Mississauga
 Ward 5



Karen Ras
 City of Mississauga
 Ward 2



Pat Saito
 City of Mississauga
 Ward 9



Rowena Santos
 City of Brampton
 Wards 1, 5



Ian Sinclair
 Town of Caledon
 Ward 1



Ron Starr
 City of Mississauga
 Ward 6



Allan Thompson
 Town of Caledon
 Mayor



Paul Vicente
 City of Brampton
 Wards 1, 5

2018 Executive Leadership Team

Left to Right:
 Janette Smith (Public Works),
 Catherine Matheson (Corporate Services),
 Stephen VanOfwegen (Finance and CFO),
 David Szwarc (CAO),
 Nancy Polsinelli (Health Services),
 Sean Baird (Digital and Information Services),
 Janice Sheehy (Human Services)

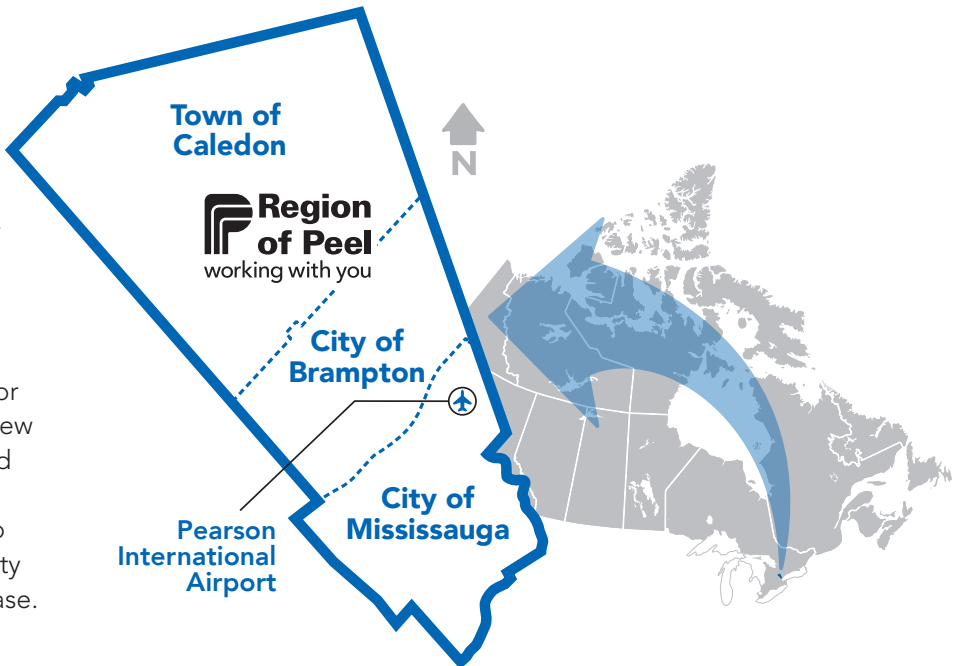


Corporate organization chart



Peel Region is the second-largest municipality in Ontario, at 1.484 million residents and growing.

Peel has undergone a major transition during the past few decades. Rapid growth and commercial development have transformed Peel into a dynamic urban community with a vibrant economic base.



Our role in your Community for Life

Based on the priorities of our residents, the Region of Peel has a guiding community vision: **Community for Life**, a place where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives.

We provide a variety of services to bring this vision to life. We asked our residents to tell us in their own words how our services have impacted their lives. Throughout this report, you will find a collection of People of Peel stories, illustrating our progress towards a **Community for Life**.

Our services

Adult Day



Helps older adults and seniors in need with supports that allow them to stay in their homes longer.

Child Care



Focuses on child care access and affordability. Helps families access licensed child care that meets their needs.

Chronic Disease Prevention



Focuses on reducing the long-term risk of chronic diseases.

Community Investment



Supports community groups to deliver a wide range of services to Peel residents.

Early Growth and Development



Helps children in Peel achieve their intellectual, emotional and physical potential.

Employment Support



Provides a range of programs for Ontario Works clients who are seeking, securing and maintaining employment.

Heritage Arts and Culture



Supports residents being engaged in an understanding of our history and culture through Peel Art Gallery, Museum and Archives (PAMA).

Homelessness Support



Provides programs and services to people who are homeless or at-risk of homelessness.

Housing Support



Ensures the state of good repair of existing affordable housing, the creation of new housing, including system planning and oversight and works towards preventing homelessness, for all Peel residents.



Income Support



Works to increase the income of Ontario Works clients through accessing financial supports and benefits.

Infectious Disease Prevention



Protects the public from immediate risk from infectious diseases and outbreaks.

Land Use Planning



Guides development and enhances Peel residents' quality of life in a sustainable and environmentally friendly way.

Long Term Care



Provides quality, person-centered services and supports allowing residents of our five Long Term Care centres to enhance their quality of life.

Paramedics



Provide residents and those visiting Peel with expert, reliable pre-hospital medical care.

Roads and Transportation



Provides safe, reliable and efficient movement of people and goods throughout Peel Region.

TransHelp



Provides transportation to residents with disabilities.

Waste



Ensures waste collection is reliable, and managed in a safe and environmentally responsible manner.

Wastewater



Treats millions of litres of wastewater every day in a safe and environmentally responsible manner.

Water Supply



Provides safe, reliable and high quality drinking water throughout Peel Region.

Region of Peel Strategic Plan 2015-2035

Our 20-year plan to create a *Community for Life* for our residents

Building thriving communities in times of change requires a long-term outlook and a guiding plan.

It starts with defining exactly what we are working towards. In the spring and summer of 2015, we reached out to residents to determine just that.

We connected with thousands of you, our residents, to discover your vision for the future of Peel. Through conversation, surveys, social media, and an interactive exhibit, we heard from people of all ages, backgrounds, and experiences.

You told us that you wanted us to address congestion, build safe and connected communities, and provide opportunities for residents to flourish throughout their lifespan. These priorities are summarized in our vision: **Community for Life** – a place where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives.

Our 2015-2035 Strategic Plan outlines how we will achieve that vision. It differs from previous strategic plans in that it takes on a 20-year outlook, while continuing to identify priority actions for each Term of Council. Unifying actions across multiple Terms of Council means we can take on bigger challenges than ever before.

Working with you, we are planning today, for the future we envisioned together.



The **Community for Life Annual Report** is our update to residents on our progress. The following pages combine traditional financial reporting with Strategic Plan metrics for a full and transparent picture of our achievements in 2018.



Vision: *Community for Life*
Mission: *Working with you to create a healthy, safe and connected community*

Living
People's lives are improved in their time of need.

Thriving
Communities are integrated, safe, and complete.

Leading
Government is future-oriented and accountable.

In the 2014-2018 Term of Council, we worked with partners to...

- increase affordable housing
- reduce poverty
- increase stable employment

- 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

- modernize service delivery
- attract and retain top talent
- create a modernized workplace

By 2035, you will...

- have access to services that meet your needs at all stages of life
- have affordable housing options
- have access to employment opportunities of your choice
- have access to culturally appropriate services
- have access to local, nutritious food sources
- have a responsibility to contribute to community well-being

- 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

- trust that sustainability and long-term benefits to future generations are considered
- trust that the Region of Peel is a model and progressive employer
- trust that co-ordination and partnerships occur
- trust that a systematic approach to innovation is in place
- trust that the community voice and participation are welcome
- trust that the Region of Peel is a well-managed government

We further support our goals with day-to-day programs and services that improve life for Peel residents

Our Vision describes what we are working towards over the long-term.

Our Mission describes how we will deliver on our vision and the difference we want to make.

Living, Thriving, and Leading are the areas of focus we will improve through this plan.

Four-year priorities are what we are focused on making advances in during this Term of Council.

20-year outcomes are the long-term community trends.

Summarizing our progress

Our journey to creating a *Community for Life*

Through each Term of Council, we continue to make incremental progress to achieve our 20-year outcomes and vision of **Community for Life**. Below is a summary of our achievements and the performance of our metrics, by areas of focus within our Strategic Plan.



Living

People's lives are improved in their time of need.

26% 13% 61%



Performance of 2018 metrics for the Living area of focus



Thriving

Communities are integrated, safe, and complete.

38% 15% 47%



Performance of 2018 metrics for the Thriving area of focus



Leading

Government is future-oriented and accountable.

62% 15% 23%



Performance of 2018 metrics for the Leading area of focus

Legend

■ Meeting target

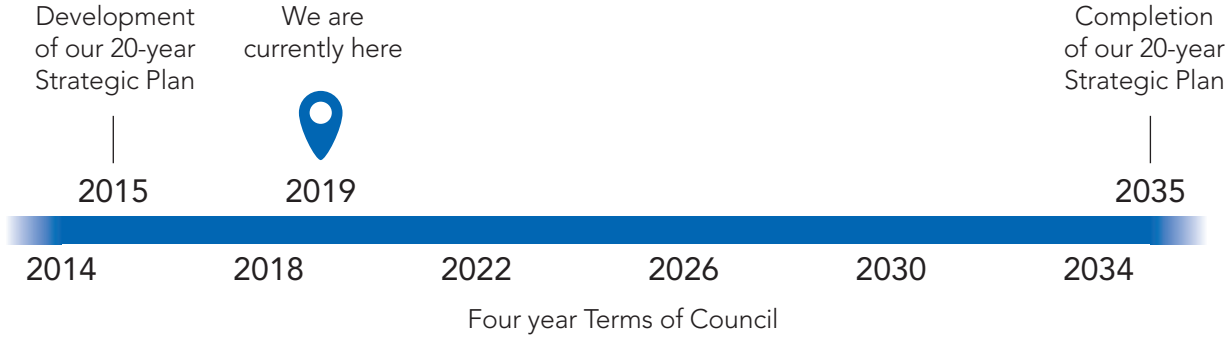
■ Needs improvement

■ Monitoring

Green means we are meeting or exceeding the established target.

Red means we are not meeting the established target.

Blue means we do not have full influence or control over the metric; we are collecting new data or monitoring data to set a target.



Working with you, we have...

...continued to deliver essential supports and services to our residents during their time of need. By offering options for more affordable housing, providing support and opportunities for employment, and enabling families to receive a year-over year increase in tax benefits, we are creating a greater sense of community well-being and financial independence.

...continued to address environmental and economic challenges felt in our community. By implementing a long-term waste management strategy, updating the Regional Official Plan, and reducing our corporate Greenhouse Gas Emissions, we have become a community that promotes environmentally conscious and healthy living. We have also improved route efficiency for movement of goods and strategies and enhanced economic and infrastructure sustainability.

...continued to strengthen the trust and confidence with our community by focusing on strategies to enhance client satisfaction and user experience with Regional services. We have also refreshed our Regional Values and performance management program, to ensure that our staff environment is diverse, inclusive and progressive to meet the needs of our residents and clients.



Visit peelregion.ca/dashboard for more information.

Carmela

“Paradise.” That’s how Carmela and her daughter describe Malton Village’s Adult Day program. We first met Carmela in 2015 when her husband Tony began attending. Carmela expressed how happy she was knowing her husband was in such good hands, seeing that he was much happier and talkative while attending.



Adult Day: We support the needs of older adults and seniors who still live in the community.

Shortly after her husband began, Carmela decided to join as well, and has since been an energetic participant for several years. Carmela brings positive energy and enthusiasm to activities like Italian social, knitting, rosary, church services and meal makers. She has even begun leading some activities, helping others along the way. She makes everyone feel welcome, often crocheting slippers for new staff, students and clients to welcome them to the program. Carmela’s daughter, recognizing that Carmela can no longer stay home by herself due to health concerns, says she doesn’t know what she would do without the Adult Day program. 📍



To watch Carmela's story, visit
peelregion.ca/People

Living

In **20 years** we want all our residents to say...

I have access to services that meet my needs at all stages of life.

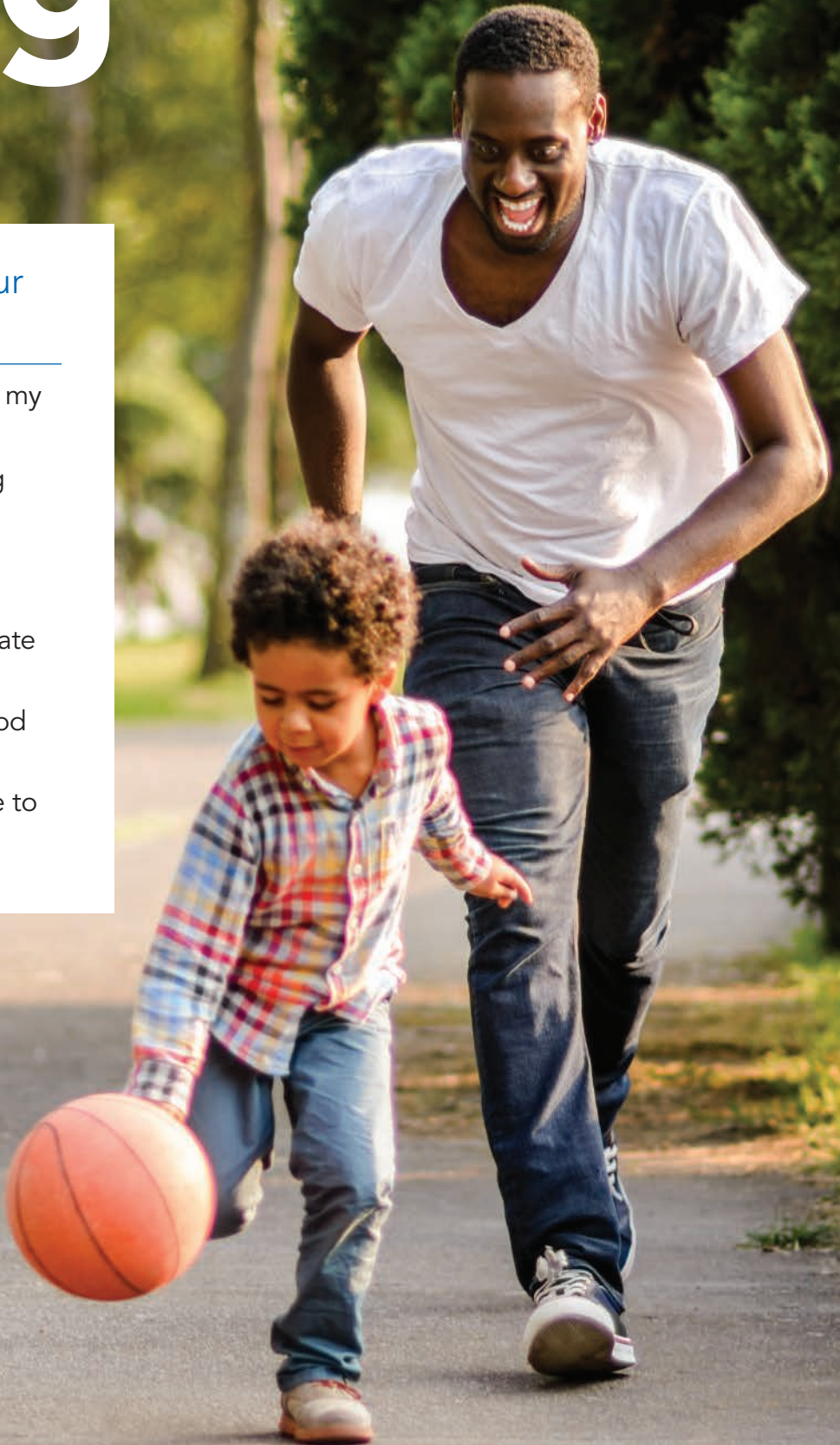
I have access to affordable housing options.

I have access to employment opportunities of my choice.

I have access to culturally appropriate services.

I have access to local, nutritious food sources.

I have a responsibility to contribute to community well-being.



People's lives are improved in their time of need.

The Term of Council Priorities we focused on for the 2014–2018 term were...

Increase affordable housing

Measurement

- Length of time to placement by segment (Victims of Family Violence and choice-based applicants)

Importance

An increasing number of households (families, individuals) in Peel are facing challenges with affordable housing due to rapid demographic and economic changes. This has caused a growing number of people to apply for subsidized housing through the Centralized Housing Wait List and increasingly long waits for housing. As the Service System Manager for housing in Peel, the Region is addressing this gap by focusing on reducing the time applicants spend on the Centralized Housing Wait List. The focus on the Centralized Housing Wait List has highlighted the challenges people experience with this approach to service delivery and the need to explore new options to support Peel residents.

Over the last four years, we:

- Created 71 vacancies where almost 40 were larger three to five bedrooms units. This enabled many larger families to obtain housing, who would otherwise still be on the waitlist.
- Received 86 potential applicants for the Portable Housing Benefit through the provincially-funded "Survivors of Domestic Violence" program and were able to assist 45 participants to receive the benefit. This resulted in 30 households moving into housing faster, through the use of portable rent supplements.
- Housed an average of 34 households per month through the choice-based rent supplement program* from August 2017 to August 2018.** This compared to an average of 10 households per month outside of the program within the same time period.

* The choice-based rent supplement program allows applicants to be given a subsidy in a rental unit of their choice that meets specific guidelines, with an eligible landlord willing to participate, instead of waiting for turnover of current housing stock.

** The choice-based rent supplement program was implemented in August 2017 and was placed on hold after August 2018 due to resourcing issues for housing services transition.

Desired outcome

Reduced time to placement for Victims of Family Violence and choice-based applicants.



Living

People's lives are improved
in their time of need.

Increase stable employment

Importance

Stable employment promotes financial independence and positions residents to better achieve their long-term goals, meet their housing needs, and contribute to the economy.

Over the last four years, we:

- Supported 10,000+ Ontario Works clients by providing employment supports, such as job coaching, life stabilization programs, and placement opportunities, to help remove barriers to employment.
- Supported clients through the Wellness Success program designed to provide addictions or mental health counselling, guidance and employment supports.
- Continued to help Peel residents break the cycle of poverty through initiatives aimed at addressing their needs in an integrated and holistic way, such as the Summer Job Challenge program for priority youth, Families First program for single parents, and Peel as a Model Employer program (6-month paid employment opportunity with the Region of Peel).
- Partnered with providers in the community to deliver employment programs, aimed at increasing client employability through training and skills development in various fields, such as culinary skills training, warehouse training, customer service and construction trades.

Desired outcome

This priority was on hold pending results from the Province's Employment and Social Assistance Transformation review.





Visit peelregion.ca/dashboard for more information.

Reduce poverty

Measurement

- Percentage of eligible families receiving appropriate entitlements
- Amount of increased income for residents involved in the Community Benefits Strategy

Importance

According to 2016 tax-filer data, approximately 19% of Peel residents are potentially living with low income*. The Region is seeking ways to ensure that low income Peel residents receive the benefits they are eligible for.

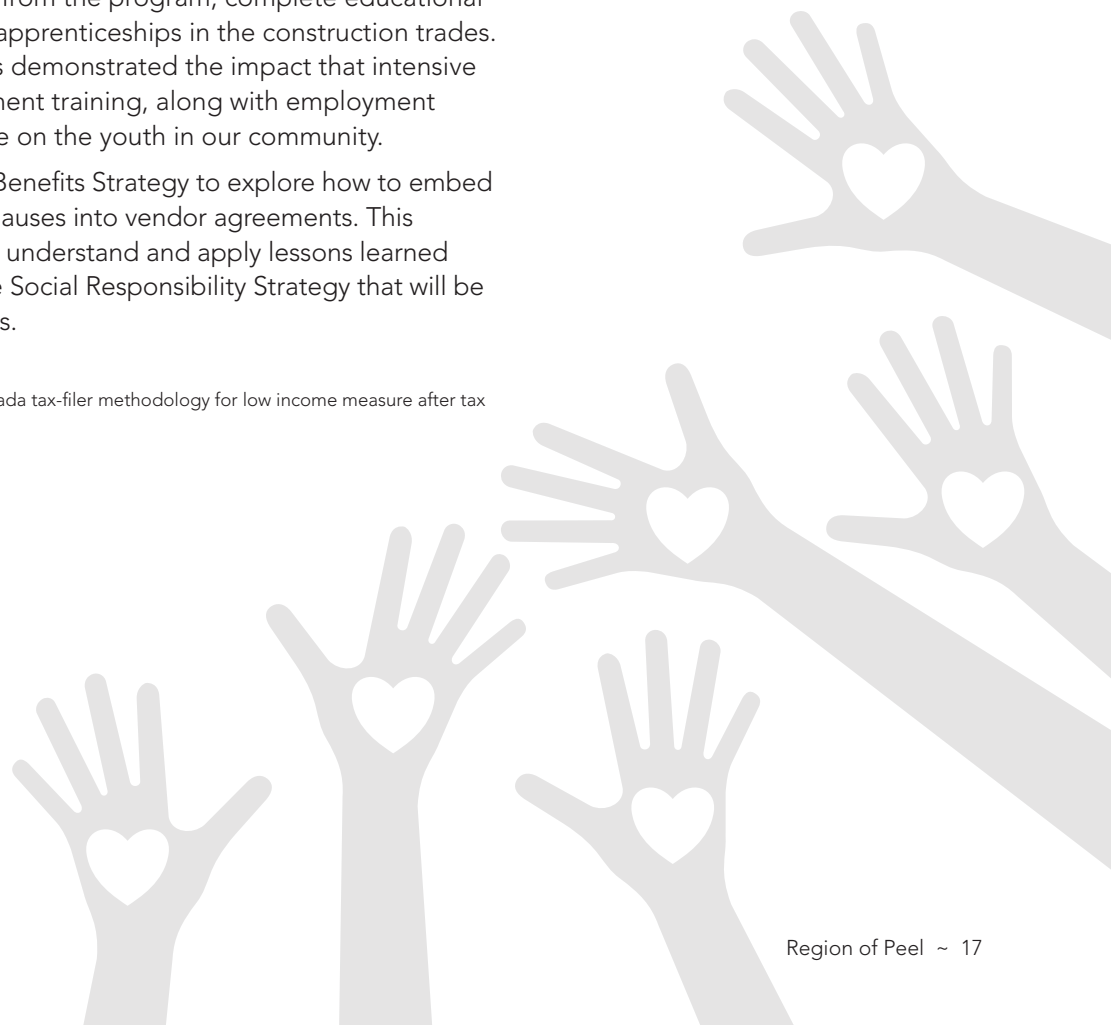
Over the last four years, we:

- Experienced an increase of close to 900 tax returns filed at Regional tax clinics between 2016 and 2018.
- Contributed to a year-over-year increase of people in Peel who received the Canada Child Benefit.
- Enabled 73% of youth with employment barriers who were referred to the Hammer Heads training and apprenticeship program, to graduate from the program, complete educational upgrades and secure apprenticeships in the construction trades. This pilot program has demonstrated the impact that intensive life skills and employment training, along with employment opportunities can have on the youth in our community.
- Piloted a Community Benefits Strategy to explore how to embed Community Benefits clauses into vendor agreements. This pilot has allowed us to understand and apply lessons learned towards the Corporate Social Responsibility Strategy that will be completed in two years.

* Based on updated Statistics Canada tax-filer methodology for low income measure after tax (LIM-AT).

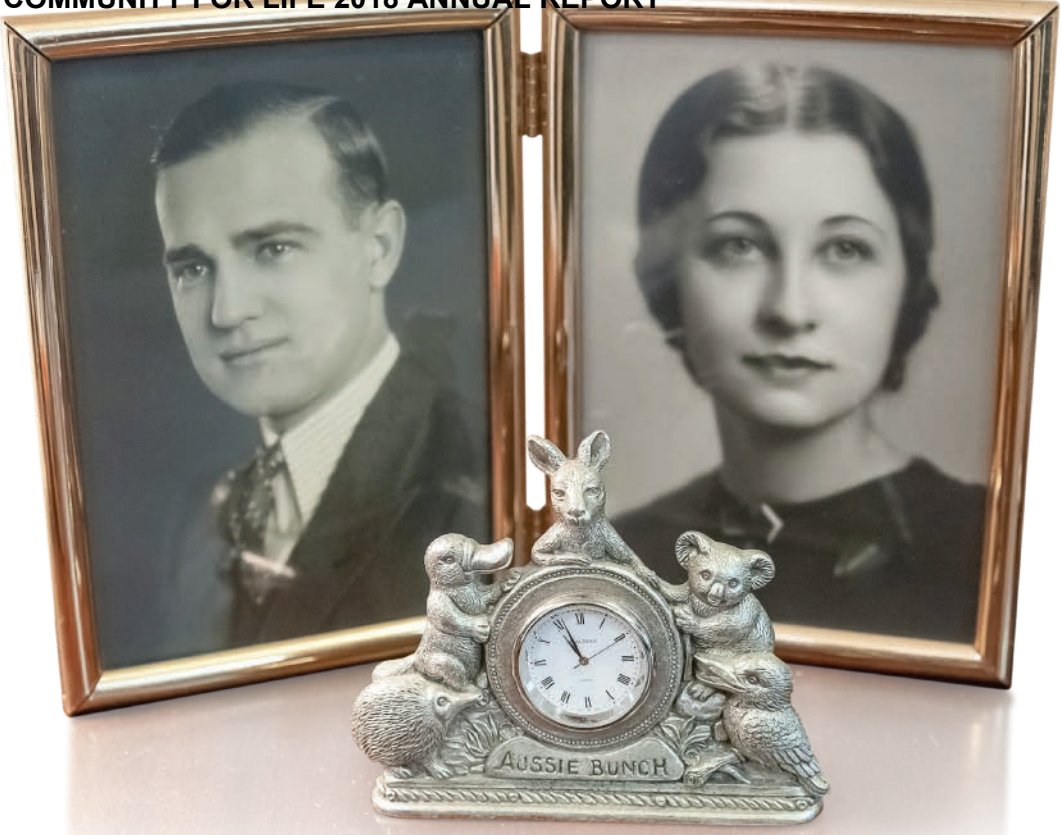
Desired outcome

Increased income for Peel residents, particularly those of lowest income.





Housing Support:
We lead service planning and management of housing with a focus on policy and service integration.



Theresa

How do you quantify the pride that shows up in every detail of the seniors' building at Snelgrove? From the cleanliness of the immaculate foyer, to the décor that individualizes each apartment, to the collage of snapshots of last summer's BBQ hanging on the main office door. If you look closely at the collage, you'll see Mandeep Sangha, the Tenant Support Agent of this building, smiling with the tenants she takes such good care of.

When you step into Theresa Miller's home, you'll find it decorated with sentimental knick-knacks that hint of her homeland, Holland. We were lucky enough to spend an hour with Mandeep and Theresa to listen to the story of how their lives intersected at a pivotal time for Theresa.

Theresa, the youngest of 12 children, emigrated from Holland to Peel in 1966 because her sister had Multiple Sclerosis and she wanted to be here to help with her sister's young family. When her sister passed away, Theresa went on to marry and start a family of her own. She had one son – her "Brad Pitt". Theresa worked at the Royal York Hotel in Toronto for many years and was a deli manager at a popular hotspot on Bloor Street West. She put herself on the wait list for affordable seniors' housing at age 60 and, after a few years on that list, found her way to the home we're meeting in today. She is the first tenant to have lived in this space and, put simply, "I'm just very, very happy," she said.



To watch Theresa's story, visit
peelregion.ca/People

APPENDIX I COMMUNITY FOR LIFE 2018 ANNUAL REPORT

"This is my home," she states with a smile, "and Mandeep is terrific."

Mandeep and Theresa have known each other for six years, meeting when Mandeep became the Tenant Support Agent for this building.



It feels like they had an instant connection. "I believe our seniors should be treated as we would treat our own parents," said Mandeep. "Theresa has hip replacement surgery coming up in 101 days," she said with the certainty of a student counting down the number of days until summer break. There are some modifications required to her bathtub, so that re-entry back home from the hospital is easier. "I know you're going to take care of me," Theresa said, as Mandeep jots down a reminder note about those tub tweaks.

If not for the open communication Mandeep facilitates, Theresa wouldn't have the platform to

8.4-26

share such simple, yet life altering information. A simple adjustment like this will allow Theresa to age-in-place, in a home she loves, surrounded by neighbours and friends who provide the security and connection of community.

"We provide the tools to empower that sense of community but if the tenants don't work with us, we're useless," explained Mandeep. "We end up spending less money on maintaining the building because the tenants care."

It's the opposite of a vicious cycle. It's a virtuous cycle.

"I feel a relationship with my tenants right from the start. From the very first day they come with their families to choose their home, I am invested. I know I will look after them. We all want the feeling of being able to give back. That's what my job at the Region is. But I only get to have this fantastic job because of the tenants. Because of them I get to have the life I have," said Mandeep, just before Theresa gives her a big bear hug.

In a Tenant Support Agent's job description, you won't find "treat your tenant like she's family".

In a tenant's lease agreement, you won't find "take care of your neighbours".

Yet it happens every day, quietly and beautifully. 🐻



People's lives are improved
in their time of need.



Our ongoing services



Housing Support

Provided
11,568 housing subsidies. This includes Rent Geared to Income (RGI) units and rent supplements.

903 households taken off the wait list and placed into subsidized housing between July 2017–June 2018.

Invested
\$12+M into social housing.

965 affordable housing units currently in development.



Paramedics

Responded to
136,800 emergency and non-emergency calls.

61 ambulances on the road serving the community throughout each day.



Homelessness Support

Served
15,741 visits to Regional Emergency Shelters and / or Transitional Housing.



Income Support

Supported
18,755 households each month (on average) through the Ontario Works program.



Adult Day

Learned that
97% of surveyed clients believe that therapeutic programs and services offered help to maintain or improve their well-being.

93% of clients and caregivers surveyed believe that therapeutic programs and services offered contribute to clients' ability to live at home.



Long Term Care

Learned that
79% of people living in Regional Long Term Care centres would recommend their centre to others as a place to live.



Employment Support

17.56% of Ontario Works clients exited the Ontario Works program due to employment earnings.



Community Investment

Invested
\$6.8M across 70 community agencies through 95 contracts in Peel to support their organizational sustainability and capacity to implement innovative initiatives in the community.



TransHelp

Provided
716,542 accessible trips to 10,019 clients.



Child Care

Provided
16,887 fee subsidies, making it possible for lower income families to benefit from licensed child care.

Supported
46,062 licensed child care spaces with Early Years and Child Care funding.



We are monitoring key community trends, including housing affordability, self-rated general health, and food insecurity to track progress towards these objectives. Visit peelregion.ca/dashboard to view metrics and data sources.



Paramedics: We provide residents and those visiting Peel with expert, reliable pre-hospital medical care.

Paramedics step out of their ambulances

8.4-28

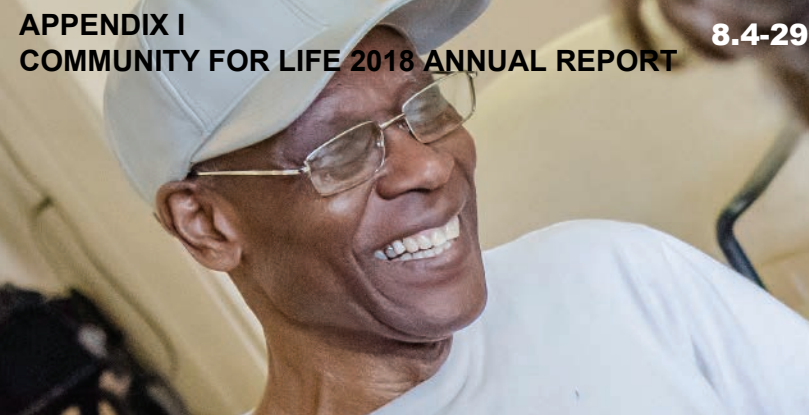
Community paramedic clinics off to a great start

Gloria* was dropped off at the affordable housing building on Truscott Drive with little more than a mattress for her floor. She had high blood pressure, diabetes, sleep apnea and was falling several times a day.

Fast forward three months: Gloria has been connected to a family doctor and TransHelp, and someone from Peel Senior Link visits her every day. Her blood pressure and sugar levels are under control, and she's finding it easier to stay on her feet.

and into the community





Gloria is just one of many seniors Peel paramedics have helped since introducing clinics at three affordable housing buildings last spring, as part of a community paramedic pilot program. The clinics enable paramedics to meet with residents each week, providing basic check-ups while empowering patients to take charge of their own health. They also connect patients to other resources to expand the circle of care.

“The idea is to identify issues and manage them before they become a problem so there’s no need to dial 911 down the road,” explains Community Paramedic Peggy D’Eath.

By all accounts, the clinics are working.

“We’ve seen people whose blood pressure is through the roof and after spending a couple weeks with us, their numbers improve and they tell us they feel better,” says Peggy.

Paramedic Kristen Albrecht adds: “Three women have lost 20 pounds by following our nutritional advice, and recently, a family doctor adjusted a patient’s medication based on our data, which improved the patient’s blood pressure.”

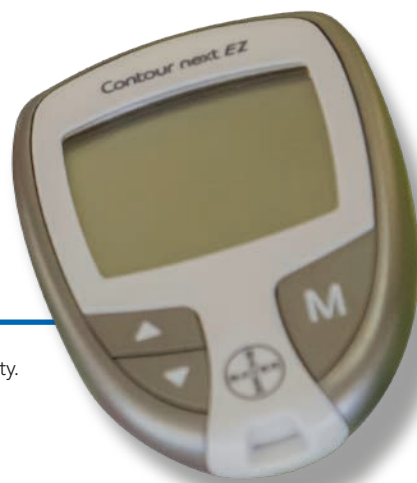
The list of positive examples goes on and on – and they extend far beyond physical health.

“The clinics give people a reason to leave their rooms,” explains Kristen. “And when they do, they end up chatting with their neighbours and having a good time.”

Paramedic Richard Burton agrees: “We’re their weekly entertainment.”

Indeed, residents look forward to seeing the paramedics, often lining up well before the clinics open. Fortunately, the feeling is mutual.

“Every week they invite us into their lives. They share their triumphs and their tragedies,” says Peggy. “It’s like we’ve gained 160 new grandparents and it’s an honour to be welcomed into their family.”




* Name changed for anonymity.

The Region of Peel currently operates three community paramedic clinics out of Peel Living Buildings at South Common Court, Hillside Place and Millbrook Place. The clinics are part of a medical research project led by McMaster University.



To watch the community paramedic clinic story, visit peelregion.ca/People

Jean

 **TransHelp:** We provide TransHelp to residents of Peel so they can travel without barriers.

“Our lives changed forever when my mom took the vision test for drivers over 80, was diagnosed with glaucoma, and had her license taken away. This loss of independence was swift and profound for her and the rest of our family. Supporting my mom through the emotional aspects of this change was difficult and driving her everywhere she needed to go was exhausting. Despite our best efforts, she felt isolated from her community and angry at the loss of control. Thankfully, TransHelp was there for us in our time of need. This service didn’t just provide my mom with transportation, it gave her back her independence while giving me peace of mind. Before TransHelp, my sisters and I would take turns leaving work in the middle of the day to take her to appointments and spend our weekends driving her to see friends and family. The service has been a life-changer for us in a good way and we are so grateful it continues to help my mom to thrive and live her best life.” 🐾





To watch Jean's
story, visit
peelregion.ca/People

Thriving



In **20 years** we want all our residents to say...

I live in a community that is environmentally friendly.

I live in a community that promotes mobility, walkability, and various modes of transportation.

I live in a community that embraces diversity and inclusion.

I live in a community that promotes economic sustainability and future investments in Peel.

I live in a community that manages population growth effectively.

I live in a community that has a built environment that promotes healthy living.

Communities are integrated, safe, and complete.

The Term of Council Priorities we focused on for the 2014–2018 term were...

Increase waste diversion

Measurement

- Per cent of waste diverted

Importance

The environmental and economic challenges our community is facing today, including climate change, require new models and systems for how we treat our resources. Increasing resource recovery and waste reduction are key tactics used to reduce Greenhouse Gas Emissions (GHGs). Continuing to improve our waste diversion rate will contribute to environmental protection and enhance community sustainability in the short- and long-term.

Over the last four years, we:

- Achieved a diversion rate of 50.1% in 2018. This is an increase of 5.4 percentage points from when this Term of Council Priority began.
- Implemented a number of actions under the Region's long-term waste management strategy, such as bi-weekly cart-based garbage collection, pilot testing curbside and multi-residential textile collection and organics collection in the Region's Long Term Care centres.
- Invested in the long-term waste diversion target of 75% by 2034 by purchasing a property to build a new anaerobic digestion facility to provide processing capacity for Peel's green bin organics, to allow for expansion of the organics program to include pet waste and diapers and to convert food and organic waste into natural gas and fertilizer products.
- Worked closely with the Association of Municipalities of Ontario and other stakeholders to help the province develop and implement waste policies to improve food and organic waste diversion and to move full producer responsibility programs forward.

Desired outcome
Increased
waste diversion rate.



Thriving

Communities are integrated, safe, and complete.

Promote healthy and age-friendly built environments

Measurement

- Number of approved development applications that meet or exceed a pass score on the local health assessment tool

Importance

There is a connection between health and where we live. Designing communities that promote and support active and sustainable transportation will have a positive impact on the overall health of Peel residents at all ages and stages of life.

Over the last four years, we:

- Received Provincial approval on Regional Official Plan Amendment 27 (ROPA 27) – Health and the Built Environment, Age-Friendly Planning and Technical and Administrative Updates.
- Worked in partnership with Brampton, Caledon and Mississauga to begin implementing ROPA 27.
- Developed indicators and a process to evaluate and visually map implementation of ROPA 27.

Desired outcome

Increased proportion of development applications that meet the healthy development criteria.





Adapt to and mitigate the effects of climate change

Importance

Climate change is one of the greatest challenges facing our global society. There is clear evidence that human induced climate change is having an increasingly negative impact on the environmental, economic and social conditions of our communities.

The Region is committed to leadership and action on this important societal issue, as concrete actions to mitigate and adapt to the effects of climate change will lead to a sustainable and resilient community for future generations.

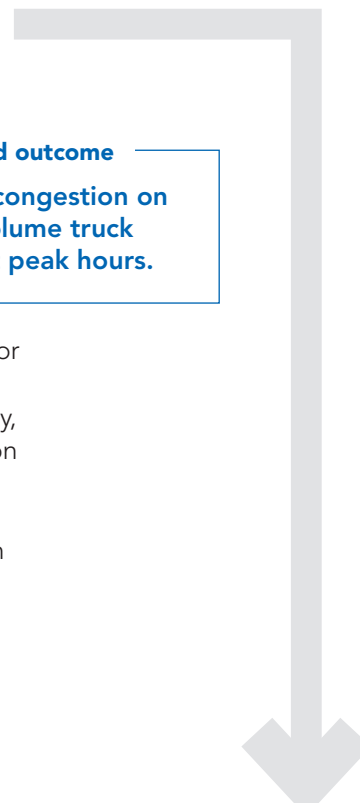
During the current Term of Council, the Region was focused on reducing our Greenhouse Gas Emissions (GHGs) to 10% below 1990 levels and reducing the likelihood of sewer back-ups during severe weather events.

Desired outcomes	Measurement	Over the last four years, we:
Reduced incidents of sewer back-ups during severe weather events caused by surcharge of the sanitary system.	<ul style="list-style-type: none"> Per cent reduction in inflow and infiltration into wastewater system (in 10 target areas) Per cent reduction in surcharge (in 10 target areas) 	<ul style="list-style-type: none"> Completed a region-wide long-term inflow and infiltration strategy to reduce the risk of basement flooding during severe weather events (caused by sewer back-ups). Through this strategy, work has begun on studying 10 priority areas of high inflow and infiltration in Peel. Of these 10, the top three highest priority areas (based on flooding history, age and growth) are undergoing monitoring and testing to mitigate inflow and infiltration which will then be applied to the remaining priority areas. Implemented new sanitary sewer design and construction standards to ensure new and rehabilitated infrastructure works to reduce the risk of sewer back-ups due to severe weather events.
Decreased corporate GHG emissions (10% below 1990 levels).	<ul style="list-style-type: none"> Per cent reduction in the amount of corporate GHGs 	<ul style="list-style-type: none"> Leveraging a cleaner electricity grid and implementing a combination of energy and fleet strategies to achieve a reduction in corporate GHG emissions in 2017* of 24% below 1990 levels, exceeding our target of 10% below 1990 levels. Formalized the Office of Climate Change and Energy Management to integrate planning and delivery of climate change efforts throughout the organization and developed the Region of Peel Climate Change Master Plan. Completed a review of Regional fleet vehicles and identified opportunities through the Green Fleet Strategy, to allow us to expand the use of green vehicles with a variety of fuel sources.

* 2017 emissions' inventory is the most recent data set that can be reported, based on the latest available emissions' factors released by the National Inventory Report in 2019

Thriving

Communities are integrated, safe, and complete.



Desired outcome
Reduced congestion on high volume truck routes at peak hours.

Improve goods movement

Measurement

- Average travel time on high priority goods movement routes

Importance

While the goods movement industry is vital to Peel's economy, it is a contributing factor to traffic congestion on the roads, which is a key concern of Peel residents. With a growing population, the demand on Peel's road network will continue to rise. Currently, there are 698,000 trips daily in the morning peak period. With an increase in population to 2 million by 2041, the Regional road network is expecting 1,001,000 trips in the morning peak period each day. To manage the increase in trips in a more sustainable way, the Region is working towards a goal of half of these trips being reduced through sustainable modes by 2041.

While the issue of traffic congestion is complex and will not be solved by any one strategy alone, the Region is taking proactive and innovative steps to contribute to reducing congestion and travel time on high volume truck routes during peak hours in order to benefit both residents and the goods movement industry.

Over the last four years, we:

- Installed 22 Permanent Count Stations (PCS) to enable 24/7 data collection to accurately determine traffic trends on the Regional road network.
- Undertook an Advanced Traffic Management Systems (ATMS) project to proactively manage traffic on the Regional road network. It consisted of (i) design and construction of a new Traffic Management Centre (TMC), (ii) replacement of the existing Traffic Signal System, (iii) upgrade of the existing communication infrastructure and, (iv) installation of CCTV cameras.
- Improved efficiency (travel time, congestion, and CO₂ emissions) in 2018 on five routes by 12.9% on average through the coordination of signal timings (Queen Street, Bovaird Drive, Steeles Avenue, Dixie Road, and Airport Road).
- Established the Smart Freight Centre, which is a collaborative network with the Region and three major Ontario universities to work on regionally significant goods movement issues and projects to improve the ongoing economic vibrancy and reduce community and environmental impacts of moving goods.



Plan and manage growth

Measurement

- A reduction in the annual gap between projected Development Charge (DC) revenues and expenditures

Importance

Effective planning plays a key part in helping ensure that the expected population and employment growth in Peel over the next 25 years is sustainable, healthy, economical and supports prosperity.

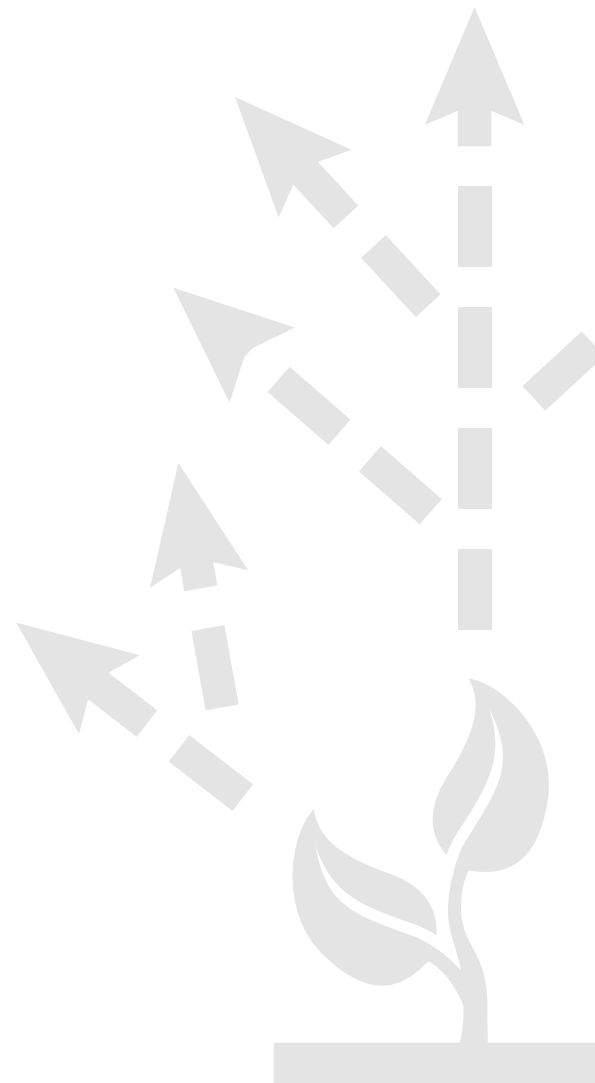
The Region's planned revenue from development has not been realized, largely due to under-performance of the non-residential sector, and lower than expected high-density residential growth.

It is anticipated that Peel Region could grow by an additional 500,000 people and 250,000 jobs by 2041. The Region will need to closely monitor and manage the financial risk inherent with investing in long-term infrastructure prior to population and employment growth being actualized.

Over the last four years, we:

- Created joint employment and transportation strategies with Brampton, Caledon and Mississauga and the development industry.
- Developed a preferred growth scenario that was endorsed by Council, which was used to inform preliminary infrastructure and financial planning.
- Established working groups with municipal staff and the development industry to share information and data, and inform decisions on planning, infrastructure investments, and financing growth in Peel.
- Achieved a lower debt level than forecasted of approximately \$724 million compared to the 2015 Development Charges Background Study.

Desired outcome
Increased ability for growth to pay for growth (no growth related debt by 2041).



Visit peelregion.ca/dashboard for more information.



Thriving

Communities are integrated, safe, and complete.

Our ongoing services

Early Growth and Development

Provided **2,419** free home visits to support breastfeeding and a great start for new mothers and their babies.

Supported **79,367** children and parents/caregivers who participated in EarlyON programs.

Benefitted **2,829** children with special needs by delivering enhanced resources.

Police (external)

Peel Regional Police Services (Brampton and Mississauga) responded to **236,288** calls, protecting the safety and property of Peel residents.

Ontario Provincial Police (Caledon) responded to **37,522** calls.



We are monitoring key community trends, including active transportation, waste diversion and crime rates, to track progress towards these objectives. Visit peelregion.ca/dashboard to view metrics and data sources.

Chronic Disease Prevention

Screened **96,964** children for dental conditions of which 11,796 were identified for urgent care.

Provided **8,645** children with free preventative dental services.

Infectious Disease Prevention

Conducted **9,918** compliance inspections on 6,049 food premises at least one time, helping to keep our communities free of food-borne illnesses.

Supported **18,644** visits at our Sexual Health Clinics, helping to reduce the spread of sexually transmitted infections with free testing, treatment, and contraceptives.

Achieved **97%** measles immunization coverage among 17 year old children.

Land Use Planning

Achieved **6,306** residential units currently in process.

Roads and Transportation

98% of the time Met or exceeded winter road maintenance service levels.

Maintained **1,666** lane kilometres of road to help keep residents safe and traffic moving.

Water Supply

Treated **599** million litres of water each day to provide residents with clean, safe drinking water.

Wastewater

Treated **665** million litres of wastewater daily.

Waste

Responsibly managed **537,773** tonnage of waste.

Achieved a diversion rate of **50.1%**, a 0.6% increase from 2017.

Heritage, Arts and Culture

Welcomed **10** museum exhibits and nine art gallery exhibits for a total of **19** exhibits.



Winter road safety is our priority

Winter road safety for our community is a top priority for us. Road maintenance crews and staff are committed to ensuring we're ready to respond to snow and ice events around the clock to keep roads safe and clean.

Whether commuting to work, getting the kids to school or taking the dog for a walk, the community relies on crews who brave the elements any time of day or night to provide road and sidewalk clearing efforts so that residents can get around safely.

Together with local municipalities, hundreds of Regional employees respond during a snow event – from the crews you see clearing the snow, to Access Peel answering calls, to staff communicating timely updates and safety tips to keep the public well informed and prepared when travelling outside. 📍

*"Commute in and home today was easy.
Thanks for all the great work!"*

– Peel resident on Twitter

A Roads and Transportation:

We provide safe, reliable and efficient movement throughout Peel Region.



To learn more about this story, visit peelregion.ca/People

Supporting Peel families with EarlyON programs



In May 2018, Alicja Kotarska learned that her local school-based Parenting and Family Literacy Centre was closing, a place she visited often with her children. The Centre had provided a free, drop-in program for children and their parents/caregivers.

Peel District School Board and Dufferin-Peel Catholic District School Board discontinued the direct delivery of Parenting and Family Literacy Centres by the end of June 2018, and transitioned the 11 Centres within their schools to the Region of Peel. The Region of Peel's Early Years and Child Care Services division partnered with EarlyON providers to support the families of these centres, including opening up EarlyON locations where needed (as was the case in Alicja's community).

The Region oversees the planning, funding and delivery of EarlyON programs in Peel. EarlyONs provide a free, welcoming environment that allows children up to six years of age to learn, play, and make friends, while parents/caregivers obtain advice from trained professionals and connect with other families.

"We understood why our Parenting and Family Literacy Centre was closing, but we were worried about what would happen in September," says Alicja. "It was such a relief to get the answers and the support we needed from the Region and our new EarlyON provider. We were able to work directly with the staff we needed, even during the summer months."



Early Growth and Development: We help children in Peel achieve their intellectual, emotional and physical potential by increasing the percentage who are school ready.



Alicja is amazed at how much her kids have continued to learn and grow since attending the new EarlyON program in her community. “The kids love it. They have developed so many social skills that they may not have otherwise, because the reality is, some families just cannot afford paid child care. As a result, they would have missed out on this important skill building.”

Magdalena Diaz, Manager at Dixie Bloor Neighbourhood Centre, is an EarlyON provider who worked closely with Regional staff to open up a new EarlyON location in Peel. She says, “The new families that have joined us are happy with our program, which speaks to the resilience and dedication of our teams. We made sure to be ready for the new school year.”

“It was truly a collaborative effort,” says Suzanne Finn, Director of Early Years and Child Care Services at the Region of Peel. “We worked together with councillors and EarlyON providers to ensure that families were supported during this time of transition. In the end, we were able to maintain a program that families loved and relied on and achieved our top goals: to increase access to EarlyON services and ensure the delivery of high-quality programs.”

In 2018, EarlyON programs in Peel served nearly 80,000 children and parents. 📖



To learn more about this story,
visit peelregion.ca/People

Needle in a haystack

It was an ordinary day for Elio Caringi, foreperson at Mississauga's Fewster Community Recycling Centre, until he noticed an elderly gentleman frantically searching through a large dumpster at the facility, heartbroken that he accidentally threw out irreplaceable, sentimental, extremely valuable family keepsakes.

"He was so desperate that he couldn't even say for certain if he was looking in the right place," said Elio, who kindly sent the resident home with the promise that his team would do everything they could to find the items.


A promise is a promise. The search mission was on.

First, Elio asked the scale coordinator to check the times that the resident came to the site. And then the team studied frame-upon-frame of camera footage to carefully identify which bin the items were tossed into. Play – Pause – Rewind – Stop. Play – Pause – Rewind – Stop. And on and on until – success! They found the bin.

But that was only half the battle. Next step: dump and sift.

In an open space big enough to spread out the mountain of trash, that's exactly what they did. Standing knee deep in trash, picking through item by item, the team recovered all 20 treasured valuables.

"Elio and his crew were so extremely co-operative, dedicated, hard-working and pleasant to deal with," said the grateful resident. "It was their combined efforts that made it happen."

 **Waste:** We ensure waste collection is reliable, and waste is managed in a safe and environmentally responsible manner.





To learn more about this story,
visit peelregion.ca/People

Serving priority residents where they need us most

While drug use exists in every community, risks can be minimized with Harm Reduction strategies.

Harm Reduction involves connecting people who use drugs with supportive services, distributing sterile equipment to reduce the spread of blood-borne infections, like HIV, and providing training to help prevent overdoses.

Success depends on building trust with priority and hard-to-reach residents. In 2018, our Harm Reduction program added a second van to their mobile service to better meet client needs across Peel. Vans are equipped with supplies, a consultation area, as well as space for overdose prevention and resuscitation training.

The Mobile Outreach Unit is one component of our Harm Reduction program.

"Mobile service lets us help people we'd simply never reach otherwise. It's helped us become trusted community partners, respond quickly to changing needs, and build relationships that support lasting change."

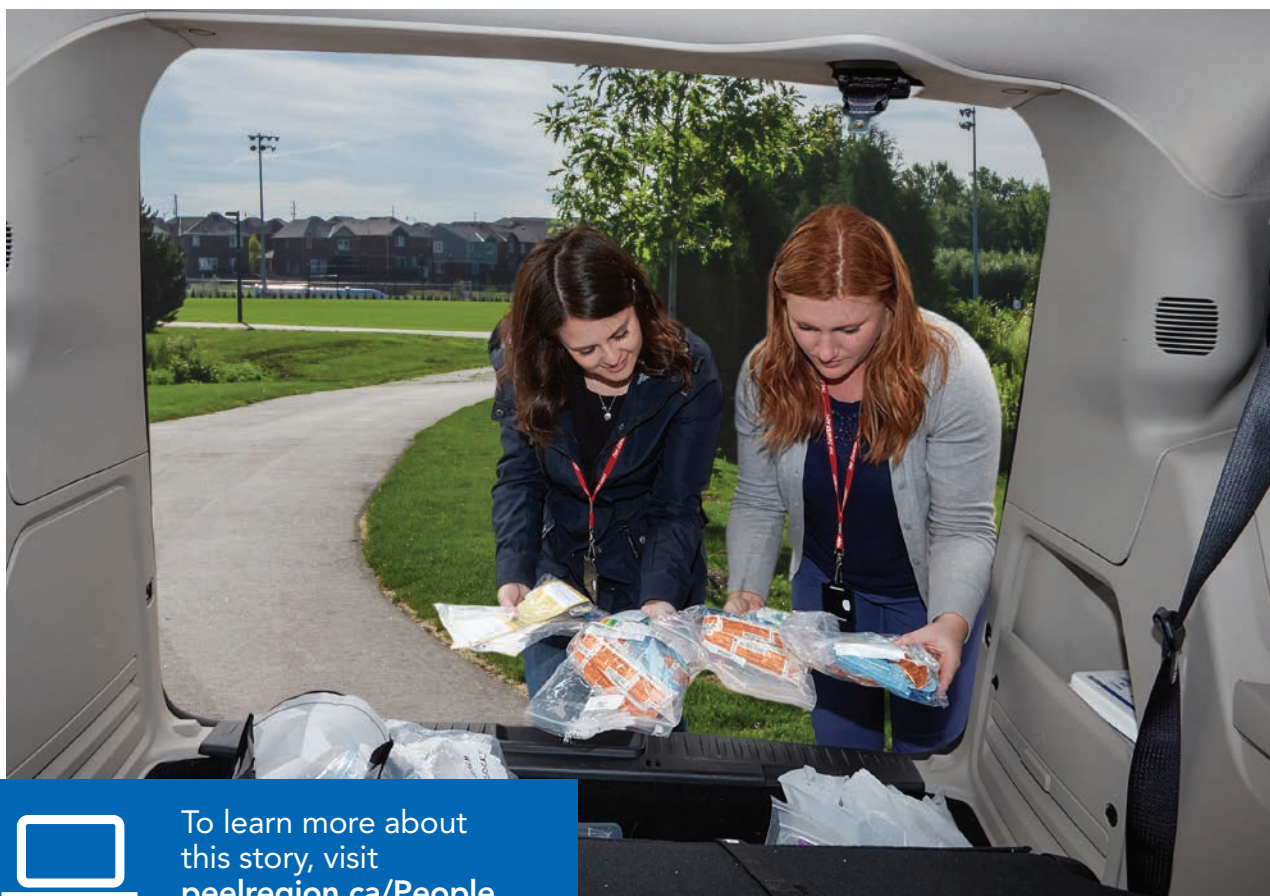
- Danny Bilan,
Community Development Worker

"The Mobile Outreach Van is one of the only places I feel accepted and supported in my life."

- Anonymous Client 🗨️



Infectious Disease Prevention: We protect the public from immediate risk from infectious diseases and outbreaks.



To learn more about this story, visit peelregion.ca/People



Long Term Care: Through our five Long Term Care centres, we provide quality, person-centered services and supports, allowing residents to enhance their quality of life.



Maxwell

A life of meaning

At the core of the Butterfly Care Model is the individual. A recognition that people with dementia still have strong feelings, emotional connections to the lives they have lived, and that they are still very much alive and living in the moment.

Being person-centred means doing more than just addressing clinical needs. It means connecting emotionally, which, due to dementia's impact on logic and memory, can be a powerful way to connect with people in a meaningful way. It means making the house truly feel like home, a place we could welcome family and friends. By meeting people's physical and emotional needs, we never forget they are complex, valuable, feeling beings.

"The first day we brought a police cap with the red band, a Toronto Police shoulder badge and the patrol pants with the red stripe. He instantly recognized these things. Within minutes he was trying to communicate with us."

– Dave and Lonny

Malton Village Long Term Care Centre is the first Butterfly home in Ontario. Maxwell, a resident and former police officer, was visited by Peel Regional Police Officers Dave McLennan and Lonny Blackett and the benefits of this personalized visit were seen immediately.

In the advance stages of dementia, Maxwell had not spoken or interacted with his environment for years. After that visit, Maxwell started to speak – and now speaks regularly.

Peel Regional Council has approved the creation of Butterfly Homes in the Region's four other long term care centres.




To learn more about this story, visit peelregion.ca/People



Water Supply: We provide safe, reliable and high quality drinking water throughout the Region.





Providing clean water for life

Each day we clean and deliver over 599 million litres of water through 4,569 kilometers of underground pipes from Lake Ontario to your home.

At the same time, 665 million litres of wastewater travelled through 3,658 kilometres of sewer pipes each day, to arrive at the Regional treatment plant. Here it's cleaned and treated before being put back into Lake Ontario.

From morning to night, our water and wastewater services are essential to your routine. We deliver the clean water for your morning shower and coffee, and for drinking, cooking and cleaning throughout the day. We also treat the water that goes down the drain.

We keep water flowing daily through advanced technology and by having the right people doing the right jobs. We rely on plant managers, engineers, technicians, inspectors, educators, construction and environmental specialists to deliver this service. Careful planning also ensures we keep up with growth in Peel.

This staff expertise, smart financing, and long-range planning ensures our most precious resource will be safe and dependable today and for Peel's future generations. ♻️



To learn more about this story,
visit peelregion.ca/People

Leading



In **20 years** we want all our residents to say...

I trust that sustainability and long-term benefits to future generations are considered.

I trust that the Region of Peel is a model and progressive employer.

I trust that co-ordination and partnership occur.

I trust that a systemic approach to innovation is in place.

I trust that the community voice and participation are welcome.

I trust that the Region of Peel is a well-managed government.

Government is future-oriented and accountable.

The Term of Council Priorities we focused on for the 2014–2018 term were...

Modernize service delivery

Measurement

- Improved internal and external experience with respect to service access and service outcome

Importance

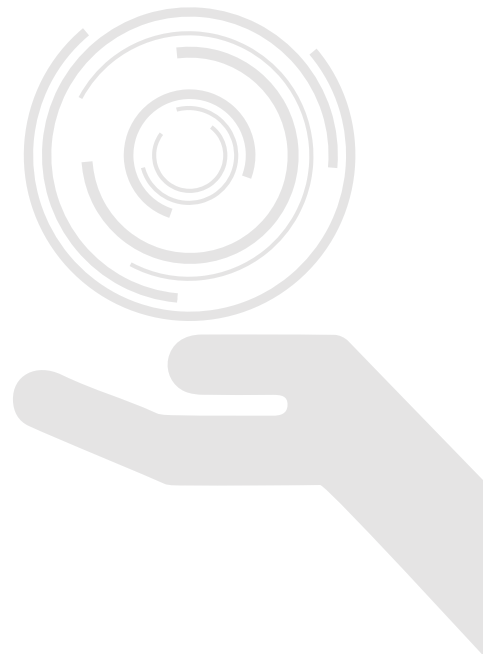
The Region's External Client Satisfaction Survey results revealed that ease of access to services and service outcomes, regardless of the channel of choice, are now the strongest drivers for overall satisfaction. We focused on strategies where client satisfaction can be meaningfully improved by enhancing the user's digital access and experience.

Over the last four years, we:

- Modernized multi-channel service delivery, built platforms for integration and increased service capacity, including:
 - Developed a Region of Peel Digital Strategy to focus on providing engaging and seamless resident and employee service experiences through sustainable and integrated business and technology modernization.
 - Developed an e-Bidding platform to allow purchasing documents to be submitted and processed electronically, removing the need for physical paper copies to be submitted.
 - Increased mobile-friendly pages on peelregion.ca for ease of access to frequently requested pages.
 - Developed a tool that integrates processes to improve service delivery to Families First program clients.
 - Created an integrated Homelessness and Housing platform solution that empowers clients (and housing providers) to access a range of housing services.

Desired outcome

Our services are easy to access, and service requests are met through each interaction.



Leading

Government is future-oriented and accountable.

Attract and retain top talent

Measurement

- Resident satisfaction with Regional staff
- Percentage of residents who agree Region of Peel staff were knowledgeable

Importance

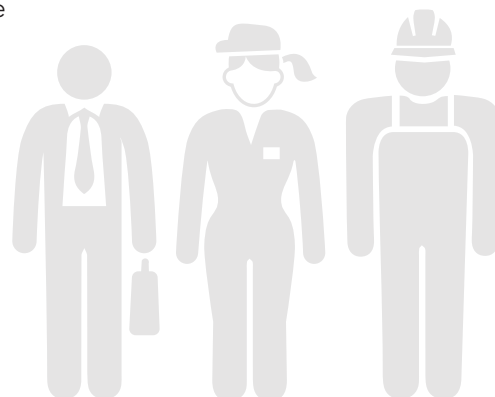
Attracting and retaining top talent supports the Region of Peel in delivering value to residents.

Over the last four years, we:

- Enhanced the performance management program to ensure all employees have objectives that align with strategic outcomes.
- Enhanced leadership development programs.
- Improved learning and development programs.

Desired outcome

We have the employees with the skills to deliver on outcomes.



Create a modernized workplace

Measurement

- Percentage of staff who agree that their environment helps them deliver on client outcomes

Importance

The workplace, including the physical workspace, flexible Human Resources practices, technology and internal culture, contributes to the Region of Peel's ability to deliver on outcomes for the community.

Over the last four years, we:

- Implemented various pilot programs and retrofits to modernize service delivery, office designs and equipment.
- Launched refreshed Regional Values and continued implementation of an internal Culture Strategy to inspire new ways of working and collaborating.
- Encouraged leaders and staff to consider increasing workplace flexibility by having options and choices to work in ways that allow them to thrive both professionally and personally and achieve outcomes.

Desired outcome

The work environment meets the demands of the workforce to deliver on outcomes.



We are monitoring key indicators, including credit rating, client satisfaction with Regional services and corporate Greenhouse Gas Emissions, to track progress towards these objectives. Visit peelregion.ca/dashboard to view metrics and data sources.

 **Public Accountability**

6.3 out of 10 residents agreed that "Peel conducts its business in an open and accountable manner".

 **Resident Perception of Value for Tax Dollars**

74% of residents surveyed reported that the Region of Peel provides very good, or fairly good, value for tax dollars.

 **Asset Management**

Status of Regional infrastructure assets, such as roads, bridges, and buildings rated **good**.

 **Workforce**

8.7 out of 10 residents were satisfied with Region of Peel staff.

89% of residents surveyed agreed that "Region of Peel staff were knowledgeable".

 **Resident Trust and Confidence in the Region of Peel**

Scored **6.3 out of 10** on a Trust and Confidence rating by surveyed residents.¹

1. Trust and Confidence is measured through the External Client Satisfaction Survey, and is an average of measures including: perceived value for tax dollar, needs of the community being met, openness and accountability.
2. The Region of Peel avoided a debt increase of \$724 million.

 **Information and Technology**

Received a **5.7 out of 10** on the question "As far as I know Peel does a good job keeping up with the latest technology in the way it delivers programs and services for residents."

AAA **Financial Management**

Earned a **Triple A** credit rating—the highest possible rating.

Achieved **\$724M** lower debt level than forecasted.²

Working with you

to create a healthy, safe and connected community



Excellence Canada

In 2018, the Region of Peel earned the Excellence Canada Platinum Award, recognizing the outstanding achievements of organization-wide systems of management and public service delivery. The Region of Peel is the only municipality or level of government to receive this exceptional recognition.

The Excellence Canada Platinum recognition provides independent validation that the Region of Peel serves residents and businesses in an efficient and effective manner, with a commitment to continuous improvement.

Excellence Canada recognized the following practices as vital strengths of the Region:

Role Model for Excellence in Canada: The Region of Peel demonstrates many examples of municipal leadership i.e., The Dementia Butterfly Model of Care, award winning Asset Management System, award winning financial management/budget, leader in cybersecurity, etc.

Culture of Continuous Improvement: The Region has a culture of continuous improvement and uses a Lean Six Sigma approach to optimize value for money and improve community outcomes through a robust continuous improvement program. As part of the continuous improvement program, the Region conducted 22 improvement initiatives in 2018 amounting to financial benefits of \$7.2 million in cost savings and \$3.7 million in cost avoidance.

Outcome Focused Planning and Budgeting: The Region is outcome-focused when looking at strategy, planning and reporting. The **Community for Life Annual Report** is an excellent example of showing clear, visually pleasing, and understandable outcomes and is very forward thinking and clear for people to understand.



Enterprise Risk Management System: The Enterprise Risk Management System is well integrated in all aspects of the work at the Region. All programs and projects contain a risk assessment and analysis, including the reports and proposals that go to Council on a regular basis.

Excellence Canada uses the same criteria to rank the public and private sector. The Region was evaluated in five key areas: **leadership, organizational planning, customers, human resources, and processes**. Certification supports further development of strategic initiatives, innovative approaches, and engagement, as the Region moves forward and upholds the designation. 🏆

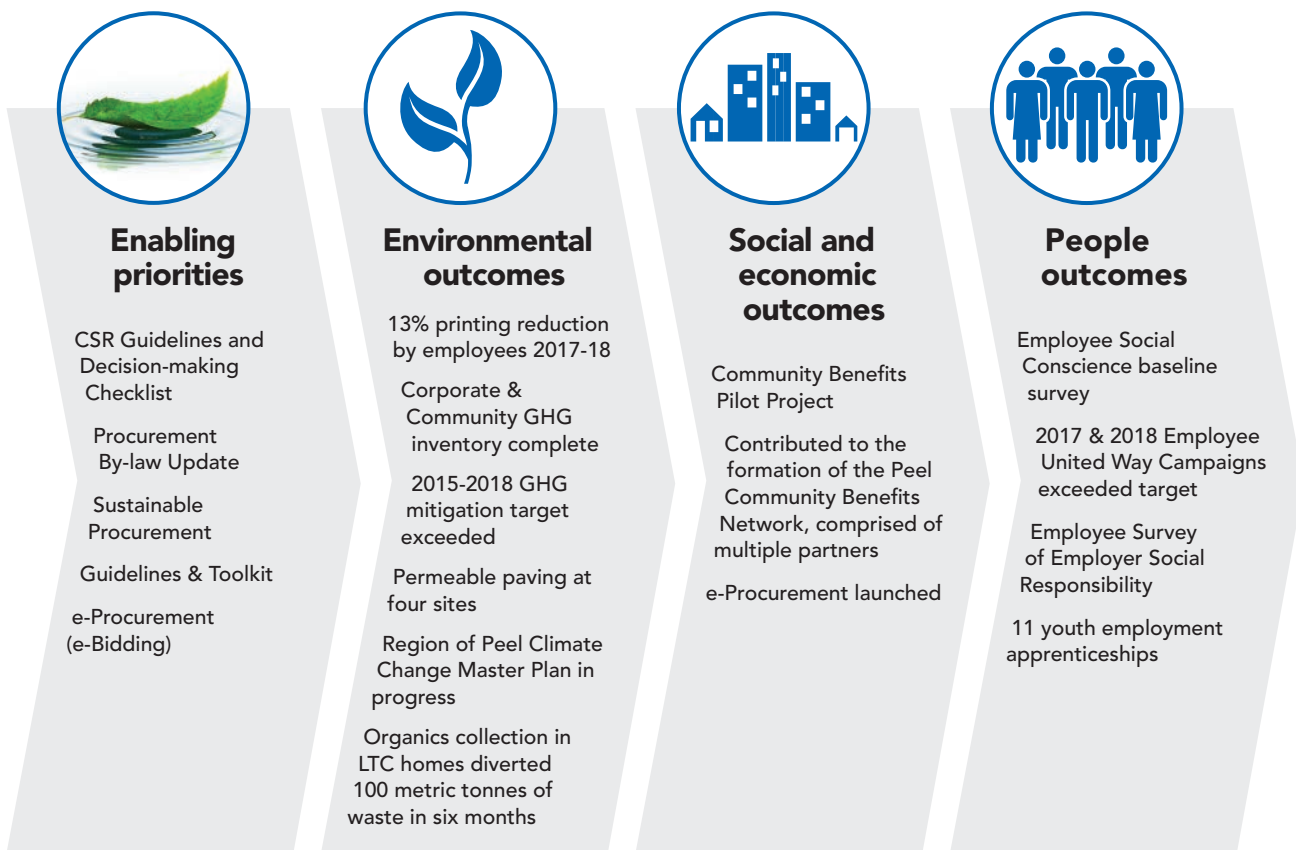
Corporate Social Responsibility Strategy

On June 22, 2017, Regional Council adopted the Region of Peel’s Corporate Social Responsibility (CSR) Strategy and embarked on a CSR journey to address business operations. The long-term outcome of the CSR Strategy is to ensure that the Region’s operating practices achieve social, economic and environmental benefits for the community.

Two years after strategy implementation, numerous initiatives are in place or under development. Highlights of achievements are shown in the diagram below. Research, monitoring and reporting will continue to inform future directions of the strategy. Corporate Social Responsibility is beneficial to the well-being of the Peel community.

Progress on CSR Outcomes

Corporate Social Responsibility (CSR) at the Region of Peel: Improving the environmental, social and economic well-being of the Peel community.



Legend: GHG= Greenhouse Gas Emissions; LTC=Long Term Care

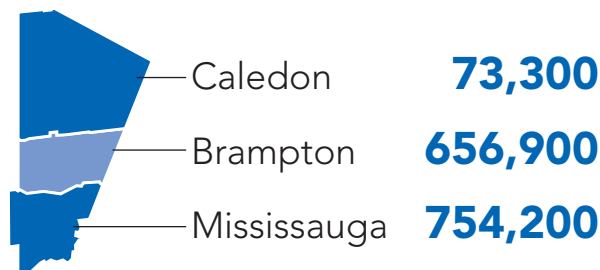


To learn more about this story, visit peelregion.ca/People

Peel today

Peel is the second-largest municipality in the Greater Toronto Area (GTA) and growing steadily. It encompasses a mixed landscape of bustling urban centres, charming villages, and rural lands. Our geography is as diverse as our population. Portions of the Oak Ridges Moraine, the Niagara Escarpment, the Etobicoke Creek, and the Lake Ontario waterfront are contained within our borders.

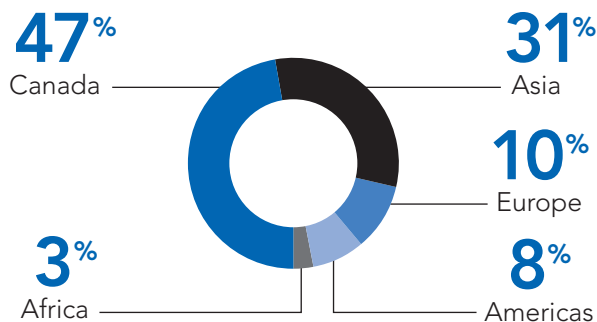
Breakdown of Peel's population¹



We are diverse

51.5% of our population was born outside of Canada.

Peel's population by birthplace²



1% non-permanent residents

We are educated³

The proportion of people in Peel with post-secondary education is higher than in Ontario and Canada as a whole.



83% have at least a high school diploma/certificate

55% have a post-secondary education

63% of recent immigrants arriving in Peel 15 years and older have post-secondary education

57% of Peel's visible minority population have a post-secondary education

We are industrious

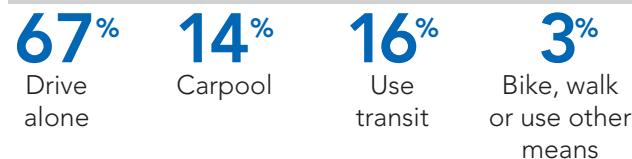
Peel Region is a significant freight hub for Canada.⁵ An estimated \$1.8 billion⁵ worth of commodities travel to, from and through Peel every day making Goods Movement a pillar of the Regional economy.



We are on the move

Our transportation network is one of the most travelled in the world. Five major highways, several international railroads, and the Toronto Pearson Airport exist within our borders. 63% of Peel residents over the age of 15 commute to work within Peel and 74% of them rely on personal vehicles to get there.⁶

People who commute to work⁶



Length of commute⁶ (one way)



We are the youngest population in the GTA

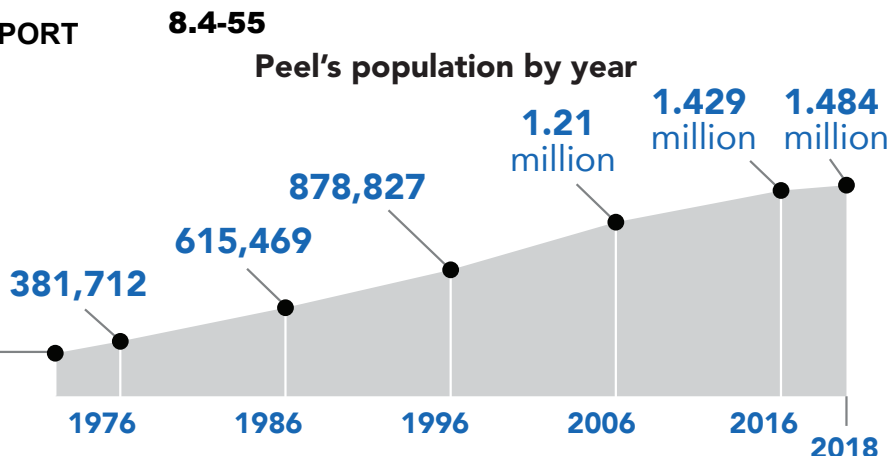


The average age of our residents is 38.3 years – the youngest average in all of the GTA. Children (ages 0-14) make up 18.3% of our population – the second highest ratio in the GTA.⁷

We are growing

Peel has blossomed from a region of **381,712** in 1976 to **1.484 million** people today.⁸ Currently, about 10% of all Ontarians live within our borders.

Region of Peel is founded in 1974



Peel tomorrow

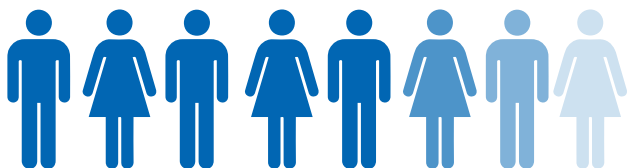
Peel will continue to grow and thrive. Over the next few decades, Peel is forecasted to become home to more than half a million additional people. Our communities will also create hundreds of thousands of new jobs, and experience demographic shifts.

We will continue to grow⁹

Peel's high quality communities attract people from all over the world – 47 new people move to Peel every day. By 2021, our population is forecasted to grow by 110,000 residents – more than the entire population of Thunder Bay.

Peel's total population (M=millions)

2018	By 2041	Increase
1.484M people	1.97M people	33%



We will create new jobs¹⁰

Peel will continue to attract industry, professionals, and new talent. Businesses within Peel Region are projected to provide more than 970,000 jobs by 2041.



Jobs in Peel (K=thousands)

2016	By 2041	Increase
693K jobs	970K jobs	38%

We will have a large and dynamic senior population

Our population of people aged 65 and over is expected to increase **134%** by 2041. At that time, one in every five residents will be a senior. In less than a decade, people aged 65+ will outnumber children (aged 0-14) for the first time in history.

Peel's senior population (K=thousands)

2016	By 2041	Increase
177K ¹¹ seniors	415K ¹² seniors	134%

1. Statistics Canada, Census, 2016 (with undercount)
2. Statistics Canada, Census, 2016
3. Statistics Canada, Census, 2016
4. Labour Market Survey, Statistics Canada, 2016
5. Ministry of Transportation, Commercial Vehicle Survey, 2015
6. Statistics Canada, Census, 2016
7. Statistics Canada, Census, 2016

8. Statistics Canada, Census, 1976 – 2016 (with undercount); Peel Data Centre Population Monitoring Table, 2018.
9. Statistics Canada, Census (2006-2016); *Growth Plan for the Greater Golden Horseshoe*, 2013 (Amendment 2)
10. Statistics Canada; Hemson; *Growth Plan for Greater Golden Horseshoe*, 2013
11. Statistics Canada, Census, 2016
12. Statistics Canada 2001 and 2011 Census, Hemson Consultants (Amendment 2 Forecasts)

2018 Peel economic highlights

With a strong economic outlook, Peel continues to be a desirable community for residents and businesses.

Location advantages

Our economy benefits from being located within the economic hub of the Greater Toronto Area and close to large United States markets.



Demographic advantages

We benefit from a growing, young, educated, and diverse workforce.

Diversified economic base

The industries in our economy are more diverse than ever before, strengthening our ability to overcome economic shock in any one industry.



Infrastructure development

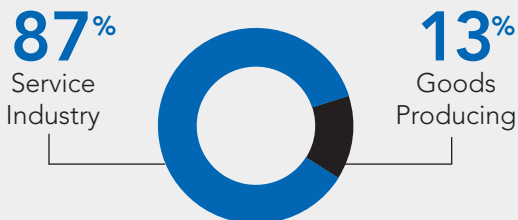


Peel's transportation network continues to expand and bring money into our economy. Planned investments in roads, water and transit are expected to create more economic growth in the years ahead.

Peel's business sector¹

In December 2018, there were 175,534 business establishments in Peel Region, of which 19,849 businesses were, "not classified" sectorally, and 155,685 were classified by major sectors. A total of 135,656 business establishments were in the service sector while the remaining 20,029 were in the goods producing sector. These represented respective shares of 87.1 per cent and 12.9 per cent of total business establishments.

Peel's classified business establishments²:
December 2018



The composition of Peel's business sector continued to change. The number of business establishments in both major sectors increased in 2018 but growth in the goods producing sector lagged behind the overall growth resulting in a decline in its share of total business establishments from 13.3 per cent in 2017 to 12.9 per cent in 2018. The number of business establishments in the service sector grew at a stronger pace than the overall growth, thereby increasing its share of total business establishments from 86.7 to 87.1 respectively over the same period.

Population

In the fourth quarter of 2018 (year-end), Peel's total population (including estimated undercount*) was estimated at 1.484 million persons. This was representing an increase of 1.0 per cent or 47,100 persons higher than the same time in the previous year. Relative to the total population in the fourth quarter of 2017. At a total population of 656,900 persons, the City of Brampton led with a 2.0 per cent growth in population, or an additional 12,500 residents since the fourth quarter of 2017. The Town of Caledon added approximately 1,300 new residents (1.8 per cent) to push its total population to approximately 73,300 residents in the fourth quarter of 2018. The City of Mississauga, which is almost fully built, registered a 0.1 per cent (approximately 1,000 persons) increase in its population to a total of 754,200 persons during the same period.

* The census undercount (also known as census undercoverage) refers to the number of Canadian residents not recorded in the Statistics Canada census. In each census, despite census officials working hard to count the entire population on Census Day, some Canadian residents are missed and some are counted more than once. Statistics Canada adjusts official population estimates to include net undercoverage estimates (persons missed minus persons counted more than once). For Peel, a local undercount rate of 3.26% was determined for the 2016 Census by Hemson Consulting Ltd.

Building permits³

A building permit is formal permission from a municipality to begin construction, demolition or renovation.



In 2018, the total value of building permits issued in Peel was approximately \$2.95 billion, representing a growth of 3.9 per cent relative to that issued in the preceding year. The increase observed may reflect in part, the dissipation of the impact of policy changes which influenced two consecutive annual declines in 2016 and 2017.

The total value of both residential and non-residential building permits increased in 2018 to support the growth observed. The total value of residential building permits increased by 6.8 per cent to \$1.76 billion total value of non-residential building permits totaled \$1.19 billion, up 0.5 per cent.

Housing starts⁴

The beginning of construction on a new home is counted as a "housing start".



While housing starts is a strong indicator of economic activity, adjustments in government policy can also influence change. In 2018, changes in mortgage rules and an increase in mortgage rates helped to influence broad-based declines in the number of housing starts in Peel. For the full year, there were 4,978 housing starts in Peel, down 26.1 per cent from total starts recorded in 2017. This followed an increase of 25.7 per cent in 2017.

Both single (-51.6 per cent) and multiple (-8.3 per cent) starts fell in 2018 to contribute to the overall decline observed.



View the Annual Financial Report Highlights on page 54 for more details about the Region's finances and the Long-term Financial Planning Strategy.

Labour force, employment and unemployment

Total labour force is defined as the total number of persons who are employed or looking for work.



In 2018, the total labour force in Peel Region registered an annual growth of 3.4 per cent to 902,700 persons. Total labour force, captures residents of working age (15 years and over) who are in the labour market working or looking for work. Peel's labour force is diverse:

- 60% of Peel's labour force identify as visible minorities; and
- 54% of Peel's labour force is made up of those who immigrated to Canada.

The number of residents who were employed in 2018 increased by 3.6 per cent relative to 2017 to a total of 841,700 persons, and as a result, Peel's annual average unemployment rate declined from 6.9 per cent in 2017 to 6.8 per cent in 2018. This was the sixth consecutive annual decline in Peel's unemployment rate and the lowest unemployment rate recorded in a decade.

Other labour market indicators also improved between 2017 and 2018:

- Peel's participation rate, which describes the proportion of Peel's population who are in the labour market working or looking for work, increased from 66.6 per cent to 66.9 per cent. The higher rates in both the youth (15–24 years) and adult (25 years and over) increased;
- The participation rate for core working age residents increased from 81.9 per cent to 83.4 per cent;
- Peel's employment rate, which describes the proportion of working age population who are working, improved from 62.0 per cent to 62.4 per cent; and
- The employment rate for core working age residents increased from 77.5 per cent to 78.7 per cent.

1. Statistics Canada, North American Industrial Classification Systems (NAICS), 2016
2. Classified business establishments are those that can fit in a sector, based on the North American Industry Classification Systems (NAICS)
3. Statistics Canada, Building Permits Series, 2016
4. Canada Housing and Mortgage Corporation, 2016

Employment and unemployment⁵



labour force.

Peel's overall employment rate (the proportion of the working age population who are employed) was 62.0% in 2017, a decline from 63.6% recorded in 2016. However, the employment rate of the core age group (25-65 years) was 77.5% in 2017 – much higher than the overall rate. The lower overall rate reflects the aging population's effect on the

labour force. Peel's annual average unemployment rate was 6.9% in 2017; a further drop from 7.3% in 2016. This represents the fifth consecutive drop in Peel's unemployment rate and the lowest it has been since 2008.

Earned Triple A credit rating



In 2018, both Moody's Investors Service and S&P Global Rating reaffirmed the Region of Peel's Triple A credit rating, the highest possible credit rating available to a municipality or region. The Region of Peel has held a Triple A credit rating for 23 consecutive years and is one of only 12 Canadian municipalities to hold this rating. The rating was based on the Region of Peel's highly liquid reserves and reserve funds, and our moderate level of debt. A high credit rating lowers the cost of debt financing for the Region of Peel as well as Brampton, Caledon and Mississauga.

Prudent fiscal policies

Long-term financial planning strategy



The Region of Peel has a strong Long-term Financial Planning Strategy to address the increasing financial pressure of Peel's growing and evolving community. This strategy applies to a disciplined, comprehensive and integrated approach that identifies and manages risks to our long-term financial sustainability. The Region of Peel is continuing with its collaborative approach for Growth Management, working with our local municipal partners and the development industry to continue the implementation of an integrated model of land use planning, servicing and financial growth. This has resulted in a \$724 million lower debt burden than forecasted.

5. Labour Market Survey, Statistics Canada, 2016



Peel's largest employers

Accenture Inc.	HB Group Insurance Management Ltd.	Re/Max
Adesa Toronto	Hewlett-Packard (Canada) Co.	Region of Peel
ADP Canada	HGC The Harman Group	Reha Enterprises Ltd.
Air Canada	Hilton	Roche
Air Transat	HMS Host	Rogers Communications
Alectra Utilities	Honeywell Ltd.	Royal Bank of Canada
Amazon Distribution Centres	Husky Injection Molding Systems	Shoppers Drug Mart
Bank of Montreal	Just Energy Group	SkyService FBO Inc.
Baxter Canada Corporation	Kaneff Group of Companies	SNC Lavalin Nuclear/ Candu Energy Inc.
BD Canada	Kingsway Real Estate Brokerage	Sobeys Inc.
Bell Canada	LifeLabs Inc.	Soti Inc.
Blackberry Ltd.	Livingston International Inc.	Staples Advantage Canada
Canada Border Services Agency	Loblaw Companies Ltd.	Suncor Energy
Canada Post Corp.	Magna Precision Technologies	Symcor Inc.
Canada Revenue Agency	Maple Leaf Consumer Foods	Sysco Food Services
Canadian Imperial Bank of Commerce	Maple Lodge Farms	Taro Pharmaceuticals Inc.
Canadian Tire Corporation, Ltd.	Maritime-Ontario	TD Canada Financial Group
CitiFinancial Canada Inc.	Matrix Logistics Services Ltd.	Technicolor Canada Inc.
City of Brampton	Maxxam Analytics Inc.	The Personal Insurance Company
City of Mississauga	McDonald's	The Rosedale Group
Coca-Cola Refreshments Canada Ltd.	Metro Inc.	Tim Hortons Inc.
Community Living Mississauga	MHI Canada Aerospace Inc.	TJX Canada
Costco Wholesale	Microsoft Canada Co.	Town of Caledon
Cyclone Manufacturing Inc.	Mother Parker's Tea & Coffee Inc.	Trillium Health Partners
Davis & Henderson Ltd.	Olymel L.P.	Triple M Metal L.P.
Dufferin-Peel Catholic District School Board	Oracle Corp. Canada	TST Overland Express
Dynacare Medical Laboratories	Patheon Inc.	Tyco Integrated Fire And Security
FCA Canada Inc. (Brampton Assembly Plant)	PCL Constructors Canada Inc.	University of Toronto Mississauga
Federal Express Canada Ltd.	Peel District School Board	UPS Canada Ltd.
Gate Gourmet Group Inc.	Peel Regional Police	Walmart Canada Inc.
General Electric Canada	PepsiCo Foods Canada	Wheels Group
GlaxoSmithKline Inc.	Petro Canada	World Vision Canada
Greater Toronto Airport Authority	PointClickCare	
Hatch Ltd.	Polar Pak	
	Pouchmakers Canada Inc.	
	Purolator Courier Ltd.	

Note: Including total employment for all Peel Region locations

2018 Annual Financial Report Highlights



For the Year Ended December 31, 2018

I am pleased to present to you the Region of Peel's **2018 Annual Financial Report Highlights**, which features a high-level overview of the Region's financial position as of December 31, 2018.

The highlights in this report are extracted from the Financials section of the **2018 Community for Life Annual Report**. To view the full Community for Life Report, including the Region's consolidated financial statements, please visit: peelregion.ca/finance.

Throughout 2018, the Region continued to face many challenges, including: a rapidly changing macroeconomic and legislative environment, a growing and aging community, the evolution of new technologies and the changing nature of employment. However, through the application of the Region's Strategic Plan and Long-term Financial Planning Strategy, the Region continued to deliver services to meet the needs of Peel residents and businesses.

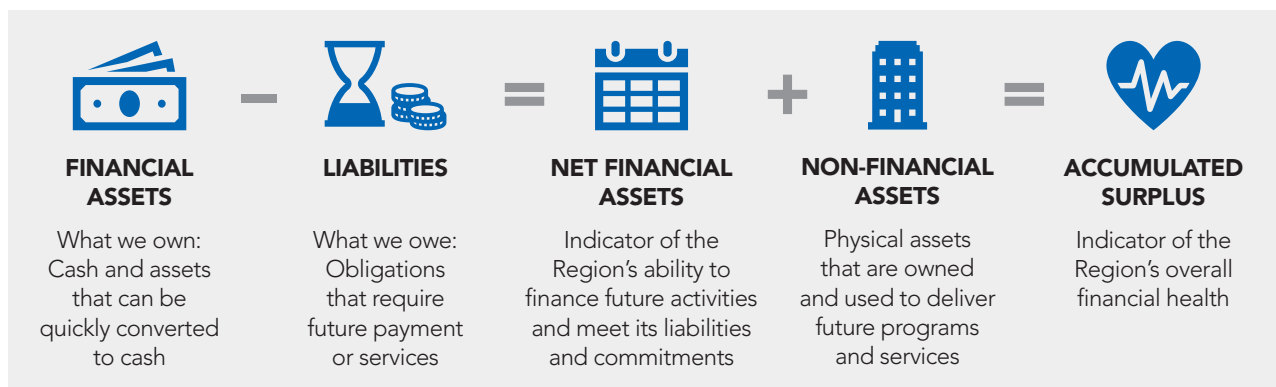
The Region remains financially healthy, as evidenced by a \$115.6M increase in net financial assets by the end of 2018. The Region also continued investing in new infrastructure and in the replacement of existing infrastructure required to deliver services to Peel residents and businesses, now and in the future. The Region maintained a Triple A credit rating for the 23rd consecutive year, as reaffirmed by both Moody's Investors Service and S&P Global Rating.

The Region's sound financial management practices, including the Long-term Financial Planning Strategy, will continue to guide us in the future, providing a robust framework that supports the financial flexibility, vulnerability and sustainability of the Region over the long-term.

A handwritten signature in blue ink that reads "Stephanie Nagel".

Stephanie Nagel, BBA, CPA, CGA, MPA
Treasurer and Director of Corporate Finance

The consolidated financial statements include the financial activities of all entities deemed to be controlled by the Region, including the Peel Police Services Board and the Peel Housing Corporation (PHC).

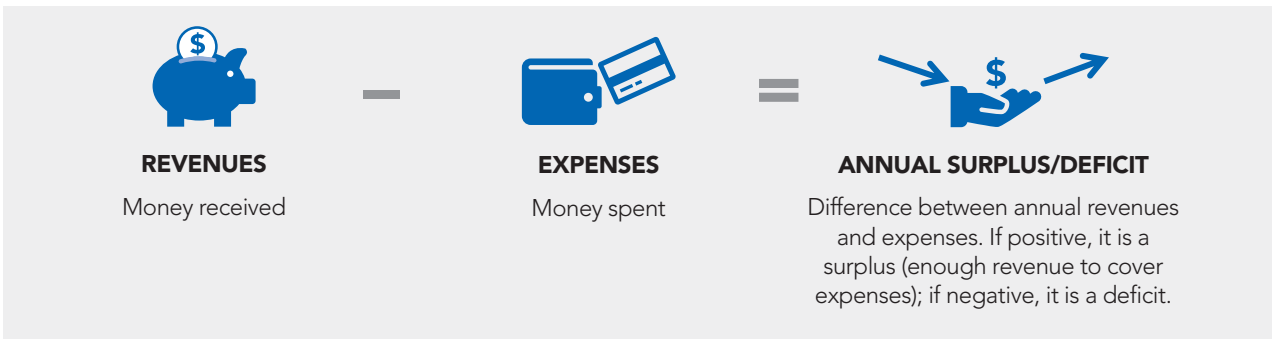


STATEMENT OF FINANCIAL POSITION (\$000)	2018 Actuals	2017 Actuals	Favourable/ (Unfavourable)
Financial Assets	\$ 2,723,142	\$ 2,573,269	\$ 149,873
Liabilities	2,503,133	2,468,852	(34,281)
Net Financial Assets	220,009	104,417	115,592
Non-Financial Assets	11,331,897	10,987,710	344,187
Accumulated Surplus	\$ 11,551,906	\$ 11,092,127	\$ 459,779

Highlights from the 2018 vs. 2017 Actual Financial Results*

Financial Assets		Non-Financial Assets	
+\$111.1M in cash and portfolio investments due to growth in the portfolio	+\$30M in gross long-term debt recoverable from local municipalities due to new debt issued on behalf of Caledon and Mississauga	+\$100.7M in linear infrastructure for Water, Wastewater, and Roads	+\$238.1M in construction work in progress due to continued work on large infrastructure and Housing projects
Liabilities			
+\$46.8M in accounts payable and accrued liabilities due to timing of payments and accruals at year-end	-\$50M in long-term debt and mortgages payable due to sinking fund contributions and debt and mortgage repayments made during the year	+\$21.9M in revenue received in 2018 that will be spent in 2019 (deferred revenue)	+\$15.9M in landfill closure, post-closure and employee benefit liabilities

* The amounts above reflect only the major variances and will not add to the total favourable/(unfavourable) variances noted in the table above.



STATEMENT OF OPERATIONS (\$000)	2018 Actuals	2017 Actuals	Favourable/ (Unfavourable)
Total Revenues	\$ 2,805,275	\$ 2,552,474	\$ 252,801
Total Expenses	2,345,496	2,260,315	(85,181)
Annual Surplus	\$ 459,779	\$ 292,159	\$ 167,620

Highlights from the 2018 vs. 2017 Actual Financial Results*

Revenues



+\$120.5M in funding for Ontario Works, Child Care, and Water and Wastewater programs, and recoveries for transportation projects



+\$52.4M in tax levies due to annual increase in levy requirements



+\$40.1M in contributed capital assets and investment income



+\$32.2M direct charges on ratepayers due to increased water consumption and higher rates

Expenses



+\$15.7M in Ontario Works expenses and **+\$61.1M** in Child Care expenses, due to additional Provincial funding received for programs



+\$29.1M in Peel Police and Paramedics expenses, due to increased staffing costs



+\$11M in Housing expenses, due to additional funding provided to external housing providers for capital projects and rent supplements



-\$30M in Transportation expenses, related to accounting adjustments done in 2017 for assets that were previously capitalized

* The amounts above reflect only the major variances and will not add to the total favourable/(unfavourable) variances noted in the table above.

STATEMENT OF OPERATIONS (\$000)	2018 Budget	2018 Actuals	Favourable/ (Unfavourable)
Total Revenues	\$ 2,810,676	\$ 2,805,275	\$ (5,401)
Total Expenses	2,348,367	2,345,496	2,871
Annual Surplus	\$ 462,309	\$ 459,779	\$ (2,530)

Highlights from the 2018 Budget vs. Actual Financial Results*

Revenues



-\$77M in development charge revenues due to actual DC revenue received being lower than estimated DC revenue per budget assumptions based on 2018 capital project financing



+\$65M in contributed capital assets that are not budgeted

Expenses



+\$14.5M in accruals for GO Transit payments that are not budgeted



-\$14.3M in spending on PHC capital projects that did not meet the tangible capital asset criteria



-\$2.7M in reduced Regional contributions for Child Care programs due to increased Provincial funding



The budget reported in the consolidated financial statements differs from the budget book approved by Council in the annual budget process. Adjustments are needed to convert the budget reported in the budget book from a modified accrual basis to a full accrual basis for financial statement purposes. These adjustments include:

- Contributed capital assets are recognized as revenue in the statements but are not included in the budget book.
- Transfers to and from reserves are included in the budget book but are not included in the statements.
- Amortization, landfill liability, and post-employment benefits are included in the statements but not in the budget book.
- Debt principal payments and sinking fund contributions are recognized as reductions to long-term debt in the statements, whereas these are considered as operating expenses in the budget book.
- Non-capitalized capital project costs are recorded as expenses in the statements, whereas all capital project expenses are included in the capital portion of the budget book.
- PHC budget is consolidated with the Region's budget in the statements with any intercompany transactions eliminated, whereas PHC and the Region have separate budget books.

* The amounts above reflect only the major variances and will not add to the total favourable/(unfavourable) variances noted in the table above.

Region of Peel partners

Auditors

Deloitte LLP
Chartered Professional Accountants

Lead banker

Royal Bank of Canada

Credit rating agencies

Moody's Investors Service
S&P Global Rating

Insurance advisor/consultant

Aon Reed Stenhouse Inc.

Debt issuance syndicate

BMO Nesbitt Burns Inc.
CIBC World Markets Inc.
National Bank Financial Inc.
RBC Capital Markets Inc.
Scotia Capital Inc.
TD Bank Financial Group

Custodian agent

RBC Investor & Treasury Services

For more Investor Relations information, visit
our website at peelregion.ca/investors

10 Peel Centre Drive,
Brampton, ON L6T 4B9

7120 Hurontario Street,
Mississauga, ON L5W 1N4

Visit our website at peelregion.ca
Email us at info@peelregion.ca

Community for Life 2018 Annual Report and 2018-2022 Term of Council Priorities

Steve Saric
Director, Corporate Strategy Office

June 13, 2019



Objectives

- 1** || Provide an overview of Regional Council's 20-year Strategic Plan and share advancements of the plan through the 2018 Community for Life Annual Report
- 2** || Present the recommended Term of Council Priorities for the 2018-2022 term for Regional Council approval

Region of Peel Strategic Plan

20-Year Plan to Create a
Community for Life
2015-2035

- In 2015, Regional Council developed a new Strategic Plan with a 20-year outlook and vision to carry us into the future: Community for Life.
- The Strategic Plan was informed through extensive engagement with the community.



Community for Life
2018 Annual Report

8.4-69

Community for Life



2018 Annual report to
our community

The Regional Municipality of Peel, Ontario, Canada
for the year ended December 31, 2018

 **Region
of Peel**
working with you

Community for Life 2018 Annual Report

Summarizing our progress

Our journey to creating a *Community for Life*

Through each Term of Council, we continue to make incremental progress to achieve our 20-year outcomes and vision of **Community for Life**. Below is a summary of our achievements and the performance of our metrics, by areas of focus within our Strategic Plan.

 **Living**
People's lives are improved in their time of need.



Performance of 2018 metrics for the Living area of focus

 **Thriving**
Communities are integrated, safe, and complete.



Performance of 2018 metrics for the Thriving area of focus

 **Leading**
Government is future-oriented and accountable.



Performance of 2018 metrics for the Leading area of focus

Legend

- Meeting target
- Needs improvement
- Monitoring

Green means we are meeting or exceeding the established target.
Red means we are not meeting the established target.
Blue means we do not have full influence or control over the metric; we are collecting new data or monitoring data to set a target.



Community for Life 2018 Annual Report Regional Dashboard



Regional Service Dashboard

Building a Community for Life

2015-2018 Term of Council Priorities

20-Year Outcomes Progress Dashboard

Regional Service Dashboard

We track the progress towards our outcomes for each of our services using a number of different metrics. You can view the metrics and/or success stories for any of the following services to learn more about the progress we are making.

Highlight the service-specific indicators for each area of focus:

- All
- Living
- Thriving
- Leading

<p>Adult Day Services Supporting seniors who live on their own</p>	<p>Employment Support Helping Ontario Works recipients find and keep jobs</p>	<p>Income Support Helping Ontario Works recipients increase their income</p>	<p>Roads and Transportation Providing safe, reliable and efficient movement throughout the Region</p>
<p>Child Care Helping low-income families pay for licensed child care</p>	<p>Leading Government Ensuring the Region of Peel is future-oriented and accountable</p>	<p>Infectious Disease Prevention Protecting the public from infectious diseases and outbreaks</p>	<p>TransHelp Providing transportation to residents with disabilities</p>
<p>Chronic Disease Prevention Reducing the risk of long-term chronic disease</p>	<p>Heritage, Arts and Culture Supporting engagement and understanding of our history and culture</p>	<p>Land Use Planning Guiding the Region's development in a sustainable, environmentally friendly way</p>	<p>Waste Ensuring reliable, safe and environmentally responsible waste collection</p>
<p>Community Investment Helping community groups deliver a wide range of services to residents</p>	<p>Homelessness Support Supporting residents who are homeless or at-risk of homelessness</p>	<p>Long Term Care Delivering quality care</p>	<p>Wastewater Safely treating millions of litres of effluent</p>
<p>Early Growth and Development Helping children...</p>			

2018-2022

Term of Council Priorities

- Each new Council endorses term-based priorities, aligned to the 20-year outcomes as set out in the Strategic Plan.
- Term of Council Priorities represent actions to support the achievement of the Community for Life vision in four-year increments.

Developing the Term of Council Priorities (2018-2022)

- Community input
- Demographic, economic and population health data
- Regional-Council approved plans
- Local municipalities' plans and priorities

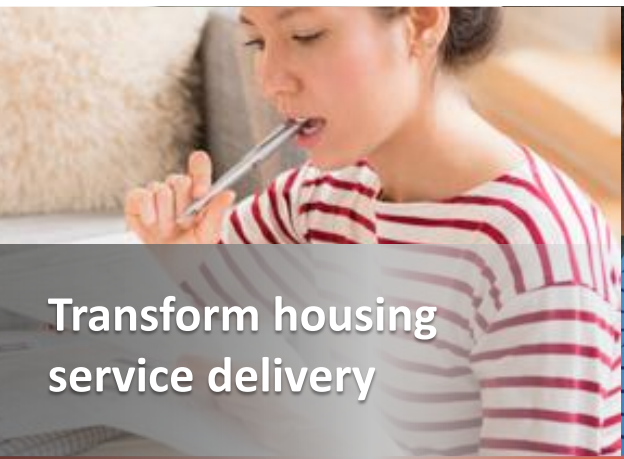


move
belong
connect
prosper
green

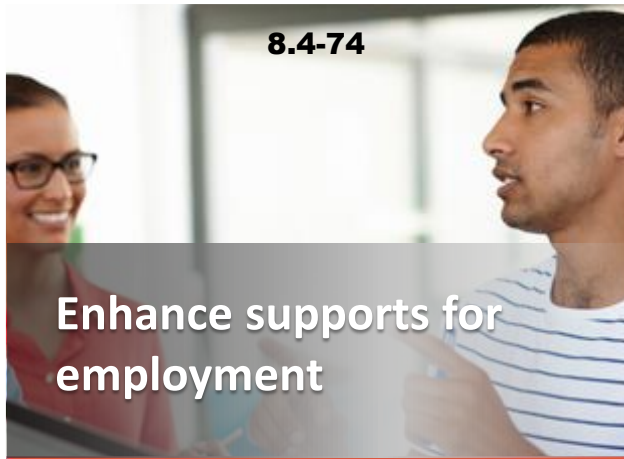


2018-2022
Council Work Plan





**Transform housing
service delivery**



8.4-74

**Enhance supports for
employment**



Enhance seniors' supports and services



**Advance community
safety and well-being**



**Expand community
mobility**



**Build environmental
resilience**

7 **Term of Council
Priorities
(2018-2022)**



**Improve service and
confidence**

Achieving a Community for Life

- Council approval of the recommended Term of Council Priorities (2018-2022)
- Integration and collaboration with municipal and community partners
- Regular progress reporting to Regional Council through the annual Community for Life report



DATE: June 4, 2019

REPORT TITLE: **TERM OF COUNCIL PRIORITIES 2018-2022**

FROM: Catherine Matheson, Commissioner of Corporate Services

RECOMMENDATION

That the seven recommended Term of Council Priorities for the 2018-2022 term, as informed by community feedback and outlined in the report of the Commissioner of Corporate Services, titled “Term of Council Priorities 2018-2022”, be approved.

REPORT HIGHLIGHTS

- In 2015, Regional Council approved a 20-year Strategic Plan, which included a vision, mission, 20-year outcomes and four-year Term of Council Priorities.
- Term of Council Priorities are short-term priorities that support the achievement of Regional Council’s 20-year Strategic Plan, as well as inform service delivery, annual budgets and annual public reporting on progress being made towards the Region’s vision of Community for Life.
- Eleven Term of Council Priorities were endorsed by Regional Council for the 2014-2018 term.
- The seven Term of Council Priorities for the 2018-2022 term, as recommended in this report, enable the Region to make further progress toward meeting the outcomes set out in Regional Council’s 20-year Strategic Plan.
- Term of Council Priorities will be regularly monitored through key performance metrics and reported to Regional Council through the Community for Life Annual Report.

DISCUSSION

1. Background

On November 12, 2015, Regional Council endorsed Resolution 2015-814, approving Regional Council’s 20-year Strategic Plan (“the Strategic Plan”) which is outlined in Appendix I. This decision represented the first time Regional Council adopted a long-term, 20-year Strategic Plan. The Strategic Plan, developed through extensive community engagement, has enabled the Region to rise to the challenges and opportunities of the future and take on the increasingly complex matters of the community by working in collaboration with Regional partners, stakeholders, residents and businesses.

TERM OF COUNCIL PRIORITIES 2018-2022

Regional Council adopted the vision, “Community for Life” – “a place where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives.” The Region’s mission and brand – “Working with You to create a healthy, safe and connected community” was also adopted representing the intent to work collaboratively with the community.

To achieve the Community for Life vision by 2035, Regional Council endorsed Term of Council Priorities to focus attention and resources on priorities that can be addressed over four-year increments, aligning within the Term of Council. This report presents recommended Term of Council Priorities for the period of 2018-2022 for Regional Council approval.

2. Recommended Term of Council Priorities (2018-2022)

The approach to developing the recommended Term of Council Priorities was carried out in line with the mission of the organization – “Working with You.” To support the development of the recommended Term of Council Priorities, a comprehensive review was completed. The review included community surveys, consultations with local municipal staff to understand local plans and priorities, demographic, economic and population health data and regional service pressures and client demands to identify key community needs.

These inputs were analyzed and translated into seven recommended Term of Council Priorities that will support Regional Council in advancing the Strategic Plan during their term of office. The recommended Term of Council Priorities have four-year outcomes with metrics to track their progress and achievement.

The seven recommended Term of Council Priorities are listed below and are outlined in further detail in Appendix II for Regional Council approval.

Recommended Term of Council Priorities (2018-2022)	Desired Outcome
Transform Housing Service Delivery	Peel is a community where an increasing number of people who experience housing challenges receive the level of supports and services needed to get and stay housed.
Enhance Supports for Employment	Peel is a community where employment support and opportunities are improved.
Enhance Seniors’ Supports and Services	Peel is a community where an increasing number of seniors and their caregivers can access services and supports to optimize their quality of life.
Advance Community Safety and Well-being	Peel is a community where people experience a greater sense of well-being, belonging and safety.

TERM OF COUNCIL PRIORITIES 2018-2022

Expand Community Mobility	Peel is a community where people use an increasing range of mobility options to benefit their health and the environment.
Build Environmental Resilience	Peel is a community that is resource efficient, emits less greenhouse gases, is healthier and better prepared for the impacts of climate change.
Improve Service and Confidence	The Region of Peel improves trust and confidence by providing service excellence that meets the needs of the community.

RISK CONSIDERATIONS

The Province announced several transformative policy changes through the 2019 Ontario budget that will impact the funding and service delivery models for some Regional services. The impact to Regional services, including risks to service outcomes and levels as well as advancing 20-year outcomes as set out in the Strategic Plan, will not be fully known until more information is available.

In addition, the Province's Regional Government Review is underway, with results anticipated to be shared in the latter part of 2019. Given the limited information that is currently available, the full impacts of this review remain unknown. Should the Province introduce any changes, Regional Council will have the opportunity to revisit any implications to the recommended 2018-2022 Term of Council Priorities.

The recommended Term of Council Priorities reflect areas that matter most to the community and will serve as necessary strategic direction that will continue to be relevant despite the uncertainty surrounding Provincial policy direction. The speed and magnitude of implementing the recommended Term of Council Priorities will be contingent upon Provincial decisions and potential impacts on Regional budget. Working with all levels of government and community partners, staff will leverage existing Regional Council-approved service plans and advocacy strategies already in place to deliver on the desired outcomes. Key performance metrics for each recommended Term of Council Priority will help to monitor progress, change course where required and manage the associated risks emerging from external factors.

NEXT STEPS

With Regional Council approval, the recommended Term of Council Priorities (2018-2022) will be aligned to the Region's annual budget process and Long-term Financial Planning Strategy which enables the achievement of the Region's vision of a Community for Life. These recommended Council priorities will be supported by detailed work plans and regular progress reporting to Regional Council through the annual Community for Life report and dashboard. In addition, to ensure there are opportunities for integration and collaboration on priority areas for the community, staff will continue to work with local area municipalities to advance Term of Council Priorities.

TERM OF COUNCIL PRIORITIES 2018-2022

CONCLUSION

Regional Council approval of the recommended Term of Council Priorities will enable the Region to make further progress toward meeting the outcomes set out in the Strategic Plan and advance the vision of Community for Life.



Catherine Matheson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Strategic Plan

Appendix II – 2018-2022 Term of Council Priorities

For further information regarding this report, please contact Catherine Matheson, Commissioner of Corporate Services. Ext. 4258, catherine.matheson@peelregion.ca

Authored By: Steve Saric, Director Corporate Strategy Office

Our **Vision** describes what we are working towards over the long-term

Our **Mission** describes how we will deliver on our vision and the difference we want to make.

Vision: *Community for life*

Mission: *Working with you to create a healthy, safe and connected community*

Living, Thriving and Leading are the areas of focus we will improve through this plan

Living

People's lives are improved in their time of need

Thriving

Communities are integrated, safe and complete

Leading

Government is future-oriented and accountable

Four-year priorities are what we are focused on making advances in during this Term of Council

In the 2014-2018 Term of Council, we worked with partners to...

<ul style="list-style-type: none"> increase affordable housing reduce poverty increase stable employment 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> modernize service delivery attract and retain top talent create a modernized workplace
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Pending Regional Council approval, the seven recommended Term of Council Priorities (2018-2022), as outlined in Appendix II, will be updated in the highlighted section above.

20-year outcomes are the long-term community trends we strive to improve

By 2035, you will...

<ul style="list-style-type: none"> have access to services that meet your needs at all stages of life have affordable housing options have access to employment opportunities of your choice have access to culturally appropriate services have access to local, nutritious food sources have a responsibility to contribute to community well-being 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> trust that sustainability and long-term benefits to future generations are considered trust that the Region of Peel is a model and progressive employer trust that co-ordination and partnerships occur trust that a systematic approach to innovation is in place trust that the community voice and participation is welcome trust that the Region of Peel is a well-managed government
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We further support our goals with day-to-day programs and services that improve life for Peel residents



2018-2022 Term of Council Priorities

In this Term of Council, we will work with partners to:

- Transform housing service delivery
- Enhance supports for employment
- Enhance seniors' supports and services
- Advance community safety and well-being
- Expand community mobility
- Build environmental resilience
- Improve service and confidence

In 2015, a new Strategic Plan and 20-year vision to create a *Community for Life* in Peel was approved by Regional Council. Together with Council's leadership, community input and clearly set outcomes and priorities, this vision is becoming a reality.

A new term of Council presents the opportunity to develop new, focused, term-based priorities. To support the development of the Term of Council Priorities, a comprehensive review was completed. The review included community surveys, consultations with local municipal staff to understand local plans and priorities, demographic, economic and population health data and regional service pressures and client demands to identify key community needs.

These inputs were analyzed and translated into seven Term of Council Priorities that will support Regional Council in advancing the Strategic Plan during their term of office. The Term of Council Priorities have four-year outcomes with metrics to track their progress and achievement.

Underpinning the seven Term of Council Priorities, are key drivers that impact and influence each priority. In Peel, these drivers are increasing growth, impacts of technology, and community diversity.

Vision: *Community for Life*
Mission: *Working with you* to create a healthy, safe and connected community

Living
People's lives are improved in their time of need.

Thriving
Communities are integrated, safe, and complete.

Leading
Government is future-oriented and accountable.

Transform housing service delivery



Why is this a Term of Council Priority?

Peel's housing market is becoming unaffordable and unstable, causing more people to leave the community for less expensive housing or turn to the community housing sector for options and support, where Peel residents are experiencing challenges when accessing and navigating the system.

At the end of this Term of Council...

Peel is a community where an increasing number of people who experience housing challenges receive the level of supports and services needed to get and stay housed.

How will progress be measured?

- Increased proportion of housing services clients who obtain affordable housing
- Increased proportion of housing services clients who retain affordable housing
- Increased number of homeless individuals / families housed

Examples of work underway

- Peel Housing and Homelessness Plan
- Peel Housing Strategy
- Peel Poverty Reduction Strategy

What is the community saying?

"Not only does affordable housing help the homeless but other low income people will benefit as well. With stable housing available, more people will be able to live healthier lives and think about their long term options."

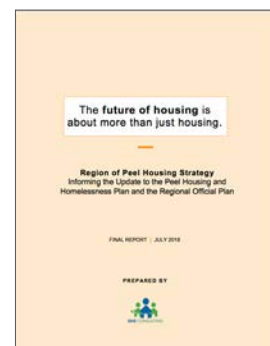
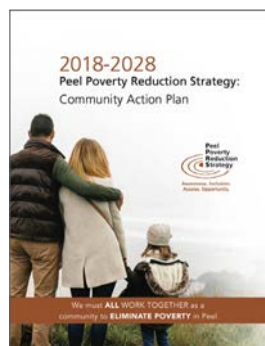


"Affordable housing builds a stronger community."

"I want to continue to be able to live in Peel and raise a family without going homeless."



Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)





Enhance supports for employment

Why is this a Term of Council Priority?

Peel's employment sector is experiencing a fundamental shift, resulting in the inability to afford the cost of living.

At the end of this Term of Council...

Peel is a community where employment support and opportunities are improved.

How will progress be measured?

- An increased number of people using the Ontario Works program report employment earnings

Examples of work underway

- Peel Poverty Reduction Strategy
- Changing Nature of Employment and Implications for Fiscal Health and Municipal Sustainability (report)
- Ontario Works Program

What is the community saying?

"Stable employment has many effects that are far reaching. Stimulation and sustainability of the economy, higher overall morale, and the ability to provide for future generations to name a few."

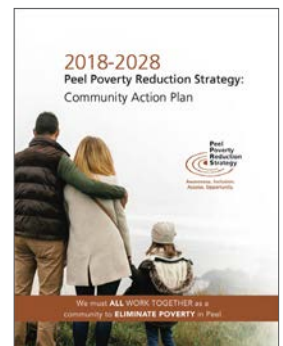


"Employment will keep a community happy, healthy and occupied."



"Being meaningfully employed will result in improved mental health, an income that will allow one secure a place to live, food to eat, this means more money poured into the economy for improved infrastructure. It helps improve socialization and reduces isolation. People feel empowered they are contributing."

Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)



Enhance seniors' supports and services

Why is this a Term of Council Priority?

Gaps and complexities in the health and social systems in Peel prevent seniors and their caregivers from successfully navigating and accessing a range of services that support healthy aging.

At the end of this Term of Council...

Peel is a community where an increasing number of seniors and their caregivers can access services and supports to optimize their quality of life.

How will progress be measured?

- An increased number of seniors and their caregivers use Regional community support services
- An increased number of seniors and their caregivers agree that Regional community support services meet their needs

Examples of work underway

- Community Paramedicine
- Seniors Health and Wellness Village (Peel Manor)
- Seniors Dental Program

What is the community saying?

"Good health is important to any age group. Some elderly people are not aware which services are provided in case of need (that includes me). I am almost 81 years old. Let's all of us be good neighbours."

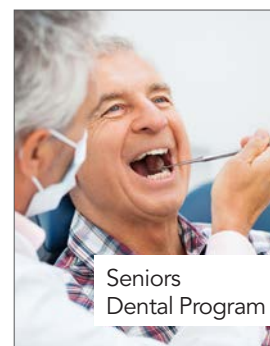


"Seniors are living longer and government must help them."

"In order to achieve the relative degree of service to the seniors community we must all participate in the decision making process."



Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)



Seniors Dental Program



Seniors Health and Wellness Village (Peel Manor)

Advance community safety and well-being



Why is this a Term of Council Priority?

The community is increasingly concerned about safety. Factors that negatively impact the safety and well-being of Peel residents are not adequately addressed.

At the end of this Term of Council...

Peel is a community where people experience a greater sense of well-being, belonging and safety.

How will progress be measured?

- An increased number of residents feel a sense of community belonging
- Less residents feel that there has been an increase in violence or public safety risks

Examples of work underway

- Community Safety and Wellbeing Plan
- Peel Poverty Reduction Strategy
- Vision Zero - Road Safety Strategic Plan

What is the community saying?

“A neighbourhood and its residents must care about well-being in order to make a “community.” That requires residents getting acquainted with their neighbours and being aware of their surroundings.”



“When neighbours look out for each other, we all contribute to everyone’s safety.”



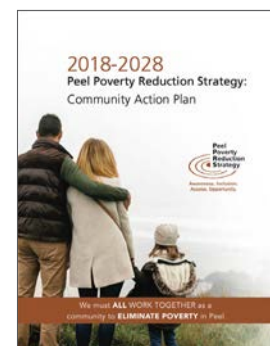
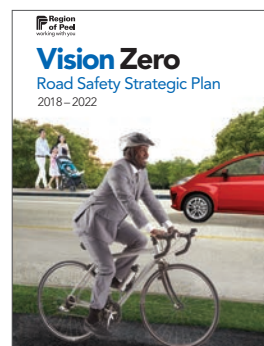
“I want to live in an area that is safe for my family and I also want to be proud of where I live.”



“I think we all play a role in keeping the community safe and should work together with the government and police services.”



Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)



Expand community mobility



Why is this a Term of Council Priority?

The community experiences challenges moving across the Region and requires more mobility options.

At the end of this Term of Council...

Peel is a community where people use an increasing range of mobility options to benefit their health and the environment.

How will progress be measured?

- An increase in trips made by sustainable modes
- An increase in walking and cycling trips in areas of intensification and major nodes

Examples of work underway

- Sustainable Transportation Strategy
- Vision Zero - Road Safety Strategic Plan
- Long Range Transportation Master Plan
- Accessible Transportation Master Plan

What is the community saying?

"I want to have options of how to get around. I want to walk to nearby destinations - and I want that walk to be pleasant and safe and comfortable. I want to be able to bike to most destinations - with destinations being close enough to reach by bike and with safe, comfortable, direct routes."

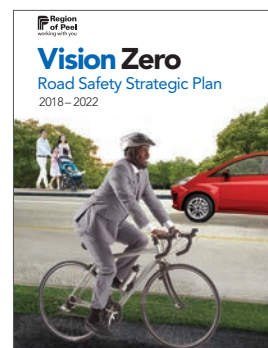
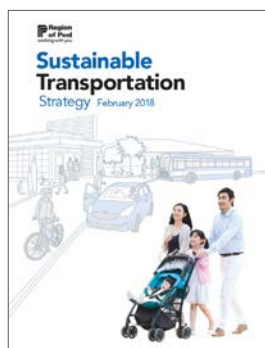


"So much of the current built environment seems to work against us. It inhibits active living and healthy choices."

"When I take transit I want it to come regularly and be comparable to driving a car. And when I need to drive, I want there to be reduced congestion because everyone else can comfortably and enjoyably walk/bike/ take transit to their nearby destinations."



Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)



- Enhance supports for employment
- Enhance seniors' supports and services
- Advance community safety and well-being
- Build environmental resilience

Build environmental resilience

Why is this a Term of Council Priority?

The community is experiencing more frequent and severe impacts of climate change. There are increased pressures for collective community action, as how we live today is contributing to connected health and environmental stresses which will both be amplified by the adverse impacts of climate change.

At the end of this Term of Council...

Peel is a community that is resource efficient, emits less greenhouse gases, is healthier and better prepared for the impacts of climate change.

How will progress be measured?

- Reduced greenhouse gas emissions (GHGs) (community & corporate)
- An increased number of Regional assets that are assessed for climate change
- An increased amount of waste diverted

Examples of work underway

- Climate Change Master Plan
- Roadmap to a Circular Economy
- Asset Management Plan
- Sustainable Transportation Strategy
- Inflow & Infiltration Strategy

What is the community saying?

“Proper use of resources, eco-friendly waste management, regional planning that makes it easy for residents to make eco-friendly choices.”

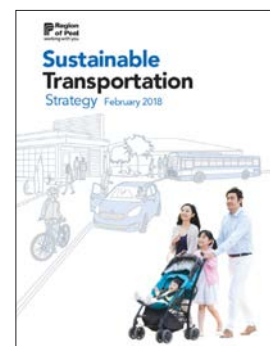
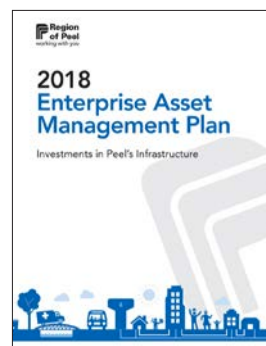


“The world is changing and we have to do our part to be responsible for its future.”

“Environmental responsibility and protections should be built into any community's plan.”



Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)





Improve service and confidence

Why is this a Term of Council Priority?

The community's expectations for government are changing: Peel's community wants better services that are responsive to their diverse needs, better access to information and data, more engagement in two-way dialogue, and assurance of their tax dollars being spent well.

At the end of this Term of Council...

The Region of Peel improves trust and confidence by providing service excellence that meets the needs of the community.

How will progress be measured?

- Feedback from residents on trust and confidence with the Region
- Feedback from residents on satisfaction with Regional services
- Feedback from residents on value for tax dollars

Examples of work underway

- Region of Peel Digital Strategy
- Region of Peel Corporate Social Responsibility Strategy
- Region of Peel Long Term Financial Planning Strategy

What is the community saying?

"We can't keep doing the same thing and expect a different result. If we want to be leading edge we need to take more risks, make different decisions and be accountable for our actions and the decisions we make, whether successful or not."



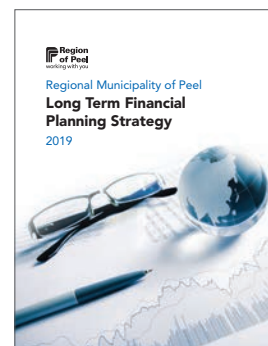
"I want to see openness, honesty and transparency."

"Because short-term goals while important don't result in solid growth and development."



"Coordinating and fostering partnerships reduces waste of funds and should sustain/improve services and bring long-term benefits for future generations."

Region of Peel. Community Engagement Survey: Building our Community for Life With You (2018)





Update on Townhome Waste Collection

Regional Council

June 13, 2019

Norman Lee,
Director, Waste Management
Region of Peel



History

- 2011
 - Staff was directed to investigate opportunities to increase diversion
 - Options included moving to biweekly collection or switching to clear bags
 - Evidence supported biweekly collection
- 2012
 - Began a biweekly collection pilot
 - Tested carts and bags
 - Findings validated increased diversion and lower cost
 - Findings showed preference for carts
- 2015
 - Detached and Semi Detached properties selected their cart sizes
- January 2016
 - Biweekly cart collection for detached and semi-detached properties began
 - Deferred townhouses

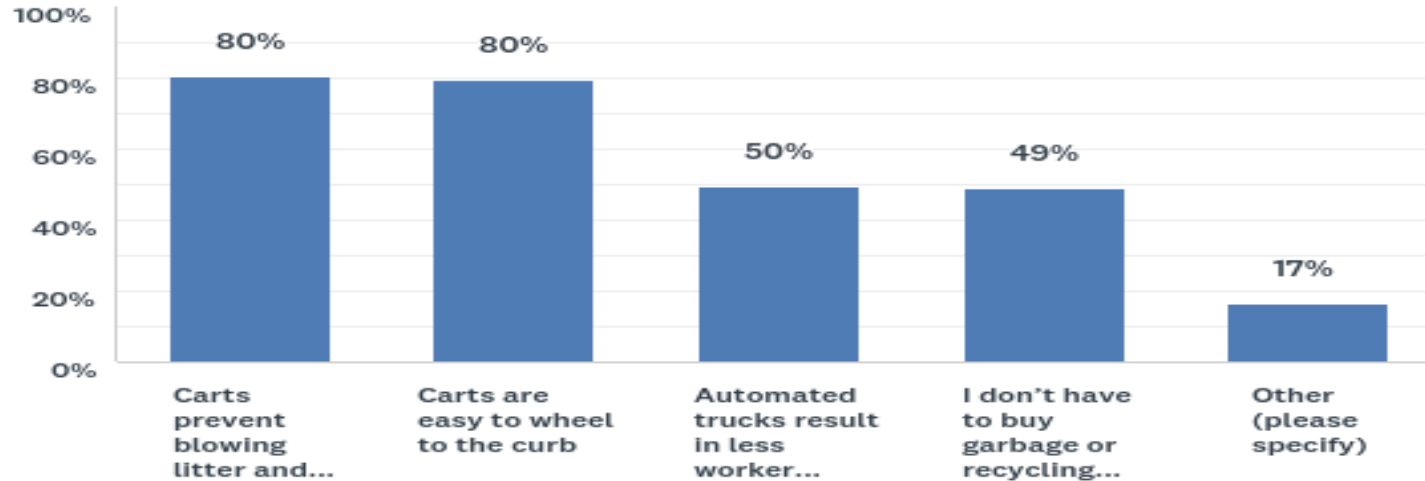
Background

- Fall 2016
 - Staff began converting Townhome complexes
 - As of May 2018, 18,138 out of 38,400 townhomes had been converted
- May 2018
 - Council paused the conversion process for about a year
 - Staff was directed to use that time to review the process and report back with recommendations on how to proceed.
 - Agreed upon next steps included for staff to engage townhouse residents for feedback prior to reporting back.

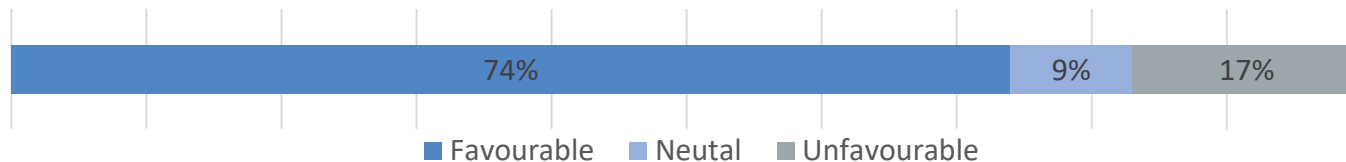
Pause on Townhome Conversions

- May 2018 to present
 - Staff reviewed feedback received from townhouse residents before May 2018
 - Staff reached out to townhouse residents who had been converted to obtain feedback on their experience with carts
 - Various techniques including resident surveys, focus groups and site visits
 - The June 3 and 4 open houses represented one more opportunity for all townhouse residents to provide input

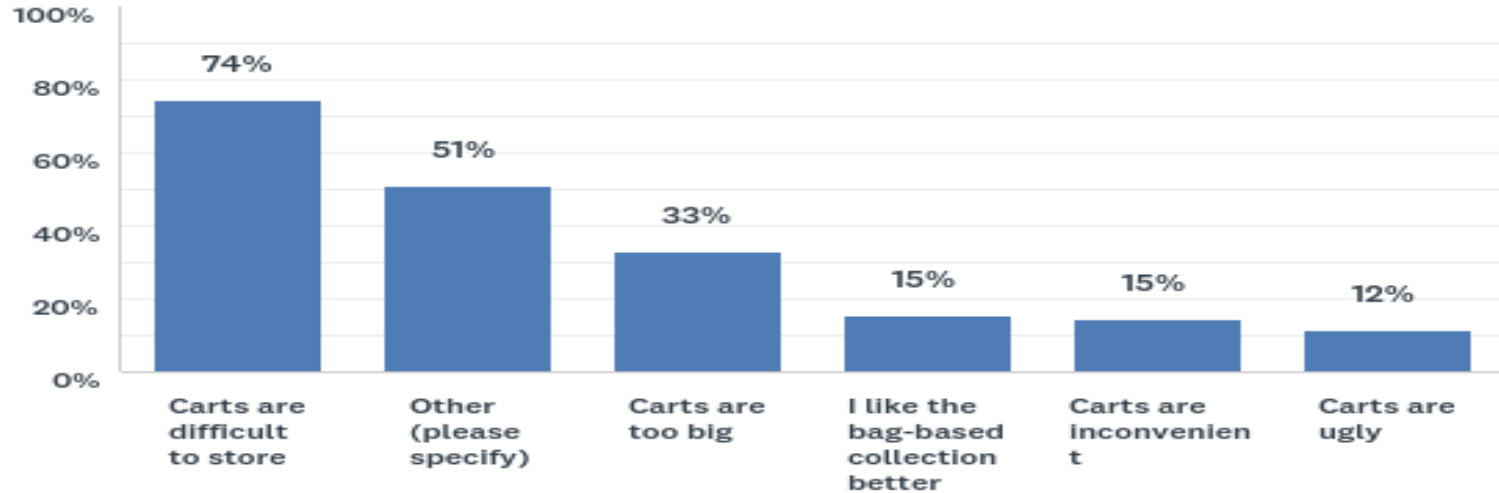
Survey responses from those that liked the new cart-based program



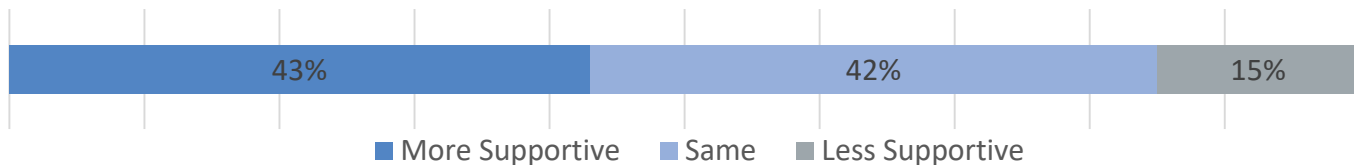
Do you support the switch to carts



Survey responses from those that did not like the new cart-based program





Do you support the switch to carts



Results of Focus Groups


Most commonly mentioned benefits

- 
- Reduces the number of animal pests, particularly raccoons
 - It has made them more conscientious and cognizant of how much waste they are producing and many are producing less as a result of the new system
 - The carts are sturdy, reduce spills/breakage associated with bags
 - The carts are easier to handle because they roll
 - The lid attached to the cart is a positive and reduces scattering of contents
 - The carts are more weather-resistant than bags



Old age. Simply put. It's easier to move it down on the wheels than lugging this [bag]. For younger people it's fine but when you're old, your muscles don't work quite as well as they used to.

Mississauga/Caledon Group



It's much better than it was before because it's clean, and when it's rain or snow or something, still the garbage is not all over - it's around.

Mississauga/Caledon Group

Results of Focus Groups

Most commonly mentioned drawbacks



- The ability to find, and cost of buying, compostable organics bags, especially ones that are large enough to fill the entire green cart
- Green cart odour (either their own or their neighbours) and cleaning the carts out
- The size of the green cart – it is too big for some and they would like the option of a smaller cart – but unlike for recycling and garbage, another option is not currently available
- Having to move their vehicles in and out of their driveway in order to roll the carts to the curb
- A lack of enforcement for those who are improperly disposing of items – the perception is that contents are simply dumped into the trucks without any type of quality control beforehand, as participants perceived there to be in the bag-based system
- The carts can break from impact and the lock can freeze in the winter
- The non-magnetic lid often flies open in the wind and causes contents to scatter



The one I find is unwieldy is the green bin is just too big. I could not get my car in the garage, so it sits in the back, and I still use the small bin. Every once in a while I struggle, get that big cart over the car, dump the small bin into the big bin and then put it out. I put that out maybe once every six weeks.

Brampton Group



My issue in terms of inconvenience is that every time I want to take out the garbage on a Sunday evening, I have to take out my car, take out the bins, put my car back in the garage. That's annoying.

Mississauga/Caledon Group

Public Consultation Session – June 2019

- Monday, June 3, 2019 – Mississauga
 - Location: Mississauga Valley Community Centre – Lower Lobby
 - Approximately 250 residents in attendance
- Tuesday, June 4, 2019 – Brampton
 - Location: Region of Peel – Suite B Café
 - Approximately 150 residents in attendance
- Key concerns heard at the sessions
 - the new green carts are too big
 - finding storage space for three carts is a real challenge (in some cases, finding storage space for one cart is a challenge)
 - outdoor storage in front of townhomes is not a look owners/boards want

Next Steps

- Staff to review feedback, conduct site visits, consider alternatives and develop recommendations (this step may include implementation of agreed upon alternatives at some complexes)
- Staff to present findings and recommendations to Waste Management Strategic Advisory Committee and Regional Council
- No additional conversions (except agreed upon alternatives) until Council has considered findings and decided direction



Thank you

Contact info:
Region of Peel

Norman Lee
Director, Waste Management
905-791-7800 ext. 4703
norman.lee@peelregion.ca



8.7-1



Public Works

To: Members of Peel Regional Council, Chief Administrative Officer and Commissioners

Date: June 7, 2019

From: Steve Jacques, Chief Planner and Director, Regional Planning and Growth Management

Subject: **Update on Bill 108: More Homes, More Choices Act, 2019**

Background

A report titled **Implications of Bill 108: More Homes, More Choices Act, 2019** has been included on the June 13, 2019 Regional Council Agenda which provides an overview of several Acts that were proposed to be amended by Bill 108 and summarizes potential Regional implications.

Staff provided comments to the Province on May 31st, in accordance with the prescribed deadlines. These comments are attached as Appendices to the above noted report for Council's endorsement.

Bill 108 Update

This memo is being provided to Council to advise that Bill 108 received Royal Assent in the Legislature of Ontario on June 6, 2019.

Bill 108, as passed, remains largely the same as outlined in the staff report, except for three changes of importance to the Region. These changes are as follows:

1. The Development Charges Act has been changed to include 'ambulance services' to the list of eligible services for which Development Charges can be charged. This was requested in the Region's comments to the Province.
2. The Development Charges Act has also been changed to extend the deferral of Development Charge payments for non-profit housing developments from 5 to 20 years, and as a result from six equal annual installments to 21 installments.

However, the Act still provides Development Charge deferrals for industrial, commercial and institutional developments, which are not related to the overall goal of providing more housing choices.

These changes therefore, only partially address the comments provided by the Region, that the deferrals were not focused on incenting the development of affordable housing.

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

Public Works

3. The Conservation Authority Act has been changed to include an additional clause that provides the ability of the Minister to prescribe additional mandatory programs and services not covered in the list of mandatory programs.

In the comments to the Province, the Region requested that watershed planning be added to the list of mandatory programs. Although that specific recommendation was not implemented, the addition of this new clause appears to allow the Region to continue discussions with the Province to request that they consider including watershed planning as a mandatory program. Staff are still assessing interpretation of this section.

There remain a significant number of concerning and problematic changes included in Bill 108 as passed, which are outlined in the staff report.

Next Steps

Given that Bill 108 was passed on June 6, 2019, the only remaining opportunity to influence change and minimize Regional impacts is to provide additional comments to the Province on draft regulations, when they are released for review.

In the letter from the Region to the Province, extensive consultation while implementing the regulations was requested, to minimize unintended consequences. This request has been echoed by a number of upper and lower tier municipalities, as well as MFOA, AMO and many other professional associations.

The Province advises that they will be consulting with municipalities starting this spring on the Community Benefit Charges, including the methodology for the formula and transition provisions.

Staff will continue to monitor the Environmental Registry of Ontario for the release of draft regulations, provide comments to the Province in accordance with the prescribed deadlines, and continue to update Council.



Steve Jacques MScPl, MCIP, RPP
Chief Planner & Director Regional Planning & Growth Management
Public Works, Regional of Peel
10 Peel Centre Drive
Brampton, On
905-791-7800 ext. 4625

Bill 108: More Homes, More Choice Act

Regional Implications and Next Steps

Tara Buonpensiero,
Principal Planner
Region of Peel



Bill 108

- Amends a number of Acts of interest to the Region:
 - Development Charges Act
 - Planning Act
 - Local Planning Appeal Tribunal Act
 - Conservation Authorities Act
 - Environmental Assessment Act
 - Endangered Species Act
- Staff provided comments to the Province on the Acts prior to June 1st deadline (Staff Report Appendix I and II, subject to Council endorsement)
- Bill 108 received Royal Assent June 6

Potential Implications of Bill 108 Changes

- Could delay or stop investment in critical growth related infrastructure and result in the property tax or utility rate payer making up for lost DC revenues which could ultimately lead to less housing being built.
- Could adversely affect the Region's finance's and pose risks to the Region's debt capacity impacting financial flexibility over the long term and Triple A credit rating.
- May add significant red tape to the development process, causing higher planning and building permit fees.
- Returns to a system similar to the Ontario Municipal Board, where Council decisions are given less consideration.
- Eliminates some provisions available to municipalities that contribute to planning complete and healthy communities.

Key Changes and Implications:

Development Charges Act Changes	Implications
Secondary units exempt from DCs.	Based on an uptake of 15%, Watson and Associates predict a revenue loss of \$157 million (between 2020 and 2031), to be made up through property taxes and utility rates (\$39 million Tax – \$118 million rates).
5 Year deferral of DCs for rental housing and Industrial, Commercial and Institutional development.	Staff estimate a range of \$346 million to \$393 million (between 2020 and 2031) in increased debt risk as a result of staggered DC payments.
20 Year deferral of DCs for not-for-profit housing (change made by Standing Committee).	May incent rental and not-for-profit housing. *20 year deferral of not-for-profit housing not included in above estimate.

Key Changes and Implications:

Development Charges Act Changes	Implications
DCs for soft services will be removed and replaced with a single Community Benefits Charge.	Staff estimate an exposure of \$48 million (between 2020 and 2031) in potential lost revenue as a result.
DC rates would be locked in at the time of complete site plan or zoning application (whichever comes later).	This may incent speculative applications to lock in a lower DC rate, and then not proceed to the building permit stage.
The current 10% DC reduction on capital costs for waste diversion would be removed.	Staff estimate that this change would yield approximately \$2 million more in DC revenue for the Region.

Key Changes and Implications:

Planning Act Changes	Implications
Significantly reduced timelines for reviewing planning applications.	Less time available to review development applications and local official plan amendments as well as to undertake community consultation.
Permit secondary units in ancillary buildings (i.e. coach houses, garden suites) as well as in detached, semi-detached and row houses.	May increase the supply of affordable housing and contribute to planning complete communities.
Replace Section 37 of the Planning Act (density bonusing) and some parkland provisions with a new Community Benefit Charge.	Implications will not be known until draft implementing regulations are released including the cap limit to be established by the Minister.

Key Changes and Implications:

Planning Appeal System	Implications
<p>No longer limiting the basis for appeals to inconsistency with the Provincial Policy Statement and non conformity with a provincial or official plan.</p>	<p>Hearings are de novo rather than focused on a review of Council decisions and the narrow scope of consistency and conformity with Provincial and municipal policies and plans.</p> <p>These changes may result in more appeals, lengthy and costly hearings with less emphasis being placed on municipal council decisions.</p>
<p>Reducing the two stage hearing process established through Bill 139 to a single hearing.</p>	
<p>Basing decisions on evidence and witnesses at the hearing and less emphasis placed on municipal council decisions.</p>	

Regional Next Steps

- Participate in consultation with the Province on proposed regulations related to the DC Act, the Planning Act and the Community Benefits Charge (over the spring/summer).
- Final guidance on the regulations may not come from the Province until the Legislature resumes sitting in the fall.
- Monitor the Minister's commitment that Municipalities will recover similar revenues and advocate that growth pays for growth.
- Continue to assess the financial implications of the Bill 108 changes.
- Update Council on the results of the reviews above.



Thank you

Contact info:

Region of Peel

Tara Buonpensiero,

Tara.Buonpensiero@peelregion.ca

Tel: 905-791-7800 ext. 4455



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**ITEMS RELATED TO
HEALTH**

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For Information

DATE: May 31, 2019

REPORT TITLE: **UPDATE ON THE PEEL OUTDOOR SMOKING BY-LAW 20-2013 TO INCLUDE ADDITIONAL SETTINGS, SUBSTANCES AND PRODUCTS**

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

OBJECTIVE

To provide Regional Council with a status update on amending the Peel Outdoor Smoking By-law to further restrict where tobacco, cannabis and vaping products can be used in Peel.

REPORT HIGHLIGHTS

- Amendments to the Peel Outdoor Smoking By-law are being considered that would regulate the smoking and vaping of tobacco/vapour products and include other substances (e.g., cannabis) in areas not covered under current provincial legislation (e.g., conservation areas, beaches).
- Peel Public Health is closely monitoring changes in federal and provincial regulations to understand the implications for the Region.
- The Region has worked closely with a regional-municipal staff working group to determine the scope of this initiative.
- Community consultations indicate strong support amongst respondents for the proposed changes to the Peel Outdoor Smoking By-law.
- Peel Public Health will return to Council in the fall of 2019 with a draft by-law and recommendations for implementation.

DISCUSSION
1. Background

The Peel Outdoor Smoking By-law 20-2013 was enacted on February 13, 2013 to protect the public from second-hand smoke exposure. It prohibits smoking of lighted tobacco within 9 metres in areas where children play and at entrances and exits to municipal buildings and facilities.

In January 2015, the *Smoke-free Ontario Act* was amended; superseding the Peel Outdoor Smoking By-law in some respects (e.g., 20-meter setback from children's playgrounds) and left other areas unregulated (e.g., entrances and exits to public places and workplaces, outdoor worksites, beaches and trails).

9.1-2

UPDATE ON THE PEEL OUTDOOR SMOKING BY-LAW 20-2013 TO INCLUDE ADDITIONAL SETTINGS, SUBSTANCES AND PRODUCTS

The Peel Outdoor Smoking By-law (“By-law”) is enforced by municipal law enforcement officers, public health inspectors, or a person appointed as a Provincial Offences Officer. These named enforcement officers are also able to enforce the *Smoke-free Ontario Act, 2017*.

a) Prevalence and Use of Cigarettes, Electronic Cigarettes and Cannabis

General Public (aged 12+)	<ul style="list-style-type: none"> • The Region of Peel has the lowest cigarette smoking rate in Ontario at 11 per cent¹, this is a reduction from 19 per cent when tobacco was named as a strategic priority area in 2006/07² • In Peel, 19 per cent of the population are exposed to second-hand smoke in a public place daily or almost daily. This is significantly higher compared to Ontario (15 per cent)³. • Twenty-five per cent of Peel adults report second-hand smoke exposure outdoors at their place of work⁴. • Eight per cent of the Peel residents reported using cannabis at least once over a 12-month period. This is significantly lower compared to Ontario (11 per cent)⁵.
Students (grade 7-12)	<ul style="list-style-type: none"> • Three per cent of Peel students reported smoking cigarettes in the last 12 months. This is significantly lower compared to Ontario students (7 per cent)⁶. • Approximately 19 per cent of Peel students reported smoking electronic cigarettes (e-cigarettes) at least once in their lifetime⁷. • Sixteen per cent of Peel students reported using cannabis at least once in the last 12 months. This is similar to Ontario (19 per cent)⁸.

b) Health Effects

Tobacco	<ul style="list-style-type: none"> • With an estimated annual treatment cost of \$49 million in Peel, smoking tobacco is a leading cause of preventable illness and hospitalizations⁷. • Regular exposure to second-hand smoke can lead to stroke, lung cancer, coronary heart disease, and low birthweight, middle ear disease and lower respiratory illness in children⁹⁻¹⁰.
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¹ Per Cent of Cigarette Smoking [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2016 Feb 26; cited 2018 FEB 26]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/smoking-prevalence.asp>

² 2009-2019 Staying Ahead of the Curve: Peel Public Health's 10 Year Strategic Plan

³ Exposure to Second-Hand Smoke [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2016 Feb 26; cited 2019 APR 17]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/smoking-second-hand.asp>.

⁴ Exposure to Second-Hand Smoke [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2018 Nov 13; cited 2019 APR 17]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/smoking-second-hand.asp>

⁵ Cannabis [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2016 Dec 20; cited 2018 OCT 26]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/Drug-use/Cannabis.asp>

⁶ Per cent of cigarette smoking [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2018 July 3; cited 2019 May 2]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/per-cent-of-smoking.asp>

⁷ Use of Other Tobacco Products [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2018 July 5; cited 2018 Dec 05]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/smoking-other.asp>.

⁸ Cannabis [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2018 July 25; cited 2018 Dec 10]. Available from: <http://www.peelregion.ca/health/statusdata/HealthBehaviours/Drug-use/Cannabis.asp>

⁹ Region of Peel (2012). Burden of Tobacco: The Use and Consequences of Tobacco in Peel, 2012. Retrieved from: <http://www.peelregion.ca/health/resources/burden-of-tobacco.htm>

UPDATE ON THE PEEL OUTDOOR SMOKING BY-LAW 20-2013 TO INCLUDE ADDITIONAL SETTINGS, SUBSTANCES AND PRODUCTS

Vapour Products	<ul style="list-style-type: none"> • Strong evidence supports that most e-cigarettes contain and emit several potentially toxic substances in addition to nicotine^{11,12,13}. • E-cigarette use is consistently associated with an increased risk of ever smoking, and increased frequency and intensity of subsequent smoking among youth and young adults¹⁴.
Cannabis	<ul style="list-style-type: none"> • There are short and long-term health effects of cannabis use and second-hand exposure¹⁵. • Cannabis smoke contains similar levels of tar and chemicals as tobacco smoke and can increase the risk of cancer and lung disease¹⁶.

c) Current Legislative Framework – The Smoke-Free Ontario Act, 2017

Despite recent amendments to the *Smoke-Free Ontario Act* many settings remain unregulated under both the provincial legislation and the By-law (e.g., conservation areas, beaches, parks, trails, outdoor festivals and events and commercial properties) and there are opportunities for alignment between the updated *Smoke-Free Ontario Act* and By-law.

The *Smoke-Free Ontario Act, 2017* regulates the sale, supply, display, and promotion of tobacco and vapour products, the smoking of tobacco and cannabis (medical and recreational), and the use of e-cigarettes to vape any substance¹⁷. The Act lays out minimum requirements to protect the public from exposure to second hand smoke. Municipalities have the opportunity further enhance public health protection through smoking By-law.

Table 1 outlines the differences between the current provincial legislation and By-law regarding places of use and products.

¹⁰ Millar MD, Broadwin R, Green S, Marty MA, Polakoff J, Salmon AG, et al. Proposed identification of environmental tobacco smoke as a toxic air contaminant. Part B: Health effects. California: California Environmental Protection Agency, Office of Environment Health Hazard Assessment, Air Toxicology and Epidemiology Branch; June 24, 2005

¹¹ National Academies of Sciences, Engineering, and Medicine. 2018. Public Health Consequences of E-Cigarettes. Washington, DC: The National Academies Press. <https://doi.org/10.17226/24952>

¹² Health Canada. (2018). Vaping. Government of Canada. Accessed from: <https://www.canada.ca/en/health-canada/services/smoking-tobacco/vaping.html>

¹³ <https://www.publichealthontario.ca/en/eRepository/literature-review-ecigarettes.pdf>

¹⁴ Public Health Ontario, 2018. Current Evidence on E-Cigarettes: A Summary of Potential Impacts.

<https://www.publichealthontario.ca/en/eRepository/literature-review-ecigarettes.pdf>

¹⁵ National Academies of Sciences, Engineering, and Medicine (2017). The health effects of cannabis and cannabinoids: The current state of evidence and recommendations for research (“NASEM report”)*

¹⁶ Fischer B, Russell C, Sabioni P, van den Brink W, Le Foll B, Hall W, et al. (2017). Lower-risk cannabis use guidelines: A comprehensive update of evidence and recommendations (“LRCUG”).

¹⁷ Government of Ontario (2018). Smoke-Free Ontario Act, 2017, S.O. 2017, c.26. Sched 3 Regulations. Available from: <http://www.ontario.ca/laws/statute/17s26#BK4>

UPDATE ON THE PEEL OUTDOOR SMOKING BY-LAW 20-2013 TO INCLUDE ADDITIONAL SETTINGS, SUBSTANCES AND PRODUCTS

Table 1: Smoke Free Ontario Act, 2017 vs. Peel Outdoor Smoking By-Law, 2013

<i>Smoke-Free Ontario Act, 2017</i>	<i>Peel Outdoor Smoking By-law, 2013</i>
Prohibits the smoking of tobacco and cannabis, and vaping in/on: <ul style="list-style-type: none"> • Enclosed public places and workplaces; • Restaurant and bar patios and on public areas within nine metres from a restaurant and bar patio; • The outdoor grounds of community recreational facilities and public areas within 20 metres of the grounds; • Children’s playgrounds and public areas within 20 metres of playgrounds; • Sporting areas owned by the province, a municipality or post-secondary institution (excluding golf courses), adjacent spectator areas, and public areas within 20 metres of these places; and • School property and public areas within the 20 metres from the perimeter of the grounds of an elementary or secondary school. 	Prohibits tobacco smoking: <ul style="list-style-type: none"> • Within a playground area or within a nine-metre radius of the perimeter of a playground area (e.g., swings, slides, climbing apparatus, skateboard ramps), including the surrounding safety surface; • Within a sports/activity area or within a nine-metre radius of the sports/activity area (e.g., swimming pool, splash pad, soccer field, tennis courts), including the spectator seating area; and • Within a nine-metre radius of the entrances and exits of municipal buildings (e.g. municipal offices, community centres, ambulance stations, police stations, fire halls, public transit facilities and Peel Living multi-residential buildings with common entrances).

Bold lettering indicates new restrictions in the *Smoke-Free Ontario Act 2017*.

d) Practices in Other Municipalities

Other municipalities in Ontario have passed by-laws that address public health gaps in provincial legislation. Essa, Orangeville, and Ottawa have implemented by-laws that include 100 per cent smoke-free grounds on all municipal property. The City of Toronto has enacted a by-law that prohibits smoking within nine metres of entrances to all public buildings, including stores and restaurants. Other municipalities have established by-laws that include outdoor spaces such as beaches, trails, and post-secondary institutions (e.g., North Bay).

Amending the By-law will provide Peel residents further protection from second-hand smoke exposure (tobacco and cannabis) and second-hand vapour exposure. Smoke-free outdoor spaces support healthy and safe communities through:

- Protecting all people, including those most vulnerable (seniors, children, those with chronic heart and lung disease) from exposure to second-hand smoke;
- Providing supportive environments for people who want to quit smoking;
- Discouraging smoking initiation through denormalization of smoking behaviours; and
- Reducing tobacco and cannabis related litter in outdoor spaces.

2. Community Consultations and Support

In July 2017, Regional Council endorsed the establishment of a working group led by Peel Public Health and made up of representatives from local municipalities to recommend amendments to the By-law. The committee has since worked together to identify opportunities to expand smoke-free outdoor spaces in Peel.

9.1-5

UPDATE ON THE PEEL OUTDOOR SMOKING BY-LAW 20-2013 TO INCLUDE ADDITIONAL SETTINGS, SUBSTANCES AND PRODUCTS

Furthermore, Council directed Peel Public Health to conduct consultations to assess external stakeholder attitudes and support for amendments to the By-law. Community consultations took place with local businesses, organizations, associations and other community partners and special event organizers (e.g., festivals). Consultations did not involve the general public, as existing evidence demonstrates strong support for smoke-free outdoor spaces. Instead, the Rapid Risk Factor Surveillance System¹⁷⁻¹⁸ and the Peel Living tenant survey¹⁹ were used to determine public support for smoke-free public places.

The Rapid Risk Factor Surveillance System identified Peel residents indicate strong support for by-laws and policies to prohibit smoking in public places such as public playgrounds (87.6 per cent)¹⁸, public beaches (73.4 per cent)¹⁷, doorways to workplaces (85.1 per cent)¹⁷, and doorways to public places (87.2 per cent)¹⁹.

The Peel Living Smoking and Tobacco Survey, conducted in 2017, indicated that 72 per cent of Peel Living residents supported a ban on smoking tobacco on the outdoor grounds of Peel Living properties²⁰.

Peel Public Health contracted CCI Research Inc. to conduct consultations with businesses and organizations to assess support and to determine the potential implications of amendments to the By-law. Given the tobacco enforcement role of Peel Public Health it was more appropriate to have a neutral third-party conduct consultations to obtain accurate input to the proposed by-law changes. Approximately 200 businesses and organizations in Peel participated in the consultation. Of those who participated, the majority (86 per cent) were supportive of further smoking and vaping restrictions.

Consultations were held from November 2018 to January 2019. In total, 164 telephone surveys, 32 key informant interviews and 2 focus groups were completed.

- The majority of businesses (86 per cent) and non-profit organizations (100 per cent) surveyed indicated support for either one or both proposed amendments (nine-metre setback²¹ and/or 100 per cent smoke-free grounds²²).
- Survey results indicated a clear majority of respondents were in favour of preventing people from smoking lit tobacco near their buildings with 84 per cent “somewhat” or “strongly” supporting a nine-metre setback. Results indicated most respondent’s support (>80 per cent) similar restrictions on vaping, cannabis (medical and recreational) and waterpipes.
- From the key informant interviews and focus groups, most of the participants indicated that they would support an amendment to the By-law that would introduce a metered setback. Interviewees felt vaping should be treated the same as tobacco or less restrictive while cannabis should be treated the same as tobacco or more restrictive.

¹⁸ Data Source: Rapid Risk Factor Surveillance System (RRFSS) 2011. Peel Public Health

¹⁹ Data Source: Rapid Risk Factor Surveillance System (RRFSS) 2017. Peel Public Health

²⁰ Peel Living Survey Results

²¹ Nine-metre set-back from the radius of publicly accessible buildings and workplaces (30 feet or 12 steps)

²² No smoking/vaping anywhere on the property

**UPDATE ON THE PEEL OUTDOOR SMOKING BY-LAW 20-2013 TO INCLUDE
ADDITIONAL SETTINGS, SUBSTANCES AND PRODUCTS**

NEXT STEPS

Staff will draft the amended by-law and share with municipal legal staff for review. Communication and enforcement strategies will be developed over the summer of 2019. In the fall of 2019, recommendations for amending the by-law will be brought to Regional Council for approval.

FINANCIAL IMPLICATIONS

The 2019 Budget has adequate provision to cover enforcement activities for the purposes mandated under the *Smoke-free Ontario Act 2017* and Region of Peel Outdoor Smoking By-law. The proposed amendment to the by-law may result in additional budget requirements. These additional costs will be assessed and presented as part of the By-law recommendation report.

CONCLUSION

Smoking rates in Peel have declined. Existing evidence and results from community consultations indicate strong support for further reducing smoking and vaping in outdoor areas not currently covered under regional or provincial legislation. Amending the By-law will provide Peel residents further protection from second-hand smoke and vapour exposure. Recommendations on the draft by-law will be brought to Regional Council for approval, in the Fall 2019.



Nancy Polsinelli, Commissioner of Health Services



Jessica Hopkins, MD MHS Sc CCFP FRCPC, Medical Officer of Health

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, Ext. 2013.

Authored By: Heather Doncaster, Jackie Regich, Jessica Mammone, Chronic Disease and Injury Prevention

Region of Peel

APPROVED AT REGIONAL COUNCIL
Thursday, May 9, 2019

HEALTH SERVICES

15.2. ***Healthy Menu Choices Act Compliance (For information)***

Deferred to a future meeting of Regional Council 2019-422

For Information

DATE: April 25, 2019

REPORT TITLE: **HEALTHY MENU CHOICES ACT COMPLIANCE**

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

OBJECTIVE

To provide Regional Council, as the Board of Health, with an update on compliance with the *Healthy Menu Choices Act, 2015*.

REPORT HIGHLIGHTS

- Since 2015, under the *Healthy Menu Choices Act, 2015* ('Act') and its accompanying regulation (50/16), public health inspectors have been conducting inspections in restaurants with more than 20 locations in Ontario to assess caloric information for the standard food items they sell.
- To date, 1,324 *Act* inspections have been completed. These are in addition to food safety compliance inspections of over 6,000 food premises in Peel.
- The Ministry of Health and Long-Term Care has provided funding in the past to the Peel Public Health to ensure compliance with the *Act* and its regulation; however, funding will end as of March 2019. Funding beyond March 2019 is unlikely.
- Peel Public Health is proposing to continue to support the *Act* by conducting compliance inspections of newly opened food premises, complaint investigations, health unit and industry consultations and where operationally feasible to address the outstanding inspections.

DISCUSSION
1. Background

The goal of the *Healthy Menu Choices Act 2015* is to create a supportive food environment and make it easier for families to make better choices when dining out or purchasing certain food items. This is achieved by posting calorie content information on signs and/or menus for standard food items sold in premises with 20 locations or more in Ontario. Items that require calorie posting are food or drink items that:

- are served or processed and prepared primarily at the premises;
- are intended for immediate consumption;
- do not require further preparation by a consumer before consumption (i.e. foods that are generally considered to be 'ready to eat'); and
- are sold or offered for sale in servings that are standardized for portion and content.

HEALTHY MENU CHOICES ACT COMPLIANCE

Under the *Act*, inspections began in 2017 and only designated certified public health inspectors are permitted to inspect these food premises. Designation is achieved through training provided by the Ministry of Health and Long-Term Care. Each premise must be assessed by a designated certified public health inspector to ensure it meets applicable definitions as outlined in the regulation.

To date, the Region of Peel has completed 1,324 inspections and has consulted with the head offices of numerous corporations. Completion of the *Act* compliance inspections has required more time and resources than initially projected due to the complexity of interpreting and applying the legislation, as well as, time required to address many questions from the food industry. There are approximately 160 outstanding inspections as of March 27, 2019.

There have been resource challenges with implementing compliance inspections under the *Act* and its regulation. Peel Public Health received funding in 2017 and 2018 from the Ministry of Health and Long-Term Care to assist with additional resources needed to comply with the regulation totalling \$183,600.

After March 2019, it is unlikely that there will be additional funding from the Ministry of Health and Long-Term Care. Without additional resources, it is not possible to continue regular compliance inspections to over 1500 chain food premises. As such, compliance inspections which began in 2017 will be completed in 2019, and outstanding non-compliance issues which require re-inspection, complaints and consultation will be prioritized going forward.

FINANCIAL IMPLICATIONS

Peel Public Health will continue to support the *Act* by conducting compliance inspections of newly opened food premises, complaint investigations, health unit and industry consultations and, where operationally feasible, address the outstanding inspections. This work is included in the 2019 approved budget.

Public Health is not requesting any additional resources from the Region of Peel to support compliance with this *Act* and does not anticipate a budget deficit. The previous one-time funding was used to temporarily hire two additional public health inspectors to conduct inspections. These contracts ended when the funding ended.

RISK

By not completing all inspections, the Region of Peel will be non-compliant with the legislation requiring compliance inspections of food premises with 20 or more locations in Ontario. The risk to the public is minimal as there is limited evidence that menu labelling is effective in changing purchasing behaviour. Additionally, chain restaurants cover multiple public health units in Ontario leading to duplication in inspections across areas. In Peel, risk will be mitigated through inspection of new food premises, responding to public complaints, and by providing ongoing consultation to industry. To fully conduct the *Healthy Menu Choices Act* compliance inspections, staff would need to stop completing some food safety inspections which could place the public at increased risk for foodborne illness.

HEALTHY MENU CHOICES ACT COMPLIANCE

CONCLUSION

Peel Public Health will continue to ensure compliance with the Act by inspecting chain food premises to assess caloric information in new food premises, complaint investigations, and for health unit and industry consultation. After March 2019, ongoing compliance inspections of chain food premises will discontinue due to the lack of subsequent funding. A report on Public Health funding will be brought to a future meeting.



Nancy Polsinelli, Commissioner of Health Services



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

Approved for Submission:



S. VanOfwegen, Acting Chief Administrative Officer

For further information regarding this report, please contact Louise Aubin, Acting Director Health Protection, Ext.2479, louise.aubin@peelregion.ca .

Authored By: Susan Zivkovic, Health Protection Division



THE REGIONAL MUNICIPALITY OF PEEL
HEALTH SYSTEM INTEGRATION COMMITTEE
MINUTES

HSIC - 1/2019

The Region of Peel Health System Integration Committee met on May 16, 2019 at 9:37 a.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: C. Fonseca; N. Iannicca; P. Saito; P. Vicente

Members Absent: J. Downey, due to other municipal business; A. Groves, due to vacation; C. Parrish, due to other municipal business

Advisory Members Present: B. Carr, President and CEO, William Osler Health System; M. DiEmanuele, President and CEO, Trillium Health Partners; K. Delahunt, Senior Director, Central West LHIN (Designate for S. McLeod); L. Fernandes, Vice President of Regional Programs, Mississauga Halton LHIN (Designate for S. Smith)

Advisory Members Absent: S. McLeod, CEO, Central West LHIN; S. Smith, CEO, Mississauga Halton LHIN

Also Present: K. Ferrari, Executive Director, Clinical Services, William Osler Health System; N. Polsinelli, Commissioner of Health Services and Acting Chief Administrative Officer; C. Matheson, Commissioner of Corporate Services; P. Caza, Acting Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; S. Jacques, Chief Planner; A. Farr, Acting Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; Dr. J. Hopkins, Medical Officer of Health; K. Lockyer, Regional Clerk and Director of Legal Services; H. West, Committee Clerk; S. MacGregor, Legislative Assistant

H. West, Committee Clerk, presided.

* See text for arrivals

◆ See text for departures

1. ELECTION OF THE CHAIR AND VICE CHAIRRECOMMENDATION HSIC-1-2019:

That Councillor Fonseca be elected Chair of the Health System Integration Committee, for a term ending November 14, 2022 or until a successor is appointed.

RECOMMENDATION HSIC-2-2019:

That Councillor Vicente be elected Vice-Chair of the Health System Integration Committee, for a term ending November 14, 2022 or until a successor is appointed.

Councillor Fonseca assumed the Chair.

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil**3. APPROVAL OF AGENDA**RECOMMENDATION HSIC-3-2019:

That the agenda for the May 16, 2019 Health System Integration Committee meeting be approved.

4. DELEGATIONS - Nil**5. REPORTS****5.1. Overview of the Health System Integration Committee**

Received

5.2. Overview of the Health System Directions and Current Health Policy Priorities - A Region of Peel Perspective

Presentation by Brian Laundry, Director, Strategic Policy & Performance

Received

Brian Laundry, Director, Strategic Policy & Performance, stated that the changes outlined in Bill 74, *The People's Healthcare Act*, and reduction in provincial funding will result in significant health system transformation across Ontario. Brian Laundry provided an overview of the Health System Integration Committee's (HSIC) mandate noting that the Committee has been a key

platform for local health system partners for engaging in conversation around broader policy issues, system integration and identifying shared challenges and local priorities. He highlighted the current health system and Regional health services, future changes to the system including dissolution of Local Health Integration Networks (LHINs) and the creation of a single agency called Ontario Health. Ontario Health will oversee Ontario Health Teams that will be responsible and accountable for delivering a coordinated continuum of care and all local health service providers will be a part of the Team. During the transition phase (approximately five years), system planning and oversight will still be managed by the 2 LHINs serving Peel, being Central West and Mississauga Halton.

Brian Laundry indicated that the Region of Peel has been engaged in three separate submissions of an 'expression of interest' to the provincial government from Trillium Health Partners, Headwaters Health Care Centre and William Osler Health System who have coordinated submissions on behalf of community partners, to become one of the newly created Ontario Health Teams.

In response to a question raised by Councillor Saito, Michelle DiEmanuele, President and CEO, Trillium Health Partners, stated that the proposed Ontario Health boundaries will be self-selected based on initial submissions to the Province. The boundaries will be determined based on care for a geographical population.

Councillor Saito asked if the Region of Peel will still provide day services, TransHelp, social services and Paramedic services. Nancy Polsinelli, Acting Chief Administrative Officer, stated that the Region of Peel would likely provide the services in partnership with Ontario Health Teams. Michelle DiEmanuele added that a partnership approach would provide options to the local service providers.

Councillor Saito inquired about the urgent care facility in Mississauga and funding impacts. Michelle DiEmanuele responded that capital projects are on track; however Mississauga has been underfunded and with continued population growth, there is concern for continued underfunding.

In response to a question from Councillor Saito, Jessica Hopkins, Medical Officer of Health, stated that there has not been any provincial response regarding public health funding to date.

In response to a question from Councillor Vicente, Brian Laundry stated that the Ontario Health Teams would be directly funded from the provincial government through an integrated funding envelope.

Councillor Vicente discussed underfunding to the Central West LHIN and questioned how efficiencies can be gained to achieve better care and equal funding. Dr. Carr, President and CEO, William Osler Health System, commented on models used across Canadian Provinces by Health Authorities which is structured from the local level, ground up. He noted that Ontario Health's objective is for communities to inform the Province on how goals can be achieved and has identified this as an opportunity to achieve less fragmentation and duplication.

In response to a question from Councillor Fonseca, Kiki Ferrari, Executive Director, Clinical Services, William Osler Health System, stated that the rapid population growth is one reason to join the new integrated care model which would help identify patient personas, prevent dementia and address complex care needs which is difficult to do in the current system due to

fragmentation. Michelle DiEmanuele added that there are other issues related to population growth and aging, such as, a poverty predisposition caused by rapid growth.

Councillor Fonseca suggested that additional HSIC meetings be scheduled as required prior to the next scheduled meeting.

Councillor Vicente asked Dr. Carr for an update on Phase II of the Peel Memorial Centre, noting that the previous government committed to funding 150 hospital beds and he inquired if that is enough. Dr. Carr responded that Provincial funding mechanisms are mainly focused on new development, noting that the Brampton Civic Hospital has approximately 72,000 patients per year in comparison to other hospitals that have 40,000 patients per year. He stated that dialogue continues with the Province and that \$4M was received last year with some growth funding this year but no additional future funding is expected. Phase I of the hospital is complete, although not 100 per cent funded. Dr. Carr commented that providing traditional hospital beds for the future is not realistic and there is a need to evaluate the future state. He noted that 30 to 40 per cent of current patients could be treated through virtual technology and virtual care options.

5.3. Questions for the Province With Respect to Public Health Unit Modernization

Received

Councillor Saito requested that staff provide advice to the Government Relations Committee regarding advocacy roles related to Public Health.

6. COMMUNICATIONS - Nil

7. IN CAMERA MATTERS - Nil

8. OTHER BUSINESS

8.1. Provincial Announcements Related to Public Health and the Paramedic Services System

Received

9. NEXT MEETING

The next meeting of the Health System Integration Committee is scheduled for Thursday, October 17, 2019 at 1:00 p.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Helena West, Committee Clerk, (905) 791-7800, extension 4697 or at Helena.west@peelregion.ca.

10. ADJOURNMENT

The meeting adjourned at 11:03 a.m.

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**ITEMS RELATED TO
HUMAN SERVICES**

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For Information

DATE: June 4, 2019

REPORT TITLE: **ADDRESSING THE ISSUE OF FOOD DONATION IN RESPONSE TO A DELEGATION AT REGIONAL COUNCIL**

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

OBJECTIVE

To provide an update on the Region of Peel's authority to require businesses to donate excess food and further, to address Regional Council's request to investigate opportunities to reduce food waste.

REPORT HIGHLIGHTS

- On September 13, 2018 Regional Council received a delegation regarding the issue of food waste, with a request that a 'law' be enacted to mandate businesses to donate excess food.
- Regional Council considered the request and referred the presentation to staff to discuss opportunities to reduce the amount of food waste that ends up in landfills.
- It is the opinion of legal staff that the creation of a by-law that mandates businesses to donate excess food does not fall within the Region of Peel's waste management jurisdiction, as there is no precedent.
- While other legal power may be valid to create such a by-law under the *Municipal Act, 2001*, the Region of Peel remains at risk of encroaching on the exclusive jurisdiction of the local municipalities to regulate business licensing.
- While the enactment of a by-law is not recommended, this report highlights the many successful food waste reduction and diversion projects that have been implemented in Peel Region.
- At this time, there are no immediate plans for a roll-out of any new projects, however, staff will continue to engage with partners and stakeholders to support initiatives internally and in the community, to reduce food waste and encourage its diversion from landfills.

DISCUSSION
1. Background

On September 13, 2018, Regional Council received a delegation regarding the problem of food waste in Peel and a proposition for a law that would mandate businesses to donate excess food. Council referred the presentation to staff to discuss opportunities for the

ADDRESSING THE ISSUE OF FOOD DONATION IN RESPONSE TO A DELEGATION AT REGIONAL COUNCIL

Region of Peel to reduce the amount of food waste that goes to landfill and report to a future meeting of Regional Council with the findings (Resolution 2018-783 and 2018-784).

2. The Region of Peel's Authority to Require Businesses to Donate Excess Food

The Region of Peel is mandated to collect, process and dispose of residential waste throughout the Region, but does not service the Industrial, Commercial and Institutional sector except for businesses within Business Improvement Areas, recycling in schools and Regional and municipal facilities. The Industrial, Commercial and Institutional sector, which includes buildings such as supermarkets, restaurants and private businesses, is serviced through private waste management companies.

If the Region of Peel were to impose requirements on businesses regarding diversion of surplus food, the businesses could argue that the Region does not have jurisdiction to do so under its "waste management" powers in the *Municipal Act, 2001*. Local municipalities have exclusive *Municipal Act, 2001* jurisdiction over "business licensing" so may be better placed to mandate compliance with surplus food diversion requirements. The Region has jurisdiction to implement by-laws to promote the "economic, social and environmental well-being of the municipality, including climate change" or the "health, safety and well-being". However, this would be an unprecedented use of these powers and could still be challenged as an overlap with the local municipal "business licensing" jurisdiction.

There are also various public health concerns involving food safety and safe food handling that need to be considered to ensure that any donated food would be fit for human consumption and not expose the Region to potential liability. Staff are currently awaiting provincial guidelines related to the safe donation and rescue of surplus food.

The enactment of a by-law, is therefore not recommended.

3. Current Food Waste Reduction and Diversion Initiatives

The Region of Peel has implemented many successful food waste reduction and diversion initiatives in the community. Work that is underway and will continue in Peel to reduce and divert food and organic waste, is detailed in Appendix I.

Food and organic waste are being reduced and diverted from landfills through the Green Bin Program, educational campaigns to residents, and the promotion of food waste reduction in schools.

The Region implemented a new organics program for organic waste collection in the five owned long-term care centres. Since the launch in 2018, there has been an increase in organic waste diversion in these centres from 10 per cent to 55 per cent.

Educational campaigns have been rolled out to focus on reducing food waste through careful meal planning, buying smart and proper food storage. Residents are encouraged to put all food waste in the Green Bin (for curbside residents) and/ or a backyard composter, if they have them.

During the 2018/2019 school year, staff is piloting a waste reduction challenge in secondary schools in Peel that includes food waste messaging, activities, and lesson plans for

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ADDRESSING THE ISSUE OF FOOD DONATION IN RESPONSE TO A DELEGATION AT REGIONAL COUNCIL

teachers. In addition, staff works with ecoCaledon and Ecosource to deliver waste reduction programming to schools.

Peel Public Health also provides education, resources and training on food handling to organizations involved in food rescue initiatives to ensure safe donation and transportation of surplus food.

At the systems level, staff are working with the Ontario Food Collaborative to improve healthy eating attitudes and behaviours, and to reduce food waste.

FINANCIAL IMPLICATIONS

There are no financial implications related to this report.

CONCLUSION

The creation of a by-law that mandates businesses to donate surplus food does not fall within the Region of Peel's waste management mandated policy or legal jurisdiction.

Staff will continue to engage with partners and stakeholders to implement and support initiatives internally and in the community to reduce food waste and encourage its diversion from landfills in Peel.



Janice Sheehy, Commissioner of Human Services



Nancy Polsinelli, Commissioner of Health Services



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



Andrew Farr, Acting Commissioner of Public Works

ADDRESSING THE ISSUE OF FOOD DONATION IN RESPONSE TO A DELEGATION AT REGIONAL COUNCIL

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Current Food Waste Reduction and Diversion Initiatives in Peel

For further information regarding this report, please contact Norman Lee, Director Waste Management, ext. 4703, norman.lee@peelregion.ca.

Authored By: Veronica Hall, Supervisor Community Relations, Community Partnerships

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APPENDIX I

ADDRESSING THE ISSUE OF FOOD DONATION IN RESPONSE TO A DELEGATION AT REGIONAL COUNCIL

Current Food Waste Reduction and Diversion Initiatives in Peel

Residential and School Focused Initiatives	
Roadmap to a Circular Economy in Peel (Resolution 2017-971)	<ul style="list-style-type: none"> • Details the Region of Peel’s vision for waste management • Sets a 3Rs (reduce, reuse, recycle) waste diversion target of 75% and identifies food waste reduction activities to support reaching the target
Green Bin Program	<ul style="list-style-type: none"> • Residential curbside collection of organic materials for compost has been available in Peel since 2006
Educational Campaigns	<ul style="list-style-type: none"> • Focus on reducing food waste through careful meal planning, buying smart, and proper food storage
Promotion of Food Waste Reduction in Schools	<ul style="list-style-type: none"> • Staff work with EcoCaledon and Ecosource to deliver educational waste programming in schools
Industry Focused and System Level Initiatives	
Organic Waste Collection in Regional Buildings	<ul style="list-style-type: none"> • Access to Green Bins in some Regional office buildings • Organic Waste Collection in five Regionally owned long-term care centres has seen an increase in diversion from 10% to 55% in 2018
Ontario Food Collaborative	<ul style="list-style-type: none"> • Region of Peel is a member of the Collaborative • Focuses on post-consumer food waste and improving healthy eating attitudes and behaviors
Peel Food Action Council	<ul style="list-style-type: none"> • Community stakeholder members will work towards a vision of a just, sustainable, and food secure community for now and the future • Supporting implementation for June 2019
Peel Hunger Relief Network	<ul style="list-style-type: none"> • Region of Peel staff support the network comprised of emergency food service providers • Aim is to enhance the current emergency food system and increase access to emergency food, including rescued food • Vision is that no one goes hungry in Peel
Public Health’s Support of Food Rescue Initiatives	<ul style="list-style-type: none"> • Staff are investigating successful food rescue initiatives (i.e. Second Harvest), and conducting a scan on how other jurisdictions support food rescue initiatives • Provide education, resources and training on food handling • Public Health units are awaiting provincial guidelines related to safe donation and rescue of surplus food

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**ITEMS RELATED TO
PLANNING AND GROWTH
MANAGEMENT**

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DATE: June 4, 2019

REPORT TITLE: **IMPLICATIONS OF BILL 108: *MORE HOMES, MORE CHOICES ACT, 2019***

FROM: Andrew Farr, Acting Commissioner of Public Works
 Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer
 Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the comments outlined in the joint report of the Acting Commissioner of Public Works; the Commissioner of Finance and Chief Financial Officer; and, the Commissioner of Human Services, titled “Impacts of Bill 108: *More Homes, More Choice Act, 2019*” and contained in Appendices I and II, be endorsed;

And further, that a copy of the subject report be forwarded to the local municipalities, the Ministry of Municipal Affairs and Housing; the Ministry of the Environment, Conservation and Parks; and the Ministry of Natural Resources and Forestry;

And further, that the Region of Peel work with the Association of Municipalities of Ontario, the Municipal Finance Officers Association and other stakeholders, to raise the awareness of the Province, regarding the potentially adverse impacts of Bill 108 to the Region of Peel and other municipalities.

REPORT HIGHLIGHTS

- On May 2, 2019, the Province released More Homes, More Choice: Ontario’s Housing Supply Action Plan and the accompanying Bill 108: *More Homes, More Choice Act, 2019* (Bill 108). On June 1, 2019, staff submitted comments, subject to endorsement from Regional Council. Staff previously submitted a letter to the Province on January 25, 2019, as part of the Increasing Housing Supply in Ontario consultation.
- Although 13 legislative Acts are mentioned in Bill 108, the Region of Peel would be most impacted by changes proposed to the *Development Charges (DC) Act*, the *Planning Act* and the *Local Planning Appeal Tribunal (LPAT) Act*.
- Bill 108, as proposed, would have adverse financial implications and poses risks to the Region’s debt capacity. This could impact the Region’s financial flexibility over the long term and Triple A credit rating.
- The significant financial impacts range from \$346 to \$393 million in deferred, \$48 million in removed and \$157 million in exempted development charges that may need to be recouped through property taxes and utility rates from Peel residents.
- Bill 108’s proposed changes could delay or stop investment in critical infrastructure needed for growth. Investments that do continue will be paid for by the tax payer, to

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make up for lost DC revenues. This could ultimately lead to less housing being built.

- The proposed changes could add significant amounts of red tape to the development process, causing higher planning and building permit fees.
- Staff do not support proposed changes to the *Planning Act* that would reduce decision timelines when reviewing planning applications, restrict inclusionary zoning or the requirement that the new Community Benefit Charge must replace Section 37 (density bonusing) and some parkland provisions.
- Proposed LPAT changes would bring back many of the powers that existed under the Ontario Municipal Board (prior to Bill 139). The Region is specifically concerned that the proposed changes result in less weight being placed on municipal council decisions.
- The 2020 update to the Region's DC By-law (the current By-law expires in October 2020) will be based on the new legislation. Planning decisions would need to adhere to new legislation and plans. Staff will follow up with an update on the progress and timing in the fall of 2019.

DISCUSSION

1. Background

On May 2, 2019 the Minister of Municipal Affairs and Housing announced the release of More Homes, More Choice: Ontario's Housing Supply Action Plan.

On May 31, 2019, staff submitted comments, subject to Regional Council endorsement, on Bill 108 to the Ontario Legislature's Standing Committee on Justice. On June 1, 2019, staff also submitted comments to the Province (included as Appendix I), subject to endorsement from Regional Council.

Although Bill 108 impacts 13 different legislative acts, this report focuses on the *DC Act*, *Planning Act* and *LPAT Act* (as indicated in the highlights). An overview and comments to the Province on the proposed changes to other acts, including the Conservation Authorities Act, Endangered Species Act and the Environmental Assessment Act are included in Appendix II.

The Region provided a number of recommendations in a letter to the Province dated January 25, 2019, in response to Housing Supply in Ontario consultation document. Staff suggests the Province consider the recommendations provided previously on that document as well as the comments herein.

2. Proposed Changes to *Development Charges (DC) Act* and Financial Impacts

The *DC Act* is a financing tool helping "growth pay for growth". Existing and proposed revenue tools should strengthen this over-arching goal. Unfortunately, the proposed changes, if adopted, would reduce DC revenue, negatively impacting the pace of growth and supply of new housing.

Many of the proposed changes could add considerable red tape to development processes, causing higher planning and building permit fees. The significant changes and financial impacts are as follows:

- **Proposed Change:** Secondary suites within new single detached, semi-detached and row houses or located within ancillary structures, such as garden suites or coach

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houses, under newly prescribed property classes, would be exempt from development charges (DCs).

Anticipated Impact: Based on an uptake of 15 per cent, Watson and Associates predict a revenue loss of \$157 million (between 2020 and 2031), which would then need to be made up through property taxes and utility rates (\$39 million and \$118 million, respectively).

Should there be significant uptake of this newly prescribed class in new construction, it would create the need for additional growth infrastructure to be in place ahead of development. As the DCs for such additional infrastructure would be exempt, lost revenues would need to be recovered through increased property taxes and utility rates.

Recommendations: Any changes that are made to the *DC Act* and the *Planning Act* retain the principle that “growth pays for growth”. Regulations should make clear that any revenue lost from the exemptions of secondary units will be recouped from future developments for which DCs can be charged.

The regulations should limit the size and number of second units and prescribe the residential classes that they can be constructed in.

- **Proposed Change:** DCs for rental housing, institutional commercial industrial (ICI) developments and not-for-profit housing would be deferred until occupancy, with payment occurring thereafter, in six annual installments over five years.

ICI developments were not included in the Province’s housing consultation.

Anticipated Impact: Staff estimate a range of \$346 million to \$393 million (between 2020 and 2031) in increased debt risk as a result of staggered DC payments.

The Region instituted a growth management strategy in 2013 which has resulted in a reduction in the need for debt by \$728 million. This new legislation adversely affects the growth strategy and the debt savings.

Bill 108, as proposed, would have adverse financial implications and poses risks to the Region’s debt capacity. This could impact the Region’s financial flexibility over the long term and Triple A credit rating.

The proposed change could also:

- impact cashflow and the ability to pay down previously issued debt;
- introduce the possibility of the Region taking on new debt that could impact the Region’s credit rating;
- increase red tape and the administrative burden on municipalities, causing higher planning and building permit fees; and,
- shift deferred DCs occurring later in the payment schedule to the later building occupants.

Recommendations: The Province should retain existing legislation that allows municipalities to provide deferred DCs/grants-in-lieu, while not making it mandatory.

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Should this proposal move forward, non-residential developments should be removed from the deferral as they do not increase the residential housing supply.

Should the proposed deferral payment plan go ahead, then first payment should start at the issuance of building permit, not at occupancy, in particular for ICI development.

Should the proposed deferral go forward, the cost should be recoverable from future DCs.

- **Proposed Change:** DCs for “soft services” would be removed from the *DC Act* and rolled into a single Community Benefits Charge (CBC), which would replace Section 37, density bonusing provisions, and parts of the parkland dedication and cash-in-lieu charge provisions. The new CBC would also be capped at a specific percentage of appraised land value, at the time of building permit.

Anticipated Impact: The proposed CBC needs to raise sufficient revenue to cover growth related costs for services. It is not known if the prescribed cap (to be set by regulation) will be sufficient to offset existing charges for soft services or alternate parkland dedication requirements.

As the local municipalities have already completed their latest by-law updates, the Region will be the first to implement these proposed changes. However, cooperation with the local municipalities will be required to collect its share of DCs for soft services.

Staff estimate an exposure of \$48 million (between 2020 and 2031) in potential lost revenue as a result. This estimate is based on the assumption the Region, as an upper tier municipality, will not receive a share of the CBC.

In addition:

- there is no mechanism for updating the cap in a changing cost environment;
- it is unclear how the CBC would be implemented in a two-tier system; and,
- the CBC, as proposed, limits municipalities to taking parkland dedication based on the land area and not based on the development density.

This could reduce the funding available to provide soft services in the Region, such as long-term care, social housing, and TransHelp.

Recommendations: Infrastructure required for long term care, social housing, shelters, TransHelp and growth studies should not be excluded as eligible for DCs.

Should the CBC be approved as proposed, Paramedics should be included in the list of hard services eligible for DCs. Further that the *DC Act* provide municipalities with the flexibility to tailor ‘other services as prescribed’ to local circumstances mentioned under subsection 2(4) ‘What services can be charged for’.

Should the CBC be approved as proposed, any collected funds based on current needs, be shared proportionately between upper and lower tier municipalities.

IMPLICATIONS OF BILL 108: MORE HOMES, MORE CHOICES ACT

Should the recovery of growth-related costs for most soft services be outside of the *DC Act*, municipalities should be provided at least two years to fulfill the additional requirements.

- **Proposed Change:** DC rates would be locked in at the time of completed site plan or zoning application (whichever comes later). Currently, there is no mechanism to reset rates after a specified time.

Anticipated Impact: The proposed change may:

- create a significant time lag between when revenues are received from developers and when the cost of municipally installed growth infrastructure is defined, leading potentially to a funding gap and slowed growth; and,
- incent developers to flood the Region and local municipalities with speculative zoning by-law amendment applications for lands outside of a site plan control area to lock in a lower DC rate, but then refrain from proceeding to the building permit stage.

Recommendations: DCs should be paid either prior to registration of a plan of subdivision for all hard services, or at the time of building permit issuance, as it is done currently.

A one-year maximum time limit should be placed on locked in DC rates, with a reset occurring at that point.

- **Proposed Change:** The current 10 per cent DC reduction on capital costs for waste diversion would be removed.

Anticipated Impact: Staff estimate that this proposed change would yield approximately \$2 million more in DC revenue for the Region.

Recommendation: The Region supports this proposed change, as it conforms to the principle of “growth paying for growth”. The Region has historically called on the Province to amend the *DC Act* to allow municipalities to collect DCs to fund all waste management capital growth requirements as waste management is a service that is clearly linked to growth.

The Municipal Finance Officers Association has suggested that, should changes to the *DC Act* be adopted as proposed, municipalities should have at least two years following the filing of the regulations to:

- allow municipalities to properly plan for an orderly transition;
- obtain clarity regarding the potentially significant financial impacts of the removal of soft services from the *DC Act*; and
- minimize confusion and disruption at a time when so many development charge by-laws are being updated.

3. Key Changes to the *Planning Act* and Implications

Bill 108 proposes a number of changes to the *Planning Act* that would have significant impacts on the local and regional municipalities’ review of development applications and limits the use of

IMPLICATIONS OF BILL 108: MORE HOMES, MORE CHOICES ACT

some tools currently available in the *Planning Act* that help municipalities successfully plan healthy, complete communities.

- **Proposed Change:** Maximum decision timelines for planning applications would be reduced as follows:

Planning Application	Pre Bill 139 (days)	Current Bill 139 (days)	Bill 108 Proposed (days)
Official Plan/Official Plan Amendment	180	210	120
Zoning By-law Amendment	120	150	90
Plans of Subdivision	180	180	120

Anticipated Impact: These shortened decision timelines could:

- add pressure to the Region when reviewing local official plan reviews (for which the Region is the approval authority) and commenting on development applications; and,
- negatively impact community consultation and participation and time available to address complex issues.

Recommendations: Return to the planning application review timelines that are currently in effect under Bill 139, the *Building Better Communities and Conserving Watershed Acts, 2017*.

Introduce accountability measures to ensure development applications are complete at the time of submission.

- **Proposed Change:** Restrictions would be placed on where the new inclusionary zoning tool can be used (only protected areas around major transit stations and areas subject to development permit systems).

Anticipated Impact: By limiting inclusionary zoning to specific areas, it prevents the broad use of this tool Region-wide to support affordable housing developments.

Recommendation: Include permissions for a more flexible approach to inclusionary zoning that allows municipalities to develop policies that reflect local need and context.

- **Proposed Change:** Municipalities would be required to permit additional residential units (previously second units) in ancillary structures such as garden suites or coach houses as well as in detached, semi-detached and row houses.

Anticipated Impact: Previously second units were only permitted in either the primary residence or the ancillary structure. Therefore, this change may increase the stock of second units, which could increase the supply of affordable housing and support the achievement of complete communities in the short term. However, this would come with a financial cost and longer-term implications, as explained in the DC section in this report.

Recommendation: Regional staff supports proposed changes to the *Planning Act* to permit additional residential units in primary residences and ancillary structures, subject to the additional recommendations laid out below with respect to DC exemptions.

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- **Proposed Change:** Eliminate Section 37 and some parkland provisions in the *Planning Act* and replace them with a new Community Benefits Charge which is described in the DC section above.

Anticipated Impact: In addition to the financial implications, this change would:

- eliminate a useful tool that is available to municipalities to facilitate intensification while managing growth related impacts, which is an important and longstanding Provincial and municipal policy objective; and,
- significantly reduce funding available to provide soft services, some of which include improvements to parks and recreation facilities, libraries, and community centres, shelters and long-term care facilities, which could negatively affect the ability of local and upper tier municipalities to plan healthy and complete communities.

Recommendation: Maintain Section 37 and parkland provisions as they currently are in the *Planning Act*. Should a community benefit charge framework be implemented, it be voluntary for municipalities to implement, that there be a direct link for growth to pay growth related costs and no cap be put in place that would result in a transfer of growth-related costs to the property tax base.

4. Key Changes to the Planning Appeal System in Ontario and Implications

A number of changes to the planning appeal system in Ontario are proposed through changes to both the LPAT Act and the *Planning Act*. The proposed changes remove a number of provisions introduced through Bill 139, the *Building Better Communities and Conserving Watershed Acts, 2017*, and returns to a process similar to the Ontario Municipal Board.

- **Proposed Changes:** The key proposed changes include:
 - reducing the two-stage appeal process established through Bill 139 back to a single hearing;
 - no longer limiting appeals to inconsistency with a provincial policy statement and non-conformity with a provincial or official plan;
 - basing decisions on evidence and witnesses at the hearing with less emphasis placed on municipal council decisions;
 - providing the Local Planning Appeal Tribunal the authority to approve, approve with modifications, or reject municipal decisions; and,
 - restricting third party appeal rights for plans of subdivision and for non-decisions of official plans and official plan amendments.

Anticipated Impact: Staff support the continued efforts to streamline the LPAT decision-making process. Of concern however, is that some proposed changes are likely to result in less weight given to municipal Council decisions in the LPAT decision making process, more authority to tribunal members and lengthy and costly hearings.

Recommendations: Retain the existing *Planning Act* grounds for appeal proposed under Bill 139 which limit appeals to inconsistency with a provincial policy statement and non-conformity with a provincial or official plan and retain the ability of a municipal

IMPLICATIONS OF BILL 108: MORE HOMES, MORE CHOICES ACT

council to reconsider a decision in the event that the Tribunal finds such an inconsistency.

Staff support retaining the legislation that shelters Official Plans and Official Plan Amendments completed as part of a municipal comprehensive review from appeal.

Retain the current Tribunal processes established through Bill 139 that limits evidence, streamlines processes and gives primary consideration to Council decisions.

FINANCIAL IMPLICATIONS

Bill 108's proposed changes create the risk of between \$346 and \$383 million in deferred, \$48 million in removed and \$157 million in exempted development charges, between 2020 and 2031. Planning impacts, though harder to quantify, are likely to be significant as well.

The most significant financial impact is that DC revenue losses would have to be offset through either additional debt or through increased property taxes and utility rates for residents. This is likely to slow investment in new capital infrastructure that is required before development can begin.

The red tape caused by administrative systems and processes that would need to be put in place to monitor and verify a more complex DC collection system, would also increase costs and lead to higher planning and building permit fees.

Next Steps

1. Staff recommends Council's endorsement of the response letters sent to the Province attached as Appendices I and II. These response letters commented on legislative changes to specific Acts (e.g., *Conservation Authorities Act*) amended in Bill 108 for which the Province consulted.
2. Bill 108 is expected to receive Royal Assent on June 6, 2019 which means that the 2020 update to the Region's DC By-law will be based on the new legislation. Planning decisions would need to adhere to new legislation and plans.
3. The Region work with the Association of Municipalities of Ontario, the Municipal Finance Officers Association (MFAO) and other stakeholders, to raise awareness the awareness of the Province regarding the potentially adverse impacts of Bill 108 to the Region of Peel and other municipalities. A copy of the MFAO submission to the Province has been listed in the June 13, 2019 Regional Council agenda as a correspondence.
4. Continue to insist that growth should pay for growth, and that the Province engage in a thorough and transparent consultation process in the development of all regulations.

CONCLUSION

Staff appreciates the Province's recognition of the principle that growth should pay for growth. It is in this spirit that the analysis above and the Region's remaining concerns are offered for consideration. While some of the proposed changes may lead to the building of more affordable housing, proposed changes would mean that housing is built at a cost to residents due to DC revenue shortfalls.

IMPLICATIONS OF BILL 108: MORE HOMES, MORE CHOICES ACT

Proposed changes would have potentially adverse impacts that would result in reductions in services and infrastructure required to support growth. This would ultimately reduce housing supply as communities respond to financial challenges and infrastructure lags. The Region is eager to work with the Province to provide solutions to mitigate risks and create more affordable housing for its residents. Such work is already underway as part of the existing Peel Housing and Homelessness Plan.

Regional staff will continue to monitor and provide input on any proposed regulations to implement Bill 108 in order to mitigate impacts identified above and provide an update to Council as appropriate.



Andrew Farr, Acting Commissioner of Public Works



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I – Response Letter to the Province on the Development Charges Act, Planning Act and Local Planning Appeal Tribunal Act
- Appendix II – Summary of Changes Proposed to other Acts under Bill 108 and Response Letters to the Province

For further information regarding this report, please contact:
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Adrian Smith, Manager of Policy Development, ext. 4047
Jennifer McLaughlin, Manager, System Planning, Performance & Partnerships, ext. 6289

IMPLICATIONS OF BILL 108: MORE HOMES, MORE CHOICES ACT

Authored By: Tara Buonpensiero, Todd Julie

Reviewed in workflow by:
Legal Services



June 1, 2019

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Allyson Switzman
Ontario Growth Secretariat, Ministry of Municipal Affairs
c/o Business Management Division, 17th floor, 777 Bay St.
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Dear Provincial Planning Policy Staff, Mr. Ballantine and Ms. Switzman,

Re: Bill 108 – (Schedule 12) – the proposed More Homes, More Choice Act: Amendments to the Planning Act (ERO #019-0016), Bill 108 – (Schedule 3) – the proposed More Homes, More Choice Act: Amendments to the Development Charges Act, 1997 (ERO #019-0017) and Proposed Modifications to O. Reg. 311/06 (Transitional Matters - Growth Plans) made under the Places to Grow Act, 2005 to implement A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (ERO # 019-0018)

Thank you for the opportunity to review and comment on the Province's Housing Supply Action Plan, including the above noted ERO postings. The following comments are provided by Region of Peel staff as input into proposed changes to the *Planning Act*, *Development Charges (DC) Act* and *Local Planning Appeal Tribunal (LPAT) Act*, as well as transition regulations for A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan, 2019). Staff provided comments on proposed changes to the *Environmental Assessment Act*, *Conservation Authorities Act* and *Endangered Species Act* in May.

A Report on the Housing Supply Action Plan is also planned to be brought to Regional Council on June 13, 2019. This letter should be viewed as subject to Council endorsement, and a copy of the Report and Council resolution will be forwarded to Ministry staff for further consideration.



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The Region supports the goals of the Housing Supply Action Plan to make housing more affordable and to provide increased housing choice for Ontario residents. However, Regional staff has significant concerns that the changes proposed in Bill 108 would have adverse impacts that result in reduced DC revenues, increased debt risk, increased property taxes and utility rates, and reductions in services and infrastructure required to support growth.

DCs ensure that growth pays for growth. They are a dedicated revenue source for the municipal investments in growth capital infrastructure required before housing development can begin. If Bill 108 is adopted as currently drafted, it would reduce DC revenue for municipalities. For the Region, it could result in an estimated \$346 to \$393 million in deferred, \$48 million in removed and \$157 million in exempted DCs.

Municipalities must be kept whole. Risks to the Region's dedicated revenue stream for funding growth infrastructure could force the Region to take on additional debt and raise property taxes and utility rates to recover lost revenue. In the long term, such an outcome would reduce the pace of growth and housing development.

Many of the proposed changes would also add considerable "red tape" to development processes, causing higher planning and building permit fees. These outcomes could have implications for the Region's Triple A credit rating and financial flexibility over the long term and could ultimately reduce housing supply as communities respond to financial challenges.

A series of recommendations to assist the Province as it finalizes the Action Plan are summarized below. Detailed comments are attached in Appendix I. In general, Regional staff continues to recommend that any proposed changes to the *Planning Act* and *DC Act* retain the principle that "growth pays for growth" and avoid shifting costs to tax payers.

Planning Act Recommendations

- That the Province retain existing Section 37 density bonusing legislation and Section 42 parkland dedication/cash-in-lieu legislation.
- That, should a community benefit charge framework be implemented, it be voluntary for municipalities, that there be a direct link for growth to pay growth related costs and no cap be put in place that would result in a transfer of growth-related costs to the property tax base.
- Regional staff supports proposed changes to the *Planning Act* to permit additional residential units in primary residences and ancillary structures, subject to the additional recommendations laid out below with respect to DC exemptions.
- That the Province include permissions for a more flexible approach to inclusionary zoning that allows municipalities to develop policies that reflect local need and context.
- That the Province make inclusionary zoning a mandatory tool to be utilized across the Greater Golden Horseshoe, providing consistency across



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municipalities. This recommendation aligns with previous comments submitted by the Region as part of the Housing Supply Action Plan consultation.

- That the Province return to the planning application review timelines that are currently in effect under Bill 139, the Building Better Communities and Conserving Watershed Acts, 2017 (Bill 139).
- That the Province introduce accountability measures to ensure development applications are complete at the time of submission.
- That the Province retain existing legislation permitting, but not requiring the use of community planning permit systems.

Development Charges Act Recommendations

- That any changes that are made to the *DC Act* and the *Planning Act* retain the principle that “growth pays for growth”. Regulations should make clear that any revenue not collected from the exemptions of secondary units will be recouped from future developments for which DCs can be charged.
- That the regulations limit the size and number of second units and prescribe the residential classes that they can be constructed in.
- That the Province retain existing legislation that allows municipalities to provide deferred DCs/grants-in-lieu, while not making it mandatory.
- That should this proposal move forward, non-residential developments be removed from the deferral as they do not increase the residential housing supply.
- That should the proposed deferral payment plan go ahead, then the first payment should start at the issuance of building permit, not at occupancy, in particular for ICI development.
- That should the proposed deferral payment plan go ahead, the cost be recoverable from future DCs.
- That infrastructure required for long term care, social housing, shelters, TransHelp and growth studies not be excluded as eligible for DCs.
- That should the CBC be approved as proposed, Paramedics be included in the list of hard services eligible for DCs, and further that the *DC Act* provide municipalities with the flexibility to tailor “other services as prescribed” to local circumstances mentioned under Subsection 2(4) “What services can be charged for”.
- That should the CBC be approved as proposed, any collected funds based on current needs be shared proportionately between upper and lower tier municipalities.
- That should the recovery of growth-related costs for most soft services be outside of the *DC Act*, the prescribed transition date in the regulations under the *DC Act/Planning Act* provide municipalities at least 2 years to fulfill the additional requirements.
- That DCs be paid either prior to registration of a plan of subdivision for all hard services, or at the time of building permit issuance, as it is done currently.
- That a 1-year maximum time limit be placed on locked in DC rates, with a reset occurring at that point.



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- Regional staff supports the proposed change to remove the 10% DC reduction on capital costs for waste diversion.

Planning Appeals System (LPAT Act and Planning Act) Recommendations

- That the Province retain the scoped grounds for appeal introduced through Bill 139 to matters that are inconsistent with a provincial policy statement, fail to conform to or conflict with a provincial plan or fail to conform with an Official Plan and retain the ability of a municipal council to reconsider a decision in the event that the Tribunal finds such an inconsistency.
- Staff supports retaining the legislation that shelters Official Plans and Official Plan Amendments completed as part of a municipal comprehensive review (MCR) from appeal.
- That the Province retain the current Tribunal processes established through Bill 139 that limits evidence, streamlines processes and gives primary consideration to Council decisions.

Growth Plan, 2019 Transition Regulations Recommendations

- That the Region be permitted to expand the settlement area boundary to include the Mayfield West Phase 2 Stage 2 and Ninth Line Lands prior to the Region's next Municipal Comprehensive Review, through an exemption in the transition regulations.

We also request that any regulations associated with the proposed changes be released as soon as possible with extended comment deadlines, to allow for a comprehensive review of impacts and implications.

We look forward to continuing to work with the Province to increase housing supply and address the issue of housing affordability in Peel Region and across Ontario. Regional staff would be pleased to discuss any clarifications or provide additional comments as required.

Sincerely,

Steve Jacques, MScPI, MCIP, RPP
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Appendix I: Detailed Region of Peel Staff Comments on the More Homes, More Choice: Ontario's Housing Supply Action Plan and Bill 108, More Homes, More Choice Act, 2019

Planning Act – Proposed Changes

Community Benefits Charge

Staff has concerns with the proposed change to the *Planning Act* that would remove the Section 37 density bonusing framework, parts of the parkland dedication and cash-in-lieu provisions and DCs for soft services, replacing these with a single community benefits charge (CBC). As proposed, this change presents a significant risk of downloading costs to municipalities that would directly threaten their ability to operate on the principle that “growth pays for growth”. The Region notes that the CBC framework was not included in the Province’s housing consultation in January, 2019.

As currently proposed, the CBC would be capped at a specific percentage of appraised land value, at the time of building permit. There is no apparent mechanism for the CBC cap to be updated in a changing cost environment (whereas DC rates are indexed twice per year, and infrastructure costs are updated every 5 years through the DC background study). It is unknown what level of cap would be applied and how market fluctuations in land prices would be managed given growth-related costs are not subject to the same price fluctuations.

If CBCs become the only source of funding for a wide range of services and community benefits, including parkland, municipalities will be required to prioritize which uses will receive a limited amount of funds, and this may result in affordable housing being overlooked. The requirement to spend or allocate at least 60 per cent of the monies in the CBC account annually may limit the ability of municipalities to save for medium- and long-term projects and services.

Removing the Section 37 density bonusing framework also eliminates a useful tool that is available to municipalities to facilitate intensification while managing growth related impacts, which is an important and longstanding Provincial and municipal policy objective.

The CBC would require extensive administrative resources and costs associated with managing and mediating land value appraisals, along with potential disputes about land value (the proposed basis of the CBC calculation). There are also several issues and unknowns with respect to the broad framework proposed to implement CBCs. For instance, more information is required on the CBC strategy, such as whether it would require a capital plan. Staff also requires clarity on the implementation of the CBC in a regional and local government system, and the distribution of funds.

Additional discussion of the removal of DCs for soft services is included in the *DC Act* section, below.

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Recommendations

- That the Province retain existing Section 37 density bonusing legislation and Section 42 parkland dedication/cash-in-lieu legislation.
- That, should a community benefit charge framework be implemented, it be voluntary for municipalities, that there be a direct link for growth to pay growth related costs and no cap be put in place that would result in a transfer of growth-related costs to the property tax base.

Second/Additional Residential Units

Regional staff supports the proposed change to the *Planning Act* that would require permissions for additional residential units in primary residences and/or ancillary structures. Second/additional units make efficient use of existing private housing stock to increase the supply of affordable and rental housing being delivered to the market, while also making homeownership more affordable (by providing an opportunity for rental income).

In Peel, permitting second/additional residential units complements the Region's efforts to provide affordable housing through construction and purchase of units, and through rent supplements. Additional residential units may serve as housing for extended families, allowing for improved family-based supports and offsetting Regional costs for services such as childcare and TransHelp. Additional residential units may also support residents who wish to "age in place".

The proposed introduction of additional residential units combined with the proposed DC exemptions for additional units in new homes means that the Region would have to manage potential stressors on services and infrastructure. This could result in added strain on water and wastewater infrastructure as well as the loss of revenue that pays for such growth. This risk is discussed under proposed changes to the *DC Act*, below.

Recommendation

- Regional staff supports proposed changes to the *Planning Act* to permit additional residential units in primary residences and ancillary structures, subject to the additional recommendations laid out below with respect to DC exemptions.

Inclusionary Zoning

Staff does not support proposed changes that would limit the use of inclusionary zoning to specified areas (MTSAs and community planning permit system areas). Municipalities are in the best position to identify appropriate areas and requirements for inclusionary zoning, given their knowledge and understanding of local context and affordable housing needs.

The proposed change would prevent municipalities from broadly using this tool to increase the supply of affordable housing throughout Peel, thereby eroding their ability to develop complete communities with a range and mix of housing types and affordability.



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Recommendations:

- That the Province include permissions for a more flexible approach to inclusionary zoning that allows municipalities to develop policies that reflect local need and context.
- That the Province make inclusionary zoning a mandatory tool to be utilized across the Greater Golden Horseshoe, providing consistency across municipalities. This recommendation aligns with previous comments submitted by the Region as part of the Housing Supply Action Plan consultation.

Decision Timelines

Staff does not support proposed changes to decision timelines for official plans and official plan amendments, zoning by-laws and by-law amendments, and plans of subdivision. These changes would add pressures to the Region when reviewing materials from local official plan reviews (for which the Region is the approval authority) and commenting on development applications. It would also impact municipalities' ability to consult and engage in public participation around proposed planning changes.

Recommendations

- That the Province return to the planning application review timelines that are currently in effect under Bill 139, the Building Better Communities and Conserving Watershed Acts, 2017 (Bill 139).
- That the Province introduce accountability measures to ensure development applications are complete at the time of submission.

Community Planning Permit System (CPPS)

Staff has concerns about the "red tape" that would result from the increased ability of the Province to direct the use of community planning permit systems (CPPS) proposed in the *Planning Act*. Creating a CPPS is currently a rigorous process, therefore increasing and/or requiring the use of this tool would place an increased administrative burden on municipalities. Permitting the Minister to enact a CPPS would also impact ongoing planning work, for example in areas where major transit station area (MTSA) planning is already underway.

Further, this change could eliminate the ability of municipalities to request specific reports or materials such as the Healthy Development Assessment, which would negatively impact the achievement of complete communities in these areas. It also remains unclear how this tool would be implemented in a two-tier system.

Recommendation:

- That the Province retain existing legislation permitting, but not requiring the use of community planning permit systems.



Development Charges Act – Proposed Changes

General

The *DC Act* is a financing tool to help “growth pay for growth”. Existing and proposed revenue tools should strengthen this over-arching goal. Unfortunately, the proposed changes to the *DC Act* would reduce DC revenue and could force municipalities to recoup revenue losses by taking on additional debt or raising property taxes and utility rates.

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The proposed change could impact the Region’s financial flexibility over the long term and its Triple A credit rating. With reduced DC revenue, municipalities would likely be forced to slow the building of new capital infrastructure that is required before new development can occur. Over the longer-term, without this needed infrastructure, many new housing developments would ultimately be delayed or stopped altogether.

In addition, considerable “red tape” would be added to the development process because of the proposed changes. For example, the 5-year deferred payment plan may cause higher planning and building permit fees and ultimately be reflected in higher DC rates.

Development charges do not affect the market price of housing. Prices are impacted by market factors such as income growth, population growth, housing supply and interest rates. While development charges do not affect market prices, they are an important, dedicated revenue source for municipal investments in the growth capital infrastructure that is required before housing development can begin.

With respect to non-profit and purpose-built affordable rental housing, specific DC agreements are put in place to ensure relief from fees and charges results in lower rents. However, these exemptions come at a cost to the tax payer that the Province and municipal councils should be aware of and able to consider. Even when Federal and Provincial grants are provided to support these types of affordable housing developments, often the strict rules mean the money does not flow until after occupancy, requiring municipalities to cover these costs in the interim. This must be managed in the larger context of planning for growth.

The Municipal Finance Officers’ Association (MFOA) has suggested that, should changes to the *DC Act* be adopted as proposed, municipalities should have at least 2 years following the filing of the regulations to:

- allow municipalities to properly plan for an orderly transition;
- obtain clarity regarding the potentially significant financial impacts of the removal of soft services from the *DC Act*; and
- minimize confusion and disruption at a time when so many development charge by-laws are being updated.



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DC Exemptions

Building on the comments on second/additional residential units above, there is uncertainty about the impacts of these developments on infrastructure and service provision.

More information is needed on the actual cost of second units, and the financial impacts of incentivising second/additional residential units in new developments. Currently, second units are commonly built in already serviced areas in homes with lower than average persons per unit, which balances costs of servicing, but the proposed changes could impact this trend. Should there be significant uptake of this newly prescribed class, it would create risks for the collection of DC revenue and the need for additional growth infrastructure to be established ahead of development.

Municipalities must be kept whole. Such risks to the Region's dedicated revenue stream for funding growth infrastructure could create financial and infrastructure lags that force the Region to take on additional debt and raise property taxes and utility rates to pay for these exemptions. Based on an uptake of 15%, Watson and Associates predict a missed revenue opportunity of \$157 million (\$39 million in tax, \$118 million in rates, between 2020 and 2031). In the long term, such an outcome would slow the growth needed for development and ultimately reduce housing supply.

Recommendations

- That any changes that are made to the *DC Act* and the *Planning Act* retain the principle that "growth pays for growth". Regulations should make clear that any revenue not collected from the exemptions of secondary units will be recouped from future developments for which DCs can be charged.
- That the regulations limit the size and number of second units and prescribe the residential classes that they can be constructed in.

DC Deferral

Staff is concerned about the proposed deferral of DC payments for industrial, commercial, and institutional (ICI) developments, along with rental housing and not-for-profit housing until occupancy, with payment occurring in six annual installments over five years. The Region notes that ICI developments were not included in the Province's housing consultation in January, 2019.

Deferral of ICI DCs pose risks to the Region's debt capacity, financial flexibility and Triple A credit rating. The Region instituted a growth management strategy in 2013 which has resulted in a reduction in the need for debt by \$728 million, and Bill 108 adversely affects the growth strategy and the resulting debt savings.

With respect to non-profit and rental housing development, municipalities already have the authority to provide grants in lieu of DCs or defer DCs as necessary, which is an important tool for encouraging non-profit and rental developments. For example, if the Region chooses to support non-profit organizations, spreading out repayment of these fees helps to smooth their cash flow, mitigating potential shortfalls. However, there is a



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cost to the tax payer for providing these incentives that municipal councils should be able to consider on a project-by-project basis.

Staff estimates a range of \$346 million to \$393 million in increased debt risk resulting from staggered DC payments for non-profit and rental housing and ICI property types. The proposed deferral framework is likely to reduce the provision of infrastructure required to support growth, risking longer term reductions in housing supply.

The proposed change could also increase “red tape” and the administrative burden on municipalities, causing higher planning and building permit fees; as well as shifting deferred DCs occurring later in the payment schedule to the building occupants. This would represent a cost transfer from developers to new home owners.

Staff requires clarity on the implementation of this proposed change, expected to come through regulations, including the meaning of “occupancy”, what happens to DC deferrals in the event of a change of use, and how the interest rate will be established.

Recommendations

- That the Province retain existing legislation that allows municipalities to provide deferred DCs/grants-in-lieu, while not making it mandatory.
- That should this proposal move forward, non-residential developments be removed from the deferral as they do not increase the residential housing supply.
- That should the proposed deferral payment plan go ahead, then the first payment should start at the issuance of building permit, not at occupancy, in particular for ICI development.
- That should the proposed deferral payment plan go ahead, the cost be recoverable from future DCs.

DCs for “Soft Services”

As discussed above, Regional staff has serious concerns about removing DCs for “soft services” from the *DC Act* and rolling them into a single CBC, which would replace Section 37, density bonusing provisions, and parts of the parkland dedication and cash-in-lieu charge provisions.

Removing DCs for “soft services” restricts the Region’s ability to build complete communities that offer a range of services and community benefits to residents. These services include improvements to shelters, TransHelp, long-term care, growth studies, and affordable housing (including incentives and implementation of inclusionary zoning).

Based on the proposed changes, staff estimates \$48 million in lost revenue for Peel community services and infrastructure by 2031. This estimate assumes the Region, as an upper tier municipality, would not receive a share of the CBC.



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As the lower tier municipalities have already completed their latest DC by-law updates, the Region would be the first to implement these proposed changes. However, it would still require the cooperation of the lower tier municipalities to collect its share of DCs for soft services.

Recommendations

- That infrastructure required for long term care, social housing, shelters, TransHelp and growth studies should not be excluded as eligible for DCs.
- That should the CBC be approved as proposed, Paramedics be included in the list of hard services eligible for DCs, and further that the *DC Act* provide municipalities with the flexibility to tailor “other services as prescribed” to local circumstances mentioned under Subsection 2(4) “What services can be charged for”.
- That should the CBC be approved as proposed, any collected funds based on current needs be shared proportionately between upper and lower tier municipalities.
- That should the recovery of growth-related costs for most soft services be outside of the *DC Act*, the prescribed transition date in the regulations under the *DC Act/Planning Act* provide municipalities at least 2 years to fulfill the additional requirements.

DC Rate Calculation

Staff has concerns that the proposed change to the timing of DC rates calculation (at the time of zoning by-law amendment adoption) could lead to reduced revenues, as there is no time limit attached to the lock in or “reset” of rates after a specified time.

This proposed change may create a perverse incentive for developers to approach municipalities with zoning by-law amendment applications for lands outside of a site plan control area to lock in a lower DC rate, but refrain from proceeding to the building permit stage, leaving properties undeveloped for an extended period.

This outcome would impact the Region’s ability to achieve complete communities and growth forecasts through residential and non-residential development. It would also transfer the cost of debt previously funded by DCs to tax payers, as debenture by-laws set fixed payment schedules for municipalities that cannot be altered.

Additionally, administration systems and processes to monitor properties with locked-in DC rates would be required, which would likely add significant costs.

Recommendations

- That DCs be paid either prior to registration of a plan of subdivision for all hard services, or at the time of building permit issuance, as it is done currently.
- That a 1-year maximum time limit be placed on locked in DC rates, with a reset occurring at that point.



DC Reduction

Staff supports the proposed change to remove the current 10% DC reduction on capital costs for waste diversion. Staff estimate that this proposed change would yield approximately \$2 million more in DC revenue for the Region. The Region has historically called on the Province to amend the *DC Act* to allow municipalities to collect DCs to fund all waste management capital growth requirements, as waste management is a service that is clearly linked to growth.

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Recommendation

- Regional staff supports the proposed change to remove the 10% DC reduction on capital costs for waste diversion.

Local Planning Appeal Tribunal – Proposed Changes

This section discusses proposed changes to the *LPAT Act* and *Planning Act* that would impact the planning appeals system in Ontario.

Tribunal Authority and Grounds for Appeal

Staff does not support the proposed change that would repeal the section of the legislation limiting grounds for appeal of Municipal Council decisions to matters that are inconsistent with a provincial policy statement, fail to conform to or conflict with a provincial plan or fail to conform to an Official Plan. The proposed change would broaden the LPAT's jurisdiction over major land use planning matters and weaken Council's decision-making authority.

Changes to the LPAT introduced through Bill 139 were the result of extensive, years-long consultation with stakeholders and the public across Ontario. Staff believes the changes introduced effectively streamlined development processes and reduced "red tape", while ensuring that good planning principles are upheld and community and Council decisions are respected.

The proposed change may lead to many more applications being processed through the lengthy LPAT appeals process, which presents a risk to efficient housing development and planning approvals. For example, the Region's Housing Master Plan is focused on the development/redevelopment of lands that are either owned by the Region of Peel or Peel Housing Corporation. Based on recent feasibility work conducted on a number of these sites, at a minimum Official Plan Amendments and possibly some rezoning will be required. Any delays that result from appeals would impact our development costs and delay our efforts in creating new affordable housing stock.

Recommendation

- That the Province retain the scoped grounds for appeal introduced through Bill 139 to matters that are inconsistent with a provincial policy statement, fail to conform to or conflict with a provincial plan or fail to conform with an Official Plan and retain the ability of a municipal council to reconsider a decision in the event that the Tribunal finds such an inconsistency.



- Staff supports retaining the legislation that shelters Official Plans and Official Plan Amendments completed as part of a municipal comprehensive review (MCR) from appeal.

Tribunal Processes

Staff does not support proposed changes that would remove restrictions on the introduction of evidence and calling of witnesses that would effectively return the LPAT to a “de novo” system. This proposed change would weaken councils’ authority to make planning decisions and takes final planning decisions out of the hands of elected municipal councils, who are representatives of their communities.

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Further, experience demonstrates that de novo appeals extends the length of hearings, which could increase the Region’s time, resources and costs, and slow the development process.

Recommendation

- That the Province retain the current Tribunal processes established through Bill 139 that limits evidence, streamlines processes and gives primary consideration to Council decisions.

Growth Plan 2019 Transition Regulations

In response to the draft transition regulations for the Growth Plan, 2019, the Region urges the Province to permit settlement area boundary expansions for Mayfield West Phase 2 Stage 2 and Ninth Line lands, prior to the next MCR.

Mayfield West Phase 2 Stage 2

The Mayfield West Phase 2 lands were identified for settlement area boundary expansion through ROPA 29 to meet the 2031A growth allocations, but the need to redistribute growth resulted in the exclusion of approximately 110 ha of land from the final expansion area. These remaining 110 ha are referred to as Mayfield West Phase 2 Stage 2 lands.

With growth allocations in the Growth Plan, 2019, and because the detailed technical background work and required supporting studies have been completed for the Phase 2 Stage 2 lands, the Region is seeking to complete the community through the settlement area boundary expansion of these remaining lands. However, under the current planning framework, the expansion cannot be approved outside of the MCR process.

Given that the technical work supporting the settlement area boundary expansion for these lands has been completed, the Ministry should permit this planning process to proceed under the Growth Plan, 2019 transition regulations. Allowing this expansion to proceed in advance of the next MCR would introduce a range and mix of housing supply, provide employment opportunities, support complete communities and provide revenue to the Region to fund infrastructure already in place.



Ninth Line

Following the annexation of the Ninth Line Lands from Halton Region, the Region of Peel has engaged in lengthy planning processes to develop a vision for the lands jointly with the City of Mississauga. The City is proceeding with planning for these lands under Section 17 of the *Planning Act*, under the Halton Region Official Plan designation. As a technical matter, the Region is still required to expand the settlement area boundary to include the Ninth Line Lands and align with the local planning process that is already underway.

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Given this, the Region urges the Ministry to permit the settlement area boundary expansion for Ninth Line Lands to proceed in advance of the next MCR under the Growth Plan, 2019 transition regulations.

Recommendation

- That the Region be permitted to expand the settlement area boundary to include Mayfield West Phase 2 Stage 2 and the Ninth Line Lands prior to the Region's next Municipal Comprehensive Review, through an exemption in the transition regulations.

Previous Comments on Bill 108

Regional staff also provided comments on other Acts impacted by Bill 108 prior to the comment deadlines, including the *Environmental Assessment Act*, *Conservation Authorities Act* and *Endangered Species Act*. Below is a summary of Regional staff comments and recommendations on proposed changes to these Acts.

Environmental Assessment Act (EA Act)

Regional staff supports the following proposed changes in this Act:

- Exempting projects from the Environmental Assessment (EA) process that are low-risk (e.g. paved bike path) by aligning the assessment level with a project's risk level. This includes support for a list that sets out projects subject to individual or class EA.
- Improving the timeliness of Part II order decisions and timelines for EA reviews
- Eliminating duplication between EA and other planning processes.
- Reducing overlap for projects subject to federal and provincial EA processes through a 'One-project-one review' process.

While generally supporting the objectives of the proposed changes to the *EA Act*, staff request that the Province undertake stakeholder consultation as the project list is being developed, and that any efforts to streamline processes should consider possible unintended consequences and should keep both public health and environmental protection at the forefront.



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Conservation Authorities Act

Recommendations

- That the Province continue to engage conservation authorities and municipalities to clarify the interpretation and implementation of provisions defining the categories of mandatory and non-mandatory programs and services to ensure that costs for activities and programs that require equitable sharing of funding by participating municipalities are included.
- That consideration be given to including integrated watershed planning in the list of mandatory programs and services to be provided by conservation authorities.
- That the Province provide a mechanism to resolve differences in interpretations between municipalities and conservation authorities regarding mandatory and non-mandatory programs of services should any arise during implementation of the provisions.
- That the Province and conservation authorities continue discussions to resolve issues related to the calculation of capital and operating cost apportionment for mandatory programs and services that result from differing budget targets by participating municipalities to ensure costs are apportioned equitably.
- That the transition period for entering into agreements between conservation authorities and municipalities for non-mandatory programs be extended to a minimum of 36 months.

Endangered Species Act

Recommendations

- That the Ministry ensure that any revisions to the Act, including changes providing new tools and compliance options for proponents, be implemented in a way that complements the existing framework while meeting the purpose of the Act to protect species at risk and promote their recovery.
- That the Ministry include the consideration of climate change impacts in the criteria for assessing, classifying and listing species at risk including, the habitat requirements of species in Ontario in relation to their ability to adapt to a changing climate.
- That the proposed new compliance options in the Act (e.g. payment of conservation charges) be subject to criteria and considered within the established conservation hierarchy of Avoid, Minimize, Mitigate, and Compensate to ensure the purpose of the Act is achieved with emphasis on avoiding, minimizing and mitigating impacts before compensation is considered.

Summary of Proposed Changes and Responses to other Acts under Bill 108

In addition to changes proposed to the Development Charges, Planning and Local Planning Appeal Tribunal Acts, Bill 108 proposed changes to other Acts that if passed would have Regional implications. These Acts include the Environmental Assessment Act, Endangered Species Act, Conservation Authorities Act and the Environmental Protection Act. Below is a summary of the changes proposed to these Acts.

Endangered Species Act

Changes proposed to the Endangered Species Act are intended to improve protections for species at risk, consider modern and innovative approaches to achieve positive outcomes for species at risk, as well as to look for ways to streamline approvals and provide clarity to support economic development.

Proposed changes increase timelines and phase-in when adding species to the Species at Risk in Ontario List, introduce transition provisions that allow approved projects to proceed while new species are being reviewed and introduce the ability for municipalities and other infrastructure developers the option to pay a charge in lieu of completing certain activities required by the Act. Funds collected would support strategic, coordinated and large-scale actions that assist in the protection and recovery of species at risk.

Staff comments to the Province on the proposed changes, which were sent in advance of the May 18, 2019 deadline are attached for Council's endorsement.

Conservation Authorities Act

There are three key changes proposed to the Conservation Authorities Act that have implications to the Region as follows:

1. Clearly identify the mandatory programs and services of Conservation Authorities as those being related to the risk of natural hazards; conservation and management of conservation authority lands; drinking water source protection; protection of the Lake Simcoe watershed; and other duties, functions and responsibilities under the Act prescribed by regulations.
2. Increase transparency related to how conservation authorities levy municipalities for mandated and non-mandated programs and services.
3. Require municipalities and conservation authorities enter into agreements for non-mandated programs.

Comments on the changes proposed to the Conservation Authorities Act focused on the need to clearly scope and define conservation authorities core mandated programs and services, and request that further discussions with the province be undertaken to ensure mandatory program costs are equitably shared by benefitting municipalities across the watershed.

Regional staff continues to support the Ministry's efforts to update the Conservation Authorities Act to refocus the core mandate of Conservation Authorities, increase transparency and consistency and improve governance.

Staff comments to the Province on the proposed changes, which were sent in advance of the May 21, 2019 deadline are attached for Council's endorsement.

Environmental Assessment Act

Changes proposed to the Environmental Assessment Act are intended to ensure strong environmental protections, while eliminating duplication, streamlining processes, providing clarity to applications and reduce delays. Some of the key changes proposed include developing a project list that aligns assessment levels with the potential risk, eliminate duplication between applications under the Environmental Assessment Act and other planning processes and setting timelines for Minister decisions, all of which the staff are generally in support of.

While generally supporting the objectives of the proposed changes to the Environmental Assessment Act, staff request that the Province undertake stakeholder consultation as the project list is being developed, and that any efforts to streamline processes should consider possible unintended consequences and should keep both public health and environmental protection at the forefront.

Staff comments to the Province on the proposed changes, which were sent in advance of the May 25, 2019 deadline are attached for Council's endorsement.

Environmental Protection Act

Although the proposed changes to the Environmental Protection Act are related to strengthening penalty provisions and enforcement tools available to front-line provincial officers, a new regulation was released under the Act related to the management of excess soil and brownfield redevelopment which is of interest to the Region. The main purpose of the excess soil regulation is to clarify rules associated with managing and transporting excess soil and limit the amount of healthy soil being sent to landfill.

Response comments on the proposed excess soils regulation were provided in previous consultations on the initiative. The new regulatory requirements address historic concerns related to the proper management, reuse, tracking and disposal of excess soil.

Some of the highlights of the regulation include:

- With some exceptions, project leaders of projects generating excess soil would be required to undertake soil management actions before excess soil leaves a project site.
- Relevant exemptions under the regulation, include fill quantities less than 100m³ being taken directly to a waste disposal site, excess soil being removed for emergency purposes and if the excavation of excess soil is necessary for the maintenance of infrastructure.
- Excess soil management actions can include soil characterization, identifying appropriate receiving sites and tracking excess soil movements, with key actions being registered on a public registry.
- Restricts the deposit of clean soil at landfill sites, unless needed for cover.
- The regulatory change is anticipated to result in additional costs for growth related capital projects and increased administration for project managers. '

The Region of Peel Medical Officer of Health is providing separate response comments on the proposed changes to the Environmental Protection Act and the draft Excess Soil Regulation and Rules under the Act.



May 17, 2019

Carolyn O'Neill
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Dear Ms. O'Neill,

Re: 10th Year Review of Ontario's Endangered Species Act: Proposed Changes (ERO #013-5033)

Thank you for the opportunity to review and comment on the above noted Environmental Registry of Ontario posting. The following comments are provided by Region of Peel staff as input to the Ministry to consider regarding the proposed changes to the *Endangered Species Act*.

It is anticipated that a Report including these comments will be brought before Regional Council as part of a report on Bill 108 for endorsement in June. A copy of the Report and Council resolution will be forwarded to Ministry staff for further consideration at that time. Our comments here should be viewed as subject to Regional Council's endorsement.

Regional staff continues to support the Ministry's efforts to review and update the *Endangered Species Act* to improve clarity, implementation, cost effectiveness and ultimate protection and recovery of species at risk.

While generally supporting the overall objectives of the proposed changes, it is important that the Ministry ensure that any revisions to the Act, including changes providing new tools and compliance options for proponents, be implemented in a way that complements the existing framework while meeting the purpose of the *Act* to protect species at risk and promote their recovery. Specific comments on the provisions in Bill 108 are provided below.

Timelines and Transition Projects

Staff are generally supportive of the increased timelines and phase-in when species are added to the Species at Risk in Ontario List and transition provisions that allow approved projects to proceed while new species are being reviewed. However, staff wish to reiterate the importance of ensuring that the species at risk protections in the Act be applied in a timely manner that does not compromise their survival.



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Biodiversity and Ecosystem Services

A new report from the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) released on May 6, 2019, found that around 1 million animal and plant species are now threatened with extinction due to changes in land and sea use, direct exploitation of organisms, climate change, pollution and invasive alien species. The report states that the current global response is insufficient and 'Transformative changes' are needed to restore and protect nature.

The proposed changes to the Endangered Species Act call for the consideration of the condition of the species both inside and outside of Ontario and that the classification of a species reflect the lower level of risk to the survival of the species. If a species is not considered endangered outside Ontario, then the species may not get status in Ontario even if the species is threatened or endangered within Ontario. Many of the species currently classified in Ontario as threatened or endangered may not meet these criteria, which would remove their protection requirements.

As habitat further south becomes less suitable for species due to climate change, protecting habitat and species in the northern range becomes even more important as species ranges expands north. It is important that the Ministry ensure that the implementation of these criteria considers climate change impacts on species and their ability to adapt and the importance of protecting species that are at risk within Ontario.

New Tools and Options for Compliance

In accordance with Regional staff comments provided to the Province earlier this year on the Discussion Paper, staff generally support changes proposed to the Act that would provide new tools and options to achieve compliance, including the payment of conservation charges, the formalization of landscape agreements and regulations enabling compliance to be met through approvals under other legislation.

In developing new tools and options for compliance, a focus on a simple, efficient and user-friendly implementation process would be beneficial to achieve the objectives of streamlining and simplifying compliance under the Act and allow for delivery of public infrastructure in a timely manner.

The Region is supportive of the idea of exploring options such as paying into a conservation fund or allowing conservation banking in lieu of ESA activity-based requirements. It is stressed however, that should these tools be implemented, that they be subject to criteria and considered within the established conservation hierarchy of Avoid, Minimize, Mitigate, and Compensate to ensure the purpose of the Act is achieved with emphasis on avoiding, minimizing and mitigating impacts before compensation is considered. Management of a conservation fund and



conservation land banks should be undertaken with the overall intention of supporting activities that would enhance species at risk survival objectives and provide an overall benefit.

The regulations, guidelines and standards related to landscape agreements, conservation land banking and payment of conservation charges to the Species at Risk Conservation Trust should include requirements to prioritize investment in restoration and enhancement of habitat in proximity to where reduced habitat protection is authorized under the Act. The use of conservation charges to compensate for reduced habitat protection should ensure that funding and land banking is implemented equitably in areas where habitat is affected. The investment of funds should be directed to habitat restoration and enhancement activities that are proven or reasonably likely to support the protection and recovery of species and provide an overall benefit.

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We trust that these comments are of assistance to the Province. Regional staff would be pleased to discuss any clarifications or further comments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Steve Jacques', with a stylized flourish extending to the right.

Steve Jacques, MScPI, MCIP, RPP
Director and Chief Planner, Regional Planning and Growth Management
10 Peel Centre Drive, Suite A, 6th Floor
Brampton, Ontario, L6T 4B9
Steve.jacques@peelregion.ca



May 17, 2019

Carolyn O'Neill
Ministry of the Environment, Conservation and Parks
Great Lakes Office
40 St. Clair Avenue West, 10th Floor
Toronto ON
M4V 1M2

Public Works

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Alex McLeod
Ministry of Natural Resources and Forestry
Natural Resources Conservation Policy Branch
300 Water Street
Peterborough ON
K9J 8M5

Dear Ms. O'Neill and Mr. McLeod,

Re: Modernizing Conservation Authority Operations – Conservation Authorities Act (ERO #013-5018) and Focusing Conservation Development Permits on the Protection of People and Property (ERO #013-4992)

Thank you for the opportunity to review and comment on the above noted Environmental Registry of Ontario postings. The following comments are provided by Region of Peel staff as input to the Ministry to consider regarding proposed changes to the *Conservation Authorities Act* and the proposed regulation to focus conservation development permits on the protection of people and property.

It is anticipated that a Report including these comments will be brought before Regional Council as part of a report on Bill 108 for endorsement in June. A copy of the Report and Council resolution will be forwarded to Ministry staff for further consideration at that time. Our comments here should be viewed as subject to Regional Council's endorsement.

Regional staff continues to support the Ministry's efforts to update the *Conservation Authorities Act* to refocus the core mandate of Conservation Authorities, increase transparency and consistency and improve governance.

Staff agree in principal with clearly identifying the core mandate of programs and services provided by conservation authorities and generally agree with the programs and services currently included as follows:

- natural hazard protection and management;
- conservation and management of conservation authority lands;
- drinking water protection; and,
- protection of the Lake Simcoe watershed.



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It is also acknowledged that proposed Section 21.1 (1) 4 enables further programs and services related to the authority's duties, functions and responsibilities under the Act to be prescribed by regulation.

Staff also support the proposed changes to the *Conservation Authorities Act* to permit conservation authorities to provide non-mandatory programs to municipalities through Sections 21.1.1 and 21.1.2 of the Act subject to a memorandum of understanding or agreement entered into with the municipality. Staff wish to reiterate the importance of maintaining these provisions and the flexibility to fund a broader range of programs and services than prescribed in the list of mandatory programs and services. Staff also support the provisions regarding transparency in how conservation authorities levy municipalities for mandated and non-mandated programs and services.

We also support in principal the clarification in the legislation to define capital and operating costs and the provisions apportioning those costs for participating municipalities.

We have no concerns with the proposal to harmonize the generic regulations and individual conservation authority regulations into one Minister of Natural Resources and Forestry approved regulation.

While generally supporting the overall objectives of the proposed changes, staff have identified areas where further clarification would be beneficial as follows:

Core Mandatory and Non-Mandatory Programs and Services

Although in principal a more scoped definition of core mandatory programs and services is supported, staff request that the Province continue to engage conservation authorities and municipalities in the interpretation and implementation of these provisions to ensure that operating and capital costs for activities and programs that require equitable sharing of funding contributions by participating municipalities are included.

For example, integrated watershed planning can span multiple upper and lower tier municipalities and is only effective if undertaken and cost shared equitably on a watershed wide basis. Watershed planning is a core function in many conservation authorities and typically includes the scientific capacity to inventory, characterize, evaluate, monitor and report on watershed conditions and recommendations for their long-term management and protection. Therefore, it is recommended that consideration be given to including integrated watershed planning within the core mandated program category with the costs equitably shared.



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It would also be beneficial if clear definitions were included in either implementing regulations or guidance to assist in determining if a project falls within the mandatory or non-mandatory category, as well as the inclusion of a mechanism for resolving differences in interpretations between municipalities and conservation authorities should any arise during implementation of the provisions.

Staff also recommend that provisions be included that provide municipalities with the ability to determine the frequency that non-mandatory levies are reviewed.

Lastly, with respect to provisions related to finance, staff recommend that the Province and conservation authorities continue discussions to resolve issues related to the calculation of capital and operating cost apportionment for mandatory programs and services that result from differing budget targets by participating municipalities to ensure costs are apportioned equitably.

Transition Period for Agreements

The requirement that conservation authorities enter into agreements with municipalities for the delivery of non-mandatory programs is consistent with the current service level agreements and memorandums of understanding that the Region currently has with each of the conservation authorities with jurisdiction in Peel. These agreements will need to be reviewed and new agreements may be required once changes to the *Conservation Authorities Act* are finalized and there is clarity on non-mandatory programs.

Staff support the inclusion of a transition period for entering into agreements between conservation authorities and municipalities for non-mandatory programs and suggest that the transition period be extended to a minimum of 36 months.

Fees

While supporting that Section 21.2 be proclaimed, we recommend that further consultation be undertaken on the number and types of prescribed fees that conservation authorities may recover for programs and services. Conservation authorities should be afforded reasonable mechanisms to recover costs for the provision of services and programs provided and have reasonable flexibility to set fees corresponding to the costs of providing those programs and services in their jurisdictions. The cost to deliver programs and services and the level of service provision provided can vary across jurisdictions. Predetermining set fees in regulation at a level that is insufficient to recover reasonable costs may impact the ability of conservation authorities to provide services and programs effectively or shift the burden to recover costs onto participating municipalities.



We trust that these comments are of assistance to the Province. Regional staff would be pleased to discuss any clarifications or further comments.

Sincerely,

Steve Jacques, MScPI, MCIP, RPP
Director and Chief Planner, Regional Planning and Growth Management
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May 24, 2019

Sharifa Wyndham-Nguyen
Client Services and Permissions Branch
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5

**Re: Modernizing Ontario's Environmental Assessment Program
(ERO 013-5101 & 013-5102)**

Dear Ms. Wyndham-Nguyen:

The Region of Peel appreciates the opportunity to provide comments on the Ontario government's proposed changes to its environmental assessment program (ERO postings 013-5101 & 5102). The Region has a history of advocating for Environmental Assessment (EA) reform, including changes to the EA process, and welcomes the Province's engagement of stakeholders on the matter.

Over the next decade, the Region is set to deliver \$6 billion of infrastructure (water/wastewater, waste management, transportation) to support the growth forecasted for Peel. The proposed reforms will help to ensure this infrastructure is delivered on time in a way that balances environmental protection with fiscal realities.

It is expected that a report including these staff comments will be brought to Regional Council in June for endorsement. A copy of the report and Council resolution will be forwarded to Ministry staff for further consideration at that time.

EARLY ACTIONS

The Region supports the proposal to exempt from the EA process projects that are truly low-risk and have negligible environmental impacts (e.g., paved bike path). It is recommended that the criteria to assess the level of risk include impacts to public health (e.g. air quality). This would ensure any project with low environmental risks that result in moderate public health risks are rightfully included in the EA process.

With respect to the proposal to consider some medium risk projects as low-risk, the Region requires additional information regarding EA criteria for low risk projects before providing comment.

Regional staff supports proposals to improve the timeliness of Part II order decisions. In addition to the actions identified in the discussion paper, the Region has in the past proposed measures that support timeliness. These include: delegating authority to the Director, a nominal fee for Part II requests, and limiting Part II requests to those who have made public comments on the project.

VISION

a) Aligning Assessment Levels with Risk

Regional staff generally supports exempting low risk projects by aligning the assessment level with a project's level of risk. This includes support for a list that sets out projects subject to an individual or class EA. For the Region, waste management projects that demonstrate controlled, mitigated or low risk environmental impacts should not be included on this list. Also, construction costs should not be the criteria to trigger an EA. In urban areas, construction costs can be significant, yet environmental impacts can be minimal. As the Province moves forward with the development of the project list, there should be consultation with stakeholders to provide an opportunity to review and provide input.

b) Eliminating Duplication between EA and Other Planning Processes

Regional staff also supports an evidenced-based approach to eliminating duplication and streamlining between the EA and other planning process. Coordination between EA and Planning Act approvals could be possible where properly documented environmental impacts and public consultation are handled through planning applications. The Region also supports the 'one-project-one review' process for federal and provincial EA processes. A comparison of both processes (federal and provincial for individual class EAs) should be conducted and combined into one, and where overlap exists, the stricter requirements should be selected.

c) Finding Efficiencies in the EA Process

The province's proposals on finding efficiencies in the EA process is shared by the Region. Setting appropriate timelines for EA reviews will ensure a faster review process, less delays, and ultimately improve the coordination of a one-window approach for Government agencies (e.g. conservation authorities) that rely on the EA process to determine whether subsequent approvals are required. These agencies would also have fewer EAs to review if low risk projects do not require an EA.

The Region also supports steps that help improve EA review timelines. In addition to reducing timelines for municipal wastewater projects, MECP should consider reducing timelines for municipal waste management upgrade projects aimed at increasing efficiency. In cases where some processes are not clearly streamlined, having a single point of contact with MECP staff during the EA process could help reduce the timelines of projects. This would allow detection of a proponent lacking proper documentation or inadequate public consultation early in the process rather than waiting for the EA to be completed or Part II orders to be submitted.

While the Region supports streamlining processes to improve timeliness and finding efficiencies, there are concerns that public health matters may be overlooked. Any efforts to streamline processes should consider possible unintended consequences and should keep both public health and environmental protection at the forefront.

CONCLUSION

The Region is interested in continuing to engage your ministry as it moves forward with EA reform and welcomes opportunities for ongoing dialogue. Should you have questions or require more information, please contact me.



Andrew Farr, P.Eng.
Commissioner Public Works (acting)
Region of Peel
10 Peel Centre Drive, Suite A (5th Floor)
(905) 791-7800 x.4395



REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

May 17, 2019

Alex McLeod
Ministry of Natural Resources and Forestry
Policy Division
Natural Resources Conservation Policy Branch
300 Water Street
Peterborough, ON K9J 8M5

Dear Mr. McLeod

RE: Focusing Conservation Authority Development Permits on the Protection of People and Property
ERO # 013-4992

Thank you for the opportunity to provide comment on the Ministry of Natural Resources and Forestry's (MNRF) proposal to create an updated regulation further defining the ability of Conservation Authorities (CAs) to regulate prohibited development and other activities for impacts to flooding and other natural hazards. It is understood the intention of the anticipated regulation will be to make rules for development in hazardous areas more consistent across Ontario, to support faster, more predictable and less costly approvals. These comments were unanimously endorsed by the CVC board of Directors at their meeting of May 10, 2019 by resolution #56/19.

Credit Valley Conservation (CVC) supports the government of Ontario's effort in continuing to provide modernized support for CAs in focusing and delivering their core mandate, as well as improvements to our regulatory role in fulfilling our core mandatory programs and services.

CVC protects people, property and infrastructure from natural hazards through management of the natural environment, given our roles and responsibilities as outlined in the MNRF Policies and Procedures Manual for conservation authorities:

- Regulators under Section 28 of the CAA;
- Public commenting body under the *Planning Act* and *Environmental Assessment Act*;
- Representing the provincial interest in natural hazards for planning and development related matters (as per MOU with province, dated 2001);
- Service providers to municipal partners; and
- Landowners.

CVC proudly has a long history of partnerships with the province, municipalities, watershed residents, development and consulting industries, and other agencies and watershed stakeholders. Together, we will continue to deliver on working collaboratively to protect people and property from flooding and other natural hazards, and to conserve natural resources.

Please consider the following comments on the proposed amendments – recognizing the ERO posting does not yet include the detailed proposed amendments to the regulation or associated legislation:

PROPOSED CHANGE 1 - Consolidate and Harmonize Existing CA Regulations

The Minister is proposing to consolidate and harmonize the existing 36 individual conservation authority approved regulations into one Minister of Natural Resources and Forestry approved regulation to ensure consistency in requirements while still allowing for local flexibility.

Response: CVC supports the consolidation and harmonization of the existing 36 individual CA regulations into one regulation. However, it should be recognized that each CA should continue to have the ability to establish individual, CA Board approved implementation policies that reflect local conditions.

To assist in improved coordination and consistency with managing development in areas containing natural hazards, it would be beneficial for the province to modernize and update guidelines provided by the province – in particular the technical guidelines in support of the province's 'Understanding Natural Hazards' (2001) publication. These regulations and guidance documents need to give CAs the tools to incorporate climate change into our future proofing of communities.

PROPOSED CHANGE 2 – Update Definitions

The Minister is proposing to update definitions for key regulatory terms to better align with other provincial policy, including: wetland, watercourse and pollution.

Response: CVC supports updating key definitions to better align with other provincial policy – particularly the terms wetlands, watercourse and pollution. To achieve a consistent interpretation of these terms it would be helpful to replace with existing definitions (e.g. wetlands as defined in the Provincial Policy Statement) as well as provide and/or update existing support materials (e.g. fact sheets, technical guidelines etc.). Working with existing definitions and guidance materials rather than creating new definitions will allow a more rapid incorporation into review and permitting processes. CVC will have additional more detailed comments upon receipt of draft definition(s).

PROPOSED CHANGE 3 – Define Undefined Terms

The Minister is proposing to define undefined terms including interferences, conservation of land.

Response: CVC supports defining key undefined terms to address not only the role CAs have in protecting life and property from natural hazards, but also in conserving natural resources to support natural hazard management and to ensure resilience on the landscape to mitigate the effects of climate change. It is recommended the definitions of Interference and Conservation of Land be consistent with the previous 1994 Mining and Lands Commission decision as well as existing guidance from Conservation Ontario – prepared in consultation with provincial staff (Guidelines to Support Conservation Authority Administration of the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation*, Conservation Ontario, 2008).

PROPOSED CHANGE 4 – Reduce Regulatory Restrictions

The Minister is proposing to reduce regulatory restrictions between 30m and 120m of a wetland and where a hydrological connection has been severed.

Response: CVC supports reducing regulatory restrictions in areas between 30m and 120m of a wetland in instances where:

- It has been demonstrated a reduction in the regulated area is warranted through a technical report;
- A constructed barrier or divide (e.g. linear infrastructure) exists between the wetland and proposed development with no wetland attributes on the 'development' side (i.e. hydrologically disconnected or severed); or

14.1-3

- The proposed development activity presents a 'low-risk' to impacting the hydrologic function of the wetland or public safety. Development that may present a higher risk to the wetland and its functions should maintain their regulatory restrictions.

It should be noted that existing CVC regulation mapping currently includes this approach for areas where there is a road or significant infrastructure between 30m and 120m of a wetland for the limit of the regulated area (i.e. regulated area map clipping).

Clarity will be required on the condition *'where a hydrological connection has been severed'*. Not all hydrologic connections are immediately visible, such as wetlands that recharge groundwater.

PROPOSED CHANGE 5 – Exempt Low Risk Activities Drainage Act

The Minister is proposing to exempt low risk development activities from requiring a permit including certain alterations and repairs to existing municipal drains subject to the Drainage Act provided they are undertaken in accordance with the Drainage Act and Conservation Authorities Act protocol.

Response: CVC does not have any municipal drains within our jurisdiction and have no comment on that aspect of this item.

PROPOSED CHANGE 6 – Allow CAs to Exempt Low Risk Development Activities

The Minister is proposing to allow conservation authorities to further exempt low risk development activities from requiring a permit provided in accordance with conservation authority policies.

Response: CVC supports including a provision in the regulation to allow CAs to exempt low risk activities from permitting. Currently, it is unclear if the proposed regulation is to outright exempt specific low risk activities (i.e. provide a list of activities exempt from requiring a permit) or implement a 'permit by rule' system (i.e. list activities that if a set of rules are followed are exempt from requiring a permit). In either case, CVC would be pleased to work with the province and other stakeholders to review activities that may be included for exemption.

It should be noted that current CVC policies recognize that under certain circumstances minor low risk development may meet 'exceptions' (e.g. minor landscaping, structures exempt from requiring building permits due to their size) and/or fall under an 'expedited' permit process (minor works permits) – this includes an 'emergency works' protocol for infrastructure works, as needed.

PROPOSED CHANGE 7 – Transparency of CA Regulatory Policy

The Minister is proposing to require conservation authorities to develop, consult on, make publicly available and periodically review internal policies that guide permitting decisions.

Response: CVC supports this initiative to require transparency and accountability of CA regulatory policy. Currently CVC's Board of Directors approved policy document (CVC's 'Watershed Planning and Regulation Policies', April 2010) is available on CVC's website and was developed through a comprehensive public consultation process (see 'Watershed Planning and Regulation Policies Companion Document: Stakeholder Engagement and Co-Creative Planning for Credit Valley Conservation', April 2010). Updates to our policies have been awaiting completion of the CAA process.

PROPOSED CHANGE 8 – Require Public Notification of Mapping Changes

The Minister is proposing to require conservation authorities to notify the public of changes to mapped regulated areas such as floodplains or wetland boundaries.

Response: CVC supports the province's proposal to include a provision in the regulation that the public must be notified of changes to mapped regulated areas.

CVC currently follows Conservation Ontario's updated 'Procedure for Updating Section 28 Mapping: Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation', (April 2018) which requires a range of public consultation to be undertaken for regulated area mapping changes. CVC also provides information to the public on changes to floodplain and wetland mapping through various other forums including through public consultation for watershed plans and subwatershed studies, Public Information Centres for floodplain mapping updates undertaken in partnership with affected municipalities, and consultation requirements undertaken through updates or amendments to municipal Official Plans (including Secondary Plans, Tertiary Plans and site specific Official Plan Amendments).

In the same vein, CVC suggests the province require a more consistent and transparent public notification process for the provincial wetland evaluation system – particularly when wetlands are evaluated on private lands and are to be designated Provincially Significant Wetlands.

PROPOSED CHANGE 9 – Require Reporting on Service Delivery

The Minister is proposing to require conservation authorities to establish, monitor and report on service delivery standards including requirements and timelines for determination of complete applications and timelines for permit decisions.

Response: CVC supports the province's update to the regulation to require CAs to monitor and report on service delivery standards – based on standardize timelines. CVC currently monitors and has reported on regulatory service delivery standards, consistent with provincial standards set by the province's Conservation Authority Liaison Committee ('Policies and Procedures for Conservation Authority Plan Review and Permitting Activities', 2010).

It should be noted CVC and other CAs are currently working in partnership with Conservation Ontario to develop a client-centric customer service training program – targeted on further improving CA client-service and accountability; increasing the speed of approvals; and reduce red tape and regulatory burden. CVC's Board approved a set of actions for streamlining conservation authority activities at its meeting in March of 2019 in response to Government interests. CVC would be pleased to assist the province in developing monitoring and service standards.

PROPOSED CHANGE 10 - Once the regulation is established, the Province is also proposing to bring into force un-proclaimed sections of the CA Act associated with CA permitting decisions and regulatory enforcement

CVC supports proclaiming un-proclaimed sections of the Act related to non-compliance with Section 28 Regulations. During the 2017 CA Act review and amendments, substantial amendments were made to the Act to enhance enforcement mechanisms, i.e., the ability to stop work, the ability to enter privately-owned land (for the purposes of ensuring compliance with permit approvals and conditions and with reasonable grounds to believe an offence has occurred), and the ability to charge significantly higher (offence) penalties than those currently identified within the Act. These are important tools to allow CAs to enforce the conditions placed on permits and the address non-permitted activities.

Thank you again for the opportunity to provide input on this important provincial initiative. Note that CVC will have additional more detailed comments upon the release and review of the draft amended regulation. If you have any questions or wish to meet to discuss further, please feel free to contact the undersigned at your convenience.

Regards,



Karen Ras,
Chair, Credit Valley Conservation



Tom Adams
Vice-Chair, Credit Valley Conservation



Deborah Martin-Downs BES, M.Sc., PhD
Chief Administrative Officer

c.c. Conservation Ontario
Hon. Rod Phillips, Minister of Environment, Conservation and Parks
Hon. John Yakabuski, Minister of Natural Resources
MPP Kaleed Rasheed
MPP Nina Tangri
MPP Natalia Kusendova
MPP Sheref Sabawy
MPP Rudy Cuzzetto
MPP Deepak Anand
MPP Kevin Yarde
MPP Prabmeet Sakaria
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MPP Sara Singh
MPP Parm Gill
MPP Stephen Crawford
MPP Effie Triantafilopoulos
MPP Ted Arnott
MPP Sylvia Jones
Region of Peel
Region of Halton
City of Mississauga
City of Brampton
Town of Caledon
Town of Oakville
Town of Orangeville
Town of Mono
Town of Erin
Township of Amaranth
Township of East Garafraxa
Town of Mono



**Credit Valley
Conservation**
inspired by nature

14.2-1

RECEIVED
May 21, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

May 17, 2019

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Carolyn O'Neill
Ministry of the Environment, Conservation and Parks
Land and Water Division
Great Lakes and Inland Waters Branch
Great Lakes Office
40 St Clair Avenue West, Floor 10
Toronto, ON
M4V 1M2

Dear Ms. O'Neil,

**RE: Modernizing Conservation Authority Operations – CA Act and Bill 108 –
Schedule 2
ERO # 013-5018**

We are taking this opportunity to provide comments on the Ministry of the Environment, Conservation and Parks' proposals to amend the *Conservation Authorities Act* (CA Act) as well as Bill 108, Schedule 2 amendments to the CA Act. It is understood the anticipated amendments are in effort to further improve the ability of conservation authorities (CAs) to modernize and improve delivery of their core programs and services – consistent with the government of Ontario's 'Made-in-Ontario Environment Plan'. The proposed amendments were reviewed by the CVC Board of Directors at the May 10, 2019 Board of Directors meeting and comments were endorsed by the CVC Board of Directors.

Credit Valley Conservation (CVC) has an on-going interest in the development and implementation of these proposed amendments given our role as:

- Regulators under Section 28 of the CAA;
- Public commenting body under the *Planning Act* and *Environmental Assessment Act*;
- Representing the provincial interest in natural hazards for planning and development related matters (as per MOU with province, dated 2001);
- Service providers to municipal partners; and
- Landowners

CVC has a proud 65-year history of partnerships with the province, municipalities, watershed residents, development and consulting industries, and other agencies and watershed stakeholders. Together, we continue to work collaboratively to protect people and property from flooding and other natural hazards, and to conserve natural resources. We own 7100 acres of land in our watershed, a significant amount of which are forests, wetlands and grasslands, in addition to our more active conservation areas open for public enjoyment.

For 65 years CVC has been undertaking the core mandate established in 1946 of delivering *programs and services that further the conservation, restoration, development and management of natural resources on a watershed scale*. In addition, after Hurricane Hazel, the mandate to *control floods and pollution* was added. Watersheds, natural resources and

hazards – a simple, unique and effective model. Some suggest we should just stick to hazards and leave the rest to someone else. While municipalities have overall planning responsibilities under the PPS, there is virtually no one else out with boots on the ground undertaking work to restore, monitor and manage our natural resources.

Some suggest that the management of hazards can somehow be separated from the watershed. The landscape influences the quality and quantity of water to our watercourses and ground water. The hazards will get bigger if we do not manage the natural resources that absorb and filter water, apply effective storm water management to developed lands, or mitigate and adapt to climate change. We can work to maintain natural resources and reduce hazards with watershed management plans and actions.

Please consider the following comments on the proposed amendments. These comments cover both the proposals and the specific amendments to the CA Act.

PROPOSED CHANGE 1 – Defining Core Mandatory Programs and Services

Bill 108 Schedule 2 provides a new clause 21.1 (1):

21.1 (1) If a program or service that meets any of the following descriptions has been prescribed by the regulations, an authority shall provide the program or service within its area of jurisdiction:

1. Programs and services related to the risk of natural hazards.
2. Programs and services related to the conservation and management of lands owned or controlled by the authority including any interests in land registered on title.
3. Programs and services related to the authority's duties, functions and responsibilities as a source protection authority under the *Clean Water Act, 2006*.
4. Programs and services related to the authority's duties, functions and responsibilities under an Act prescribed by the regulations.

Response: While CVC supports the province's continued efforts to more clearly define CA core mandatory programs and services, we are confident that the programs and services CVC provides are focused on delivering our core mandate. They support delivery of our hazard management role, our natural resource management role and conservation and management of CA lands. Some programs and services are provided at the request of, or to support our partners, for which additional resources are provided. Over 90% of our budget supports the core mandate as it currently exists in the CA Act.

Hazards

Response: The wording regarding the hazard mandate in the proposals is different than the wording that has now been included in the Act - '*natural hazard protection and management*' versus '*risk of natural hazards*'. We find the terminology in the act to be too vague as to provide guidance as to the intent. CAs undertake work to provide protection from and manage natural hazards. CAs have built up significant skills in understanding these hazards and understand the measures that need to be taken to both manage them and provide protection from them.

Recommendation 1: Change the terminology from "Programs and services related to the risk of natural hazards" to "programs and services for the **protection from and management of natural hazards**".

To undertake our hazard management role there are many critical activities and programs undertaken to support this function including:

14.2-3

- Operations, inspections, maintenance or reconstruction of dams, channels, and erosion and ice control structures
- Flood forecasting and warning (hydrometric monitoring, data management, models, communications)
- Drought forecasting and warning (ground water monitoring; low water response teams)
- Emergency operations with municipalities (data support, communications, media, vulnerability assessments; post event assessments)
- Plan input and review for hazards, storm water management and feature protection (planning, engineering; ecology)
- Regulation (permitting and enforcement)
- Watershed planning to input to hazard management and planning decisions; determine effective mitigation measures including protection and expansion of natural areas and wetlands
- Floodline/Hazard and Risk Mapping (hydraulic and hydrologic modelling; base mapping; air photography, field assessment)
- Watercourse, shoreline and slope erosion control
- Hazard land securement
- Training/ Communications and Education

As well, **restoration activities** (tree planting, wetland restoration, forest management) and **monitoring of watershed health** have been long standing activities that have ensured that the impacts of land use change on hazards have been minimized. These activities should be reflected in the scope of programs and services in the Regulations to follow.

Conservation of Natural Resources

Response: The proposed core mandatory programs as outlined in the proposals for consultation and now the CA Act amendments are inconsistent with provincial acts and plans. One of the objects of CAs is to '*provide, in the area over which it has jurisdiction, programs and services designed to further the conservation, restoration, development and management of natural resources...*' (CA Act, Sec. 21(1)(a)).

The province's Made-in-Ontario Environment Plan supports conservation and environmental planning outlining the province's commitment to '*...Work in collaboration with municipalities and stakeholders to ensure that conservation authorities focus and deliver on **their core mandate** of protecting people and property from flooding and other natural hazards and **conserving natural resources***' (Made-in-Ontario Environment Plan, Conserving Land and Greenspace, 2018 *emphasis added*).

The reference to **natural resources** is missing from the core mandatory programs and services.

Recommendation 2: that the **conservation of natural resources** be added to the core mandatory programs.

The following programs and services have long been part of a CAs core work, including:

- inventory and monitoring,
- watershed/subwatershed planning
- tree planting and forest management,
- natural heritage systems planning,
- habitat restoration and creation,
- invasive species management and
- landowner stewardship/ outreach activities

14.2-4

These items would need to be included in the scope of programs and services outlined in the Regulations to follow.

Together, hazard and natural resource management, directly support the purpose and objects of CAs in the act and the province's Made-in-Ontario Environment Plan – in coordinating the protection of life and property from natural hazards and conserving natural resources at a watershed scale.

To manage hazard lands, one needs to be able to manage the contributions from the lands within the watershed to the water. The natural hazards function mandate must also include the natural resources functions and watershed-based jurisdiction.

Conservation and Management of Conservation Authority Lands

The conservation and management of Conservation Authority lands are included in the core mandate 21.1 (1).

Response: CVC owns and/or manages 7100 acres of land on 61 properties and operate four active conservation areas. Some of the lands we manage are on behalf of the Ontario Heritage Trust by agreement. We agree with maintaining it as our core mandate for these lands are available to the people of Ontario and provide them with many recreational and ecosystem benefits of clean water, clean air, biodiversity and water management.

We do not have access to other sources of revenue to develop, maintain and manage our parks and therefore rely on the levy to be able to continue offering access to our lands and improving experiences for our visitors.

Recommendation 3: Support for including conservation and management of Conservation Authority lands as a core mandate in the CA Act.

Some of the components of the programs and services related to the conservation and management of lands include:

- Land planning (management plans)
- Land securement and acquisition
- Conservation area operations and management
- Property management (maintenance, management agreements)
- Facilities maintenance and capital works
- Hazard assessments (hazard trees, weather, trail inspections)
- Inspection and enforcement (risk and liability)

These items would need to be included in the scope of programs and services outlined in the Regulations to follow.

Drinking Water Source Protection (as prescribed under the Clean Water Act).

The province has added the programs and services related to Drinking Water Source Protection to the mandate of the CAs (CA Act 21.1 (1) 3.)

Response: The CAs have been engaged in the Drinking Water Source Protection Program since 2006 and agree with considering it a core mandate under the CA Act. However, we are concerned that this means that the costs to operate the program will be shifted to the municipalities. This will have a direct impact on the taxpayer in the watershed as the costs for the program will now be added to the levy.

There are also some challenges with allocating the costs for the drinking water program as three CAs participate in a source protection region. The lead CA, in our case Toronto and

14.2-5

Region CA, undertakes activities on behalf of all three CAs (CTC) as supported in the provincially funded program. As CVC has numerous wells in our jurisdiction, the CTC staff disproportionately work in our area.

Further, the province has not committed any funding past March of 2020. There needs to be transition funding to ensure no break in program services should the province cease funding the program and before the regulations and MOUs required in the act are completed.

Many tools developed for the source protection assessment reports, such as the ground water models and Lake Ontario Collaborative Model, have significance beyond the local jurisdiction. The investment made by the province in their development and maintenance should still be valued and supported financially by the province.

Recommendation 4: Drinking water source protection be added to the CA core mandate but that the province should maintain some level of funding for the program in recognition of the significant cross boundary resources developed and the impact on municipal taxes.

Recommendation 5: A cost sharing model be developed to recognize the current source protection region structure and resource sharing undertaken by the CAs participating in the Source Protection Region.

Recommendation 6: Transition funding for the Source Water Protection program be provided until regulations and MOUs are completed.

PROPOSED CHANGE 2 – Increase Levy Transparency

New clauses have been added to the Act (21.1.1 (1-4)) to require the development of Memorandums of Understanding (MOUs) between the CA and the member municipality for the non-mandatory programs and services. The MOUs would be reviewed periodically and be made public.

Response: CVC supports the province's effort to further enable transparency on how CAs levy municipalities for mandatory and non-mandatory programs and services. However, it should be noted that CVC's current municipal levy and budgeting process for mandatory (levy) and non-mandatory (special levy) programs and services goes through a rigorous, transparent and public process led by each of our municipal partners. CVC seeks levy-budget approval from each municipal council, provides detailed information on special levy scope and deliverables, as well as obtaining final approval by CVC's Board of Directors (made up of municipally elected representatives of watershed municipalities). We annually make a public report to each of our funding partners and report on our budget in our annual report posted on our website. For some of our services such as plan review, MOUs are in place with the municipalities which are in various stages of renewal. While there may not be an overall MOU, the intent of the process is transparency about the programs and services we offer to the municipalities for which they have a say in approving.

It should be noted that the Conservation Authorities also deliver other services in support of provincial programs, such as management of provincial lands from the Ontario Heritage Trust, water quality monitoring of provincial stations and the ground water monitoring program. Funding is rarely included in the agreements. Should these functions not be supported by the municipalities in the future in their MOUs, a separate MOU with the province for funding needs to be included in the Act in order that CVC may continue to support the province in a cost efficient and effective manner.

14.2-6

We would suggest that requiring a MOU would add greater bureaucracy to manage and to continue to deliver the programs that municipalities appreciate and benefit from.

The province should provide a framework to ensure consistency among CAs for developing the MOUs.

Recommendation 7: The province to provide a framework to ensure consistency among CAs for developing the MOUs.

Recommendation 8: MOUs should not be restricted to the municipalities for funding. The province should be named as CAs deliver additional services to them, often without funding attached.

PROPOSED CHANGE 3 – Establish Transition Period for Delivery of Non-Mandatory Services

The province proposes to establish a transition period (e.g. 18 to 24 months) and process for conservation authorities and municipalities to enter into agreements for the delivery of non-mandatory programs and services to ensure compliance with CA Act Section 21.1.2 (2).

Response: CVC has, or is currently working on developing and updating, service agreements/memorandum of understanding with all our municipal partners. It should also be noted all of CVC's updated service agreements have been endorsed or approved by the affected municipal council as well as CVC's Board of Directors.

While the suggested timeline for implementation new MOUs of 18 to 24 months may be acceptable, much depends on the outcome of the Regional governance review and the timing for any of those changes. We have to know who we are negotiating with and we may not be the highest priority should change to their operations be significant.

Recommendation 9: The suggested transition timeline of 18 to 24 months be flexible based on the circumstances of individual CAs.

PROPOSED CHANGE 4 – Provincial Investigator

The province proposes to enable the Minister to appoint an investigator to investigate or undertake an audit and report on a conservation authority (CA Act Section 23.1 (4 – 8)).

Response: CVC has no concerns with the province's proposal to amend the CA Act to appoint an investigator to undertake audits of CAs. However, it should be noted that CVC currently prepares annual financial statements reviewed by an independent auditor which are posted to CVC's website. Additionally, a CA's Board of Directors retain their right to request additional audits or investigations as deemed necessary – in accordance with their fiduciary duties to the organization. The Act could establish limits as to who can ask for an audit or a process before the board to ensure that frivolous requests are not made to be carried out at the expense of the CA (time and/or financial).

Section 23.1 (8) suggests that the CA may be required to pay all or part of the cost of an audit. Given the limitations being placed on mandatory and non-mandatory programs and services, the province must either make it eligible for mandatory recovery or be responsible for paying for it.

Operational audits, such as undertaken at Niagara Peninsula Conservation Authority, are unusual but nonetheless an important tool in the Act to ensure that the best interests of the

province are realized through the management of the CA. We have no concerns with adding measures to the act to allow for operational audits.

Recommendation 10: The Act could establish limits as to who can ask for an audit or a process before the board to ensure that frivolous requests are not made to be carried out at the expense of the CA.

Recommendation 11: Include audit expenses in the mandatory administrative recovery items.

PROPOSED CHANGE 5 – Clarify the Duty of Conservation Authority Board Members

The province has inserted Section 14.1 into the CA Act to clarify that the duty of conservation authority board members is to act in the best interest of the conservation authority similar to not-for-profit organizations.

Response: CVC supports the province's proposal to amend the CA Act to clarify the duty of CA Board members to act in the best interest of the CA.

Board of Director responsibilities are outlined in CVC's administrative by-laws recently updated to comply with the December 2017 CA Act requirements. Further, all CVC Board Members are required to sign a 'Code of Conduct' which includes a clause that all Board members act in the best interest of CVC. Prospective members are provided with the Code of Conduct prior to seeking a board appointment and all have willingly signed it upon appointment.

PROPOSED CHANGE 6 – Proclaim all Un-proclaimed Provisions

The province is also proposing to proclaim un-proclaimed provisions of the Conservation Authorities Act related to:

- fees for programs and services;
- transparency and accountability;
- approval of projects with provincial grants;
- recovery of capital costs and operating expenses for municipalities (municipal levies); regulation of areas over which conservation authorities have jurisdiction (e.g. development permitting);
- enforcement and offences; and
- additional regulations.

Response: CVC generally supports the initiative of the province to proclaim previously un-proclaimed provisions in the CAA. However, some of the un-proclaimed provisions lack detail to comment on as it is to be provided in a regulation. Of particular concern is the detail around fees for programs and services. Increasingly, CA's have had to increase the proportion of cost recovery to ensure that programs and services can continue to meet the service delivery standards or make up for insufficient funding resources. CAs need to maintain their flexibility while maintaining transparency on the fees charged. CVC's fee schedules are approved by our board and posted on our website for public review.

We welcome the proclamation of the enforcement provisions of the act as these have been long overdue as a tool in our toolbox. The opportunity exists to add an order to comply to the new enforcement provisions.

Recommendation 12: Maintain flexibility around fees for programs and services to reflect local circumstances.

14.2-8

In summary we have made the following recommendations for consideration by the government in Bill 108, Schedule 2:

Recommendation 1: Change the terminology from “Programs and services related to the risk of natural hazards” to “programs and services for the protection from and management of natural hazards” (21.1 (1) 1.)

Recommendation 2: that the *conservation of natural resources* be added to the core mandatory programs. (21.1 (1))

Recommendation 3: Support for including conservation and management of Conservation Authority lands as a core mandate of the CA Act (21.1 (1) 2.).

Recommendation 4: Drinking water source protection be added to the CA core mandate, but that the province should maintain funding for the program in recognition of the significant cross boundary resources developed and the impact on municipal taxes. (21.1 (1) 3.).

Recommendation 5: A cost sharing model be developed to recognize the current source protection region structure and resource sharing undertaken by the CAs participating in the Source Protection Region.

Recommendation 6: Transition funding for the Source Water Protection program be provided until regulations and MOUs are completed.

Recommendation 7: The province to provide a framework to ensure consistency among CAs for developing MOUs.

Recommendation 8: MOUs should not be restricted to the municipalities for funding. The province should be named as CAs deliver additional services to them, often without funding attached

Recommendation 9: The suggested transition timeline of 18 to 24 months be flexible based on the circumstances of individual CAs.

Recommendation 10: The Act could establish limits as to who can ask for an audit or a process before the board to ensure that frivolous requests are not made to be carried out at the expense of the CA.

Recommendation 11: Include audit expenses in the mandatory administrative recovery items.

Recommendation 12: Maintain flexibility around fees for programs and services to reflect local circumstances.

The reality of our role and mandate is that, over the last 25 years, we have worked continually with our municipalities, landowners, residents and other organizations to deliver programs effectively and efficiently. At times, it was not by choice, but by necessity. We have adapted, just as our environment does over time. There are no other organizations like conservation authorities who have boots on the ground, fingers in the soil and hands in the water. If we don't, then who will?

Credit Valley Conservation staff would be pleased to discuss these comments and other important opportunities to modernize the *Conservation Authorities Act* – particularly related to operations and governance.

If you have any questions or wish to meet to discuss further, please feel free to contact the undersigned at your convenience.

Regards,



Karen Ras,
Chair, Credit Valley Conservation



Tom Adams
Vice-Chair, Credit Valley Conservation



Deborah Martin-Downs BES, MSc, PhD
Chief Administrative Officer, Credit Valley Conservation

c.c. Conservation Ontario
Hon. Rod Phillips, Minister of Environment, Conservation and Parks
Hon. John Yakabuski, Minister of Natural Resources
MPP Kaleed Rasheed
MPP Nina Tangri
MPP Natalia Kusendova
MPP Sheref Sabawy
MPP Rudy Cuzzetto
MPP Deepak Anand
MPP Kevin Yarde
MPP Prabmeet Sakaria
MPP Amarjot Singh Sandhu
MPP Sara Singh
MPP Parm Gill
MPP Stephen Crawford
MPP Effie Triantafilopoulos
MPP Ted Arnott
MPP Sylvia Jones
Region of Peel
Region of Halton
City of Mississauga

14.2-10

City of Brampton
Town of Caledon
Town of Oakville
Town of Orangeville
Town of Mono
Town of Erin
Township of Amaranth
Township of East Garafraxa
Town of Mono

Subject: FW: Bill 108 Technical group: Early draft of MFOA submission
Attachments: Bill 108 Town Hall - Toronto.jpg; MFOA_line by line review_Bill108 (2019.05.22).pdf; DRAFT MFOA Bill108 Recommendations (2019.05.22).pdf

From: Shira Babins <shira@mfoa.on.ca>

Sent: May 22, 2019 9:36 PM

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Cc: Donna Herridge <donna@mfoa.on.ca>; Christine Duong <christine@mfoa.on.ca>; Ypn Mfoa <brina@mfoa.on.ca>

Subject: Bill 108 Technical group: Early draft of MFOA submission

Hello DC technical group,

A few updates for you. Please find attached MFOA's line by line analysis of Bill 108's proposed changes to the DCA and the PA (primarily the CBC). In addition, I have attached an early draft of MFOA's technical recommendations. We hope to post a draft on the MFOA website by the end of the week and submit it to the Province by May 31st. Please let me know if you have any comments or concerns.

Also, in the news recently:

- [Ottawa Citizen](#) - May 22 - "Bill 108 won't accomplish more affordable housing, but it will move city planning away from building complete communities to ones in which profit trumps sustainability."
- A poster for **City of Toronto Town Hall** (attached) - May 27@7PM
- [Guelph could lose \\$100M over next decade due to proposed development charge changes, memo says](#)

Regards,

Shira

--

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REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

MFOA's Final Submission to the Standing Committee on Justice Policy on Bill 108 as posted on MFOA's website on May 31, 2019.



MUNICIPAL FINANCE
OFFICERS' ASSOCIATION
OF ONTARIO



BILL 108: MORE HOMES, MORE CHOICE ACT, 2019

Submission to the Standing Committee on Justice Policy

May 31, 2019

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1.0 Executive Summary

Ontario is projected to experience population growth of 30% by 2041¹. The province is a destination for families and individuals because our communities are vibrant centres for work and play. Although this projected growth will come with many opportunities, there will be challenges, particularly in the realm of housing. As the Province notes in its action plan, “Ontario needs more housing, and we need it now.”² MFOA agrees that there is no time like the present to address this crisis to ensure the opportunities in our future are not compromised, and to ensure that people across Ontario can find the housing that meets their needs in healthy communities.

There are a number of partners that, together, play an essential role in building healthy and vibrant communities. Municipalities, for example, provide residents and businesses with a range of services, from playground equipment to roads to recreation centres. When a municipality grows, more housing is constructed, more roads are paved, more parks are built, more schools open, and a healthy community is formed. The growth-related infrastructure costs to provide these services are primarily funded through development charges (DCs). The purpose of these charges is to help growth pay for itself.

Our members are concerned with changes proposed by Bill 108. The changes are a significant departure from the current legislative framework and introduce a new regime with its own processes, procedures, and reporting requirements. These requirements are in addition to requirements that support the existing DC regime.

Restricting cost recovery tools does not guarantee lower house prices. Instead, if more municipal operating revenues are needed to cover the cost of growth, it will be at the expense of maintaining existing capital assets, levels of services, or current property tax rates. In addition, municipalities may not have the funds available to put the infrastructure in place needed for development to occur in a timely way. Further restricting cost recovery tools is counterproductive and will increase inequities within communities. These are unintended consequences that will undermine the health and vibrancy of Ontario’s communities.

This report is divided into nine sections to provide readers with an understanding of:

- MFOA: Who we are and the principles that guide us
- A brief history of DCs in Ontario
- A rebuttal of the link between DCs and housing affordability
- Discussion and recommendations regarding amendments to the *Development Charges Act, 1997*
- Discussion and recommendations regarding amendments to the *Planning Act, 1990*

¹ [Ontario Population Projections, 2017 – 2041, Ministry of Finance](#)

² Ontario, [More homes, more choice: Ontario’s housing supply action plan](#).

2.0 Summary of Technical Recommendations

MFOA's recommendations for Bill 108 and the supporting regulations are as follows:

2.1 Executive Summary: Schedule 3, Development Charges Act, 1997, Technical Recommendations

- **Amend Schedule 3 of Bill 108 to make all services eligible for a DC** (*no services excluded from the DCA*).
 - **Should the recovery of growth-related costs for most soft services be outside of the *Development Charges Act, 1997 (DCA)*, the prescribed transition date in the regulations under the DCA and *Planning Act, 1990 (PA)* should provide municipalities at least a 2 year transition following the filing of the regulations** (*this is a reasonable phase in for a completely new regime*).
- **Repeal amendments to ss 2(4) of the DCA such that all services are eligible for inclusion in the development charge calculation so long as they are not expressly excluded by regulation** (*include all services unless expressly prohibited in regulation*).
 - **Regulations under the DCA should provide municipalities with the flexibility to tailor 'other services as prescribed' to local circumstances** (*service definitions should be interpreted broadly*).
- **Should ss 2(4) under the DCA remain despite the previous recommendation, then the list of eligible services should be amended to include paramedic services** (*paramedic services should be included in the DCA along with police and fire*).
- **Delete proposed ss 8(1) of Schedule 3 of Bill 108** (*eliminates proposed phased payment system for certain types of development*).

Should ss 8(1) of Schedule 3 of Bill 108 not be deleted in its entirety:

- (a) remove paragraphs 2, 3 and 4 from the proposed new ss 26.1(2) of the DCA as found in ss 8(1) of Schedule 3 of Bill 108 to remove the inclusion of non-residential development with respect to the proposed DC payment plan; and,
- (b) if the proposed payment plan goes ahead, then the first payment should start at the issuance of the building permit, not at occupancy.

- Should proposed DCA ss 26.1(2) not be deleted, restrict the types of development set out in proposed DCA ss 26.1(2) to affordable dwelling units.
- Should ss 8(1) of Schedule 3 of Bill 108 not be deleted in its entirety, delete proposed new section 26.2 of the DCA.
 - Should proposed s 26.2 of the DCA not be deleted, proposed DCA s 26.2 should expire if development charges are not paid within one year of due date under this section. Development charges would then be payable at the rate in effect at the time of issuance of the first building permit.
- Delete proposed amendments to ss 2(3) of the DCA and amend Schedule 3 of Bill 108 to consider the use of DC exemptions or reductions for affordable housing during the DC background study process.
 - Expressly limit the number and size of additional/second dwelling units and the classes of residential buildings (whether new or existing) within which they can be located, in the regulations under the DCA.

2.2 Executive Summary: Schedule 12, Planning Act, 1990, Technical Recommendations

- Amend Schedule 12 of Bill 108 to delete proposed amendments to s 37 of the Planning Act, 1990.
- Should the creation of the Community Benefits Charge be kept:
 - Amend Bill 108 Schedule 12 to maintain s 37 as is to allow for payments to be collected for increases in heights and densities and create a separate section for the provision of the new Community Benefits Charge, and
 - Amend Bill 108 Schedule 12 to clarify the provision of parkland under s 42 of the *Planning Act*.
- Amend Bill 108 Schedule 12 to provide that the methodology to calculate the CBC in the regulation preserves the link between growth related costs and revenues currently enshrined in the DCA.

- The Province should provide a transparent and thorough stakeholder consultation process in the development of all regulations associated with Bill 108, particularly those related to the CBC.
- Bill 108 should not be passed until critical information is provided in regulation such that decision makers understand the impact of the proposed changes.
- The regulation should instruct municipalities to consider CBC exemptions or reductions as part of the development of the CBC strategy where such exemptions and/or reductions are targeted to affordable housing units only.
- Limit overall red tape by prescribing streamlined requirements for the development of the CBC strategy that complement existing requirements in the DCA.
- Clarify the language in Bill 108 Schedule 12 to provide municipalities with the flexibility to pass area specific CBCs.
 - Amend the regulation under the PA to include: “The Ministry of Municipal Affairs and Housing shall initiate a review of this Regulation on or before December 31, 2024.”
 - The maximum CBC cap should be reassessed regularly.
 - Monies collected under the DCA and transferred to the special CBC account should be exempt from the 60% requirement.
 - Prescribed reports and information should not be onerous.

3.0 About MFOA

The Municipal Finance Officers' Association (MFOA) was established in 1989 to represent the interests of municipal finance staff across Ontario. Our membership roll features more than 3000 individuals who act as key advisors to councils on financial affairs and are responsible for handling the financial activities of municipalities.

MFOA has a keen interest in development charges (DCs) and has a history of advocating on this issue on behalf of the municipal sector. Most recently, MFOA submitted a technical response to the Province's Housing Supply Action Plan, along with a joint response with the Ontario Regional and Single Tier Treasurers. Both submissions highlighted MFOA's longstanding position that growth should pay for growth. MFOA's submission received endorsement from our members and from other municipal associations.

As the professional association of municipal finance officers, this report about Bill 108, *More Homes, More Choice Act, 2019* focusses on proposed amendments in Schedule 3 (*Development Charges Act, 1997*) and Schedule 12 (*Planning Act, 1990*) that significantly alter the existing municipal finance regime with respect to recovering growth-related capital costs.

4.0 A Brief History of Development Charges in Ontario

Development charges are fees collected on new development and are the primary funding source for infrastructure needed to service growth in municipalities. The first Development Charges Act (DCA) in Ontario came into force in 1989. The DCA set out rules to enable municipalities to collect DCs to fund growth-related capital costs relating to new development. This legislation was broad and allowed municipalities to recover 100% of growth-related capital costs.

The DCA was amended in 1997, introducing a number of changes that resulted in lower levels of cost recovery for municipalities which shifted growth-related costs from the development that created the costs to existing property tax and ratepayers. The amendments from 1997 resulted in development charges covering 75-80% of growth-related costs as opposed to 100%.³ Existing taxpayers were made to pay the difference.

³ Watson & Associates' 2010 study, "Long-term Fiscal Impact Assessment of Growth: 2011-2021", for the Town of Milton.

The DCA was further amended in 2015 through Bill 73, *Smart Growth for Our Communities Act, 2015*. Bill 73's amendments to the DCA allowed for greater recovery of growth-related costs related to transit and waste diversion, not including landfill sites and waste incineration. However, municipalities were also shouldered with more reporting, an unfavourable adjustment to cash-in-lieu for parkland ratio, and an inability to collect voluntary payments.

Despite the amendments to the DCA, development charges continue to be an important funding tool for municipalities. In 2017, 203 municipalities collected DCs.⁴ DC proceeds (collections) have exceeded \$4 billion every year since 2015, with proceeds of \$4.78 billion in 2017. Chart 1 outlines the proceeds and disbursements from 2015-2017 in Ontario. See Appendix A for a depiction of DC inflows and outflows in 2017. The use of section 37 of the *Planning Act*, on the other hand, is "common in the City of Toronto where zoning by-law amendments are required, but are relatively uncommon in other municipalities in the GTA outside of the City of Toronto."⁵

DCs help fund growth-related costs for the range of services needed to create complete, vibrant communities.⁶ Complete communities allow residents to work, play and live in their own community, which is what many municipalities try to achieve with growth planning.⁷ Flexibility in the timing of collections and disbursements allow municipalities to build infrastructure in a strategic manner.

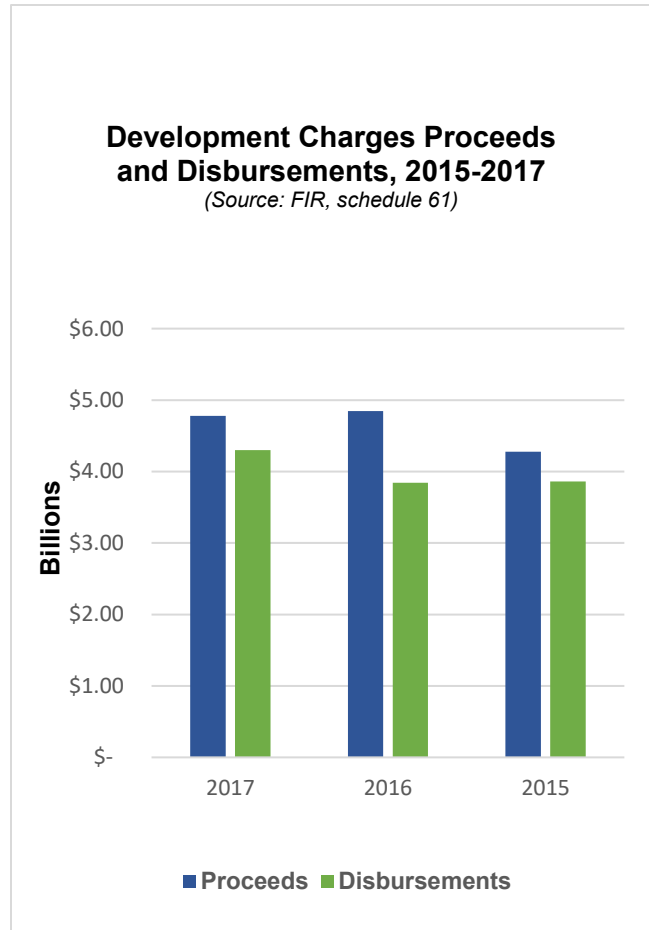


Figure 1: Development Charges proceeds and disbursements, total figures from the Financial Information Return

⁴ 2017 Ministry of Municipal Affairs and Housing (MMAH) Financial Information Return, Schedule 61.

⁵ Altus Group, [Government Charges and Fees on New Homes in the Greater Toronto Area](#), May 2018, p. 19.

⁶ Ontario, Growth [Plan for the Greater Golden Horseshoe](#), May 2017, p. 6

⁷ Mississauga, Strategic Plan, http://www.mississauga.ca/file/COM/NewProp_OP_7.pdf; Guelph, The Guelph difference: designing a complete and distinctive community, http://guelph.ca/wp-content/uploads/TheGuelphDifference_UrbanDesign.pdf.

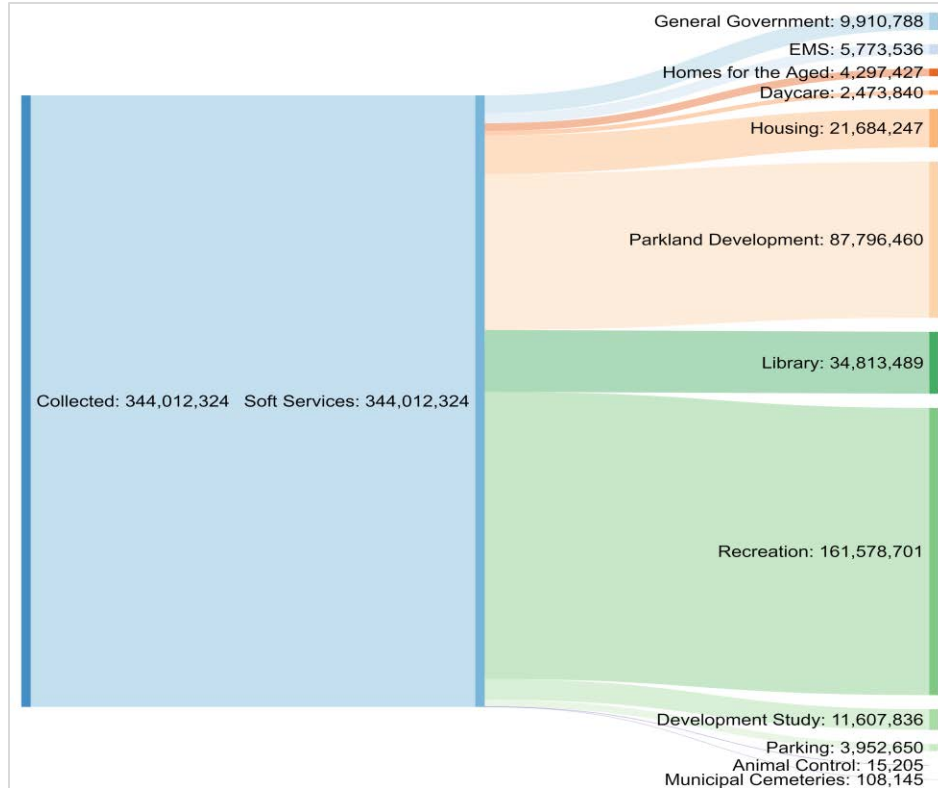


Figure 2: 2017 Disbursement of DCs for 'soft' services (from MMAH FIR 2017)

Figure 2 outlines the disbursement of DCs in 2017 in relation to 'soft' services, which represents 17.4% of all DCs collected for lower tier municipalities.⁸ These services are necessary for complete communities as they represent what makes a community feel like home.

Changes that reduce the total amount that municipalities can recover for growth-related costs and/or that require an administratively burdensome move to an unknown regime will put municipalities in a difficult position. Municipalities will have to make tough decisions – reduce the level of service that residents expect, look to other revenue sources to fill the gap, and/or delay development until existing systems have been adapted and the uncertainty and risk of moving to a new regime has settled. All of these outcomes run counter to the Province's objective of increasing the supply of housing and building complete communities.

⁸ 2017 Financial Information Return, Schedule 61.

5.0 Development Charges and Housing Affordability

The Housing Supply Action Plan's consultation discussion paper raised the issue of house prices in Ontario being too high because of high land prices and government imposed-fees and charges. Development charges, in particular, were identified as a charge that increased the costs of serviced land and housing.

In response, the Province has introduced Bill 108, which proposes to sever the DC regime in two by shifting the recovery of the growth-related costs of 'soft' services to the Planning Act. Under the Bill, the Planning Act's provision for height and density bonusing will be eliminated. It will be replaced with a new charge under an unknown regime that will recover costs for 'soft' services, parkland, and paramedics. Many key details regarding the mechanics and impacts of the proposed changes, financial and otherwise, will be provided in future regulations.

The move to a new regime and the discussion in the provincial consultation paper signal significant finance and administrative impacts for municipalities. This is a big concern for municipalities. Although significant information regarding the new regime is still lacking, what has been released in Bill 108 appears to layer new administrative processes on to municipalities. It also appears to be a move based on inaccurate assumptions.

DCs represent approximately 5-7% of the price of a new single-family home in the GTA and Ottawa.⁹ A recent study by the Royal Bank and Pembina Institute that examined the factors affecting home prices in the GTA concluded that, with respect to DCs, "the increase in these charges accounts for only a small fraction of the increase in home prices."¹⁰

It has been suggested that lowering DCs would make housing more affordable. MFOA is of the view that reducing DCs and other cost recovery tools will not lower housing prices nor increase land supply. Reducing DCs may actually result in complexities and unintended consequences that could further exacerbate housing issues and create problems for municipal finance. MFOA is of the view that reducing DCs would be:

- **Counterproductive:** Reducing or further restricting development charges could reduce supply, not increase it. Less funding from DCs means more competition for projects from other demands on property taxes and municipal revenue streams. Unless a priority, municipalities may not have the funds available to put the infrastructure in place needed for development to occur in a timely way.

⁹ Ontario, [Development Charges Subgroup: Report to the PMFSDR Infrastructure Table](#) and 2018 Altus Group report (refer to reference 5)

¹⁰ Burda, Cherise, *Priced Out: Understanding the factors affecting home prices in the GTA*, Royal Bank of Canada and the Pembina Institute, November 2013, p. 15

- **Inefficient:** We are not aware of any evidence that shows reductions in DCs being passed directly to homebuyers through drops in house prices.
- **Ineffective:** Taxpayers and ratepayers would have to cover funds for infrastructure not recovered through DCs. This would result in higher property taxes and utility rates for municipalities with new development and create a disincentive for residents to support new housing.
- **Expensive:** Reducing DCs does not decrease the cost of growth-related infrastructure. Instead it transfers the cost to existing homeowners, which includes low income families and seniors. Significant increases in the whole cost of housing would be unaffordable for many.

Development charges are not a root cause of the affordable housing and supply challenge. As noted above, they represent approximately 5-7% of the price of a new single-family home in the GTA and Ottawa. This share has been relatively stable for many years.

Additionally, reducing the development charge does not guarantee lower house prices nor does moving to an unknown regime. If more municipal operating revenues are needed to cover the cost of growth, it will be at the expense of maintaining existing capital assets, services, or current property tax rates. Shortchanging the public services Ontarians depend on is no way to build the communities people want to live in. Development charges are the right tool to fund the services Ontarians depend on.

6.0 Guiding Principles

The following principles guide our comments:

a) Growth should pay for growth.

Where the costs of service provision are attributable to a distinct group, legislation permits that costs may be borne by that group through various fees and charges. Provincial legislation should consistently allow municipalities to recover the full cost of infrastructure related to development. In the absence of this, existing taxpayers must pay the cost of infrastructure for new communities. The mechanisms to permit cost recovery should be efficient, as any accompanying administrative burden can result in slower provision of requisite infrastructure and services.

b) Complete, vibrant communities are good for everyone.

Complete communities support healthy and active living for residents. They require employment opportunities and a significant array of municipal infrastructure to service residents and businesses. The services needed to support complete communities extend beyond water, wastewater and roads. No community is complete without parks, recreation facilities, libraries and other services that enable residents and businesses to thrive.

c) Provincial red tape costs municipalities time and money.

Reporting and robust processes and procedures are key to ensuring accountability. However, these become a costly burden when they are overly prescriptive and fail to recognize that municipalities are an order of government led by elected officials.

d) Provincial legislation related to municipal governance should be enabling and permissive.

Provincial legislation can be overly prescriptive. Restrictive legislation removes decision making power from local authorities and chips away at local officials' ability to respond to local concerns.

The municipal sector needs:

- a) Legislation that permits us to recover all growth related costs. Whether this is through the DCA or through the DCA and PA is less important than ensuring that the tools allow for the capture all municipal costs of servicing growth.
- b) Tools to recover growth-related costs need to cover costs for all services municipal residents and businesses expect and enjoy. Distinctions between hard and soft services are meaningless. There are only services to people (residents, business owners).
- c) Streamlined administrative processes. Adapting to new regimes requires time and money. It also introduces collection risks to municipalities.
- d) Enabling legislation fosters diversity, experimentation and creativity. Overly prescriptive legislation does the opposite and often creates a large number of undesirable and unintended consequences.

7.0 Amendments to the *Development Charges Act, 1997*: Discussion and Recommendations

The following section presents MFOA's recommendations for Schedule 3 of Bill 108. Our recommendations aim to ensure that municipalities have the right tools to strategically provide infrastructure to support growth on a place-by-place basis. These tools support development and are necessary for the Province's objective of increasing the housing supply.

This section reviews the proposed distinction between 'hard' and 'soft' services and the proposed changes to the timing of payments, freezing of rates, and exemptions for certain types of development.

7.1 There are only services to people

Bill 108 proposes to draw a line between 'hard' and 'soft' services by shifting the authority to recover growth-related costs for most 'soft' services from the DCA to the PA as part of a charge for community benefits. This proposal runs counter to the conclusions of the Commission on the Reform of Property Taxation in Ontario. In 1977, the Commission found that there were no distinctions between services to property and services to people. There are only services to people.

"Upon even perfunctory examination, it is evident that the differentiation between so-called services to land and services to people is wholly irrelevant: there is, in any perspective whatsoever, no such thing as "services to land"; there are only services demanded by people. While the nature of these services may require digging or other similar activity, it is the presence of people and their concomitant demands that give rise to an expenditure."¹¹

The proposed changes are also a significant departure from the current long-standing legislative framework, which is rooted in the lot levy regime that pre-dates the DCA. While MFOA agrees with the Province's objective of increasing the supply of housing, a major change to an untested regime in the Province of Ontario introduces uncertainty and additional unnecessary risk in the development process.

The proposed legislation also gives rise to many questions, some of which will be answered when details of the regulation are known, including:

- How will the proposed framework work in a two-tier environment?
- What will happen to debt related to 'soft services'?
- How will these changes affect municipalities' long-term plans (capital and strategic)?

¹¹ Ontario, [*Report of The Commission on the Reform of Property Taxation in Ontario*](#) (Toronto: Government of Ontario, 1977).

Municipalities have entered into commitments and drafted budgets and long-term plans based on revenue streams permitted under the DCA for a range of growth-related services. Any reductions in the assumed revenue streams will negatively affect a municipality's ability to emplace the necessary infrastructure. Further, many municipalities are in the process of updating their DC by-laws. Uncertainty about the ability to recover growth-related costs for 'soft' services could force reconsideration of many projects and delay development.

Recommendations for legislation:

Amend Schedule 3 of Bill 108 to make all services eligible for a DC.

Should proposed amendments to the recovery mechanism for most soft services be approved, the effective and prescribed dates for the proposed changes will be very important. Municipalities will need enough lead time to adapt existing systems and effectively transition to the new regime. Therefore, the prescribed transition date must be far enough out to ensure that municipalities have sufficient time to undertake the necessary work in order to pass a by-law under proposed ss 37(2) of the PA. The prescribed timing and effective dates for the change should also ensure that there are no gaps when a municipality is unable to recover costs of growth-related 'soft' services through either a DC or a CBC.

A good example to follow with respect to transition is the Asset Management (AM) Planning for Municipal Infrastructure regulation (O. Reg. 588/17) under the *Infrastructure for Jobs and Prosperity Act, 2015*. While the Act came into force in 2016, the requirements under the AM regulation are being phased in over a six-year period. The phase-in period recognized municipal concerns raised during the extensive consultation period for the regulation.

Recommendation for regulation:

Should the recovery of growth-related costs for most soft services be outside of the Development Charges Act, 1997 (DCA), the prescribed transition date in the regulations under the DCA and Planning Act, 1990 (PA) should provide municipalities at least a 2-year transition following the filing of the regulations.

7.2 Vibrant communities require more than pipes in the ground

MFOA believes that there should be no ineligible services. The proposed changes in Bill 108 turn the DCA on its head. Moving to a prescribed list of predominantly 'hard' eligible services plus some emergency services (police and fire are included; paramedic services are not) excludes many growth-related costs from the calculation of DCs.

All of the proposed eligible services are important and necessary for people to move into a new home. However, the proposed list of eligible services does not capture the full list of services that municipalities provide and vibrant communities require, like hockey rinks, and baseball and football fields. Further, the proposed amendments will

have a disproportionate adverse impact on lower and single tier municipalities because single and lower tiers are primarily responsible for the delivery of ‘soft’ services. In 2017, “soft” services represented 7.5% of overall DCs collected, 17.4% for lower tier, and 9.4% for single tier municipalities.

Expanding the range of services that are excluded from the DC calculation will reduce housing supply, not increase it. Less funding from DCs means more competition for projects from other demands on property taxes and municipal revenue streams. Unless a priority, municipalities may not have the funds available to put the infrastructure in place needed for development to occur in a timely way.

MFOA’s view is that a service is a service. There should be no restrictions on eligible services.

Recommendations for legislation:

Repeal amendments to ss 2(4) of the DCA such that all services are eligible for inclusion in the development charge calculation so long as they are not expressly excluded by regulation.

The proposed changes will result in DCs covering an even smaller portion of growth-related capital costs than is currently the case. The actual impact will only be known once the regulations under the DCA and the PA are released. One element that will affect the overall impact is the definition of “other services as prescribed”, the last item in the list of eligible services under the DCA.

Recommendation for regulation:

Regulations under the DCA should provide municipalities with the flexibility to tailor ‘other services as prescribed’ to local circumstances.

7.3 Emergency services include paramedics

The list of eligible services includes police and fire, but not paramedics. Without a rational policy case for the differentiation of emergency medical services, MFOA believes that, in the event that the proposed move to a prescribed list of eligible services remains, paramedics should be considered an eligible service under the DCA.

Recommendations for legislation:

Should ss 2(4) under the DCA remain despite the previous recommendation, then the list of eligible services should be amended to include paramedic services.

7.4 Longer payment periods create significant cash flow problems

Bill 108 proposes a six-installment payment plan for DCs for rental housing, non-profit housing, and institutional, industrial and commercial development beginning the date of issuance of an occupancy permit or occupancy of the building, whichever is earlier.

Currently, the DCA has a great deal of flexibility with respect to timing of payments to allow municipalities to access DC revenues in a timely way to enable infrastructure to be built. This flexibility allows payment at subdivision approval for some services, building permit stage for others, and extensive provisions for late and early payments through agreements with developers and builders for other services. Six-year payments are inconsistent with this. Infrastructure cannot be built when revenues are still outstanding without significant debt financing. This may not be appropriate in many jurisdictions that already face large demands on their budgets for asset management initiatives, like infrastructure rehabilitation and renewal.

The proposed change is problematic for both property taxpayers and municipalities. Generally, a tax is payable when it is imposed. Exceptions can be worked out in hardship cases, but not generally as a matter of right. The proposed payment deferral will have significant cash flow impacts for municipalities, which will result in delays or cancelations of municipal infrastructure projects.

Delaying the receipt of DCs does not change the types of infrastructure needed for the municipality to supply serviced land. Delays can, however, change the timing of when infrastructure is put in place, the need for interim funding mechanisms to support the deferral, and the levels of service available to new residents. It also introduces additional collection risk for municipalities. Many events can occur over an extended payment period that add complications to the collections process, including changes in ownership, bankruptcies, mergers and acquisitions of companies, and changes in use for e.g. condo conversions (rental to residential).

Further, the inclusion of non-residential development is unrelated to the Province's objective of increasing the supply of housing and will result in existing property taxpayers subsidizing corporations.

Administering and enforcing the proposed payment schedule will be challenging and will require the use of additional municipal resources. This could result in higher fees to mitigate the additional administrative burden. Further, letters of credit will be required and interest will be added to the charge. All of this makes the proposed payment plan more costly for developers.

Every municipality faces its own housing challenges. The imposition of DC deferrals as a matter of right hinders all municipalities' cost recovery strategies. MFOA believes that municipalities should have the tools to target the needs within their own communities, not be lumped together with a one size fits all approach to a problem that may not even exist locally.

Recommendations for legislation:

Delete proposed ss 8(1) of Schedule 3 of Bill 108.

Should ss 8(1) of Schedule 3 of Bill 108 not be deleted in its entirety:

(c) remove paragraphs 2, 3 and 4 from the proposed new ss26.1(2) of the DCA as found in ss 8(1) of schedule 3 of Bill 108 to remove the

- inclusion of non-residential development with respect to the proposed DC payment plan, and
(d) if the proposed payment plan goes ahead, then the first payment should start at the issuance of the building permit, not at occupancy.

Recommendation for regulation:

Should proposed DCA ss 26.1(2) not be deleted, restrict the types of development set out in proposed DCA ss 26.1(2) to affordable dwelling units.

7.5 Freezing DC rates means too little revenue raised

Bill 108 proposes freezing DC rates at the date of an application for a site plan control area or, if there is no such application, on the date of an application for zoning by-laws. If neither of these applications has been made, the amount continues to be determined at the issuance of a building permit.

DC rates change to reflect changes in municipal needs and cost structures. The challenge of the proposal is that these new dates can be years before shovels go in the ground. Freezing DC rates too early in the process creates a structural disconnect between costs incurred and revenues received.

Freezing DC rates well in advance of building permit issuance will produce a shortfall in the amounts needed to cover growth related costs. This will further move away from the concept of growth paying for growth. The proposal could also reduce the speed at which developers build by removing the financial incentive to move quickly to building permit.

On a positive note, MFOA supports the provision for early or late payment agreements to prevail.

Recommendation for legislation:

Should ss 8(1) of Schedule 3 of Bill 108 not be deleted in its entirety, delete proposed new s 26.2 of the DCA.

The impact of early freezing can be lessened by limiting how much time can elapse before the clauses related to the earlier freezing of DC rates expire. A tight time limit offsets some of the risk of disconnect between costs incurred and revenues received.

Recommendation for regulation:

Should proposed s 26.2 of the DCA not be deleted, proposed DCA s 26.2 should expire if development charges are not paid within one year of due date under this section. Development charges would then be payable at the rate in effect at the time of issuance of the first building permit.

7.6 Restrictions needed on DC exemptions for additional dwelling units

Growth-related costs are driven by increases in population and increases in employment. Reducing DCs does not decrease the cost of growth-related infrastructure. If this type of intensification becomes significant (i.e. additional units), it will mean that there will be a shortfall in DC revenues in comparison with the amounts needed to cover growth related capital costs.

MFOA believes that municipalities are best positioned to choose the incentives needed to target specific types of development. Municipalities best understand their own unique local circumstances and the interests of their local stakeholders. A broad exemption is a one size fits all approach that undermines the revenue raising capabilities of all municipalities.

MFOA, therefore recommends that the DCA go no further than require councils to consider the use of DC exemptions as part of the DC background study process, similar to the consideration of area-rating.

Recommendations for legislation:

Delete proposed amendments to subsection 2(3) of the DCA and amend Schedule 3 of Bill 108 to consider the use of DC exemptions or reductions for affordable housing during the DC background study process.

To avoid abuse in the absence of an amendment to Bill 108, the regulations should expressly limit the number and size of additional/second dwelling units and the classes of housing types that they can be located in. Express maximums and classes, similar to s 2 of O. Reg. 82/98 under the DCA, will also help limit the funding shortfalls resulting from the increase in DC exempt dwelling units.

Recommendation for regulation:

Expressly limit the number and size of additional/second dwelling units and the classes of residential buildings (whether new or existing) within which they can be located, in the regulations under the DCA.

8.0 Amendments to the *Planning Act, 1990*: Discussion and Recommendations

Since MFOA is an association that represents municipal finance officers, this section focuses on the proposed amendments in Schedule 12 of Bill 108 that significantly alter the existing municipal finance regime with respect to recovering growth-related costs.

Again, our recommendations aim to ensure that municipalities have the right tools to strategically provide infrastructure to support growth on a place-by-place basis. These tools support development and are necessary for the Province's object of increasing the housing supply.

8.1 Municipalities need more revenue tools, not fewer tools

Bill 108 proposes to remove the provision to charge DCs for 'soft' services in the DCA and replace the existing height and density bonusing provision in the *Planning Act* with a new all-encompassing Community Benefits Charge. Amending these provisions mean that municipalities will have fewer tools in their toolkit to provide for complete, vibrant communities.

Cost recovery for 'soft' growth-related services and height and density bonusing are inherently different tools. This can be seen by the difference in the frequency of their use and the rigidity of their legislative frameworks. Over 200 municipalities collected DCs in 2017, while few collected height and density bonuses. Each part of the DC process is set out in legislation, while height and density bonusing legislation is more permissive.

In recognition of these differences, MFOA recommends continuing to allow for payments to be collected for increases in heights and densities and creating a separate section for the provision of the new Community Benefits Charge. In terms of other municipal tools, clarity is needed to ensure the provision of parkland remains intact in the *Planning Act*.

Recommendations for legislation:

- **Amend Schedule 12 of Bill 108 to delete proposed amendments to s 37 of the *Planning Act, 1990*.**
- **Should the creation of the Community Benefits Charge be kept:**
 - **Amend Bill 108 Schedule 12 to maintain s 37 as is to allow for payments to be collected for increases in heights and densities and create a separate section for the provision of the new Community Benefits Charge, and**
 - **Amend Bill 108 Schedule 12 to clarify the provision of parkland under s 42 of the *Planning Act*.**

8.2 CBCs and DCs together must pay for 100% of growth-related costs

The existing DC regime is one that meticulously identifies the costs that are driven by growth (people, employees) and recovers them (albeit with discounts) over the relevant growth period from the various types of property. There is a link between costs and the anticipated revenues. Furthermore, the DC is updated every 5 years so the link between costs and revenues is reasonably current.

Without knowing what is in the regulation, there is a concern that this link between growth costs and the CBC will be lost and that the CBC will not be able to change over time as project costs vary. Land value, which sets a cap for the CBC, is not related to the cost of providing services. In addition, while revenue is capped, there is no cap to growth-related costs for 'soft' services.

Recommendation for legislation:

Amend Bill 108 Schedule 12 to provide that the methodology to calculate the CBC in the regulation preserves the link between growth related costs and revenues.

Municipalities are mature orders of government: each has its own set of opportunities and challenges. For the new CBC to work as envisioned, regulations will need to provide municipalities with enough flexibility to respond appropriately to local needs. The provincial government will also need to get the details right. If they do not, there will be a further impact on the supply of housing.

As many key details regarding the mechanics and impacts of Bill 108, financial and otherwise, are set out in the regulations, these regulations will be absolutely critical for any transition to the new CBC regime.

Recommendations for regulations:

- **The Province should provide a transparent and thorough stakeholder consultation process in the development of all regulations associated with Bill 108, particularly those related to the CBC.**
- **No decisions should be made on Bill 108 until critical information is provided in regulation such that decision makers understand the impact of the proposed changes.**

It is also critical for all parties to have upfront knowledge of what facilities, services and matters a CBC cannot be imposed for, and the types of development for which a CBC would be exempt. In the absence of this knowledge, municipalities cannot make fair and responsible judgement on the impact to municipal resources and approved strategic plans. The fewer restrictions with respect to types of development, facilities, and services the more effective the CBC in contributing to the creation of vibrant communities. A one size fits all approach, such as imposing the same exemptions on all municipalities, does not allow for a tailored approach based on local circumstance.

Recommendation for regulations:

There should be no additional CBC exemptions with respect to types of development, facilities, services, or other. The regulation should instruct municipalities to consider CBC exemptions or reductions as part of the development of the CBC strategy where such exemptions and/or reductions are targeted to affordable housing units only.

Bill 108 imposes new processes, procedures, and reporting requirements on municipalities. Municipalities will need to adapt existing systems to the new regime, implement and monitor changes to the DC regime, and operate separate processes on an ongoing basis. The proposed changes will add costs, uncertainty, and risk to the development process.

Further the Bill will require municipalities to prepare two documents to recover costs related to growth – a background study under the DCA to charge DCs and a strategy under the PA to charge CBCs. As requirements will be prescribed in regulation, it is unknown whether there will be any consistency between the work performed under these two regimes and whether the link between charges and growth-related costs will be preserved.

Recommendation for regulations:

Limit overall red tape by prescribing streamlined requirements for the development of the CBC strategy that complement existing requirements in the DCA.

It is unclear if municipalities will be able to pass area specific CBCs for those areas where needs may be greater than the municipality as a whole. Without this flexibility, additional inequities between communities could result. It is also unclear how this will work in a region in a two-tier region.

Recommendation for legislation:

Clarify the language in Bill 108 Schedule 12 to provide municipalities with the flexibility to pass area specific CBCs.

Bill 108 proposes capping the CBC based on a percentage of land value (as of the day before a building permit is issued), among other measures. The essential problem with this method, as previously indicated, is that the value of land has little relationship with the cost of providing growth-related services. The move to this new cost-recovery tool will add risk to future growth-related infrastructure projects. Without flexibility or a mechanism for regular review of the regulation, there will be increased uncertainty as to whether growth-related costs will be covered by the CBC.

In addition, moving away from the theory, implementation will be difficult to get right for several reasons most of which will be dealt with in regulation. Accordingly, regulations

will need to be reviewed within five years to determine whether the Province's objective of increasing housing supply is being met.

Recommendations for regulations:

Amend the regulation under the PA to include: "The Ministry of Municipal Affairs and Housing shall initiate a review of this Regulation on or before December 31, 2024."

8.3 CBC Cap

The CBC cap will be a percentage, to be prescribed, of the land value. The applicable land value is as of the day before a building permit is issued. Different percentages for different municipalities or classes of municipalities and for different values of land may be prescribed by the Minister.

Land values not only fluctuate throughout the year and between municipalities, they can also vary inside a municipality. Prescribing a percentage is tricky because:

- (a) A less desirable neighbourhood will have lower land value but could have greater needs for 'soft' services;
- (b) Less populous municipalities can have higher growth-related costs due to the availability of fewer suppliers and fewer economies of scale; and
- (c) It can be very costly to provide services for new residents in built up communities.

Due to the volatile nature of housing markets and house values, this cap should be re-assessed frequently to ensure that the CBC remains an effective tool for providing the services that support the creation of vibrant and complete communities. As previously recommended, the Province should consult widely prior to finalizing regulations implementing the prescribed percentages.

Recommendations for regulations:

The maximum CBC cap should be reassessed regularly.

8.4 Transition

Bill 108 requires that municipalities spend or allocate 60% of monies in a special CBC account at the beginning of the year. To ensure a smooth transition, the regulation should specify that this is not expected for any money previously collected under the DCA during the first years under the new CBC regime.

Recommendations for regulations:

Monies collected under the DCA and transferred to the special CBC account should be exempt from the 60% requirement.

Bill 108 requires that municipalities report on the new special CBC account in a prescribed manner. Municipalities understand the importance of accountability. We ask, however, that the Province align these new requirements with their current efforts to reduce the municipal reporting burden.

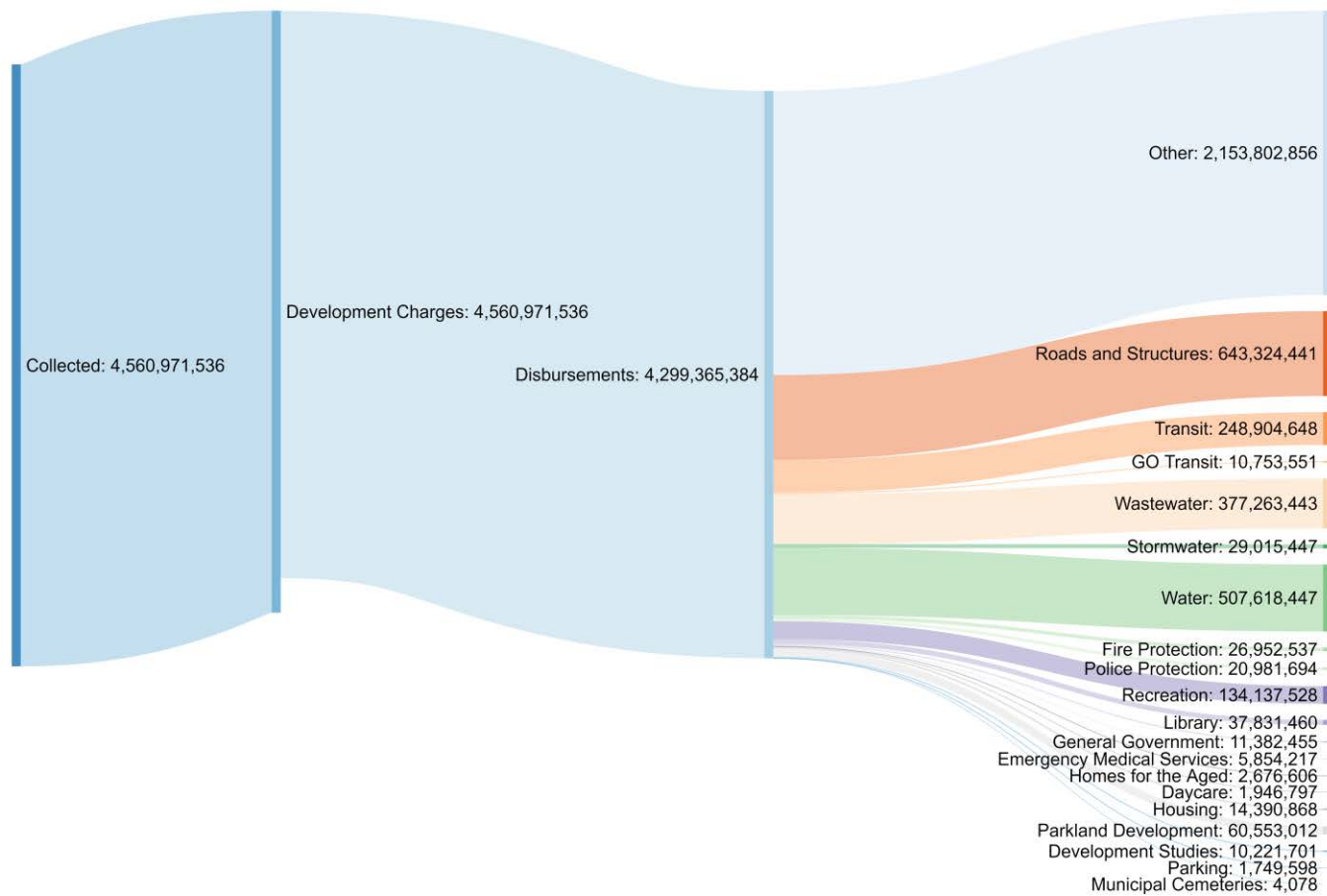
Recommendations for regulations:

Prescribed reports and information should not be onerous.

9.0 Conclusion

We thank the Province for the opportunity to provide our recommendations. MFOA remains committed to affordable housing solutions. We would be pleased to assist in the development and review of regulations supporting amendments to the DCA and the creation of the new CBC regime.

Appendix A: Collection and Disbursement of Development Charges in 2017



Source: Ministry of Municipal Affairs and Housing Financial Information Return, 2017



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May 29, 2019

Mr. Parm Gill, MPP
Chair
Standing Committee on Justice Policy
Queen's Park

RE: Mississauga's Response to Bill 108, *More Homes, More Choice Act, 2019*

Dear Chair Gill,

I write to you today on behalf of the City of Mississauga to express our feedback and concerns with Bill 108, *More Homes, More Choice Act, 2019*. It is our intent to provide in-person comment to the Standing Committee reviewing this legislation, but the following represents Mississauga's formal submission.

On May 22, 2019, Mississauga City Council received a report from staff (see attached), which outlines the City's position on Bill 108. This is a lengthy report, so I have done my best to summarize in this letter. However, I would encourage you to read the staff report and have your staff speak with our team at the City of Mississauga further. The following are our major areas of concern.

Public Consultation

We would request that the province extend the public consultation timelines beyond June 1st to allow for greater input and feedback. This is a sweeping piece of legislation that will have tremendous impacts on how we plan and grow as a City, and yet we have only had three weeks to read the legislation introduced on May 2, 2019 and provide formal, Council-approved comments. I think you will agree this is not nearly enough time to provide meaningful feedback, consult with residents, and properly engage with your government on such an important piece of legislation.

While I appreciate that the passage of the legislation is only the first part of the process, and that a detailed review of the accompanying regulations will follow, I would still respectfully ask that you extend the time period for consultation, delay the passage of this legislation until the Fall session of the legislature, and use this time to consult further with

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

the municipal sector. Given the lack of details in the legislation, Mississauga believes it is imperative the comment period is extended.

Development Charges

Mississauga is concerned that the legislation as it is currently written could have the effect of lowering development charges (DCs) paid to the municipality. As you know, DCs are designed to help a municipality fund infrastructure related to new growth in the community. DCs rely on the principle that growth pays for growth. Under Bill 108 as it is currently written, this principle will no longer be applicable in Ontario and municipalities like Mississauga will force existing taxpayers to fund new growth infrastructure. In effect, Bill 108 aims to make housing more affordable for people who do not yet live in the community at the expense of those who already do.

Bill 108 proposes to change the administration of DCs. Currently, DCs are payable at the time of issuance of the first building permit, based on the DC rate in effect at that time. The legislation changes this to calculate DC rates at an earlier stage of development, most commonly at the time of site plan application. There is a gap between this application and building permit issuance, meaning there will be a reduction in DCs payable to municipalities. Mississauga calculates this change will result in a loss to the City of approximately \$7 million over 10 years. DCs account for approximately 80 per cent of a municipality's growth infrastructure, but total about 7 per cent of the sale price of a unit.

Additional Red Tape

While I appreciate your government is seeking to eliminate red tape wherever possible, I am concerned that this legislation will increase red tape and administrative burden on municipalities, in particular, the changes to how DCs are collected. At present, DCs are collected in one payment. Under Bill 108, the proposal is to stagger these payments over 6 installments for many land-uses. In addition to the administrative burden this change will place on the City, which at present is not calculable, the impact on our cash flow will be approximately \$10 annually. As well, there will be a cumulative loss of interest of approximately \$5 million between 2019-2028.

Recommendations:

- Maintain current calculation and payment dates for DCs for all uses, except rental housing to reduce administrative burden
- Enact a transition period to any change to allow for staff training

Community Benefits Charge

Recommendations:

- Provide additional time to comment on Bill 108 once the regulations are completed
- Further consultation on the development of the regulations
- Use a population, housing units, employment, and gross floor area calculation rather than a land value calculation
- Further consultation with municipalities before a cap is enacted

- Greater clarification of the appraisal process (i.e. who pays)

Secondary Suites Exemption

Mississauga is supportive of the proposal to exempt secondary suites from DCs. This is something Mississauga was ready to implement independent of Bill 108, and is included in our new DC by-law being approved on June 5th, 2019.

Recommendations:

- Work to ensure Housing Supply Action Plan reduces administrative burden on municipalities to implement
- Implement a transition period to allow for operational changes and staff training

Planning Act Appeals

Mississauga has spent the last 2 years transitioning to a new land use planning appeal system, the Local Planning Appeals Tribunal. Under Bill 108 as it is currently written, many of the provisions that provided municipalities with greater control over planning decisions in their communities have been removed. De Novo hearings and new evidence at hearings are just two of the changes that cause Mississauga concern, as well as the elimination of the “consistency and conformity” provision of the current LPAT. Overall, we believe these changes will limit community participation in the development process and weaken the voice of the municipality and residents.

Shorter Approval Timelines

As a growing city, Mississauga’s planning department is dealing with complex development applications, often in already defined communities. The current timelines for approval or decision are already tight and Bill 108 seeks to make them shorter. This will cause stress on our planning department and will result in less community consultation and thorough analysis. It will also likely result in greater expenditures to higher more planning staff to meet these deadlines. Over the last 5 years the timelines have changed dramatically and our planning staff are trying to keep up.

Recommendations:

- Extend the timelines to allow for greater community participation and decrease LPAT caseload
- Consult with municipalities before developing regulations around new LPAT rules
- The province should support the modernization of planning approval process. Mississauga has implemented E-Plans that has greatly reduced our timelines for approval and decision. In 2018, Mississauga processed over 93 per cent of all building applications through E-Plans.

Inclusionary Zoning and Major Transit Station Areas

Bill 108 seeks to limit inclusionary zoning (IZ) to areas where the minister requires a community planning permit or a major transit station area (MTSA). In Mississauga, we have developed a middle-income affordable housing strategy called, “Making Room for the

Middle,” that seeks to bring affordable options for the middle class to the market more quickly. The proposals in Bill 108 around inclusionary zoning may have the opposite effect in Mississauga as it will limit our ability to provide incentives (using IZ) to bring affordable housing options to market. The use of the community planning permit is new and would impact Mississauga as we have 63 MTSA's. As the community planning permit system is new, it will require many years to become operational and tested. In the interim, we could miss out on capitalizing on development opportunities within an MTSA.

For instance, in Mississauga our downtown core has been pre-zoned – there are no barriers to development. At this MTSA, there will be no benefit to the developer to use the community planning permit system. Moreover, two of Mississauga's largest development sites, Lakeview and the West Village, are located outside of an MTSA and would not be eligible for inclusionary zoning. With over 15,000 units being built on these sites combined, it will be a missed opportunity to build affordable housing using inclusionary zoning.

Almost every employment area in Mississauga is considered provincially significant under Bill 108, meaning the City will not be able to benefit by advancing some employment area conversions in MTSA's. This means we will not be able to fully redevelop these areas.

Recommendations:

- Lift the restrictions on inclusionary zoning for those municipalities with a defined policy already in place and allow it to be used across the municipality
- Allow municipalities to decide what tools should be used to accelerate growth in MTSA's, based on local conditions
- Extend the 45 day window under the community planning permit to lessen the administrative burden on municipalities
- Review the major employment areas, specifically in Mississauga and do not enact a one-size-fits-all solution
- Mississauga is supportive of the Province creating a regulation to enable conditional zoning to quickly pre-zone lands.

Conclusion

While the City of Mississauga is supportive of the Minister's intent to bring more housing supply to the market, we are not convinced that simply speeding up more supply to the marketplace will have an impact on housing affordability or bring to the market the types of affordable units (ownership and rental) that are desperately needed in cities like Mississauga. For instance, in Mississauga, we have over 20,000 units approved and ready to build. The market is dictating when they will be built, not the City of Mississauga's planning process.

In the current legislation, there is no provision that the cost savings realized by developers will be passed on to consumers. Many of the changes will make it easier to build in Mississauga, but it does not mean affordability will be factored.

Finally, we are concerned that at a time when municipalities are being asked to do more with less, to find savings and efficiencies, and reduce red tape, that this legislation will only

add to our administrative burdens and increase costs. To meet the new approval timelines, as well as administer the new DC payment system, we will need new staff and new administrative systems. This is cumbersome and will force Mississauga to make some tough decisions.

I understand this legislation will likely be passed before the Legislature rises for the summer recess. I would strongly encourage you to delay passage of this legislation and at the very least, consult thoroughly with municipalities during the creation of the regulations.

Thank you for your time and your consideration. I would be happy to answer any questions you may have or make my team of staff available to meet at your convenience.

Sincerely,

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

Bonnie Crombie
Mayor, City of Mississauga

Cc., Hon. Steve Clark, Minister of Municipal Affairs and Housing
Hon. Rod Phillips, Minister of Environment, Conservation and Parks
Hon. John Yakabuski, Minister of Natural Resources and Forestry
Deepak Anand, MPP
Kaleed Rasheed, MPP
Natalia Kusendova, MPP
Nina Tangri, MPP
Rudy Cuzzetto, MPP
Sheref Sabawy, MPP
Nando Iannicca, Chair, Region of Peel
Association of Municipalities of Ontario

May 29, 2019

RECEIVED
May 30, 2019

REGION OF PEEL
 OFFICE OF THE REGIONAL CLERK

Mr. John Ballantine
 Manager, Municipal Finance Policy Branch
 Ministry of Municipal Affairs and Housing
 13th Floor, 777 Bay Street
 Toronto, Ontario
 M5G 2E5

Dear Mr. Ballantine:

Re: Bill 108: Potential Changes to the Development Charges Act

On behalf of our many municipal clients, by way of this letter we are summarizing our perspectives on the changes to the *Development Charges Act* (D.C.A.) as proposed by Bill 108.

Watson & Associates Economists Ltd.

Watson & Associates Economists Ltd. is a firm of municipal economists, planners and accountants, which has been in operation since 1982. With a municipal client base of more than 250 Ontario municipalities and utility commissions, the firm is recognized as a leader in the municipal finance/local government field. The firm's Directors have participated extensively as expert witnesses on development charge (D.C.) and municipal finance matters at the Local Planning Appeal Tribunal (formerly known as the Ontario Municipal Board) for over 37 years.

Our background in D.C.s is unprecedented including:

- carrying out over one-half of the consulting work completed in Ontario in the D.C. field during the past decade; and
- providing submissions and participating in discussions with the Province when the D.C.A. was first introduced in 1989 and with each of the amendments undertaken in 1997 and 2015.

Changes to Eligible Services

The Bill proposes to remove “soft services” from the D.C.A. These services will be considered as part of a new “community benefits charge” (discussed below) imposed under the Planning Act. Eligible services that will remain under the D.C.A. include water, wastewater, stormwater, services related to a highway, policing, fire, transit and waste diversion.





As provided below (a detailed summary is provided in Appendix A), Province-wide this change would remove 20% of annual collections from the D.C.A.

Table 1 - Development Charge Collections - 2013 to 2017

Service Category	Total Collections 2013 to 2017	Annual Average Collections	Percentage of Total
Services Continued Within D.C.A.	\$ 8,069,285,661	\$ 1,613,857,132	80%
Services to be Moved to Community Benefits Charge	1,967,192,671	393,438,534	20%
Total	\$ 10,036,478,333	\$ 2,007,295,667	100%

Since it is unclear as to the potential ability to replace these revenues with the proposed community benefits charge, a number of concerns are raised:

- Many municipalities have constructed facilities for these various services, and the ability to recoup the annual debt charges is in question. This lost revenue may shift the burden directly onto existing taxpayers.
- A number of municipalities enter into agreements to have the developing landowner fund certain services (e.g. parkland development) and provide D.C. credits at the time of building permit issuance. It is unclear how a municipality is to honour these commitments given the new revenue structure.
- Many municipalities have projects for these services in progress. The lost funding may put these projects in jeopardy.
- Many municipalities have borrowed D.C. revenues from another D.C. service to fund these expenditures. Once again, it is unclear how to fund these balances.
- Municipalities have concerns with the potential of the Minister to limit the scope of eligible services for which community benefits charges could be imposed through regulation, particularly as this might relate to future funding plans based on this revenue source.

Waste Diversion

The Bill would remove the mandatory 10% deduction for this service.

This change will be helpful to municipalities in funding this service. Moreover, the ability to forecast the increase in needs over a period longer than 10 years will allow municipalities to better determine the long-term average increase in needs.



Payment in Installments Over Six Years

The Bill proposes that rental housing, non-profit housing and commercial/industrial/institutional developments pay their development charges in six equal annual payments commencing the earlier of the date of issuance of a building permit or occupancy. If payments are not made, interest may be charged (at a prescribed rate) and may be added to the property and collected as taxes.

As the proposed changes to the D.C.A. are to facilitate the Province's affordable housing agenda, it is unclear why these installment payments are to be provided to commercial, industrial and institutional developments. Table 2 presents the number of non-residential building permits issued annually by Ontario municipalities over the period 2012 to 2017. Based on the past six years, municipalities would be managing installment collections on almost half a million building permits.

Table 2 - Non-residential Building Permits Issued - 2012 to 2017

Service	2012	2013	2014	2015	2016	2017	Total
Permits Issued	67,795	75,182	76,189	79,070	86,158	82,640	467,034

Source: Financial Information Returns - 2012 to 2017

Based on the above:

- Administration of this process to undertake annual collections, follow up on delayed payments, and pursue defaulting properties would increase administrative staffing needs significantly. If an ability to recover these administrative costs is not provided, then this would be a direct impact on property taxes.
- It is unclear what security requirements the municipality may impose. As the building permit is most often taken out by the builder, there is a disconnect with the potential owner of the building. We would recommend that the D.C.A. provide the ability to either receive securities or be able to register the outstanding collections on title to the property.
- The delay in receiving the D.C. revenue will impact the D.C. cashflow. As most of these "hard services" must be provided in advance of development occurring, it will require increased debt and borrowing costs. Added interest costs will place upward pressure on the D.C. quantum.

When the D.C. Amount is Determined

The Bill proposes that the D.C. amount for developments proceeding by site plan approval or requiring a zoning by-law amendment, shall be determined based on the D.C. charge in effect on the day of the application for site plan approval or zoning by-law amendment. If the development is not proceeding via these planning approvals,



then the amount is determined the earlier of the date of issuance of a building permit or occupancy.

Based on the above:

- We perceive the potential for abuse with respect to the zoning change requirement. A minor change in a zoning would activate this section of the D.C.A. and lock-in the rates. This would give rise to enhancing the land value of the property as it has potentially lower D.C. payments.
- D.C.s tend to increase in subsequent five-year reviews, because the underlying D.C.A. index does not accurately reflect the actual costs incurred by municipalities. Locking-in the D.C. rates well in advance of the building permit issuance would produce a shortfall in D.C. revenue, as the chargeable rates will not reflect the current rate (and therefore current costs) as of the time the development proceeds to be built. If municipalities are being required to maintain these charges, then the D.C.A. should provide for adjustment to reflect changes in actual costs, allow for ease of amendment between review periods, and index charges based on actual cost experience.
- There should be a time limit established in the D.C.A. as to how long the development takes to move from site plan application, or zoning application, to the issuance of a building permit. There is no financial incentive for the development to move quickly to building permit if this is not provided. Although the D.C.A. indicates that the Minister may regulate this, if no regulation is provided then the rates would be set in perpetuity.

Second Dwelling Units in New Residential Developments or Ancillary to an Existing Dwelling Unit are to be Exempt from Paying Development Charges

We perceive that imposing an immediate exemption for a second unit in a new home will cause considerable problems for existing agreements with developers. Potential impacts could include:

- For existing agreements and in certain circumstances, the developer may not recover the full amount of the agreed-to funding.
- Alternatively, the municipality may have to recognize the potential funding loss. The municipality then must generate the funding even though these expenditures were not planned. This may cause direct impacts on debt levels, tax/use rates or delays in future funding given the added net costs to build the infrastructure.
- The potential arises for the conditions within these agreements to now be challenged in court in light of the provincial regulation changes, giving rise to considerable legal expense, delays in development (given the uncertainty of the outcome) and loss of confidence in negotiating future agreements.



- Note also that, with respect to allocation of capacity for water and wastewater servicing, there may be further impacts given Environmental Assessment approvals for targeted development levels.
- Increasing the number of statutory exemptions also results in a revenue loss for municipalities that have to be funded from non-D.C. funding sources, thus increasing the obligation on property taxes.

Soft Services to be Included in a New Community Benefits Charge Under the Planning Act

It is proposed that a municipality may, by by-law, impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. These services may not include those authorized by the D.C.A. Various provisions are proposed as follows:

- *Before passing a community benefits charge by-law, the municipality shall prepare a community benefits charge strategy that, (a) identifies the facilities, services and matters that will be funded with community benefits charges; and (b) complies with any prescribed requirements.*
- *Land for parkland purposes will be included in this charge.*
- *The amount of a community benefits charge payable shall not exceed an amount equal to the prescribed percentage of the value of the land as of the valuation date.*
- *The valuation date is the day before building permit issuance.*
- *Valuations will be based on the appraised value of land. Various requirements are set out in this regard.*
- *All money received by the municipality under a community benefits charge by-law shall be paid into a special account.*
- *In each calendar year, a municipality shall spend or allocate at least 60 per cent of the monies that are in the special account at the beginning of the year.*
- *Requirements for annual reporting shall be prescribed.*
- *Transitional provisions are set out regarding the D.C. reserve funds and D.C. credits.*

The proposed changes are limited, in that the details are left to be defined by Regulation. As such:

- More information is needed, as there are several key items to be included as part of the regulations; i.e. what items are to be included in community benefits charge strategy and what percentage of the “value of land” is to be eligible for collection.
- Depending on what is to be included in the community benefits charge strategy, this may be undertaken at a similar time as the D.C. background study. As



noted, however, it is unclear as to the prescribed items to be included along with the process required to adopt the strategy and the by-law.

- The potential for future parkland is minimized by including it as part of the charge along with all other “soft services.”
- Concern is raised regarding what prescribed percentage of the land value will be allocated for the charge. If the same percentage is provided for all of Ontario, then a single family lot in Toronto valued at \$2 million will yield 20 times the revenue of a \$100,000 lot in eastern Ontario. Given that building costs for the same facilities may only vary by, say, 15%, the community benefits charge will yield nominal funds to pay for required services for most of Ontario. As such, if prescribed rates are imposed, these should recognize regional, in not area-municipal, distinctions in land values.
- It is unclear how the community benefits charge will be implemented in a two-tier municipal system. Given that both the upper and lower tiers will have needs, there is no guidance on how the percentage of the land value will be allocated or how the process for allocating this would occur. Obviously, land values will vary significantly in urban versus semi-urban communities (e.g. in York Region, land value in Markham is significantly higher than in Georgina), so that the upper tier needs may only take, say, 30% of the allotted value in the urban areas but 75% to 90% of the allotted semi-urban or rural values.
- Given the need for appraisals and the ability of the applicant to challenge the appraisal, a charging system based on land values will be extremely cumbersome and expensive. It is unclear how appraisal costs are recovered and the appraisals may become significant costs on each individual property.

By-laws That Expire After May 2, 2019

The Bill provides in subsection 9.1 (1) that a development charge by-law expiring on or after May 2, 2019 and before the prescribed date shall remain in force as it relates to the soft services being moved to community benefits charges.

Confusion is produced by this section of the Bill. There are many municipal D.C. by-laws (over 70) currently set to expire between May and August of this year. Until the Bill is passed into law, these D.C. by-laws will need to be replaced by new ones. This section of the Bill should be amended to reflect that the new D.C. rates in effect at the time of the new legislation coming into force will continue so as to not present confusion over rates as of May 2, 2019 versus rates passed under these new D.C. by-laws.

Conclusions/Observations

In late 2018/early 2019, the Province invited many sectors to participate in the Province’s Housing Supply Action Plan. This process included specialized Development Charges and Housing Affordability Technical Consultations undertaken to provide input to this Action Plan. From those discussion sessions undertaken with members of the development/building community, it was acknowledged that there are



challenges for the development/building community to address the housing needs for certain sectors of the housing market. Rental housing is one example of an area where the low profit margins and high risks may limit participation by developer/builders; however, there clearly does not appear to be a Province-wide concern with D.C. rates that would warrant a wholesale reduction/elimination of D.C.s for any particular service. Arising from those discussions it was expected that these matters would be the focus of the legislated changes; however, Bill 108 has varied significantly from that target:

- The Bill makes wholesale changes to the D.C.A. which will restrict revenues collected from all forms (and all prices) of housing. Hence, the target is no longer rental or affordable housing focused. Where municipalities have been developing D.C. policies and programs to address affordable housing needs directly, the loss of D.C. funding will make these programs unaffordable due to the overall revenue lost.
- The Bill has introduced changes to collections and locking in rates, which directly benefit commercial, industrial and institutional developments, that were not part of the Province's Housing Supply Action Plan. It is unclear why this has been introduced. The six-payment plan for this sector is expected to be expensive and cumbersome to administrate.
- Many transitional items have not been addressed and it is unclear whether the developing land owner is responsible for potential revenue losses or whether that will be the responsibility of the municipality. These matters need to be addressed, otherwise time and money will be spent clarifying these matters in the courts.
- The Regulations to define the new community benefits charges have not been circulated with the Bill; hence, the magnitude of the impact cannot be calculated. It is anticipated, however, that a significant amount of revenue will be lost along with additional lands for park purposes. This either places a direct burden onto taxpayers or will reduce service levels significantly for the future.

Yours very truly,

WATSON & ASSOCIATES ECONOMISTS LTD.

Gary D. Scandlan, B.A., PLE
Director

Andrew Grunda, MBA, CPA, CMA
Principal



Appendix A

Development Charge Collections 2013 to 2017



Appendix A: Development Charge Collections 2013 to 2017

Development Charge Collections - 2013 to 2017

Service	2013	2014	2015	2016	2017	Total	Average Annual
Services Continued Within D.C.A.							
Development Studies	\$ 6,785,229	\$ 7,539,525	\$ 9,634,244	\$ 9,536,538	\$ 11,607,836	\$ 45,103,372	\$ 9,020,674
Fire Protection	19,100,753	23,624,512	24,765,253	27,313,942	26,978,473	121,782,933	24,356,587
Police Protection	16,473,155	18,511,592	20,652,998	18,378,613	20,548,089	94,564,447	18,912,889
Roads and Structures	459,358,776	612,034,803	690,333,195	779,050,973	719,779,061	3,260,556,808	652,111,362
Transit	76,809,022	132,348,600	130,908,057	132,489,696	136,970,102	609,525,477	121,905,095
Wastewater	226,276,592	326,853,930	366,627,394	442,003,774	377,008,100	1,738,769,790	347,753,958
Stormwater	35,407,598	37,192,646	36,127,040	52,679,456	53,577,620	214,984,360	42,996,872
Water	249,052,732	324,843,966	373,922,202	474,822,033	513,942,477	1,936,583,410	387,316,682
GO Transit	7,594,651	9,005,572	10,515,931	9,837,550	10,461,361	47,415,065	9,483,013
D.C.A. Continued Services	\$ 1,096,858,508	\$ 1,491,955,146	\$ 1,663,486,314	\$ 1,946,112,574	\$ 1,870,873,119	\$ 8,069,285,661	\$ 1,613,857,132
Services to Be Included Within New Section 37 Community Benefits Charge							
Emergency Medical Services	\$ 3,112,736	\$ 4,765,936	\$ 5,128,696	\$ 4,840,840	\$ 5,773,536	\$ 23,621,744	\$ 4,724,349
Homes for the Aged	3,073,247	2,939,550	3,743,039	3,595,331	4,297,427	17,648,594	3,529,719
Daycare	2,499,810	3,301,019	3,088,376	1,760,689	2,473,840	13,123,734	2,624,747
Housing	17,947,287	18,658,790	19,786,738	16,116,747	21,684,247	94,193,809	18,838,762
Parkland Development	64,269,835	88,966,081	84,900,635	73,762,908	87,751,688	399,651,147	79,930,229
Library	28,579,595	33,673,639	32,963,569	33,161,869	34,690,844	163,069,516	32,613,903
Recreation	113,885,296	139,822,233	162,878,471	165,794,581	160,313,825	742,694,406	148,538,881
General Government	12,050,045	12,270,754	12,829,713	21,443,520	8,654,142	67,248,174	13,449,635
Parking	1,906,154	3,594,036	4,821,705	3,986,887	3,947,438	18,256,220	3,651,244
Animal Control	18,224	16,511	44,952	23,839	15,205	118,731	23,746
Municipal Cemeteries	38,942	69,614	55,007	170,736	108,145	442,444	88,489
Other	100,284,812	88,219,453	84,354,637	82,829,254	71,435,996	427,124,152	85,424,830
Services to be Moved to Community Benefits Charge	\$ 347,665,983	\$ 396,297,616	\$ 414,595,538	\$ 407,487,201	\$ 401,146,333	\$ 1,967,192,671	\$ 393,438,534
Total	\$ 1,444,524,491	\$ 1,888,252,762	\$ 2,078,081,852	\$ 2,353,599,776	\$ 2,272,019,452	\$10,036,478,333	\$ 2,007,295,667

Source: Financial Information Returns - 2013 to 2017

Subject: AMO Policy Update - AMO on Bill 108, More Homes, More Choice Act, 2019

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

From: AMO Communications <Communicate@amo.on.ca>

Sent: May 31, 2019 1:02 PM

To: Cristiano, Giancarlo <giancarlo.cristiano@peelregion.ca>

Subject: AMO Policy Update - AMO on Bill 108, More Homes, More Choice Act, 2019

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POLICY UPDATE

May 31, 2019

AMO on Bill 108, *More Homes, More Choice Act*, 2019

AMO President, Jamie McGarvey, spoke to the Standing Committee on Justice Policy on our proposed amendments and recommendations on Bill 108. [AMO's written submission](#) speaks to municipal governments' concerns about the impacts of the Bill if passed as is.

AMO's comments include:

- A return to *de novo* hearings at the Local Planning Appeal Tribunal (LPAT) is a big step backwards and is not supported. Local councils take their democratic responsibilities seriously.
- There is great municipal concern that legislation could result in lowering the development charge revenue that is needed so growth can pay for growth. Municipalities need to be able to support growth in our communities.
- There is concern that changes will increase the municipal administrative burden.
- The shortening of timelines means greater emphasis on the need for complete applications.
- The objectives of Bill 108 are worthy – to increase the mix and speed of housing development, especially affordable housing.
- Municipal governments agree with the objectives. The municipal sector will monitor whether its implementation achieves the expected outcomes.

The Standing Committee will undertake a clause-by-clause review before June 4, after which we will know whether our advice is accepted. The Legislature is expected to pass Bill 108 next week.

This timing is driven by the legislative agenda, which unfortunately has not provided for broad consultation on the many Bill 108 schedules. Bill 108 will require numerous regulations for implementation. Draft regulations generally involve public consultations. AMO will continue to advocate for municipal involvement in Bill 108 regulations.

AMO Contacts:

Development Charges and Community Benefits Charge: Matthew Wilson, Senior Advisor, mwilson@amo.on.ca, 416-971-9856 ext. 323.

Planning, Conservation Authorities, and Environment: Cathie Brown, Senior Advisor, cathiebrown@amo.on.ca, 416-971-9856 ext. 342.

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.



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Bill 108: *More Homes, More Choice Act*

Submission to the Standing Committee on Justice Policy

May 31, 2019

Introduction

The Association of Municipalities of Ontario (AMO) is pleased to provide municipal perspectives on Bill 108, the *More Homes, More Choice Act, 2019* with members of the Standing Committee on Justice Policy. AMO is a non-partisan non-profit representing almost all of Ontario's 444 municipal governments. We appreciate the opportunity to contribute to the committee's deliberations on this Bill which is of significant municipal interest and concern.

Bill 108 is a very broad piece of legislation intended to adjust the framework in which housing development is approved. The need for housing, and in particular, affordable housing is crucial to the wellbeing of our communities. As a matter of principle, AMO welcomes these proposed reforms and supports measures that help our residents find affordable homes and create stability in their lives. While we generally support some of the *More Homes, More Choice Act* reforms, this submission respectfully proposes several key amendments as well as a few recommendations relating to the implementation.

We will focus our comments on:

- ❖ Schedule 9 Local Planning Appeal Tribunal Act, 2017
- ❖ Schedule 3 Development Charges Act, 1997
- ❖ Schedule 12 Planning Act
- ❖ Schedule 2 Conservation Authorities Act

Schedule 9 Local Planning Appeal Tribunal Proposals:

Municipal governments strenuously disagree with the Bill which would reinstate the *de novo* hearing approach rather than evaluating a planning decision based on the compliance with provincial plans, provincial policy and the municipal official plan. This in effect removes the value of local planning decisions, it is a big step backward.

Municipal governments take their democratic responsibilities seriously - to create communities based on good planning and community input. Local governments, residents and developers all work to find a way to bring a local vision for the community into existence. The Local Planning Appeal Tribunal (LPAT) was designed to evaluate appeals against the "rules" as to whether an amendment meets the test of being in compliance.

The change proposed in this Bill disrespects local policy and provincial policy. Rather than planning decisions taking place based on full information in keeping with the Official Plan and provincial plans and policy provided to a duly elected local council, developments will become moving targets as altered and new information is brought before a tribunal.

Furthermore, the experience in Ontario is that *de novo* hearings has a legacy of delay. A return to *de novo* hearings will delay housing developments, which goes against the entire purpose of Bill 108. The original Local Planning Appeal Tribunal (LPAT) approach was to conclude hearings within

10 months but it has not been given a fair chance to demonstrate it could speed up valid appeals. To date, LPAT has not been able to clear the backlog of hearings accumulated under the *de novo* approach and has not been able to fully operate as planned. Municipal governments are asking to give the LPAT, as originally designed, a fair chance and do not reinstate *de novo* hearings.

AMENDMENT #1:

*That Sections 38 and 40 **not be repealed** such that appeals to municipal planning decisions continue to be evaluated against conformity and consistency with the provincial policy statement, provincial plans and the Official Plan. And that related Sections of the Planning Act also not be amended (e.g. Sections 17.2, 34.11, 24.3, 25 and 37).*

Schedule 3 Development Charges Proposals

AMO's members are very concerned that the legislation as drafted could result in lowering the revenue from development charges that municipalities need to be able to support growth in our communities.

Development charges are a major source of revenue for cost recovery that funds the infrastructure needed for Ontario's growing communities. At present, development charges only cover about 80% of the costs of growth-related capital. That means property taxes are currently subsidizing the cost of growth and municipalities are currently falling short of achieving the principle, "growth should pay for growth."

Bill 108 will complicate the local public administration of development charges. There is great concern that these changes will have the effect of decreasing the value of the DCs municipalities receive while at the same time, increase the municipal administrative burden.

AMO supports and affirms the guiding principles articulated in the submission offered by the Municipal Finance Officers Association (MFOA):

- 1) Growth should pay for growth.
- 2) Complete vibrant communities are good for everyone.
- 3) Provincial legislation related to municipal governance should be enabling and permissive.
- 4) Provincial red tape costs municipalities time and money.

MFOA has completed a detailed review of Bill 108 and Schedule 3 specifically. The development charge related amendments below mirror and reinforce key MFOA recommendations.

Community Benefit Charge

Bill 108 proposes to change the existing rules related to the use of development charges. Many "soft services" (including parks, child-care, libraries, and recreation facilities) will now be financed through a new tool, the Community Benefit Charge (CBC). A new Community Benefit Charge may be a reasonable approach but key questions that need to be answered for successful implementation include:

- 1) What are the merits of increasing municipal administrative activity to support two development-financing processes (the Community Benefit Charge AND Development Charges)?
- 2) Will the proceeds of the new charge be sufficiently different or adequate to finance soft services?
- 3) What is the relationship between land value (which will be used to calculate community benefit charges) and the provision of services? Will the community benefit charge appropriately finance community services in areas of the province with lower or volatile land values?

Minister Clark has repeatedly assured municipal governments and the public that growth will pay for growth. The introduction of the Community Benefit Charge (CBC) in this Bill has been suggested as a more comprehensive and transparent way for growth to pay for growth. However, it is difficult to be fully supportive of this proposed regime until the regulatory framework indicating what costs (services) are eligible, and the methodology for calculating the charge and caps on the charges is completed.

Service eligibility, methodology, and capping are very significant factors in determining whether the use of Community Benefit Charges will adequately finance service needs. There must be a robust consultation with municipal governments on the CBC regulations.

AMENDMENT #2:

Amend Bill 108 Schedule 12 to provide that the methodology to calculate the CBC in the regulation preserves the link between growth related costs and revenues.

AMENDMENT #3:

Clarify the language in Bill 108 Schedule 12 to provide municipal governments with the flexibility to pass area specific CBCs.

Development Charge Payment Schedule

Proposed changes also affect rules on when development charges are payable to the municipality if the development is rental housing, institutional, commercial, industrial or non-profit housing. In these cases, development charge payments to the municipality will now be made as six annual instalments commencing upon occupancy.

Municipal governments may charge interest from the time of building permit issue and the interest rate will be determined by regulation, however, this new payment schedule will require significant debt financing for the municipality resulting in added cost and risk.

The proposed payment schedule for development charges, which delays payments until occupancy, is problematic.

These changes will have cash flow impacts for municipal governments. As MFOA and others in the municipal sector have noted, the inclusion of a delayed payment schedule for non-residential properties does not increase the supply of housing - the key legislative objective- and means that taxpayers will be subsidizing the financing of corporations. The delayed payment schedule represents a collection risk for municipal government.

AMENDMENT #4:

Delete proposed ss8(1) of Schedule 3 of Bill 108.

Should ss8(1) not be deleted in its entirety: then

- (a) remove paragraphs 2, 3 and 4 from the proposed new ss26.1(2) of the DCA as found in ss 8(1) of schedule 3 of Bill 108 to remove the inclusion of non-residential development with respect to the proposed DC payment plan, and*
- (b) if the proposed payment plan goes ahead, then the first payment should start at the issuance of the building permit, not at occupancy.*

Supporting the Key Principle

Shortchanging the public services that the people of Ontario depend on is not a way to build the communities people want to live in. Development charges are the right tool to fund the services needed for growth in Ontario. In that context, AMO appreciates increasing the ability to charge for waste costs, from 90% to 100%.

A full list of services is required to build a successful community. AMO is concerned that if changes related to the collection of “soft service” costs are inadequate, this will disproportionately affect single and lower tier municipalities. If more municipal operating revenues are needed to cover the cost of growth, it will be at the expense of maintaining existing capital assets, services, or current property tax and user rates.

A service is a service. There should be no restrictions on eligible services.

AMENDMENT #5:

Repeal amendments to ss2(4) of the DCA such that all services are eligible for inclusion in the development charge calculation so long as they are not expressly excluded by regulation.

AMENDMENT #6:

Should ss2(4) under the DCA remain despite the previous recommendation, then the list of eligible services should be amended to include paramedic services.

Schedule 12 Planning Act Proposals

The proposed changes to the *Planning Act* will open doors for additional second units and could spur on a greater mix of housing options. We ask that the regulations will clarify that a second unit could be either in a main dwelling **or** an ancillary building and that the municipal government be able to choose which.

The increased role of the Minister to be more actively involved in identifying inclusionary zoning areas and implementing the community planning permit process in areas identified as strategic for housing, such as major transit stations may be helpful in some circumstances. However, targeting inclusionary zoning to transit areas will limit application in cities and disproportionately impact smaller urban and rural communities. These changes will continue to allow municipal governments the ability to enact inclusionary zoning but will restrict the application of this affordable housing tool.

One of the goals of this Bill is to speed up the time it takes to process an application. The proposals in the Bill will shorten the timeframe from the receipt of a complete application to the council decision. AMO is concerned that shortening timelines could result in difficulty to process larger complex applications. We will be urging our members to ensure that only fully complete applications for planning and development be received to avoid appeals based on the inability to make a decision before time lapses. The onus is on applicants to ensure their proposals are complete.

As well, there needs to be greater clarity around the provisions for parkland as there is confusion on its application. Many have interpreted the Bill to fully phase out the use of actual parkland dedication or cash in lieu in favour of the Community Benefits Charge.

RECOMMENDATION #1:

That an explanation of the provisions of the Bill around the use of Section 42 of the Planning Act (where there is no community benefits regime) be provided immediately.

Schedule 2 Conservation Authority Act Proposals

The Bill proposes to define core services for a conservation authority and introduce a regime of memoranda of understanding between conservation authorities and municipal governments. The intent is to create greater clarity as to roles and responsibilities with performance standards that should facilitate processing development approvals. AMO believes this approach makes sense. The regulatory details and sufficient time to move to this new regime will be critical to its success.

There is a concern that some conservation authorities are unable to successfully deliver on core services with their current fiscal capacity. Furthermore, municipal governments are unlikely to be able to increase financial supports. While the framework is helpful, it will need additional provincial supports, including up to date mapping.

The Bill also proposes to proclaim sections of the *Conservation Authorities Act* which give the Minister the right to oversee board qualifications, and fees.

AMENDMENT #7:

It is recommended that the Schedule 2 part 4, pertaining to Conservation Authorities Act section 21.1.3 specify sufficient time (e.g. at least 18 months) for agreements between municipal governments and conservation authorities for memoranda of understanding to be executed to

allow for an orderly transition.

RECOMMENDATION #2:

While no language change in the Bill is required, it is recommended that the province continue to support conservation authorities financially and by the provision of mapping tools, and technical expertise.

RECOMMENDATION #3:

It is recommended that a provincial-municipal working group be assembled to address instances where a Conservation Authority cannot fulfil its mandatory core obligations within the current funding framework.

The Bill offers a number of positive directions on other land use matters which are mentioned in brief below:

Schedule 1: AMO welcomes the changes in the Bill which clarify elements under the *Cannabis Control Act*.

Schedule 5: Broadening the context in which species would be considered at risk is a welcomed change, although the province needs to offer more complete information on how this will unfold. The Bill opens an opportunity to be more proactive in protecting species at risk by expanding a landscape agreement approach under the *Endangered Species Act*. The current process is reactive and incremental. While the Bill sets the framework, substantial work and leadership from the province will be required to make this concept effective in protecting species at risk.

Schedule 6: Also welcomed is the increased exemptions for low risk activities under the *Environmental Assessment Act*. Again, more details on what is exempted are required. AMO agrees that greater scoping of appeals is required. While the framework this Bill would set up allows all parties to focus resources on issues of greatest importance, there are a significant number of operational issues that need further attention in order for this direction to meet intended outcomes.

Schedule 11: Creating more clarity around the process of designating under the *Ontario Heritage Act* is welcomed. More proactive information being available to land owners is important. However, there is mixed evaluation as to whether these changes will indeed both protect heritage features in Ontario and facilitate housing. Additionally, we trust that the LPAT will hire members with heritage expertise to address any appeals under this Act.

Conclusion

AMO appreciates the Standing Committee on Justice Policy's consideration of our proposed municipal amendments and actions relating to Bill 108. Although there are some areas of agreement, major amendments of fundamental municipal interests are needed.

Without these changes, Bill 108 will not meet its shared objective of developing a greater housing mix at a faster pace across Ontario while also addressing the valid concerns raised by Ontario's municipal order of government on behalf of tax payers.

APPENDIX: LIST OF PROPOSED AMENDMENTS

AMENDMENT #1:

That Schedule 9 part 8, pertaining to Sections 38 and 40 of the *Local Planning Appeal Tribunal Act* not be repealed such that appeals to municipal planning decisions continue to be evaluated against conformity and consistency with the provincial policy statement, provincial plans and the Official Plan. And that related Sections of the Planning Act also not be amended (e.g. Sections 17.2, 34.11, 24.3, 25 and 37).

AMENDMENT #2:

Amend Bill 108 Schedule 12 to provide that the methodology to calculate the CBC in the regulation preserves the link between growth related costs and revenues.

AMENDMENT #3:

Clarify the language in Bill 108 Schedule 12 to provide municipalities with the flexibility to pass area specific CBCs.

AMENDMENT #4:

Delete proposed ss8(1) of Schedule 3 of Bill 108.

Should ss8(1) not be deleted in its entirety: then

- (a) remove paragraphs 2, 3 and 4 from the proposed new ss26.1(2) of the DCA as found in ss 8(1) of schedule 3 of Bill 108 to remove the inclusion of non-residential development with respect to the proposed DC payment plan, and
- (b) if the proposed payment plan goes ahead, then the first payment should start at the issuance of the building permit, not at occupancy.

AMENDMENT #5:

Repeal amendments to ss2(4) of the DCA such that all services are eligible for inclusion in the development charge calculation so long as they are not expressly excluded by regulation.

AMENDMENT #6:

Should ss2(4) under the DCA remain despite the previous recommendation, then the list of eligible services should be amended to include paramedic services.

AMENDMENT #7:

That Schedule 2 part 4, pertaining to *Conservation Authorities Act* section 21.1.3 specify sufficient time (e.g. at least 18 months) for agreements between municipal governments and conservation authorities for memoranda of understanding to be executed to allow for an orderly transition.



May 31, 2019

Environmental Policy Branch
40 St Clair Avenue West, Floor 10
Toronto, ON M4V 1M2
Sanjay.Coelho@ontario.ca

Dear Sanjay Coelho,

RE: ERO # 013-5000 Excess Soil Regulatory Proposal and Amendments to the Record of Site Condition (Brownfields) Regulation

Thank you for the opportunity to comment on the Excess Soil Regulatory Proposal and amendments to the Record of Site Condition (ERO #: 013-5000). The Region of Peel-Public Health is supportive of the proposed legislation. However, we recommend that certain provisions of the regulatory proposal and the proposed amendments be strengthened to further protect public health. We also seek clarity on other sections within the proposal as it is unclear how they should be interpreted.

A. Proposed On-Site and Excess Soil Management Regulation

We support a regulatory framework for the reuse of excess soil that is protective of public health. We recognize that the testing, tracking and registration of soil movements in some part supports safe and appropriate reuse of excess soil. However, to further protect public health, we recommend the following changes be made to the regulatory proposal:

- i) Item 3 of the "Table" in Section 4(1) indicates that in situations where an "instrument" (as defined in s.3 (1) (4)) that deals with excess soil quality imposes a less stringent requirement than that specified by the applicable excess soil quality standard, the requirement in the instrument respecting excess soil quality must be satisfied.

Recommendation: We recommend that the less stringent requirement be allowed only if it is sufficiently protective of human health.

- ii) Section 4(2), Column 2, and Section 5(1), Item 4 states that the quantity of excess soil deposited at the reuse site must not exceed the quantity necessary for the purposes of the apparent beneficial purpose identified.

Recommendation: The legislation should clearly state who is responsible for determining the quantity of excess soil that can be deposited at the reuse site for the purposes of the apparent beneficial purpose. Consideration should also be given to how this will be enforced.

- iii) Section 7(3) (1st paragraph) exempts agricultural use from sampling and analysis plans.

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

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Recommendation: We recommend that this exemption be removed as agricultural pesticides and heavy metals like lead and arsenic may be potential contaminants in the soil.

B. Amendments to O. Reg. 153/04 - Records of Site Condition

To further protect public health, we recommend the following changes be made to the proposed amendments to O. Reg. 153/04:

- i) Section 55(1) states that a qualified person may determine that a record of site condition (RSC) may be submitted without a phase two environmental site assessment provided that the use of the RSC property is for agricultural, commercial, community, institutional, parkland or residential use, and that the contaminants in the soil do not exceed the applicable soil quality standards based on the phase one site assessment.

Recommendation: We recommend that the wording be strengthened by adding that the RSC may be submitted without a phase two environmental site assessment provided that a soil sampling and analysis occurred in the phase one assessment to identify potential contaminants.

- ii) Schedule E, Section 7.1 states that *“For each contaminant of concern found on, in or under the phase two property, the investigation must demonstrate that appropriate steps have been taken to locate the maximum concentration”*. The term “appropriate steps” is vague, which may result in less than thorough methods being taken to locate the maximum concentration.

Recommendation: We recommend that a definition be included to ensure minimum standards are met.

- iii) Schedule A, Section 19 (2) states that if non-potable ground water standards are prescribed, the qualified person shall certify that the RSC property and all other properties located within 250 metres of the boundary of the property are supplied by a municipal drinking water system.

Recommendation: We recommend that consideration be given to whether or not this requirement is sufficiently protective of human health given the varying soil and hydrogeological conditions, and underlying aquifer systems that could exist at an RSC property, their impact on groundwater, and the possibility for wells to be negatively impacted just beyond the 250 metres.

C. Proposed Rules for On-Site and Excess Soil Management (Soil Rules)

We propose that the following recommendations be considered for the Soil Rules to further protect the health of Ontarians:

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- i) Part IV, Section 1(2) (8th paragraph) states that *“If the previous rules require both the use of shallow soil tables and the use of near a water body tables then the lower standard for each chemical applies when comparing the two tables”*. The “lower standard” may be interpreted to mean the less restrictive standard or the lower number.

Recommendation: We recommend that you clarify the meaning of “lower standard”. We also recommend that you require the more health protective standard to apply.

- ii) Part IV, Section 1(8) (4th paragraph) provides recommendations (i.e. for chemical analyses and qualified person oversight) when mixing larger volumes of compost with excess soil.

Recommendation: These should be mandated actions rather than recommendations in order to ensure that the resulting soil quality is protective of human health at the reuse site.

- iii) Part IV, Section 1(9) (4th paragraph) states that *“...the use of BRAT [Beneficial Reuse Assessment Tool] will not require oversight or approval by a public body unless the site-specific standards developed by the BRAT exceed a maximum threshold...”*. It is concerning that in cases where it is not possible or desirable for excess soil to meet the generic excess soil standards, that site-specific excess soil standards can be determined using BRAT, a tool that does not require oversight or approval by a public body.

Recommendation: We recommend that oversight be undertaken by a public body instead to ensure site-specific standards are protective of health.

- iv) Part IV, Section 1(10) (1st paragraph) states that *“It is recommended that the qualified person have experience in risk assessment or consults with professionals with expertise in risk assessment”*.

Recommendation: If BRAT is retained, we believe that this recommendation should be a mandatory requirement considering there will be no oversight over the use of BRAT, and to ensure site-specific standards are protective of health.

- v) Appendix 1 at the end of the “Additional Notes” section, states that *“For chemicals for which generic excess soil standards are not derived, if they are present in excess soil and known to have the potential to adversely impact human health or the environment, the qualified person should consider developing site-specific standards for those chemicals using a separate risk assessment, as outlined in Part IV”*.

Recommendation: We propose instead that that the qualified person should be **required** to develop site-specific standards using a separate risk assessment for chemicals known to have potential human health effects.

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vi)

- In Part II, Section 2(2), clarity is needed on what conditions must be met by a reuse site for reuse of excess soil.
- In Part II, Section 1(5) Item #3: What is the “quality” of the excess soil, and does it mean in terms of contaminant content based on the applicable Soil re-use standards?
- In Part III, Section 2(2) 1st paragraph: “professionally acceptable”
- In Part III, Section 2(2) 17th paragraph: “sufficient number of samples”
- In Part IV, Section 1(3) 3rd paragraph: “foreseeable future”

Recommendation: We recommend that these terms either be defined or be replaced by non-ambiguous terms, to ensure common understanding.

vii)

Part IV, Section 1(8) (3rd paragraph) states that the “*Fertilization regulations’ under the federal Fertilizers Act shall be considered when excess soil is blended with compost material and used at a reuse site.*” It is not clear however how the *Fertilization regulations* should be considered as these standards are conservative to account for long term cumulative effects of metals on human health.

Recommendation: More clarity is needed on how the *Fertilization regulations* should be used.

We hope that you will consider our comments as you move forward. If you have any questions about our comments, please contact Michelle Ng at 905-791-7800, ext. 2472 or via email at michelle.ng@peelregion.ca. Thank you again for your invitation to provide input.

Sincerely,



Jessica Hopkins, MD MHSc CCFP FRCPC
Medical Officer of Health
Region of Peel-Public Health

Subject: FW: Bill 108 Receives Royal Assent with Several Amendments

From: AMO Communications <Communicate@amo.on.ca>

Sent: June 7, 2019 9:49 AM

To: Cristiano, Giancarlo <giancarlo.cristiano@peelregion.ca>

Subject: Bill 108 Receives Royal Assent with Several Amendments

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POLICY UPDATE

June 7, 2019

Bill 108 Receives Royal Assent with Several Amendments

Bill 108, *the More Homes, More Choice Act*, 2019 has now passed third reading at Queen's Park and received Royal Assent. It is now law in Ontario. The Act makes significant changes to the planning appeals process and to development charges. It also introduces a new Community Benefit Charges (CBC) under *the Planning Act* and makes changes to the planning process, conservation authorities, endangered species legislation, environmental assessments and to the *Ontario Heritage Act*.

AMO advocated vigorously on behalf of municipal interests throughout the legislative process, including by presenting before the Standing Committee of Justice Policy, and through our government relations work. A few amendments were introduced during the committee stage, including one that AMO and others proposed on including capital costs for ambulance services in development charges calculations.

Bill 108 will require numerous regulations for implementation. Draft regulations generally involve public consultations. AMO will continue to advocate for meaningful municipal involvement in Bill 108 regulations.

Local Planning Appeal Tribunal Act:

Despite calls from AMO and municipal governments to allow the LPAT to continue to evaluate appeals based on compliance and conformity, *de novo* hearings will now be re-introduced. This move will take authority away from local councils and reverts back

to an appeals process known to have a legacy of delays. It is unclear how the return to *de novo* hearings will lead to the faster provision of affordable housing.

Development Charges:

We believe that the new changes to development charges will negatively impact municipal finances and go against the principle that growth should pay for growth. If a development is rental housing, institutional, commercial or industrial, development charge payments are now payable to the municipality as six annual installments commencing at occupancy. An amendment to Bill 108 following committee extends the repayment timeframe to 20 years for non-profit housing. Previously, development charges were payable in advance. This change will reduce the amount of revenue municipalities receive from development charges. It will also increase administrative burden for municipal governments.

On a positive note, municipal governments may now charge the full capital cost of waste diversion services as a development charge. Following ours' and others' proposed amendments at the committee stage, capital costs for ambulance services will now also be included in development charge calculations.

Community Benefit Charges:

Height and density bonusing under Section 37 of the *Planning Act* has been replaced with a new Community Benefit Charges framework. The CBC framework will allow municipal governments to pass by-laws covering a particular area to impose charges against land to pay for the cost of facilities, services and other matters required because of new development. Notably, costs eligible for development charges are excluded from CBCs. Eligible services and the methodology for calculating CBCs will be determined in regulation.

Other Planning Act Changes:

Timelines for making decisions related to official plans are reduced from 210 to 120 days and from 150 days to 90 days for zoning by-law amendments. Plans of subdivision are also sheltered from third party appeals. As well, the use of Inclusionary Zoning will now be limited to transit areas. This limits the utility of this affordable housing tool.

Conservation Authorities:

The mandatory 'core services' of conservation authorities will now be prescribed by regulation. Conservation authorities must also now enter into agreements with municipal governments on service delivery. Municipal governments want assurance that this new regime will not only bring transparency to the financial relationship with Conservation Authorities but will continue to support reaching the 'triple bottom line'.

Endangered Species:

Bill 108 also introduces a new approach to endangered species protection. Species at risk will now be considered in the broader geographic context when determining

species' status. The Minister is also now able to enter into landscape agreements that authorize activities that would otherwise be prohibited in relation to listed species under certain circumstances. As per an amendment to the bill, alternative approaches will need to be considered before undertaking an activity that could adversely affect a listed species. While this direction holds potential to protect species at risk, a strong commitment from the province is required to provide leadership and tools to make this a success.

Environmental Assessment Act:

The Bill will reduce the need to undertake a lengthy justification for low risk activities. AMO looks forward to participating as further information, regulations and guidance are developed.

Ontario Heritage Act:

Ontario Heritage Act changes will require municipal councils to notify property owners if their properties or included in the register due to cultural heritage value or interest. The changes also introduce new timelines aimed at making the heritage process more transparent. A technical amendment was made at the committee stage that the Trust is included in notices. The language around erecting structures on a heritage site was also clarified to stress that the attributes that give heritage significance should not be altered or demolished.

AMO Contacts:

On Development Charges and Community Benefit Charges:

Matt Wilson, Senior Advisor, mwilson@amo.on.ca, 416-971-9856 ext. 323.

On LPAT, planning matters, CAs, endangered species, EAs and heritage:

Cathie Brown, Senior Advisor, cathiebrown@amo.on.ca, 416-971-9856 ext. 342.

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.



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19-3375

June 7, 2019

Dear Head of Council:

On May 2, 2019, I was pleased to release More Homes, More Choice, our government's action plan to tackle Ontario's housing crisis. As you know, this plan is supported by Bill 108, which includes changes to the Planning Act to simplify how municipalities collect funds for community benefits like parks and daycares. Following the introduction of the bill, some municipalities have raised questions about the proposed community benefits authority, and I am pleased to share more information about our government's intent today.

I would like to begin by emphasizing that one of our goals in establishing the new community benefits approach is to maintain municipal revenues. For emphasis, our goal is that municipalities would recover similar revenue from community benefits charges to what they have collected from development charges for discounted services, density bonusing and parkland dedication. While we want to make charges for community benefits more predictable, our intention has never been to reduce the funds available for community benefits and municipalities should not need to choose between parks and other facilities.

We are currently procuring expert advice to ensure that the community benefits framework will achieve these priority objectives. But we also want to hear the important perspectives of the municipal sector. This spring we will start our initial consultation seeking municipal input on the methodology for establishing a formula for a community benefits charge. The formula will be tied to the value of land that is ready for development. Based on the feedback from that consultation, we will again seek your input on a proposed formula before the regulations are finalized.

Municipalities will also have an opportunity to comment on other matters related to community benefits, including the timing of transition to this authority, reporting and types of development that would be exempted from community benefits through regulatory postings this Spring. We will take all feedback into consideration and ensure that there is enough time for municipalities to transition to the new community benefits authority and continue to be able to fund these important benefits.

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

As a former mayor and CAO, I understand how important it is that municipalities have the resources and tools available to support and build complete communities. I also firmly believe that local residents in growing communities should have a say in how those resources are used. This does not generally happen in today's section 37 negotiations, and we need to take the politics out of planning. Residents living in growing communities need to have an opportunity to share their thoughts, so we are proposing they would have a role in the development of their municipality's community benefits strategy.

We will be consulting with municipalities on the best way to replace the current system with an approach that puts people and communities first. Our proposed community benefits charge and the methodology that underpins it will maintain the principle of growth paying for growth. Libraries will be built. Parkland will be created. Community centres will be opened. As part of Bill 108, we said we would consult with municipalities on this new approach and that's exactly what we plan to do.

We also intend to post proposed directions for other regulatory changes related to the Development Charges Act and the Planning Act on the Environmental Registry this Spring/Summer. Further, we will also convene a teleconference to share this information with all interested municipalities in the near future. We look forward to your participation and suggestions on those proposed directions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steve Clark', written in a cursive style.

Steve Clark
Minister

Development Charges Transition Question and Answer

Q For municipalities that currently levy development charges (DCs) for soft services, what transition provisions are in place if they wish to collect for these services under the community benefits authority?

A Related to the proposed new community benefits charge authority, subsection 2(4) of the DCA is proposed to be amended so that development charges could only be imposed for 'hard services' (i.e., the services for which there is currently no 10% deduction in capital costs in calculating a development charge and waste diversion services). This change will necessarily come into force at the same time as all other changes related to the proposed new community benefits charge authority. However, for municipalities that currently levy DCs for soft services and wish to collect for these services through community benefits charges, transition provisions are proposed in Bill 108.

Existing DC by-laws expiring on or after May 2, 2019

DC by-laws that would otherwise expire on or after May 2, 2019 would remain in force in relation to soft services until the earlier of:

- The day that the DC by-law is repealed by the municipality,
- The day the municipality passes a community benefits charge by-law under the Planning Act, or
- A date that is prescribed in regulation.

Existing DC by-laws expiring after the prescribed date

DC by-laws that would have expired after the prescribed date, would instead expire in relation to soft services on the earlier of:

- The day the municipality passes a community benefits charge by-law, or
- A date that is prescribed in regulation.

Therefore, the bill would not impact the ability of a municipality to establish development charges for soft services until the proposed community benefits charge regime was in effect and would not impact the ability of a municipality to collect development charges for soft services until it passed a community benefits charge by-law or reached the prescribed date. For municipalities with development charge by-laws that would expire before the proposed community benefits charge regime was in effect, it would be for them to determine whether to rely on the proposed transitional extension of by-laws in relation to soft services or prepare a new background study and a new by-law dealing with soft services. In making this determination, they would be aware that the proposed

Ministry of Municipal Affairs and Housing

transitional provisions would provide for a new by-law to be of no force in relation to soft services upon the transition to the community benefits regime.

The transition provisions are not proposed to apply to the current list of fully recoverable services (hard services) or waste diversion services. However, the potential extension of development charge by-laws expiring before the prescribed date would apply to by-laws in relation to ambulance services, which were also added as a fully recoverable service.

Any new DC by-laws passed after proposed amendment to subsection 2(4) of the Development Charges Act, 1997 (DCA) under Bill 108 come into effect would only be able to establish a charge for current hard services and waste diversion (proposed as a fully recoverable service under Bill 108), because soft services would no longer be recoverable under the DCA but instead through the Community Benefit authority.

**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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For information

DATE: June 3, 2019

REPORT TITLE: **STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018**

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

OBJECTIVE

To provide the statement of development charge reserve funds for fiscal 2018 to meet the annual statutory reporting requirement.

REPORT HIGHLIGHTS

- Section 43 of the *Development Charges Act, 1997* requires that the Treasurer of the municipality provide to Council annually a financial statement of development charges (DC) related transactions and balances.
- Appendix I of the subject report – Regional Treasurer’s Statement of Development Charges (DC) Reserve Funds - 2018 summarizes the development charges reserve transactions and activities for the year ended December 31, 2018, which resulted in a net decrease of \$52.7 million (from a positive balance of \$44.6 million to a small deficit of \$8.1 million).
- A staff report, “*Regional Development Charges Update – 2018*”, was presented at the April 11, 2019 Regional Council meeting which provided details on development patterns in Peel and the Region’s development charge revenue performance for the years 2015 to 2018.
- The current DC By-law expires in 2020.

DISCUSSION
1. Background

The attached statements of Development Charges Reserve Funds – Fiscal 2018 are presented to Council in compliance with the *Development Charges Act, 1997 (the “Act”)*. The *Act* requires that the Treasurer of the municipality provide to Council an annual financial statement in respect of each Reserve Fund created under the mandate of the *Act*. Changes to the development charges legislation (which took effect on January 1, 2016) introduced new requirements under Section 43 of the *Act* for information included in the annual Treasurer’s statement. Section 43 of the *Act* now also includes revised reporting requirements for municipalities, including the Region of Peel.

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

2. Development Charges Reserve Fund Statement - Requirements

In accordance with Section 33 of the *Act*, the Region maintains separate reserve funds for each program that a development charge relates to (e.g. Water, Roads, and Wastewater). The monies collected from Development Charges By-law 46-2015, as well as GO Transit By-law 45-2001 have been distributed to the appropriate development charges reserve fund.

Pursuant to Subsection 43 of the *Act*, the Regional Treasurer shall present a financial statement to Regional Council regarding the development charges by-laws and reserve funds. The Treasurer's statement must include, for the preceding year,

- a) statements of the opening and closing balances of the reserve funds and of the transactions relating to the funds;
- b) statements identifying,
 - i. all assets whose capital costs were funded under a development charge by-law during the year,
 - ii. for each asset mentioned in subclause (i), the manner in which any capital cost not funded under the by-law was or will be funded; and
- c) a statement as to compliance with subsection 59.1 (1), of the Development Charges Act, 1997, in that it did not impose a charge related to a development, or a requirement to construct a service related to development, except as permitted by the Development Charges Act, 1997 or another Act.
- d) The Treasurer is also required to provide a copy of the statement to the Minister of Municipal Affairs and Housing upon request.

Section 14 of the *1989 Development Charges Act* stipulates that current or former owners of land who paid a lot levy are entitled to a credit for those payments. The *Act* required owners and former owners to apply for credit by October 31, 1999. The Region of Peel is obligated to fund the total credit claims applied for within the prescribed period.

This required information is provided in the schedules contained in Appendix I structured into the following four sections:

- a) Summary of the Statement of Development Charges Reserve Funds
- b) Details of Project Funding by Program
- c) Section 14 Credit Holders
- d) Glossary of Terms

Council must ensure that the financial statement is made available to the public. Upon receipt of the report, this information will be posted on the Region of Peel website at peelregion.ca/finance/

Development Charges Reserve Fund Statement

In 2018, DC expenditures including debt repayments were greater than revenues. As a result, a net draw of \$54.4 million was made from the DC Reserve Fund. A staff report, "*Regional Development Charges Update - 2018*", was presented at the April 11, 2019 Regional Council meeting provided further details on development patterns in Peel and the Region's development charge revenue performance for the years 2015 to 2018. The table below shows 2018 development charges revenue and expenditure compared to 2017 results.

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

2017 and 2018 DC Activity Summary
(\$ Millions)

	2017	2018	Year Over Year Change
DC Collections	249.1	257.0	3.2%
Less: Capital Expenditures	214.8	204.6	(4.7%)
External Debt Payments	106.8	106.8	-
Net Contribution / (Draw) to DC Reserve Fund (excluding internal interest)	(72.5)	(54.4)	

The following table presents information reported in Section A of Appendix I, which outlines the 2018 Status Summary of DC Reserve Funds, in which the year's beginning balance includes total gross debt outstanding at the time of \$1.423 billion.

2018 Status Summary of DC Reserve Funds
(\$ Millions)

Beginning Balance as at January 1, 2018 ^a			44.6
Add: Developer Contributions		257.0	
Internal Interest Income		1.7	258.7
		<u> </u>	
Less: Capital Spending		(204.6)	
External Debt Repayment Charges			
Sinking Fund Contribution	(45.5)		
Principal	(3.0)		
Interest Expense	(58.3)		
		<u>(106.8)</u>	<u>(309.9)</u>
Balance before Debt Proceeds			(8.1)
Add: Debenture Issuances			-
Available Funds for Capital Projects			(8.1)
Less: Outstanding Section 14 Credits		(3.7)	
Balance Committed to Active Capital Works Projects (Encumbrance)		<u>(1,055.8)</u>	<u>(1,059.5)</u>
Overcommitted Development Charges Reserve Fund			<u>(1,067.6)</u>
As at December 31, 2018			

^a The reserve balance has been credited with total gross debt issued for DC purposes of \$1.423 billion. To date \$255.4 million in cumulative sinking fund and principal payments have been made.

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

CONCLUSION

This report complies with the Region of Peel's reporting obligation under Section 43 of the *Development Charges Act, 1997*.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Statement of Development Charge Reserve Funds (Sections A-D)

For further information regarding this report, please contact Stephanie Nagel, Director of Corporate Finance and Treasurer at extension 7105 or stephanie.nagel@peelregion.ca.

Authored By: David Uusitalo

REGIONAL MUNICIPALITY OF PEEL

**STATEMENT OF DEVELOPMENT CHARGE
RESERVE FUNDS**

FOR THE YEAR ENDED

DECEMBER 31, 2018

Stephanie Nagel
Treasurer & Director of Corporate Finance

TABLE OF CONTENTS

- A. Summary of the Statement of Development Charge Reserve Funds**
- B. Details of Project Funding by Program**
- C. Section 14 Credit Holders**
- D. Glossary of Terms**

SECTION A

**2018 SUMMARY OF THE
STATEMENT OF
DEVELOPMENT CHARGE
RESERVE FUNDS**

15.1-8
APPENDIX I
STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel
 Section A: Statement of Development Charge Reserve Funds
 2018 Detailed Statement of Development Charges Reserve Funds

Reserve & Reserve Name	Beginning Balance as at January 1, 2018	REVENUE		EXPENSE		Balance Before Debt Proceeds	DEBENTURE ISSUANCE	Available Funds for Capital Projects	ENCUMBRANCE		Closing Balance as at December 31, 2018
		Developer Contributions	Internal Interest Income/ (Expense)	Cash Transfer to Capital	External Debt Charges		Debtenture & Long-Term Loan Principal		Outstanding Section 14 Credits	Development Charge Encumbrance	
R3505 D.C. Regional Roads	29,970,048	53,386,015	1,197,071	- 51,421,969.22	(975,420)	32,155,745	-	32,155,745	1,122,424	212,874,122.19	(181,840,801)
R3506 D.C Reg Roads N_S Arterial Rd	53,725,318	6,316,110	1,729,017	-	-	61,770,446	-	61,770,446	-	-	61,770,446
R3510 D.C. GO Transit	605,768	1,669,765	41,991	- 1,500,000.00	-	817,524	-	817,524	-	-	817,524
R3515 D.C. Sth Peel Wastewater	120,916,073	45,775,092	3,635,150	- 48,318,501.68	(36,464,409)	85,543,405	-	85,543,405	717,615	205,679,853.50	(120,854,064)
R3516 D.C. Children Services	1,532,639	-	46,338	-	-	1,578,977	-	1,578,977	-	-	1,578,977
R3520 D.C. Sth Peel Water	(99,736,320)	91,713,991	(2,836,896)	- 36,422,784.94	(56,793,668)	(104,075,678)	-	(104,075,678)	651,374	223,731,103.94	(328,458,156)
R3525 D.C. Regional Wastewater	(17,895,245)	13,828,368	(450,201)	- 7,298,777.38	(822,666)	(12,638,521)	-	(12,638,521)	485,770	45,066,219.96	(58,190,512)
R3526 D.C. Social Housing	14,356,323	1,938,147	245,599	- 13,017,593.06	-	3,522,477	-	3,522,477	-	13,232,507.94	(9,710,031)
R3530 D.C. Regional Water	6,540,495	39,255,119	322,876	- 37,270,397.57	(11,702,943)	(2,854,852)	-	(2,854,852)	636,654	276,660,632.77	(280,152,138)
R3531 D.C. Shelters	2,276,290	279,487	73,780	-	-	2,629,558	-	2,629,558	-	-	2,629,558
R3540 D.C. PRP Police	5,730,689	1,527,322	174,237	- 2,238,433.98	-	5,193,813	-	5,193,813	66,241	469,941.90	4,657,630
R3550 D.C. Health	5,443,208	-	164,571	-	-	5,607,780	-	5,607,780	-	-	5,607,780
R3560 D.C. Long Term Care	11,100,912	431,771	342,747	- 51,689.02	-	11,823,741	-	11,823,741	-	2,082,921.79	9,740,819
R3565 D.C. Transhelp	449,805	14,016	13,697	- 278.58	-	477,239	-	477,239	-	29,675.70	447,563
R3570 D.C. Ambulance	416,311	413,016	12,523	- 625,427.88	-	216,422	-	216,422	-	518,832.53	(302,410)
R3575 D.C. O.P.P	462,957	-	12,790	- 147,066.57	-	328,680	-	328,680	-	295,211.03	33,469
R3580 D.C. Planning & Growth Study	(1,139,074)	414,941	(34,900)	- 260,335.58	-	(1,019,369)	-	(1,019,369)	-	1,255,359.35	(2,274,728)
R3615 D.C Sth Peel Wastewater-OBL	(12,143,635)	-	(422,165)	- 3,319,823.91	(9,186)	(15,894,810)	-	(15,894,810)	-	20,125,247.23	(36,020,057)
R3620 D.C Sth Peel Water -OBL	(73,896,961)	-	(2,404,909)	- 2,139,871.87	-	(78,441,742)	-	(78,441,742)	-	47,005,155.87	(125,446,898)
R3625 D.C Regional Wastewater-OBL	(2,802,592)	-	(90,440)	- 254,379.59	(5,232)	(3,152,644)	-	(3,152,644)	-	6,732,598.35	(9,885,242)
R3640 D.C PRP Police -OBL	(1,312,179)	-	(44,978)	- 286,631.84	-	(1,643,790)	-	(1,643,790)	-	62,938.16	(1,706,728)
Development Charge Reserve Fund Totals	44,600,829.30	256,963,159.59	1,727,897.09	- 204,573,962.67	(106,773,523.16)	(8,055,599.85)	-	(8,055,599.85)	3,680,078.28	1,055,822,322.21	(1,067,558,000.34)

TREASURER'S STATEMENT:

In my opinion, the Region of Peel is in compliance with the Development Charges Act (DCA). No additional levies have been charged as prohibited under subsection 59.1 (1) of the DCA. No agreements with additional levies were entered into after the new DC legislation came into force on January 1, 2016.

Stephanie Nagel
 Treasurer & Director of Corporate Finance
 Regional Municipality of Peel

Date

SECTION B

**DETAILS OF PROJECT FUNDING
BY PROGRAM**

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel

Section B Details of Project Funding

For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
R3505										
D.C. Regional Roads										
014230	Mayfield/Colera	120.00	-	-	-	120.00	502,340.92	-		
024020	Mississ Rd/407	(416.82)	(142.66)	-	-	(559.48)	222,623.66	76,198.09	R0210	
024050	Hwy50/Queen/Castlemore 2000-7	1,417.71	145.63	-	-	1,563.34	1,115,492.47	114,569.78	R0210	
024090	Highway 7 2002-7	968,749.76	328,220.10	-	(390,000.00)	906,969.86	292,144.24	98,980.79	R0210	
024120	Mississ Rd/Steeles/Qun	95,178.25	7,411.75	-	-	102,590.00	(84,678.25)	(2,911.75)	R0210	
034020	Gore Road	276,394.62	17,481.08	-	-	293,875.70	63,354.90	(13,658.23)	R0210	
034232	Dixie & Derry Rd 20	284,164.83	1,128,007.83	-	(145,097.69)	1,267,074.97	92,231.14	379,688.64	R0210	
044060	Mayfield Road 04-68	(101,772.53)	(12,174.07)	207,079.09	-	93,132.49	580,044.53	69,385.16	R0210	86280
044285	Steeles Ave./Bramalea	418.71	0.29	-	-	419.00	307,201.79	219.23	R0210	
054030	King Street Expansion 04-1280	1,454,587.84	-	-	(50,000.00)	1,404,587.84	2,464,207.07	-		
054045	Queen St West 04-1280	6,133,390.51	310,848.11	356,723.71	(1,590,707.49)	5,210,254.84	1,174,647.39	59,819.53	R0210	86482, 86648
054225	SteelesAve/Tor04-1280	1,190.66	6.34	-	-	1,197.00	245,887.35	1,310.31	R0210	
054245	Dixie Rd/Bovaird Dr 04-1280	-	-	-	-	-	82,859.66	9,526.85	R0210	
064015	Wins Church/Hal Rd 05-1496	136,610.48	824,040.37	1,687,934.41	(271,417.08)	2,377,168.18	856,724.70	5,167,801.19	R0210	86412
064020	Dix Rd/Steeles 051496	342,784.54	36,044.71	-	-	378,829.25	63,899.65	6,719.22	R0210	
064025	Miss Rd/Queen W 05-1496	2,053,480.05	280,277.15	(45,000.00)	(333,662.23)	1,955,094.97	644,062.20	87,907.32	R0210	86412, 86482
064040	Mayfld/Bram-Airport 05-1496	8,015,439.22	316,516.21	322,603.22	(1,061,531.10)	7,593,027.55	9,028,193.59	1,053,426.86	R0210	86299, 86482
074030	The Gore Road Castlemore to Ma	6,278,121.76	2,193,904.75	(314,289.00)	(675,736.44)	7,482,001.07	10,857,667.65	2,705,021.05	R0210	86482
074260	Derry Road/Goreway Drive	76,259.32	7,142.50	-	-	83,401.82	1,106,320.84	103,618.94	R0210	
084275	Bovaird Drive/James Potter Rd	-	-	-	-	-	154,937.75	-		
094060	Mavis Road - Steeles	525.04	45.31	-	-	570.35	-	-	R0210	
094215	Steeles Avenue/H	15,630.96	-	-	(25,553.10)	(9,922.14)	29,905.98	-		
094245	Airport Road/Williams Parkway	(24,692.98)	(1,278.57)	130,272.72	-	104,301.17	4,006,914.23	207,472.17	R0210	86482
094265	Kennedy Road/Williams Parkway	-	-	-	-	-	453,967.71	-		
094290	Steeles Ave/Kndy Rd	3,022.85	274.06	-	-	3,296.91	-	-	R0210	
104020	Dixie Road - Queen Street to B	668,678.85	-	-	(30,473.41)	638,205.44	8,918,136.57	-		
104040	Mississauga Road - Bovaird Dri	523,505.67	-	832,957.60	(137,086.83)	1,219,376.44	12,910,769.59	-		85570
104070	The Gore Road - Highway 50 to	3,504,944.33	188,964.32	1,024,299.10	(979,012.62)	3,739,195.13	3,299,586.35	177,892.74	R0210	86414, 86482
104245	Queen St/Ching Road	367,040.72	-	-	(40,000.00)	327,040.72	911,438.86	-		
104265	Derry Road/McLaughlin Road	168.73	4.27	-	-	173.00	-	-	R0210	
114020	Dixie Road - Countryside Drive	356,223.18	-	-	(18,505.69)	337,717.49	5,922,526.08	-		
114060	Highway 50 - Castlemore Road t	40,541.18	-	-	-	40,541.18	19,742.49	-		
114075	Mayfield Rd-Airport Road T	2,242,975.99	-	-	-	2,242,975.99	23,833,612.65	-		
114080	Highway 50 - 600 Metres South	91,539.67	-	(39,327.20)	-	52,212.47	5,526,651.21	-		86414
114090	Old Church Road - East Leg of	138,123.26	13,353.88	-	(28,213.46)	123,263.68	1,299,227.09	125,610.43	R0210	
114217	Erin Mills Parkway/Dundas Stre	30,892.57	1,112.89	-	-	32,005.46	2,714,676.13	97,795.50	R0210	
114235	Mayfield Road/New Street East	-	-	-	-	-	589,570.07	-		
114246	Transit Supportive Initiative	40,215.07	-	-	-	40,215.07	640,690.03	-		
114250	Erin Mills Parkway/Burnhamthor	55,913.45	17,550.95	-	-	73,464.40	1,047,763.01	328,887.52	R0210	
114295	Derry Road/Argentia Road	68,330.11	-	-	-	68,330.11	1,344,741.90	-		
114320	E.A. STUDIES - Allo	289,814.00	-	-	-	289,814.00	70,827.57	-		
124040	Bovaird Drive - Lake Louise Ro	4,069,576.79	871,552.97	-	(756,019.37)	4,185,110.39	9,929,513.65	2,126,534.96	R0210	
124425	Trans Supp Initivity Steeles Ave	110,001.44	-	-	-	110,001.44	472,911.28	-		
134055	Mayfield Road - Hurontario Str	-	368,908.00	-	-	368,908.00	10,795,587.46	-		
134065	Mayfield Road - The Gore Road	1,087,316.66	-	-	-	1,087,316.66	13,977,087.93	-		
134285	Transit Sup	15,551.47	-	-	-	15,551.47	809,227.20	-		
137702	Transportation Surveys	-	-	-	-	-	26,889.81	26,889.84		
144020	Dixie Road - Bovaird Drive to	169,157.41	-	-	-	169,157.41	4,813,525.52	-		
144030	Airport Road - 1000 m North of	1,514,607.17	-	-	-	1,514,607.17	4,153,862.60	-		
144035	Steeles Avenue - Chinguacousy	728,156.64	-	-	-	728,156.64	4,852,286.21	-		
144160	Prop Acqu-Bramalea and DerryRd	-	-	-	-	-	347,618.88	-		
144265	Old Church Road/New Street Eas	15,209.29	-	-	-	15,209.29	289,484.65	-		
144280	Steeles Avenue/Finacial Drive	1,567,032.90	-	-	0.01	1,567,032.91	-	-		
144285	Transit Supp Initiat	270,919.26	5,874.89	-	(87,992.28)	188,801.87	5,393,340.74	116,954.75	R0210	
144380	Winston Churchill Boulevard Cl	26,385.44	-	49,228.08	-	75,613.52	121,653.05	-		86280, 86299
144420	Transit Supp Iniat-Bovaird Dr	-	-	-	-	-	369,344.67	-		
147711	Transportation Planning Studie	18,295.92	25,121.08	-	-	43,417.00	70,977.42	97,454.95	R0210	
154040	Winston Churchill Boulevard -	-	-	-	-	-	1,919,439.99	48,965.99		
154070	Mayfield Road - Chinguacousy R	881,047.86	19,821.29	-	-	900,869.15	5,519,170.24	124,167.07	R0210	

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel

Section B Details of Project Funding

For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
154080	The Gore Road - Queen Street E	428,638.58	8,612.03	-	(38,863.06)	398,387.55	8,841,850.72	177,647.26	R0210	
154245	Mayfield Road/Collector Road (-	-	-	-	-	635,238.65	37,221.82		
154265	Steeles Avenue/Torbram Road	1,099.21	96.29	-	-	1,195.50	3,526,899.69	308,950.52	R0210	
154320	Devel Charges Update	71,919.78	-	-	-	71,919.78	1,653.18	-		
154350	Mississauga Road Class E.A. -	40,463.37	-	-	-	40,463.37	124,292.92	-		
154380	Cawthra Road - Schedule B EA f	188,452.81	-	-	-	188,452.81	592,712.71	-		
157702	Transportation Surveys	40,815.17	40,815.19	-	-	81,630.36	-	-	R0210	
157703	Cordon Count	-	-	-	-	-	72,164.42	72,164.43		
157711	Transportation Planning Studie	25,041.35	23,425.10	-	-	48,466.45	27,386.81	25,619.22	R0210	
164020	Steeles Avenue - Mississauga R	201,769.05	-	-	-	201,769.05	4,610,604.37	-		
164060	Mississauga Road - Financial D	-	-	-	-	-	2,634,919.00	-		
164070	Winston Churchill Boulevard -	77,446.84	-	109,159.98	-	186,606.82	319,268.31	-		86412
164133	Dixie Rd frm Olde Base to King	1,812.00	-	-	-	1,812.00	96,581.00	-		
164166	Contamination Land Dedicat Pol	350.00	-	-	-	350.00	96,099.50	-		
164315	Coleraine Drive Grade Separati	21,372.10	3,771.55	-	-	25,143.65	170,000.92	30,000.17	R0210	
164360	Airport Road Corridor Study -	452,164.41	-	-	-	452,164.41	212,439.19	-		
164370	Airport Road Class E.A. - Bray	116,124.89	-	-	-	116,124.89	427,995.97	-		
164375	King Street Grade Separation	-	-	-	-	-	424,917.63	74,985.46		
167711	Transportation Planning Studie	26,261.45	26,261.46	-	-	52,522.91	-	-	R0210	
167720	Goods Movement	11,186.84	11,186.84	-	-	22,373.68	-	-	R0210	
174020	Mayfield Road - Dixie Road to	63,238.04	-	-	-	63,238.04	535,593.96	-		
174030	Mayfield Road - Mississauga Ro	32,925.33	-	-	-	32,925.33	2,281,622.27	-		
174070	Cawthra Road - Eastgate Parkwa	5,417.01	(5,417.01)	-	-	-	1,148,095.73	-	R0025	
174240	Mississauga Road/New Streets	624,154.40	-	699,910.19	(149,282.72)	1,174,781.87	1,211,354.74	-		86299
174255	Airport Road/Intermodal Drive	-	-	-	-	-	807,287.00	34,075.00		
174290	King Street & Albion Vaughan R	87,860.98	-	-	-	87,860.98	587,449.11	-		
174310	Road Program Planning and Stud	350.75	350.75	-	-	701.50	-	-	R0210	
174330	Olde Base Line Road Corridor S	183,887.36	-	-	-	183,887.36	289,923.20	-		
174375	Mavis Road E.A. - Highway 401	3,186.35	-	-	-	3,186.35	-	-		
174420	Growth Related Traffic Signal	11,273.72	-	-	-	11,273.72	263,726.28	-		
174435	Traffic Data Collectin	198,462.96	-	-	-	198,462.96	-	-		
177702	Transportation Data Collection	39,306.51	39,306.50	-	-	78,613.01	90,360.72	90,360.74	R0210	
177711	Transportation Planning Studie	55,891.95	55,891.31	-	-	111,783.26	86,410.64	86,409.64	R0210	
177712	Transportation Demd Mg	373,750.06	319,424.42	134,479.68	-	827,654.16	149,508.27	127,776.84	R0210	85550
177720	Goods Movement Program	189,994.48	189,994.49	-	-	379,988.97	-	-	R0210	
184070	MAVIS ROAD - Highway 401 to Hi	200,639.92	-	-	-	200,639.92	1,299,360.08	-		
184075	COURTNEY PARK AND HIGHWAY 41	144.00	144.00	-	-	288.00	5,749,856.00	5,749,856.00	R0210	
184101	O/S Property Settlements	93,917.93	824.65	-	-	94,742.58	1,956,082.07	17,175.35	R0210	
184103E	Under Maintenance Envelope	-	-	-	-	-	689,500.00	295,500.00		
184255	Winston Churchill Boulevard	-	-	-	-	-	679,538.00	-		
184265	Kennedy Road/Williams Parkway	-	-	-	-	-	2,174,653.00	12,199.00		
184280	Mississauga Road/Argentia Road	15,585.98	-	-	-	15,585.98	894,707.02	-		
184300	Traffic Engineer Study	1,380,000.00	-	-	-	1,380,000.00	-	-		
184310	Road Program Planning and Stud	150,619.90	150,619.89	-	-	301,239.79	49,380.10	49,380.11	R0210	
184320	Development Charges Update	-	-	-	-	-	162,923.28	-		
184340	ARCH Stage 3 and Stage 4 for E	-	-	-	-	-	100,000.00	-		
184345	Erin Mills Pwky and Eglinton A	35,990.56	19,407.68	-	-	55,398.24	264,009.44	80,592.32	R0210	
184405	VarSignalPhasing AODA	126,216.86	126,216.85	-	-	252,433.71	1,283.14	1,283.15	R0210	
184420	Grwth Traf Signal-Airport Rd a	-	-	-	-	-	350,000.00	-		
184435	Traffic Data Collection and An	22,293.82	1,173.36	-	-	23,467.18	191,456.18	10,076.64	R0210	
187702	Transportation Data Collection	-	-	-	-	-	195,000.00	195,000.00		
187711	Transportation Planning Studie	9,673.51	9,673.51	-	-	19,347.02	165,326.49	165,326.49	R0210	
187712	Transportation Demand Manageme	69,219.73	71,527.06	188,630.28	-	329,377.07	266,780.27	275,672.94	R0210	85550
187720	Goods Movement Program	189,921.86	189,921.84	21,000.00	-	400,843.70	245,078.14	245,078.16	R0210	86299
90423JI	Transport-JIT Clearing	244,372.87	3,731,352.99	-	10,572,399.04	14,548,124.90	-	(10,266,028.47)	R0025, R0210	
	SUBTOTAL R3505	51,421,969.22	11,594,708.18	5,365,661.86	3,763,244.48	72,145,583.74	212,874,122.19	11,292,571.69		

APPENDIX I

15.1-12

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel
 Section B Details of Project Funding
 For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
R3506										
D.C Reg Roads N_S Arterial Rd										
	SUBTOTAL R3506	-	-	-	-	-	-	-		
R3510										
D.C GO Transit										
095900	GO Transit - Unallocated CapIt	1,500,000.00	-	-	12,969,842.88	14,469,842.88	-	-		
	SUBTOTAL R3510	1,500,000.00	-	-	12,969,842.88	14,469,842.88	-	-		
R3515										
D.C. Sth Peel Wastewater										
032941	LWTF Bioso Expnd/Upgd 03-175	233,384.23	326,050.79	81,455.83	-	640,890.85	500,940.40	699,841.68	R0242	86414
062405	Port Credit Sew Trunk 05-1496	26,980.24	79,749.15	-	-	106,729.39	32,284.03	95,426.29	R0242	
062935	New PS Port Credit 05-1496	159,467.35	97,969.02	-	(291,320.52)	(33,884.15)	2,179,467.28	1,338,959.29	R0242	
072225	West Trunk Sewer	1,974,538.28	-	-	(160,000.00)	1,814,538.28	2,679,661.30	-		
072250	Mississauga Rd Trunk Sewe	39,729.08	-	-	-	39,729.08	2,808,886.88	-		
072960	Lakeview Wastewater Trm	14,315.23	-	47,175.04	-	61,490.27	-	-		86414
082205	West Trunk Sewer Twinning	21,373,658.60	-	1,220.79	(9,392,642.64)	11,982,236.75	71,293,824.48	-		86299
082235	Bolton/Brampton Trunk Sewer Tw	745,374.03	26,169.70	-	(45,883.74)	725,659.99	5,064,461.31	177,810.62	R0242	
082915	Clarkson Wastewater Treatment	5,868,147.35	-	-	(291,577.99)	5,576,569.36	13,875,450.48	-		
102220	Harold/McLaughlin TS and WM	6,776.59	2,072.35	-	-	8,848.94	557,562.94	170,508.11	R0242	
102425	Harborn Road Trunk Sewer - Div	21,384.85	21,384.85	-	(380,537.68)	(337,767.98)	207,971.76	207,971.90	R0242	
102925	Lakeview Wastewater Treatment	(2,963,507.58)	-	(430,582.77)	(188,086.91)	(3,582,177.26)	25,036,399.98	-		86414
112011	East Bramp Trnk Sewer Twinning	12,908,405.28	57,010.84	-	(5,206,206.62)	7,759,209.50	14,469,599.60	63,905.96	R0242	
112210	Etobicoke Creek Trunk Sewer Tw	2,160.57	191.17	9,645.82	(554,251.84)	(542,254.28)	1,489,735.49	131,817.91	R0242	86414
112901	Odour Control Facilities	333,677.71	1,507,609.34	-	(91,700.63)	1,749,586.42	52,004.95	234,966.71	R0242	
122210	Albion-Vaugh Rd Trunk Sew	282,158.43	-	-	-	282,158.43	7,638,726.41	-		
132201	East o West Diversion - Conve	17,124.37	-	-	-	17,124.37	478,776.52	-		
132901	East o West Diversion Sewage	2,244.70	-	-	-	2,244.70	349,428.59	-		
142225	Edenbrook Hill Drive	743,474.71	-	-	-	743,474.71	721,033.35	-		
142229	Brisdale Drive	996,396.91	-	-	-	996,396.91	1,739,323.56	-		
142970	Caledon East Sewage Pumping St	979,559.94	979,559.99	2,250.00	(164,561.00)	1,796,808.93	1,635,583.27	1,635,583.42	R0242	86299
152241	Cooksville Creek to Burnhamtho	23,202.44	43,278.87	-	(345.63)	66,135.68	1,269,600.12	2,368,148.49	R0242	
162243	Duke of York Sanitary Trunk Se	1,257,963.35	-	-	(267,779.00)	990,184.35	8,226,715.87	-		
162291	East-to-West Diversion Sanitar	2,206,295.92	-	-	-	2,206,295.92	16,219,632.37	-		
162450	Flood Mitigaton Strategy	189,618.08	348,755.80	-	-	538,373.88	251,946.64	463,393.84	R0242	
172185	Edenbrook Hill Drive	-	-	-	-	-	4,487,381.00	-		
172280	Albion-Vaughan Road Sanitary T	34,235.72	12,188.19	-	-	46,423.91	566,053.22	501,497.02	R0242	
172926	G.E. Booth WPCP - Replacement	606,628.87	5,297,904.98	-	(131,090.58)	5,773,443.27	14,393,371.13	21,378,792.85	R0242	
182252	Cawthra Road Sanitary Trunk Se	162,721.91	162,721.87	-	-	325,443.78	3,837,278.09	3,837,278.13	R0242	
182260	Old Brampton WPCP - Sanitary T	23,659.16	23,659.14	-	-	47,318.30	476,340.84	476,340.86	R0242	
182271	McVean Force Main Twinning	870.75	-	-	-	870.75	864,729.25	-		
182286	Bolton Force Main Twinning	-	-	-	-	-	573,537.00	-		
182961	G.E. Booth WPCP - Odour Manage	47,390.21	-	-	-	47,390.21	202,609.79	-		
182976	McVean Sewage Pumping Station	464.40	-	-	-	464.40	1,499,535.60	-		
	SUBTOTAL R3515	48,318,501.68	8,986,276.05	(288,835.29)	(17,165,984.78)	39,849,957.66	205,679,853.50	33,782,243.08		
R3520										
D.C. Sth Peel Water										
031040	Study Alton & Caledon 03-1012	8,298.99	-	-	-	8,298.99	105,887.63	-		
031975	W Brmpt Resv & PS 02-1190	3,936.75	-	-	-	3,936.75	-	-		
041222	Inder/Hei. Dr/V.View Rd04-811	-	-	-	-	-	14,122.13	5,351.66		
041940	Proposed Alloa Res.(W5) 04-68	-	-	-	-	-	59,047.72	-		
061205	Herridge Trans Main 05-1496	40,334.75	-	-	(3,500.00)	36,834.75	239,723.47	-		
061580	Caledon E New Well 05-1496	5,359.91	-	-	-	5,359.91	-	-		
061906	Lorne Park Wat Treat 05-1496	425,131.78	241.63	(164,604.95)	(10,000.00)	250,768.46	713,426.51	405.48	R0241	86414

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel

Section B Details of Project Funding

For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
061922	Streetsville Res& Pump 05-1496	85.96	39.23	-	(14,202.79)	(14,077.60)	147,343.26	67,241.68	R0241	
071506	Zone 6 Water Supply - Class EA	79,090.51	-	-	-	79,090.51	138,153.08	-		
071936	Lakeview Water Treatment Plant	2,431,131.96	4,629,178.70	(6,423,191.40)	(22,478.25)	614,641.01	-	2,170,821.30	R0241	86414
091201	Property Acquisition for South	1,248.11	-	-	-	1,248.11	709,504.49	-		
091901	Property Acquisition for South	(920.00)	-	3,720.00	-	2,800.00	1,574,283.91	-		86648
091937	Lakeview Water Treatment Plant	4,947,989.38	183,064.30	1,079,142.44	(386,700.36)	5,823,495.76	13,894,338.24	514,058.74	R0241	86414
091970	North Bolton Elevated Tank	57,577.76	-	-	-	57,577.76	448,297.98	-		
091980	Meadowvale North Pumping Stati	-	-	-	-	-	91.83	-		
101205	Hanlan Transmission Main	4,266,534.62	-	4,009,423.09	(15,708,244.88)	(7,432,287.17)	58,799,337.49	-		86414
101210	Zone 6 Transmission Main	13,226,061.35	-	-	(1,369,219.01)	11,856,842.34	34,860,343.69	-		
101215	Alloa Transmission Main (Phase	13,148.45	-	-	(58,017.54)	(44,869.09)	1,227,614.84	-		
101960	Alloa Reservoir and Pumping St	6,009,822.26	-	-	(4,877,695.37)	1,132,126.89	17,859,704.40	-		
101966	Zone 6 Reservoir	84,828.91	-	-	-	84,828.91	65,307.19	-		
111540	East Brampton Transmission Mai	-	-	-	-	-	227,913.65	-		
121261	Mayfield Road Sub-Transmis	18.00	-	-	-	18.00	-	-		
121269	Mayfield Road Sub-Transmission	73,408.14	-	-	(8,000.00)	65,408.14	9,802.12	-		
141201	Property Acquisition for Lake-	-	-	-	-	-	100,000.00	-		
141240	East Brampton Transmission Mai	1,104,037.97	-	-	-	1,104,037.97	40,357,534.83	-		
141256	Williams Parkway Sub-Transmiss	1,389,465.78	245,199.86	-	-	1,634,665.64	21,132,001.68	3,729,176.77	R0241	
141257	Central Brampton Sub-Transmiss	701,818.93	123,850.40	-	-	825,669.33	28,819,896.97	5,085,864.17	R0241	
141504	Water Servicing Master Plan Up	-	-	-	-	-	351,280.05	-		
151504	Water Servicing Master Plan Up	138,701.77	-	-	-	138,701.77	288,189.32	-		
151940	Silverthorn Reservoir and Pump	28,583.86	25,684.03	-	(14,974.48)	39,293.41	1,168,775.23	1,050,203.88	R0241	
151972	Beckett Sproule Pumping Statio	17,854.01	324.69	-	-	18,178.70	419,182.23	7,623.25	R0241	
171128S	Replice Exist 400mm WMain Huron	195,346.04	543,019.07	5,716,811.36	982,850.00	7,438,026.47	-	-	R0241	85516, 85553
171168S	750mm Water Main on Goreway Dr	1,173,888.99	848,763.16	7,332,249.15	-	9,354,901.30	-	-	R0241	85516, 85553
	SUBTOTAL R3520	36,422,784.94	6,599,365.07	11,553,549.69	(21,490,182.68)	33,085,517.02	223,731,103.94	12,630,746.93		

R3525

D.C. Regional Wastewater

042122	Future Webb Drive	-	-	-	(8,082.62)	(8,082.62)	8,154.82	-		
082197	Merchant Road	-	-	-	-	-	253,344.00	-		
082915	Clarkson Wastewater Treatment	10,429.50	-	-	-	10,429.50	24,660.96	-		
092125	Garden Brooke Trail	-	-	-	-	-	1,554,789.88	-		
092210S	McVean Dr	24,824.05	-	-	-	24,824.05	-	-		
092500	Wastewater Program Planning	-	-	-	-	-	14,959.67	14,959.70		
102220	Harold/McLaughlin TS and WM	2,929.30	-	-	-	2,929.30	241,015.98	-		
112101	Dixie Road	2,458,874.41	-	-	(248,711.40)	2,210,163.01	6,439,505.23	-		
112102	Future Stree-Bram West	813,891.72	-	-	-	813,891.72	2,774,108.28	-		
112103	Torbram Road	961.38	-	-	-	961.38	263.54	-		
112104	Rivermont Road - Levi	-	-	-	-	-	1,367,875.74	-		
112210	Etobicoke Creek Trunk Sewer Tw	54.63	-	-	-	54.63	37,671.34	-		
112901	Odour Control Facilities	115,716.88	-	-	-	115,716.88	18,034.92	-		
132106	Veterans Drive	255,843.91	-	-	-	255,843.91	864,513.47	-		
132107	Speirs Giffen Ave	-	-	-	-	-	2,344,320.00	-		
132114	Easement Towards Hwy 410	-	-	-	-	-	2,529,864.01	-		
132115	Inspire Boulevard and Russell	-	-	-	-	-	1,301,856.00	-		
132116	Eglinton West SanitarySewer	48,746.85	-	-	-	48,746.85	7,508.40	-		
132510	Wastewater Development Related	-	-	-	-	-	215,784.93	-		
142124	375mm SaniSewr-Future	508,801.00	-	-	-	508,801.00	61,949.00	-		
142165	Ecopark Close	-	-	-	-	-	1,817,700.00	-		
142225	Edenbrook Hill Drive	1,402,903.12	-	-	-	1,402,903.12	1,360,557.25	-		
142301	Implementation Program for Inf	5,667.28	5,667.28	-	-	11,334.56	2,385,559.50	2,385,559.56	R0242	
142504	Wastewater Servicing Master PI	-	-	-	-	-	233,160.44	-		
142530	Development-Related Wastewater	-	-	-	-	-	33,491.34	-		
152151	Easement Along Countryside W	-	-	-	-	-	374,000.00	-		
152153	375mm Sanitary Sewer - Kennedy	112,363.79	2,038.09	-	-	114,401.88	186,593.05	3,384.46	R0242	
152504	Wastewater Servicing Master PI	139,068.71	-	-	-	139,068.71	275,806.20	-		
152530	Development-Related Wastewater	395.88	-	-	-	395.88	-	-		
162122	375mm Sanitary Sewer - Elm Dri	96,668.31	36.64	-	(1,250.87)	95,454.08	2,795,236.20	1,059.94	R0242	
162151	Inspire Boulevard	-	-	-	-	-	1,626,094.00	56,081.00		

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel
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162181	450mm Sanitary Sewer - Mayfiel	-	-	-	-	-	1,461,738.00	-		
162182	450mm Sanitary Sewer - McLaugh	-	-	-	-	-	2,014,600.00	-		
162183	375mm Sanitary Sewer - McLaugh	-	-	-	-	-	1,695,600.00	-		
162512	Inflow and Infiltration Remedi	161,404.49	161,404.51	-	-	322,809.00	150,213.97	150,213.98	R0242	
162530	Development-Related Wastewater	-	-	-	-	-	40,119.94	-		
167250	Growth Management Support	17,983.81	14,387.04	-	-	32,370.85	155,016.06	124,012.86	R0241, R0242, R1250	
172003	Growth-Related Projec	169,076.53	-	-	(3,389.71)	165,686.82	30,923.47	-		
172186	525-mm Sanitary Sewer - McLau	-	-	-	-	-	193,707.00	-		
172280	Albion-Vaughan Road Sanitary T	12,188.23	-	-	-	12,188.23	501,496.98	-		
172530	Develmnt-Related WW	222,834.99	-	-	-	222,834.99	-	-		
182003	Growth-Related Projects Under	-	-	-	-	-	200,000.00	-		
182150	West of Bramalea Road	-	-	-	-	-	451,825.00	-		
182183	East-West Spine Rd (MW2) 600m	-	-	-	-	-	2,022,750.00	-		
182184	East-West Spine Rd (MW2) 525m	-	-	-	-	-	2,967,000.00	-		
182301	Implementation of Inflow and I	-	-	-	-	-	1,750,000.00	1,750,000.00		
182512	Inflow and Infiltration Remedi	43,726.45	43,726.44	-	-	87,452.89	206,273.55	206,273.56	R0242	
182530	Development-Related Wastewater	673,422.16	-	-	-	673,422.16	76,577.84	-		
	SUBTOTAL R3525	7,298,777.38	227,260.00	-	(261,434.60)	7,264,602.78	45,066,219.96	4,691,545.06		

R3526

D.C. Social Housing

165038	Daniels	13,017,593.06	369,682.30	5,000.00	(719,298.47)	12,672,976.89	13,232,507.94	375,216.33	R1160	86805
	SUBTOTAL R3526	13,017,593.06	369,682.30	5,000.00	(719,298.47)	12,672,976.89	13,232,507.94	375,216.33		

R3530

D.C. Regional Water

031040	Study Alton & Caledon 03-1012	14,368.30	159.86	-	-	14,528.16	183,326.41	2,039.63	R0241	
041183	Cottrelle Boulevard	-	-	-	-	-	37,673.85	-		
051113	1200 Fdmain Missga 04-1280	-	-	-	-	-	1,117,870.74	-		
051190	400MM Fdmain Kennedy S 04-1280	-	-	-	-	-	107,306.41	-		
061580	Caledon E New Well 05-1496	14,411.66	-	-	-	14,411.66	-	-		
071147	500mm Feedermain	348,207.65	55,731.57	-	(300,000.01)	103,939.21	297,686.86	47,645.58	R0241	
071506	Zone 6 Water Supply - Class EA	5,285.26	-	-	-	5,285.26	-	-		
081156	Castle Oaks Crescent	(234,422.98)	-	-	-	(234,422.98)	1,221,118.00	-		
081175	600mm Feedermain - Miss	95.67	-	-	-	95.67	-	-		
081506	Alton/Caledon Village - New We	92,776.10	-	-	-	92,776.10	-	-		
081507	Cheltenham Village - New Well	83,890.34	-	-	-	83,890.34	367,094.06	-		
091115	400mm Feedermain	(28.35)	(0.41)	970,978.86	-	970,950.10	5,423,444.51	78,994.38	R0241	86483
091121	400mm Feedermain - Major Willi	-	-	-	-	-	628,579.44	-		
091140	400mm Feedermain - The Gore Ro	-	-	-	-	-	1,597,345.09	-		
091145	400mm Feedermain - Chinguacous	-	-	-	-	-	396,576.66	-		
101115	750mm Feedermn Ctrysd	-	-	-	-	-	44.06	-		
101121	Mississauga City Centre Feeder	1,298,087.22	-	-	(10,490,413.25)	(9,192,326.03)	20,920,610.59	-		
101139	Mayfld/Miss Rd Design/Contract	-	-	-	(24,610.26)	(24,610.26)	34,356.31	-		
101156	600mm Feedermain - Torbram	16,854.15	-	-	-	16,854.15	176,819.49	-		
101205	Hanlan Transmission Main	111.22	-	-	-	111.22	(111.22)	-		
101505	Distribution System Master Pla	15,257.19	15,270.87	-	-	30,528.06	365,613.23	365,940.84	R0241	
111107	Dougall Ave	252,824.76	-	-	-	252,824.76	835,533.05	-		
111122	600mm Feedermain - Eglinton Av	-	-	-	-	-	490,993.71	-		
111135	Rivermont Road -600mm	216,604.74	-	-	-	216,604.74	3,401,379.30	-		
111136	Rivermont Road	268,661.80	-	-	-	268,661.80	3,434,245.01	-		
111157	Inspire Boulevard	-	-	-	-	-	521,191.09	-		
111191	400mm Fdermn Hwy50	(0.18)	-	-	-	(0.18)	-	-		
121116	400mm Feedermain - Hurontario	62,334.31	-	-	-	62,334.31	1,485,998.91	-		
121148	400mm Feedermain - Wanless Dri	1,494.60	-	-	-	1,494.60	46,481.34	-		
121151	400mm Feed Chinguac	-	-	-	-	-	208,667.54	-		
121181	400mm Feedermain - Heart Lake	2,441,016.56	-	-	(274,073.58)	2,166,942.98	1,034,265.26	-		
121182	Speirs Giffin Ave	-	-	-	-	-	2,041,200.00	-		
121183	400mm Feedermain - Dixie Road	137,091.20	-	-	(8,670.00)	128,421.20	1,004,470.70	-		
121185	600mm Feedermain -Mayfield	25,451.06	-	-	-	25,451.06	-	-		

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel
 Section B Details of Project Funding
 For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
121186	600mm Feedermain - Mayfield Ro	374,341.97	-	-	(29,830.49)	344,511.48	245,037.18	-	-	-
121855	Caledon East Reservoir Expansi	8,429.59	-	-	-	8,429.59	116,861.30	-	-	-
131117	600mm Feedermain - Erin Mills	79,155.30	-	-	17,272.32	96,427.62	-	-	-	-
131118	400mm Feedermain - Eglinton Av	-	-	-	(27,590.37)	(27,590.37)	86,178.69	-	-	-
131125	1500mm Feedermain - Burnhamtho	11,558,996.57	-	-	(804,844.52)	10,754,152.05	117,589,967.10	-	-	-
131142	400mm Feedermain - Fut	94,031.31	-	-	-	94,031.31	772,433.36	-	-	-
131152	400mm Feedermain - Chin	1,157,411.91	-	-	-	1,157,411.91	1,018,129.42	-	-	-
131191	400mm Feeder - Airport Rd	89,717.32	-	-	(21,830.27)	67,887.05	1,837,411.88	-	-	-
131392	400mm/300mm Watermain - Heart	6,603,330.81	(424,987.47)	-	(698,155.74)	5,480,187.60	2,340,799.19	-	-	R0241
131506	Distribution Feedermain System	-	-	-	-	-	746,024.26	-	-	-
141122	600mm Feedermain - Britannia R	29,328.99	-	-	-	29,328.99	11,185,667.04	-	-	-
141133	400mmFeedermain-FutureE	825,019.40	-	-	-	825,019.40	84,439.52	-	-	-
141137	400mm Feedermain-Future	884,696.15	-	-	-	884,696.15	687,468.85	-	-	-
141164	400mm Feedermain - McVean Driv	94,247.42	2,886.28	-	-	97,133.70	3,512,084.47	107,556.15	-	R0241
141165	600mm Feedermain - Mayfield Ro	424,254.97	-	-	-	424,254.97	11,287,869.38	-	-	-
141192	400mm Feedermain - The Grange	-	-	-	-	-	1,926,770.74	31,763.00	-	R0241
141835	Caledon East - New	484.67	-	-	-	484.67	1,974,296.43	-	-	-
151138	600mm Feedermain - Heritage Ro	-	-	-	-	-	5,650,494.00	34,066.00	-	-
161118	400mm Feedermain - Webb Drive	7,758,223.13	7,853.79	-	(759,774.23)	7,006,302.69	38,356,647.29	38,829.21	-	R0241
161126	400mm Feedermain - Hurontario	-	-	-	-	-	458,000.00	-	-	-
161128	750mm Feedermain - Hurontario	69,826.83	100,310.26	-	-	170,137.09	9,379.75	13,474.55	-	R0241
161166	750mm Feedermain - Goreway Dri	157,349.25	-	-	-	157,349.25	2,541,054.88	-	-	-
161167	400mm Feedermain - The Gore Ro	191,982.17	-	-	(3,941.50)	188,040.67	2,762,279.89	-	-	-
161176	400mm Feedermain - Hwy 50	339,236.85	-	-	(65,211.72)	274,025.13	317,647.68	-	-	-
161177	600mm Feedermain - Mayfield Ro	120,727.16	3,679.81	-	-	124,406.97	2,342,877.85	71,411.89	-	R0241
161189	400mm Feedermain - McLaughlin	-	-	-	-	-	3,090,900.00	-	-	-
161530	Development-Related Water Infr	19,254.88	-	-	-	19,254.88	109,859.63	-	-	-
167250	Growth Management Support	7,193.52	-	-	-	7,193.52	62,006.42	-	-	-
171185	600-mm Water Main - Chinguacou	-	-	-	-	-	3,080,300.00	-	-	-
171188	600-mm Water Main - Hurontario	172,663.43	-	-	-	172,663.43	486,836.57	-	-	-
171192	600-mm Water Main - Coleraine	196,498.88	-	-	-	196,498.88	1,338,624.35	-	-	-
171530	Development-Related Water Infr	78,970.06	-	-	-	78,970.06	-	-	-	-
181003	Growth-Related Projects Under	-	-	-	-	-	300,000.00	-	-	-
181155	600-mm Water Main - Kennedy Ro	262,354.19	-	-	-	262,354.19	3,650,223.81	-	-	-
181158	Inspire Boulevard	-	-	-	-	-	1,568,360.00	-	-	-
181159	Inspire Boulevard	-	-	-	-	-	1,868,220.00	-	-	-
181169	600-mm Water Main - Queen Stre	2,183.90	-	-	-	2,183.90	786,916.10	-	-	-
181184	600-mm Water Main - Hurontario	65,376.49	-	-	-	65,376.49	403,523.51	-	-	-
181186	East-West Spine Road (MW2)	-	-	-	-	-	2,520,000.00	-	-	-
181187	East-West Spine Road (MW2)	-	-	-	-	-	1,960,000.00	-	-	-
181530	Development-Related Water Infr	544,738.17	-	-	-	544,738.17	205,261.83	-	-	-
SUBTOTAL R3530		37,270,397.57	(239,095.44)	970,978.86	(13,491,673.62)	24,510,607.37	276,660,632.77	791,721.23		
R3531										
D.C. Shelters										
SUBTOTAL R3531		-	-	-	-	-	-	-		
R3540										
D.C. PRP Police										
128301	11 Division Building Expansion	1,191,422.59	407,969.09	540.00	-	1,599,931.68	261,610.67	75,765.69	R2221	86227
158310	Construction of a New Police F	87,798.12	614,088.12	-	-	701,886.24	97,028.15	536,229.34	R2221	
168110	Vehicles for New Pol	5,196.68	-	-	-	5,196.68	-	-	-	-
178110	Veh-New Pol Staff	107,318.79	-	-	-	107,318.79	19,591.69	-	-	-
188110	Vehicles for New Police Staff	334,954.19	-	-	-	334,954.19	44,045.81	-	-	-
188420	Equipmnt - New Police	150,409.19	-	-	-	150,409.19	-	-	-	-
188421	New Staff Weapons and Ammo	106,515.69	-	-	-	106,515.69	35,484.31	-	-	-
188601	Communication Equipment for Ne	254,818.73	-	-	-	254,818.73	12,181.27	-	-	-
SUBTOTAL R3540		2,238,433.98	1,022,057.21	540.00	-	3,261,031.19	469,941.90	611,995.03		

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel
 Section B Details of Project Funding
 For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
R3550										
D.C. Health										
	SUBTOTAL R3550	-	-	-	-	-	-	-	-	
R3560										
D.C. Long Term Care										
175402	Peel Manor Site Redevelopment	51,689.02	2,029,645.19	-	-	2,081,334.21	2,082,921.79	81,842,261.67	R0230, R1901	
	SUBTOTAL R3560	51,689.02	2,029,645.19	-	-	2,081,334.21	2,082,921.79	81,842,261.67		
R3565										
D.C. Transhelp										
150248	TransHelp Veh Purch	778.36	(778.36)	-	-	-	-	-	R0025, R1615	
160248	TransHelp Vehicle Purchase	(499.78)	499.78	-	-	-	29,675.70	195,973.90	R0025, R1615	
	SUBTOTAL R3565	278.58	(278.58)	-	-	-	29,675.70	195,973.90		
R3570										
D.C. Ambulance										
087812	Stn#R5 Rising Hill	15,443.10	527,698.63	-	(40,000.00)	503,141.73	1,102.89	38,897.11	R0235	
097815	Stn#R6 Fernforest & Bovaird	3,837.59	70,820.61	-	(278,000.01)	(203,341.81)	34,875.52	643,608.81	R0235	
097821	Stn#S15 Peel Memorial Hospital	10,202.52	298,711.34	-	(223,602.99)	85,310.87	11,252.82	406,096.84	R0235	
097824	Stn#C04 Old Chrurch Rd Caledon	1,466.22	67,808.77	-	(41,895.62)	27,379.37	-	122,459.35	R0235, R1288	
117828	Stn#R3 Erin Mills & Thomas	297,640.18	10,339,935.15	-	(1,669,304.75)	8,968,270.58	100,532.60	3,492,476.57	R0235	
117829	Stn#S06 3190 Mavis	12,212.48	621,761.81	-	-	633,974.29	12,575.31	645,337.59	R0235	
117830	Stn#S18 Goreway & Queen	(0.16)	(3.57)	-	-	(3.73)	-	-	R0235	
117831	New Bolton Satellite Station	(1,738.00)	17,674.62	-	-	15,936.62	-	833,293.38	R0235	
127834	Stn#S13 7120 Hurontario Rd.	26.07	4,216.75	-	(45,684.54)	(41,441.72)	1,890.00	305,705.50	R0235	
137835	Stn#S1 Lakeshore and East Ave	232,664.59	1,133,564.79	-	(120,809.97)	1,245,419.41	226,631.91	1,104,203.11	R0235	
147836	Stn#3 Lorne Park	6,379.21	1,869,907.02	-	(200,863.10)	1,675,423.13	2,947.02	863,586.86	R0235	
147837	Stn#S9 Falbourne	9,554.46	401,863.15	-	(64,540.33)	346,877.28	3,112.83	130,927.01	R0235	
157838	Stn#S04 Herridge Station	96.84	1,751,508.13	-	(178,590.14)	1,573,014.83	57.16	1,030,835.07	R0235	
167800	Ambulance Facilities - 10 yr c	(37,133.46)	(305,306.49)	-	-	(342,439.95)	37,208.92	1,450.10	R0235	
177800	Ambulance Facilities - 10 yr c	-	-	-	-	-	1,619.00	4,410.00	R0235	
177801	Defibrillators and Medical Equ	6,996.83	145,881.34	-	-	152,878.17	-	-	R2322	
177803	Ambulance Fleet and Support Ve	10,321.53	382,096.10	-	-	392,417.63	44,205.43	1,636,457.02	R1617	
187801	Defibrillators and Medical Equ	13,326.32	494,274.37	-	-	507,600.69	8,852.68	328,346.63	R2322	
187803	Ambulance Fleet and Support Ve	44,131.56	2,669,261.28	-	-	2,713,392.84	31,968.44	1,933,586.72	R1617	
	SUBTOTAL R3570	625,427.88	20,491,673.80	-	(2,863,291.45)	18,253,810.23	518,832.53	13,521,677.67		
R3575										
D.C. O.P.P.										
175625	Southfield OPP ExtendedServOff	147,066.57	-	-	-	147,066.57	295,211.03	-		
	SUBTOTAL R3575	147,066.57	-	-	-	147,066.57	295,211.03	-		
R3580										
D.C. Planning & Growth Study										
134285	Transit Sup	2,509.55	-	-	-	2,509.55	130,585.32	-		
157131	Development Charge	3,877.31	377.48	-	-	4,254.79	-	-	R1060	
157707	Official Plan Review	37,909.46	37,909.62	-	-	75,819.08	38,792.08	38,792.26	R0252	
157709	Long Range Studies	36,248.45	36,248.47	-	-	72,496.92	-	-	R0252	
167131	Development Charge Update	45,817.50	5,090.84	-	-	50,908.34	548,882.82	59,388.06	R1060	
167708	Regional Official Plan Amendme	53,937.86	53,937.86	-	-	107,875.72	21,425.19	21,425.21	R0252	
167709	Long Range Studies	32,800.58	32,800.56	-	-	65,601.14	36,136.21	36,136.24	R0252	

APPENDIX I

15.1-17

STATEMENT OF DEVELOPMENT CHARGES RESERVE FUNDS - FISCAL 2018

Regional Municipality of Peel

Section B Details of Project Funding

For the Year Ending December 31, 2018

Project Number	Project Description	2018 CAPITAL PROJECTS - REVENUE & EXPENDITURES					CAPITAL PROJECT ENCUMBRANCES		FUNDING ACCOUNTS INFORMATION	
		DC Funding	NonDC Funding	Government & Other Funding	Unfinanced Balance	2018 Gross Expenditures	DC	NonDC	NonDC Reserves	Government & Other Funded Accounts
177708	Regional Official Plan Ammendm	12,255.13	12,255.11	-	-	24,510.24	112,744.87	112,744.89	R0252	
177709	Long Range Studies	6,261.71	6,261.71	-	-	12,523.42	86,510.89	86,510.89	R0252	
187707	Official Plan Review	1,402.60	1,402.56	-	-	2,805.16	102,597.40	102,597.44	R0252	
187708	Regional Official Plan Ammendm	-	-	-	-	-	125,000.00	125,000.00		
187709	Long Range Studies	27,315.43	27,315.40	-	-	54,630.83	52,684.57	52,684.60	R0252	
	SUBTOTAL R3580	260,335.58	213,599.61	-	-	473,935.19	1,255,359.35	635,279.59		
R3615										
D.C Sth Peel Wastewater-OBL										
072225	West Trunk Sewer	33,614.60	-	-	-	33,614.60	45,618.63	-		
072250	Mississauga Rd Trunk Sewe	3,147.02	-	-	-	3,147.02	222,497.02	-		
082205	West Trunk Sewer Twinning	1,236,603.34	-	-	-	1,236,603.34	4,124,808.84	-		
142229	Brisdale Drive	77,752.72	-	-	-	77,752.72	135,726.16	-		
152241	Cooksville Creek to Burnhamtho	20,076.41	-	-	-	20,076.41	1,098,548.33	-		
162243	Duke of York Sanitary Trunk Se	1,577,073.77	-	-	-	1,577,073.77	10,313,605.44	-		
162291	East-to-West Diversion Sanitar	245,144.00	-	-	-	245,144.00	1,802,181.36	-		
162450	Flood Mitigaton Strategy	126,412.05	-	-	-	126,412.05	167,964.45	-		
172185	Edenbrook Hill Drive	-	-	-	-	-	2,190,400.00	-		
182286	Bolton Force Main Twinning	-	-	-	-	-	23,897.00	-		
	SUBTOTAL R3615	3,319,823.91	-	-	-	3,319,823.91	20,125,247.23	-		
R3620										
D.C Sth Peel Water -OBL										
041205	East Peel Water Supply 04-68	-	-	-	-	-	2,190,427.60	-		
061205	Herridge Trans Main 05-1496	2,407.40	-	-	-	2,407.40	14,307.97	-		
101205	Hanlan Transmission Main	1,595,380.12	-	-	-	1,595,380.12	22,628,254.43	-		
101215	Alloa Transmission Main (Phase	124.38	-	-	-	124.38	11,766.75	-		
151940	Silverthorn Reservoir and Pump	541,959.97	-	-	-	541,959.97	22,160,399.12	-		
	SUBTOTAL R3620	2,139,871.87	-	-	-	2,139,871.87	47,005,155.87	-		
R3625										
D.C Regional Wastewater-OBL										
142229	Brisdale Drive	254,379.59	-	-	-	254,379.59	444,048.35	-		
152151	Easement Along Countryside W	-	-	-	-	-	66,000.00	-		
172186	525-mm Sanitary Sewer - McLau	-	-	-	-	-	2,052,000.00	-		
182150	West of Bramalea Road	-	-	-	-	-	1,807,300.00	-		
182182	East-West Spine Rd (MW2) 450m	-	-	-	-	-	1,431,000.00	-		
182183	East-West Spine Rd (MW2) 600m	-	-	-	-	-	674,250.00	-		
182184	East-West Spine Rd (MW2) 525m	-	-	-	-	-	258,000.00	-		
	SUBTOTAL R3620	254,379.59	-	-	-	254,379.59	6,732,598.35	-		
R3640										
D.C. PRP Police - OBL										
128301	11 Division Building Expansion	286,631.84	-	-	-	286,631.84	62,938.16	-		
	SUBTOTAL R3640	286,631.84	-	-	-	286,631.84	62,938.16	-		
TOTAL DC RELATED PROJECT ACTIVITY		204,573,962.67	51,294,893.39	17,606,895.12	(39,258,778.24)	234,725,732.12	1,055,822,322.21	160,371,232.18		

Legend for Funding Account Information

Non DC Reserves	Description
R0025	Federal Gas Tax Funds
R0210	Capital Finance Stabilization - Roads
R0230	Capital Finance Stabilization - General Government
R0235	Capital Finance Stabilization - Ambulance
R0241	Capital Finance Stabilization - Water
R0242	Capital Finance Stabilization - Wastewater
R0252	Capital Finance Stabilization - Planning
R1060	Int. Services - General
R1160	Capital Construction Reserve - Housing New Development
R1250	General Government Working Funds
R1288	Capital Finance Stabilization - Energy Conservation
R1615	Social Services - TransHelp Vehicle
R1617	Ambulance Vehicle
R1901	Long Term Care - Buildings
R2221	Peel Region Police - Facilities Reserves
R2322	Ambulance Equipment

Government & Other Funded Accounts	Description
85516	Revenue from Province - Infrastructure Funding
85550	Revenue from Metrolinx
85553	Revenue from Federal Government - Infrastructure Funding
85570	FCM Grant
86227	PRP Sale of Assets
86280	Developer Contributions/Recoveries
86299	Revenue from outside sources
86412	Revenue from Halton Region
86414	Revenue from York Region
86482	Revenue from City of Brampton
86483	Caledon Recoveries
86648	Rents derived from Regional properties
86805	Revenue collected through means not specified above

SECTION C

SECTION 14 CREDIT HOLDERS

Regional Municipality of Peel
Section C - Section 14 Credit Holders
As at December 31, 2018

Current Credit Holder	2017 Balance	2018 Balance
1029629 Ontario Inc.	103,306.30	103,306.30
1181482 Ontario Ltd.	107,890.11	107,890.11
1215918 Ontario Limited/ Karshel Holdings Inc.	34,515.26	34,515.26
1234778 Ontario Inc. and 835702 Ontario Inc.	66,629.19	66,629.19
1236236 Ontario Inc.	33,457.00	33,457.00
1238010 Ontario Inc.	91,467.00	91,467.00
1280980 Ontario Inc.	107,471.26	107,471.26
744817 Ontario Ltd.	53,932.00	53,932.00
768726 Ontario Inc.	22,379.06	22,379.06
778334 Ontario Inc.	49,838.94	49,838.94
982098 Ontario Limited	12,355.64	12,355.64
Annovator Investments Inc.	265,084.00	265,084.00
Atir Investments Limited	565,141.68	565,141.68
Austin Steel Group Inc.	1,809.63	1,809.63
Bayview Hospitality	56,928.00	56,928.00
Bohler-Uddeholm Thermo Tech Inc.	438,617.00	438,617.00
Boldco Group Inc.	218,714.00	218,714.00
C.M. Capital Leasing	102,591.00	102,591.00
Canada Life Assurance Company	135,343.82	135,343.82
Courtney Square Ltd.	219,410.96	219,410.96
Dariusz Krowiak	4,665.33	4,665.33
Davpart Inc.	15,342.12	15,342.12
Eric George Robbins	6,679.00	6,679.00
F&A Alfonso Developments Ltd.	79,878.25	79,878.25
Giffels Enterprises Inc.	149,251.00	149,251.00
Griffcan Properties Limited	1,150.00	1,150.00
Impulse Technologies Ltd.	10,048.11	10,048.11
JMAR Developments Limited	37,612.88	37,612.88
Marcel Czarnik	13,806.45	13,806.45
Menkes Industrial Parks Ltd.	172,106.00	172,106.00
Metropolitan Industrial & Commercial Masonry Contractors Association Inc.	42,607.00	42,607.00
Mid-Airport Developments Ltd.	117,166.38	117,166.38
Muzzo Brothers Group Inc.	33,388.58	33,388.58
OMERS Realty Management Corporation	51,318.00	51,318.00
Royal Canadian Steel Inc.	15,105.54	15,105.54
Slough Estates Canada	220,094.77	220,094.77
Stellarbridge Management Inc.	16,298.03	16,298.03
Vensil Construction Limited	6,679.00	6,679.00
Total:	3,680,078.28	3,680,078.28

SECTION D
GLOSSARY OF TERMS

Regional Municipality of Peel
Section D - Glossary of Terms

Terminology	Related Services for Growth Definition
Ambulance Reserve Funds R3570	Ambulance services capital infrastructure including vehicles, equipment, and facilities
GO Transit Reserve Funds R3510	Peel's share of GO Transit costs related to rolling stock, facilities, grade separations, and rail corridors.
Health Reserve Funds R3550	Health services such as new clinics.
Long-Term Care Reserve Funds R3560	Seniors services such as new long term care facilities.
Planning and Growth Studies R3580, R3680	Planning studies related to growth.
Police Reserve Funds R3540, R3575, R3640	Peel Regional Police Services in Brampton and Mississauga including facilities, vehicles, field communication equipment and Caledon OPP facilities.
Regional Roads Reserve Funds R3505, R3506, R3605	Road services including studies, design, construction, widening, signals, and landscaping.
Transhelp Reserve Funds R3565	Purchase of growth related buses for Para-transit system which services urban areas of Mississauga, Brampton and Caledon.
Wastewater Reserve Funds R3515, R3525, R3615, R3625	Wastewater services including studies, design, and construction of treatment facilities, trunk and sanitary sewers for both South Peel and Regional systems.
Water Reserve Funds R3520, R3530, R3620, R3630	Water services including studies, design, construction of treatment facilities, reservoirs, feeder mains, and pumps for both South Peel and Regional systems.
Children Services Reserve Funds R3516	Children Services capital infrastructure includes new buildings in order to expand the inventory of childcare spaces
Shelters Reserve Fund R3531	Shelters capital infrastructure includes new buildings in order to address the immediate need for future residents within Peel
Social Housing Reserve Fund R3526	Social Housing capital infrastructure includes new buildings in order to maintain the quality of life for future residents within Peel

DATE: May 31, 2019

REPORT TITLE: **FRIENDS OF PAMA ADVISORY BOARD POLICY**

FROM: Sean Baird, Commissioner of Digital and Information Services

RECOMMENDATION

That Corporate Policy G30-01 be revised as outlined in Appendix I to the report of the Commissioner of Digital and Information Services, titled “Friends of PAMA Advisory Board Policy”;

And further, that 50 per cent of new membership fees be directed to the Friends of PAMA Advisory Board for the purposes of fundraising and donor growth.

REPORT HIGHLIGHTS

- There is a long history of volunteer community engagement and support for the heritage, arts and culture programs offered by the Region of Peel.
- The Friends of PAMA Advisory Board, formally referred to as the Peel Heritage Complex Advisory Board, was constituted under Regional Policy G30-01 in 1997 and on September 20, 2012 the policy was further updated and recognized as the Peel Art Gallery, Museum and Archives (PAMA) Advisory Board.
- In 2012 at the Annual General Meeting of the Peel Art Gallery, Museum and Archives, the Art Gallery of Peel Association and the Friends of Peel Museum amalgamated to become the Friends of PAMA.
- The Friends of PAMA Advisory Board continues to evolve and is requesting further refinement and clarity to their governance policy to reflect the mandate, objectives and name change.
- The Friends of PAMA operates as a not-for-profit organization and has been successful at applications for federal, provincial and municipal grants on behalf of PAMA.
- To further the Friends of PAMA work in fundraising for PAMA, it is recommended that 50 per cent of new membership fees be directed to the Friends of PAMA for the purposes of fundraising, donor growth and ultimately to enhance the success of PAMA's programming.

FRIENDS OF PAMA ADVISORY BOARD POLICY

DISCUSSION

1. Background

Corporate Policy G30-01 was the constitution of the Peel Heritage Complex Advisory Board in 1997. In September 2012, Council reviewed the original policy and recommended changes including the Board's structure, roles, responsibility, its committees and subcommittees and name change to the Peel Art Gallery, Museum and Archives (PAMA) Advisory Board. The Policy also called for a member of Regional Council to be appointed to the Advisory Board.

The membership in the Friends of PAMA is approximately 170 members generating an average of \$5360.00 annually in membership fees for PAMA. There is a sliding fee schedule based on individual, family, patron and other member offerings available to the community.

The revenue generated from PAMA memberships and becoming a Friend of PAMA is contributed to PAMA's overall operational budget each year.

The members of the Peel Art Gallery, Museum and Archives (PAMA) Advisory Board, have played a key role in their support to PAMA. They have provided advice on program matters, the collections, fundraising, and given many volunteer hours personally helping with exhibitions, shows, events and input into policies. The Board operates as a not-for-profit organization on behalf of PAMA and has been successful at securing grant dollars for programs of \$11,000.00 in the past year and many other gifts over the years.

2. Proposed Direction

The Friends of PAMA Advisory Board has again updated the structure of committees and sub-committees to reflect their advisory role and streamline work and accountabilities. Amended policy G30-01 is attached as Appendix I to this report and includes a current reflection of the Board's role as well as the name change from Peel Art Gallery, Museum and Archives Advisory Board to Friends of PAMA Advisory Board.

The origins of the name Friends of PAMA is related to the amalgamation of the Art Gallery of Peel Association and the Friends of Peel Museum into one organization known as the Friends of PAMA which occurred at the Annual General Meeting in 2012.

In efforts to grow memberships, donations and sponsorships, it is recommended that 50 per cent of new membership fees be directed to the Friends of PAMA Advisory Board. The Board will set annual goals and objectives and these funds will be used to execute events, purchase community memberships such as in the Brampton Board of Trade, develop advertising and attend functions in order to deliver on objectives.

It is recommended that Policy G30-01 be maintained and amended in the future by the Director of Community Connections (PAMA) to facilitate regular review and capture updates.

FRIENDS OF PAMA ADVISORY BOARD POLICY

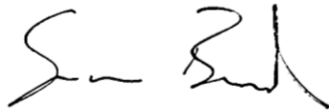
FINANCIAL IMPLICATIONS

Current membership at PAMA is approximately 170 and includes many variations such as individuals at \$45.00, families at \$65.00, and associate memberships at \$150.00. The current 170 members will be considered as renewing members should they renew their membership and will not be included in the 50 per cent redirection of funds.

Funds raised through new members joining PAMA and the Friends of PAMA will be directed to the Friends of PAMA Advisory Board and 50 per cent to PAMA's operating budget. This financial support for the Friends of PAMA will support the Board's efforts to generate further memberships at PAMA, other fundraising opportunities and donor growth in the future. There will be no negative financial impact for PAMA's current operating budget as a result of this 50 per cent cost sharing of new memberships.

CONCLUSION

There is a long history of volunteer community engagement and support for the heritage, arts and culture program offered by the Region of Peel. The Friends of PAMA Advisory Board has been instrumental in providing advice and support to strengthen and build on PAMA's overall success as a Cultural Hub in Peel and they are committed to working on and building further success into the future for PAMA and a Community for Life.



Sean Baird, Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Draft Policy G30-01

For further information regarding this report, please contact Karla Hale, Director, Community Connections (PAMA), ext. 4998, karla.hale@peelregion.ca .

Authored By: Karla Hale, Director Community Connections (PAMA)



CATEGORY: GOVERNMENT SERVICES

SUBCATEGORY: CULTURAL SERVICES

SUBJECT: PEEL ART GALLERY MUSEUM & ARCHIVES

A. PURPOSE

This policy establishes and provides governance for the Peel Art Gallery, Museum and Archives (PAMA), Friends of PAMA Advisory Board (the “Board”).

B. SCOPE

This policy applies to the membership of the Board, the committees and their role.

C. POLICY

1. The Board shall reflect the diversity of the Peel community.
2. The Board shall provide community input, advice, and support for the activities and programs offered by PAMA.
3. The Board shall fundraise for special programs to augment, extend and enhance the work of PAMA and make applications for federal, provincial, municipal and other grants as appropriate on behalf of PAMA.
4. The Board shall provide community input and advice on the collection, preservation and interpretation of Peel’s cultural heritage.
5. The Board shall be comprised of 7 to 12 members elected by The Friends of PAMA membership; and one representative from Regional Council (which shall also name an alternate).
6. All Board members are required to be members in good standing with PAMA.
7. The Board Chair shall be accountable to the membership and report annually to members at the Annual General Meeting.
8. Oversee planning, implementation and evaluation for Board objectives.



CATEGORY: GOVERNMENT SERVICES

SUBCATEGORY: CULTURAL SERVICES

SUBJECT: PEEL ART GALLERY MUSEUM & ARCHIVES

APPROVAL SOURCE:	Council Resolutions 97-4 and 2012-1150
ORIGINAL DATE:	Jan 23, 1997
LAST REVIEW DATE:	April 22, 2019
LAST UPDATE:	April 22, 2019
EFFECTIVE DATE:	June 13, 2019
RESPONSIBILITY:	Digital and Information Services, Community Connections, PAMA

DATE: June 4, 2019

REPORT TITLE: **ENCROACHMENT AGREEMENT
12700 REGIONAL ROAD 50 (HIGHWAY 50)
TOWN OF CALEDON, WARD 5
OWNER: 1544216 ONTARIO LTD.**

FROM: Catherine Matheson, Commissioner of Corporate Services
Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That the encroachment of four fence structures, two signs, landscaping, eight trees, sanitary sewer sampling manhole and sanitary service, detector check valve chamber, valve and boxes and water service on Regional Road 50 (Highway 50), adjacent to the property known municipally as 12700 Highway 50, Caledon, be permitted in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and 1544216 Ontario Ltd.;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit four fence structures, two signs, landscaping, eight trees, sanitary sewer sampling manhole and sanitary service, detector check valve chamber, valve and boxes and water service to encroach within the widened limits of Regional Road 50 (Highway 50).

DISCUSSION

1544216 Ontario Ltd. is the owner (the "Owner") of the lands municipally known as 12700 Highway 50, located on the northwest corner of Regional Road 50 (Highway 50) and McEwan Drive in the Town of Caledon.

On July 3, 2013, the Region of Peel (the "Region") entered into an Encroachment Agreement (the "First Encroachment Agreement") with the Owner to permit underground piping required for storm water management, islands and light standards to encroach upon Regional sanitary trunk sewer, drains and related appurtenances easement PR636497 (the "Easement") which Easement is located along the north side of the Owner's lands.

Since that time the Owner has submitted a Site Plan Application (16-072C) and, as a condition of site plan approval and pursuant to the Region's Official Plan, gratuitous dedication of lands to the Region for road widening along Regional Road 50 (Highway 50) is required.

15.3-2

**ENCROACHMENT AGREEMENT – 12700 REGIONAL ROAD 50 (HIGHWAY 50)
TOWN OF CALEDON, WARD 5 – OWNER: 1544216 ONTARIO LTD.**

As a result of the gratuitous dedication of lands, four fence structures, two signs, landscaping, eight trees, sanitary sewer sampling manhole and sanitary service, detector check valve chamber, valve and boxes and water service (the “Regional Road Encroachments”) would now be located within the widened limits of Regional Road 50 (Highway 50) and the Owner has requested the Region to permit the Regional Road Encroachments to remain. Pursuant to Section 11(3) of the *Municipal Act, 2001, S.O. 2001, c.25*, as amended, Council approval is required to permit the Regional Road Encroachments. By requirement, the Owner will enter into a new Encroachment Agreement with the Region to permit the Regional Road Encroachments to remain within the widened limits of Regional Road 50 (Highway 50) as shown on Appendix I.

In addition, a number of the encroachments from the First Encroachment Agreement have been removed by the Owner. The First Encroachment Agreement will be terminated and the remaining encroachments, being underground piping required for storm water management and a portion of an island in the parking lot (the “Easement Encroachments”) shall be combined into the new Encroachment Agreement.

The Regional Road Encroachments and the Easement Encroachments are collectively referred to as the “Encroachment”.

The Owner shall be responsible for all maintenance, costs and liability associated with the Encroachment. The Region will permit the Encroachment to remain in whole or in part until such a time that the lands are required by the Region for the purposes of improvement or widening of Regional Road 50 (Highway 50).

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 50 (Highway 50) or the Easement.



Catherine Matheson, Commissioner of Corporate Services



Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

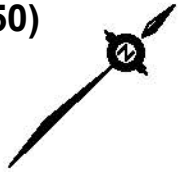
Appendix I – Site Map

For further information regarding this report, please contact Lori-Ann Thomsen, Manager Real Property and Facility Acquisitions, Real Estate, ext. 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Lisa Masters

Reviewed in workflow by: Legal Services

**ENCROACHMENT AGREEMENT - 12700 REGIONAL ROAD 50 (HIGHWAY 50)
TOWN OF CALEDON, WARD 5
OWNER: 1544216 ONTARIO LTD.**



DATE: May 31, 2019

REPORT TITLE: **PUBLIC SECTOR NETWORK (PSN) UPDATE AND BUDGET**

FROM: Sean Baird, Commissioner of Digital and Information Services

RECOMMENDATION

That the Public Sector Network 2019 Operating Budget attached as Appendix II to the report of the Commissioner of Digital and Information Services, titled “Public Sector Network (PSN) Update and Budget”, be approved in accordance with the PSN Partnership Agreement.

REPORT HIGHLIGHTS

- Under the Public Sector Network (PSN) Partnership Agreement, an annual PSN Budget is required to be submitted to the respective municipal Councils of the PSN Partners.
- The 2019 PSN proposed budget has no impact on the overall Regional Budget.
- In accordance with the PSN Partnership Agreement, subscriber revenues are applied to offset shared costs for operation and support of the network, thereby reducing partners’ cost of ownership.
- Due to higher than anticipated costs for fibre locate services, 2018 operating expenses were higher than anticipated, leaving a smaller than budgeted contribution to reserve.
- The Reserve Fund balance at the end of 2018 stood at \$716K and is anticipated to reach \$786K by the end of 2019.

DISCUSSION

1. Background

The fibre optic network, labeled the Public Sector Network (PSN), involves the effort of the four municipal agencies operating within the Region of Peel (Mssissauga, Brampton, Caledon and the Region of Peel). Through years of planning and collaboration, a communications infrastructure capable of providing cost effective, high speed telecommunications has been developed.

Established in 1996, the network is designed to meet the growing need to provide an instant flow of data communications between municipal facilities across Mssissauga, Brampton and Caledon. In addition to providing operational connectivity between facilities of its owners (Region of Peel and local municipalities), the PSN provides connectivity for other public sector agencies operating within Peel.

PUBLIC SECTOR NETWORK (PSN) UPDATE AND BUDGET

While not providing connectivity directly to residents and businesses operating within Peel, surplus PSN fibre could be made available to private sector carriers for this purpose, under suitable and mutually beneficial arrangements.

a) PSN Budget

Under the PSN Partnership Agreement, the PSN Steering Committee is required to submit an annual proposed budget and a statement of actual revenues and expenditures to their respective municipal councils for approval. The PSN Steering Committee is comprised of staff representatives from the PSN Owners: Region of Peel and the three local municipalities in Peel.

Appendix I of the subject report includes a Revenue and Expenditure statement for the year ending December 31, 2018 with commentary on budget variances.

Appendix II of the subject report includes the PSN proposed budget detailing the proposed allocation of revenues in 2019. In accordance with the PSN Partnership Agreement, revenues received from PSN subscribers are used to offset shared costs incurred for operation and support of the network, thereby reducing the partners' cost of ownership.

This budget will require approval at the Region of Peel and the three local municipalities.

b) PSN Activity

PSN continued to expand during 2018:

- 49 kilometers of new fibre optic cables were installed;
- 72 partner connections were added – 9 sites (locations with staff) and 63 “nodes” (traffic controllers, bus stops, SCADA sites, etc.);
- Six Region of Peel and one Peel Regional Police connections were added, including three Paramedic stations and one Police VCom site.

However, much PSN activity during 2018 was focused on other activities, responding to externally imposed pressures:

- Designing and building bypasses (alternate routes) for key sites along the Hurontario corridor, to minimize the risk of service disruptions resulting from the planned Hurontario LRT construction, to begin in 2019;
- Working with Metrolinx and other affected utilities to plan alternatives to existing overhead GO Rail crossings, which will need to be replaced as part of the planned GO Rail electrification;
- Working with Alectra to relocate PSN fibre from Alectra poles scheduled for replacement.

c) Current Status

PSN now consists of 812 kilometers of fibre (almost 50,000 strand-kilometers), connecting 939 partner and subscriber facilities, as follows:

PUBLIC SECTOR NETWORK (PSN) UPDATE AND BUDGET

Partner Connections (922):

Region of Peel (181)

Peel Regional Police (22)

City of Mississauga (335)

City of Brampton (367)

Town of Caledon (17)

Subscriber Connections (17):

Sheridan College (2)

William Osler Health Centre (3)

Trillium Health Centre (12)

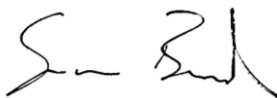
PSN provides highly reliable service. During 2018, there were ten incidents where fibre was damaged resulting from traffic incidents affecting overhead cable, damage caused by contractors digging (despite locate services) or animals chewing through the fibre. Incidents are generally repaired within a few hours. However, since most critical facilities have redundant connections, no actual loss of service was experienced in many cases.

FINANCIAL IMPLICATIONS

The recommendations in the subject report have no direct financial impact on the Region of Peel. Revenues received from PSN subscribers are used to offset PSN shared operating costs, which would otherwise be borne by PSN partners. Surplus funds are deposited to the PSN Reserve Fund and will be applied as determined by the PSN Steering Committee in accordance with the established partner agreements. In 2019, the network is estimated to increase its reserve fund by \$70,000 and end the year with a reserve fund balance of \$786,000.

CONCLUSION

PSN remains an outstanding example of technological innovation and the benefits derived through co-operation and partnership among Peel municipalities and with the broader public sector in Peel. Access fees from subscribers to the network are now funding a substantial portion of the shared costs associated with network operations while providing a small surplus for future network operations or replacement costs.



Sean Baird, Commissioner of Digital and Information Services

PUBLIC SECTOR NETWORK (PSN) UPDATE AND BUDGET

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Public Sector Network, Revenue and Expenditure Statement for 2018

Appendix II - Public Sector Network, Proposed 2019 Operating Budget

For further information regarding this report, please contact Steve Van De Ven, Director, IT Operations, ext. 4451, steve.vandeven@peelregion.ca.

Authored By: Steve Van De Ven

Reviewed in workflow by:
Financial Support Unit

**APPENDIX I
PUBLIC SECTOR NETWORK (PSN) UPDATE AND BUDGET**

Public Sector Network Revenue and Expenditure Statement For the Year Ended December 31, 2018			
	2018 Budget	2018 Actual	Variance Inc / (Dec)
Revenues			
Sheridan College	102,204	102,204	-
University of Toronto	1,004	1,504	500
Trillium Health Partners	231,044	231,044	(0)
William Osler Health System	72,339	72,339	-
Total Revenues	406,591	407,091	500
Common Expenses			
Cable locate services	230,000	248,003	18,003
One Call Services	15,000	17,955	2,955
Maintenance	15,000	45,733	30,733
Network Upgrades	30,000	0	(30,000)
Operational Costs	55,000	53,615	(1,385)
Contribution to Reserve Fund	75,000	35,937	(39,063)
Other	4,266	5,847	1,581
Total Expenses	424,266	407,091	-17,175
Surplus / <Deficit>	(17,675)	-	17,675
Reserve Fund			
Opening balance, Jan 1, 2017	659,980	\$ 659,980	-
Contribution from Operating account	75,000	\$ 35,937	(39,063)
Investment Income	17,500	\$ 20,103	2,603
Closing balance - Dec 31, 2017	\$ 752,480	\$ 716,021	\$ (36,459)
Notes:			
1. University of Toronto Link decommissioned in 2018 - no longer required			
2. Locate costs continue to climb due to high level of construction activity			
3. Ontario 1Call Services charges at fixed monthly rate for 2018 (and 2019)			
4. Higher maintenance costs resulting from inspections, due to aging infrastructure			
5. Shared funding not available for Network Upgrades			
6. Reduced reserve contribution to offset increase in locate and maintenance costs			

**APPENDIX II
PUBLIC SECTOR NETWORK (PSN) UPDATE AND BUDGET**

Public Sector Network Proposed Budget for 2019				
	2019 Budget	2018 Budget	2018 Actual	Variance to 2018 Budget
Revenues				
Sheridan College	102,204	102,204	102,204	-
University of Toronto	-	1,004	1,504	(1,004) (1)
Trillium HealthPartners	243,044	231,044	231,044	12,000 (2)
William Osler Health System	72,339	72,339	72,339	-
Total Revenues	417,587	406,591	407,091	10,996
Common Expenses				
Cable locate services	285,000	230,000	248,003	55,000 (3)
One Call Services	18,000	15,000	17,955	3,000
Maintenance	5,000	15,000	45,733	(10,000) (4)
Network Upgrades	-	30,000	0	(30,000) (4)
Operational Costs	55,000	55,000	53,615	-
Contribution to Reserve Fund	50,000	75,000	35,937	(25,000)
Other	4,587	4,266	5,847	321
Total Expenses	417,587	408,103	417,467	-6,679
Surplus / <Deficit>	-	(1,512)	(10,376)	17,675
Reserve Fund				
Opening balance, January 1	716,021	659,980	659,980	56,041
Contribution from Operating account	50,000	75,000	35,937	(25,000)
Investment Income	20,000	17,500	20,103	2,500
Closing balance - December 31	786,021	752,480	716,021	33,541
Notes:				
1. UTM Link decommissioned in 2018 - no longer required				
2. One additional Trillium link (Trillium-Credit Valley)				
3. Locate costs continue to climb due to high level of construction activity				
4. Locate costs leave little or no shared revenue available for maintenance or network upgrades, meaning that owners will be required to absorb more of these costs				



THE REGIONAL MUNICIPALITY OF PEEL

REGIONAL COUNCIL POLICIES AND PROCEDURES COMMITTEE

REPORT OF THE COMMITTEE CLERK

PPC – 2/2019

The Region of Peel Regional Council Policies and Procedures Committee met on May 16, 2019 at 11:18 a.m., in the Council Chamber, Regional Administrative Headquarters, 5th Floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: G. S. Dhillon; N. Iannicca; S. McFadden; C. Parrish; P. Saito; I. Sinclair

Members Absent: P. Brown; B. Crombie; P. Fortini; J. Innis; M. Palleschi; A. Thompson

Also Present: N. Polsinelli, Acting Chief Administrative Officer; C. Matheson, Commissioner of Corporate Services; P. O'Connor, Regional Solicitor; S. Nagel, Treasurer and Director of Corporate Finance; K. Lockyer, Regional Clerk and Director of Legal Services; J. Jones, Committee Clerk; T. Kobikrishna, Legislative Assistant

Chaired by Councillor Parrish.

In accordance with section 4.5.7 of the Region of Peel Procedure By-law 9-2018, no quorum was present. The Committee Clerk recorded the names of the Members present as:

**G. S. Dhillon
N. Iannicca
S. McFadden
C. Parrish
P. Saito
I. Sinclair**

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

- 2. APPROVAL OF AGENDA**

- 3. DELEGATIONS - Nil**

* See text for arrivals

◆ See text for departures

4. REPORTS**4.1. Amendments to the Region of Peel Procedure By-law 9-2018**

Having regard that a quorum of members was not achieved, and in accordance with Section 4.5.7 of Procedure By-law 9-2018 which provides that the committee may receive submissions or information from the public or staff, the following information was received:

In response to a question from Councillor Saito regarding the appointment of alternate members, which is not available to Mississauga Councillors, Kathryn Lockyer, Regional Clerk and Director of Legal Services, noted that the appointment of alternate members is provided by legislation and that the Procedure By-law only provides the method for an alternate's attendance at a Regional Council meeting. She further noted that current legislation does not make provision for a Councillor to assign their vote to another in their absence, there is only one vote per member. Staff will report back to a future committee meeting regarding Mississauga's ability to retain voting power in the absence of a Mississauga member, similar to Brampton and Caledon's retention of voting power through the alternate member.

4.2. Review of the Regional Council Code of Conduct for Members of Regional Council and Local Boards

Having regard that a quorum of members was not achieved, and in accordance with Section 4.5.7 of Procedure By-law 9-2018 which provides that the committee may receive submissions or information from the public or staff, the following information was received:

In response to a question from Councillor Parrish regarding the provision of red line revisions to the Code of Conduct, the Integrity Commissioner noted that Principles Integrity will provide a Code of Conduct Module with options and will provide more fulsome information for discussion at the next meeting. In addition, the Integrity Commissioner will review the Caledon, Brampton and Mississauga Codes for comparison and provide best practices.

4.3. Council Expense Policy, Conference Reporting**5. COMMUNICATIONS - Nil****6. OTHER BUSINESS - Nil****7. IN CAMERA MATTERS****7.1. Selection of Applicant for Appointment to the Peel Police Services Board**
(Personal matters about an identifiable individual, including municipal or local board employees)

8. NEXT MEETING

The next meeting of the Regional Council Policies and Procedures Committee will be at the call of the Chair.

9. ADJOURNMENT

Having regard that a quorum of members was not achieved, and in accordance with Section 4.5.6 of Procedure By-law 9-2018, items 4.1, 4.2 and 4.3 will be placed on the agenda for the next regular meeting of the Regional Council Policies and Procedures Committee.

A meeting will be scheduled at the Call of the Chair, on May 23, 2019, 9:15 a.m. to address In Camera item 7.1, Selection of Applicant for Appointment to the Peel Police Services Board, to finalize an appointment before the next Police Services Board meeting on June 21, 2019.

The meeting stood adjourned at 11:31 a.m.



THE REGIONAL MUNICIPALITY OF PEEL
GOVERNMENT RELATIONS COMMITTEE
MINUTES

GRC - 1/2019

The Region of Peel Government Relations Committee met on May 16, 2019 at 1:01 p.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: S. Dasko; G. S. Dhillon; J. Downey; N. Iannicca*; K. Ras; R. Santos; A. Thompson; P. Vicente

Members Absent: P. Brown, due to other municipal business; B. Crombie, due to other municipal business; A. Groves, due to vacation; J. Innis; due to illness; M. Palleschi

Also Present: N. Polsinelli, Acting Chief Administrative Officer; C. Matheson, Commissioner of Corporate Services; J. Pittini, Acting Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; S. Jacques, Chief Planner; A. Farr, Acting Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; B. Laundry, Acting Commissioner of Health Services; Dr. J. Hopkins, Medical Officer of Health; K. Lockyer, Regional Clerk and Director of Legal Services; S. Valleau, Committee Clerk; S. MacGregor, Legislative Assistant

Sabrina Valleau, Committee Clerk presided.

1. ELECTION OF CHAIR AND VICE-CHAIR

RECOMMENDATION GRC-1-2019:

That Councillor Innis be appointed Chair of the Government Relations Committee for the term ending November 14, 2022 or until a successor is appointed.

Regional Chair Iannicca arrived at 1:03 p.m.

* See text for arrivals

◆ See text for departures

RECOMMENDATION GRC-2-2019:

That Councillor Ras be appointed Vice-Chair of the Government Relations Committee for the term ending November 14, 2022 or until a successor is appointed.

Councillor Ras assumed the Chair.

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

3. APPROVAL OF AGENDA

RECOMMENDATION GRC-3-2019:

That the agenda for the May 16, 2019 Government Relations Committee meeting be approved.

4. DELEGATIONS - Nil

5. GOVERNMENT RELATIONS UPDATE (Oral)

Discussion led by Keith Medenblik, Manager, Strategic Public Policy and External Relations

Received

Keith Medenblik, Manager, Strategic Public Policy and External Relations, provided an overview of the current federal and provincial political climate, highlights from the Provincial Budget, emerging trends and advocacy opportunities.

Councillor Ras inquired about receiving a fact sheet on Region of Peel priorities to share with MP/MPPs and for Councillors to distribute at summer events. Keith Medenblik responded that a document is currently being updated and will be distributed to all members of Regional Council when available.

Councillor Ras inquired if the Region of Peel would be advocating for lengthening the timelines for municipalities to use one-time infrastructure funding from the provincial and federal governments, as local municipalities are typically engaging with the same contractors during the same timeframes, which is driving up costs. Andrew Farr, Acting Commissioner of Public Works, advised that the Regional Public Works Commissioners of Ontario have raised the issue with the provincial and federal governments but no concrete details have yet been received.

In response to a question from Councillor Ras regarding waste management and full producer responsibility, Keith Medenblik advised that the Region is in regular consultation with the Province on this topic.

Councillor Ras inquired if there would be an opportunity for municipalities to ask the Province for relief regarding increased infrastructure costs. Andrew Farr, Acting Commissioner of Public Works, advised that staff at the Region are actively working on this and have had minor success in clarifying regulations.

Councillor Thompson advised that an announcement may be made at the upcoming Association of Municipalities of Ontario (AMO) Annual Conference regarding the *Construction Liens Act* and Joint Several Liability and he undertook to share that information when available.

Councillor Thompson inquired whether a graphic could be displayed on the Region of Peel website to educate the public on how the provincial budget is impacting the Region and local municipalities. Keith Medenblik advised that this suggestion could be incorporated in a report that is coming to Regional Council in June that will highlight some of the challenges the Region is facing and outline proposed tactics to raise awareness.

6. REPORTS

6.1. 2019 Government Relations Committee: Proposed Approach and Activities

RECOMMENDATION GRC-4-2019:

That the approach and priorities identified in the report of the Commissioner of Corporate Services titled "2019 Government Relations Committee: Proposed Approach and Activities" be approved.

6.2. 2019 Association of Municipalities of Ontario (AMO) Annual Conference

RECOMMENDATION GRC-5-2019:

That the approach outlined in the report of the Commissioner of Corporate Services titled "2019 Association of Municipalities of Ontario (AMO) Annual Conference", be endorsed.

In response to a question from Councillor Vicente, Kathryn Lockyer, Regional Clerk, confirmed that Region of Peel staff would work with Brampton government relations staff to ensure the City of Brampton's Hurontario LRT request is addressed with the Minister of Transportation.

6.3. Region of Peel's 2019 Federal Election Strategy

RECOMMENDATION GRC-6-2019:

That the federal election strategy outlined in the report of the Commissioner of Corporate Services titled "Region of Peel's 2019 Federal Election Strategy" be approved.

7. COMMUNICATIONS

7.1. 2019 Region of Peel Federal Pre-Budget Submission

Received

7.2. **2019 Region of Peel Provincial Pre-Budget Submission**

Received

8. **IN CAMERA MATTERS - Nil**

9. **OTHER BUSINESS**

9.1. **Provincial Announcements Related to Public Health and the Paramedic Services System**

Received

Dr. Jessica Hopkins, Medical Officer of Health, advised that additional information will be provided at the next Regional Council meeting regarding Public Health. She informed the Committee that more information is needed for staff to develop a strong advocacy position and this work will continue as new information becomes available.

Councillor Ras suggested that the Government Relations Committee consider meeting prior to the October 17, 2019 meeting, if needed.

10. **NEXT MEETING**

The next meeting of the Government Relations Committee is scheduled for Thursday, October 17, 2019 at 11:00 a.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Sabrina Valleau, Committee Clerk, (905) 791-7800, extension 4320 or at sabrina.valleau@peelregion.ca.

11. **ADJOURNMENT**

The meeting adjourned at 1:45 p.m.



THE REGIONAL MUNICIPALITY OF PEEL

REGIONAL COUNCIL POLICIES AND PROCEDURES COMMITTEE

MINUTES

PPC – 3/2019

The Region of Peel Regional Council Policies and Procedures Committee met on May 23, 2019 at 9:15 a.m., in the 5th Floor Board Room, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: P. Brown; B. Crombie; P. Fortini; N. Iannicca; S. McFadden; M. Palleschi; C. Parrish; I. Sinclair; A. Thompson

Members Absent: G. S. Dhillon; J. Innis; P. Saito

Also Present: A. Macintyre, Deputy Clerk and Manager, Legislative Services

Chaired by Councillor Parrish.

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION PPC-7-2019:

That the agenda for the May 23, 2019 Regional Council Policies and Procedures Committee meeting, be approved.

3. DELEGATIONS - Nil

4. REPORTS - Nil

5. COMMUNICATIONS - Nil

6. OTHER BUSINESS - Nil

* See text for arrivals

◆ See text for departures

7. IN CAMERA MATTERS

At 9:17 a.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, a motion was placed, and was carried, to move into closed session to consider the following subject matter:

- 7.1. Selection of Applicant for Appointment to the Peel Police Services Board**
(Personal matters about an identifiable individual, including municipal or local board employees)

Committee moved out of In Camera at 9:20 a.m.

8. NEXT MEETING

The next meeting of the Regional Council Policies and Procedures Committee will be at the call of the Chair.

9. ADJOURNMENT

The meeting adjourned at 9:22 a.m.

RECEIVED**May 23, 2019**

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

**Ministry of
Municipal Affairs
and Housing****Ministère des
Affaires municipales
et du Logement**

Office of the Minister

Bureau du ministre

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7000
Fax: 416 585-6470777, rue Bay, 17^e étage
Toronto ON M5G 2E5
Tél. : 416 585-7000
Télééc. : 416 585-6470Regional Municipality of Peel
Office of the Regional Chair

May 22, 2019

MAY 23 2019

RECEIVED

Dear Mayor/Regional Chair:

Our government for the people was elected to restore trust, transparency and accountability in Ontario's finances. As you know, the province has undertaken an independent line-by-line review of our own expenditures and in the 2019 Ontario Budget we put forward a plan that sets Ontario on the right path to achieve savings of four cents on every dollar.

Municipalities play a key role in delivering many provincial services that people across Ontario rely on. Taxpayers deserve modern, efficient service delivery that puts people at the centre and respects hard-earned dollars. The province has been clear that we expect our partners, including municipalities, to take steps to become more efficient.

In March, we announced funding to support small and rural municipalities' efforts to become more efficient and reduce expenditure growth in the longer term. In order to support large municipalities in driving modernization and transformation, the government is establishing the Audit and Accountability Fund which will allow these municipalities to access funding to undertake line-by-line reviews of their operations, led by independent third-party experts, with a goal of finding administrative efficiencies of four cents on every dollar spent.

In the coming days, Deputy Minister Laurie LeBlanc will be writing to your Chief Administrative Officers and/or Treasurers to provide more information about this application-based funding.

Thank you once again for your commitment to demonstrating value for money. I look forward to continuing to work together to help the people and businesses in communities across our province thrive.

Sincerely,

Steve Clark
Minister of Municipal Affairs and Housing

c. Municipal CAO/Treasurer

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



To: Members of Regional Council **Date:** May 28, 2019
From: Regional Chair Nando Iannicca **Subject:** Update on Provincial Budget Cuts

Yesterday morning, Premier Doug Ford along with Minister of Municipal Affairs and Housing, Steve Clark, announced that the provincial government will not be moving forward with previously announced funding reductions for emergency services (paramedics), public health and child care for the fiscal year 2019-20. The press conference was held in response to concerns raised by municipalities that the funding reductions were retroactive and implemented after 2019 municipal budgets had been passed.

The Premier stated that the government is still committed to balancing the provincial budget within five years and that they will work collaboratively and closely with municipalities to find efficiencies and savings.

Attached is a letter from Premier Ford, received yesterday following the announcement, that highlights the government's expectation that municipalities will use the additional time that this decision affords to work with the Province to transform shared public services and find efficiencies. He also reiterates the Province's commitment to provide \$7.35 million in funding through the Audit and Accountability Fund to support efforts to reduce municipal spending by 4% annually.

While detailed information regarding the Premier's announcement are not yet available, staff will continue to monitor communications from the Province on the revised 2019-20 funding allocations for the affected service areas and will provide further updates to Regional Council as those details become available.

Given this announcement, staff will pause the implementation of the public awareness campaign on provincial budget cuts that was developed to encourage public input and engage the provincial government in discussions to address critical impacts on municipal services.

We will be prepared to re-engage the campaign, if necessary.

We will continue to explore opportunities for dialogue with the Province on how to address proposed future cuts, and how savings and efficiencies can be implemented.

Attached: A Letter from the Premier of Ontario (May 27, 2019)

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____



Premier of Ontario
Premier ministre
de l'Ontario

Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

Édifice de l'Assemblée législative
Queen's Park
Toronto (Ontario)
M7A 1A1

Dear Heads of Council:

Our government was elected to clean up Ontario's financial nightmare that was created by 15 years of mismanagement and irresponsible actions on the part of the Liberals. The \$15 billion annual deficit and \$347 billion long-term debt they left to our children and grandchildren is a direct threat to critical public services the people of Ontario rely on. The interest payments on our debt alone amount to \$1 billion a month, not one cent of which goes to hiring more front line-emergency workers, lowering taxes or paying down the debt.

Getting Ontario back on a path to balance is essential for protecting important government services, long-term prosperity, attracting investment and creating good-paying jobs.

And we also believe that every government needs to step up and do its part; there is only one taxpayer, and the job of finding savings while protecting core services rests with every elected official in Ontario.

Having spent time at the city level I also understand that, with municipal budgets already set for the 2019-20 fiscal year, our partners need to have flexibility to achieve those savings.

After listening to the concerns of our partners and following the advice of my Minister of Municipal Affairs and Housing, Steve Clark, our government has made the decision to maintain the in-year cost sharing adjustments for land ambulance, public health and child care services.

Minister Clark has advised us to take this approach on the understanding that, as partners, Ontario's municipalities will use the additional time to work with the Government of Ontario to transform critical shared public services and find the efficiencies that will ensure their sustainability.

Our commitment to provide \$7.35 million, through the Audit and Accountability Fund, to help large municipalities find four cents on every dollar will support these efforts. And the \$200 million we have committed to small and rural municipalities to modernize services will also play an important part in meeting these objectives.

Our government was elected to protect public services for future generations, and a big part of that is by balancing the budget in a responsible way – that was our commitment. It is reassuring for me to hear that municipalities understand the fiscal challenges we face, but more importantly they understand that we face these challenges together. I look forward to working collaboratively with you to find savings, strengthen front-line services and protect what matters most to the people of Ontario. Sincerely,

The Hon. Doug Ford
Premier of Ontario

From: Christine Massey
Sent: June 7, 2019 4:57 PM
To: ZZG-RegionalClerk <zzg-regionalclerk@peelregion.ca>
Subject: Fwd: Region needs 35 hrs to search for science showing fluoride safe during pregnancy

Dear Clerk,

I request that the email below, and the letter that was attached to it, be included in the agenda for Council's next meeting.

Best wishes,
Christine

----- Forwarded message -----

From: Christine Massey
Date: Fri, Jun 7, 2019 at 4:09 PM
Subject: Region needs 35 hrs to search for science showing fluoride safe during pregnancy

Dear Council,

How anyone can insist that fluoridated water is safe for everyone, and then need 35 hours to search for the studies relied upon in making that claim is "beyond me". But that's what we're dealing with at the Region of Peel, as evidenced in the attached letter.

On Fri, Jun 7, 2019 at 3:49 PM Christine Massey <[REDACTED]> wrote:
Dear Ms. Allibhai,

In regards to the letter dated June 5, 2019 from Ms. Adams to myself (attached), containing a fee estimate of \$1074.90, I was astonished by this estimate and want to make sure that there has not been some sort of misunderstanding.

To my understanding, an *MFIPPA* information request is for records that are under the custody/control of the institution (in this case, scientific studies that are downloaded to a computer, printed in hard copy, etc). Therefore, any studies matching my description of requested items but not actually in the possession of the Region would not be included. So there were be no need for anyone to search anywhere outside the Region's own files.

And, there is no need for anyone to go looking through reviews such as Health Canada's 2010 Fluoride in Drinking Water report, or the 2006 NRC report Fluoride in Drinking Water: A Scientific Review of EPA's Standards, or searching the Internet, for citations of applicable studies.

Also, I specified only primary studies. This means that I am not interested in receiving any secondary or derivative works, such as article reviews, research reviews, or meta-analyses.

And, I specified studies that have already been relied upon by Public Health Staff, the Health Commissioner, and/or the Region, when insisting that water fluoridation is safe for everyone.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Therefore, the only need is for someone to "pull up" the primary studies that are already in the Region's possession and have already been relied upon by Staff, the Health Commissioner, and/or the Region (if any actually exist).

With respect to water fluoridation at the Region of Peel, there has been:

- Liesa Cianchino's legal threat,
- 4 years of committee investigation,
- Dr. de Villa's literature review a few years ago,
- years of controversy and questions from the public,
- Council made aware repeatedly of the recent studies that prompted my request,
- Public Health Staff's insistence that they carefully monitor the situation and the scientific literature, and
- the Region's incessant claims that our drinking water is safe for everyone.

So, I'm sure you can understand my astonishment when advised that 35 hours and an extra 60 days are now needed in order to complete the necessary search.

Ms. Adams' letter indicates, unless there has been some misunderstanding, that the Region's Public Health Staff and Health Commissioner (from whom Council takes advice) are so unfamiliar with the primary fluoride studies in their possession, and that the Region's fluoride-related scientific records are in such a state of disarray and chaos, that someone must now spend 35 hours searching and hoping to find studies demonstrating the safety of fluoride's prenatal effects on childhood IQ and ADHD symptoms.

I can only imagine how unsettling it would be for the public to learn that the Region's Medical Officer and Health Commissioner don't have this information at their fingertips.

Also, my request specified that if any responsive records are located, pdf documents be sent to me via email; I do not want anything shipped to me. Therefore I do not understand the \$25 in charges quoted by Ms. Adams for a USB key and shipping.

Please let me know if there has been some misunderstanding. Hopefully I will receive a response by the 12th. If not, I will go ahead and request a review of the fee estimate by the IPC.

One final question, at the top of page 2 Ms. Adams wrote "*Based on the review of the representative sample...*" Did Ms. Adams mean to imply that "a sample" of primary, peer-reviewed studies of fluoride exposure during pregnancy demonstrating the safety of fluoride's prenatal effects on childhood IQ and ADHD symptoms has been found among the Region's files? If not, what did she mean by "*the representative sample*"?

Best wishes,
Christine Massey, M.Sc.



**Corporate
Services**

Office of the
Regional Clerk

10 Peel Centre Dr.
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Fee Estimate/Notice of Extension

June 5, 2019

Ms. Christine Massey

Subject: Request for Access to Records **Our File I23-19-161**

Dear Ms. Massey:

Thank you for your request which we received on May 8, 2019, under the *Municipal Freedom of Information and Protection of Privacy Act* (the Act) for the:

1. Primary, peer-reviewed scientific research papers on fluoride exposure from community water fluoridation during pregnancy published in scientific journals during the last 73 years showing that fluoride exposure from community water fluoridation during pregnancy is safe with respect to IQ and ADHD symptoms in human offspring, relied upon by Public Health staff, the Health Commissioner and/or the Region when advising Council and the public that water fluoridation is safe for everyone.
2. All other primary, peer reviewed scientific research papers on fluoride exposure during pregnancy published in scientific journals during the last 73 years showing that the fluoride exposure during pregnancy is safe with respect to IQ and ADHD symptoms in human offspring, relied upon by Public Health staff, the Health Commissioner and/or the Region when advising Council and the public that water fluoridation is safe for everyone.

Fee Estimate

An initial review of the records indicates that it will cost an estimated \$1074.90 to process your request. The fee estimate is based on:

- \$10.00 for a USB key;
- \$ 1,050.00 (35 hours of search time) at \$30.00 per hour,
- \$14.90 for shipping costs.

*** Please note that the shipping costs will be waived if the documents are picked up from our office. **Please contact us** for additional information regarding this process.

As we have we have not yet completed the search and reviewed all the records in detail, no final decision has been made regarding access.



**Corporate
Services**

Office of the
Regional Clerk

10 Peel Centre Dr.
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Based on the review of the representative sample, we believe that section 15 of the Act may apply which permits the head to refuse to disclose records which have been published or which are currently available to the public. In this instance, we will provide you with information as to how to obtain the records.

The Act provides that all or part of the fee can be waived if in our opinion it is fair and equitable to do so, if the fee will cause you financial hardship or if dissemination of the record will benefit public health or safety. You may be required to provide proof to support any waiver claims. Please notify Ms. Noor Allibhai as soon as possible of your wish to proceed with a request for a fee waiver.

Regulation 460/823 s.7 says that where the fee estimate is over \$100.00 an institution may request a deposit equal to 50% of the estimate fee before taking any further steps to process the request. Therefore, we will resume processing the request upon the receipt of a cheque in the amount of **\$537.45** made payable to the:

Region of Peel

10 Peel Centre Dr. 5th Floor, Suite A
Brampton, ON L6T 4B9

If you would like to discuss revising your request with a view towards reducing the estimated fee, please discuss the matter with us. Afterward, you may request that this fee estimate be reviewed by the Information and Privacy Commissioner. The Commissioner can be reached at:

Information and Privacy Commissioner/Ontario
2 Bloor Street East, Suite 1400
Toronto, Ontario M4W 1A8
Tel. (416) 326-3333

Please note that you have 30 days from the receipt of this letter to request a review from the Commissioner. If you decide to request a review of this decision, please provide the Commissioner's office with the following:

- the file number listed at the beginning of this letter;
- a copy of this fee estimate letter; and
- a copy of the original request for information which you sent to this institution.

Notice of Extension

A request under the Act usually must be answered within 30 calendar days, however, s. 20 of the Act allows for time extensions under certain circumstances. The time limit for answering your request will be extended for



Corporate Services

Office of the Regional Clerk

10 Peel Centre Dr.
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

an additional 60 days after we receive the deposit of \$537.45 or proof to support any waiver claims.

The reason for the extension is that your request necessitates a search through a large number of records and meeting the time limit would unreasonably interfere with the operations of the institution.

You may request that our decision to extend the time limit be reviewed by the Information and Privacy Commissioner. The Information and Privacy Commissioner may be reached at:

2 Bloor Street East, Suite 1400, Toronto, ON M4W 1A8 Tel. (416)326-3333

If you would like to appeal this decision, please provide the Commissioner's office with the following:

- the file number listed at the beginning of this letter;
- a copy of this decision letter; and
- a copy of the original request of information which you sent to this institution.

In addition, you must send an appeal fee to the Commissioner's office. The appeal fee for personal information requests is \$10.00. The appeal fee for all other request for information is \$25.00. Please include the fee in your letter of appeal; appeal fees should be in the form of either a cheque or money order made payable to the Minister of Finance.

Please note that you have 30 days to request a review from the Commissioner.

If we have not heard from you within 30 days we will close your file.

If you have any questions about this letter, please contact Ms. Noor Allibhai at (905) 791-7800, ext. 4789 or via email at noor.allibhai@peelregion.ca.

Sincerely,

Aretha Adams
Manager, Access to Information & Privacy
for Kathryn Lockyer
Director of Clerk's and Regional Clerk

AA:na

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**ITEMS RELATED TO
PUBLIC WORKS**

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DATE: May 31, 2019

REPORT TITLE: **AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO EXTEND THE NORTH LIMIT OF THE EXISTING HEAVY TRUCK RESTRICTION ON REGIONAL ROAD 19 (WINSTON CHURCHILL BOULEVARD) FROM HALTON ROAD 10 (10 SIDEROAD) TO REGIONAL ROAD 14 (MAYFIELD ROAD), CITY OF BRAMPTON, WARD 6**

FROM: Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That the existing heavy truck restriction on Regional Road 19 (Winston Churchill Boulevard) be extended north from Halton Road 10 (10 Sideroad) to Regional Road 14 (Mayfield Road);

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

And further, that the Ontario Ministry of Transportation, Region of Halton, Town of Halton Hills, City of Brampton, Halton Region Police and Peel Region Police be notified.

REPORT HIGHLIGHTS

- The Town of Halton Hills received a petition from residents of Norval, highlighting concerns with truck traffic through Norval and requesting truck restrictions on Regional Road 19 (Winston Churchill Boulevard) from 10 Sideroad to Old Pinecrest Road.
- An investigation found that most of the truck traffic travelling through Norval moves directly east/west on Regional Road 107/Highway 7 (Bovaird Drive/Guelph Street).
- The intersection of Winston Churchill Boulevard and Bovaird Drive/Guelph Street does not accommodate large trucks turning movements without significant constraints.
- Winston Churchill Boulevard is not identified as a truck route in the Strategic Goods Movement Network.
- The study results were provided to Halton Region. Halton Region is in support of the recommendations of this report.
- The recommendation is consistent with and supports the Region of Peel's adoption of the Vision Zero framework.

EXTEND TRUCK RESTRICTION ON WINSTON CHURCHILL BOULEVARD**DISCUSSION****1. Background**

The Town of Halton Hills received a petition from residents of Norval at a Council meeting on October 16, 2017. The Town of Halton Hills forwarded the petition to the Region of Peel and Halton Region for action as appropriate. The petition highlighted concerns with truck traffic through Norval, and requested to restrict trucks on Winston Churchill Boulevard from 10 Sideroad to Old Pinecrest Road. This report summarizes the Region of Peel's investigation and recommendation regarding the request for a Heavy Truck Restriction on Winston Churchill Boulevard.

a) Jurisdiction

Winston Churchill Boulevard is a boundary road shared with Halton Region. As per the Boundary Road Agreement between the Region of Halton and the Region of Peel, the Region of Peel has jurisdiction over Winston Churchill Boulevard and therefore took the lead on investigating the concern.

b) Existing Conditions

The following restrictions exist on Winston Churchill Boulevard:

- Heavy Truck Restriction from Regional Road 15 (Steeles Avenue) to 10 Sideroad.
- Seasonal (March/April) Axle Load Restriction from Steeles Avenue to Bovaird Drive/Guelph Street.
- Axle Load Restriction (all-year) from Bovaird Drive to Regional Road 11 (Bush Street).

2. Findings

An origin-destination study was commissioned to explore the concerns with truck traffic on Winston Churchill Boulevard and the request to extend the heavy truck restriction. Additionally, staff conducted field investigations and reviewed designs and engineering documents looking at truck maneuvers in the intersection.

a) Origin-Destination Study

Due to ongoing construction activity on Winston Churchill Boulevard in the Spring of 2018 the origin-destination study was delayed until the Fall of 2018.

The results of the origin-destination study found that 87 percent of truck traffic traveling through Norval moves directly east/west on Bovaird Drive/Guelph Street. Truck volumes on Winston Churchill Boulevard were correspondingly low with all other movements through the intersection making up the remaining 13 percent of truck movements.

b) Field Investigations

A field investigation was completed to inventory existing signage through the Town of Norval and was found to be up to regional standards. However, enhancements could be

EXTEND TRUCK RESTRICTION ON WINSTON CHURCHILL BOULEVARD

made north and south of the Town. The axle load signage can be updated to current standards and multiple signs on a single pole can be separated to improve clarity.

c) Turning Trucks

The intersection of Bovaird Drive/Guelph Street and Winston Churchill Boulevard is not able to accommodate heavy trucks with trailers to make turning movements. Heavy trucks turning at the intersection do so while putting other vehicles and pedestrians at risk by over-tracking onto the sidewalks and significantly encroaching into other lanes.

The recent construction works included improvements to the geometry of the intersection; turn lanes were added, the stop bars were set back and the curb radii were increased. However, due to property constraints the scope of the improvements was limited. The turning path of trucks through the intersection is still restricted, as only single unit trucks (small to medium “delivery” type trucks limited to 9 meters in length) can make the left and right turns without constraints.

d) Goods Movement

As per the Region of Peel Strategic Goods Movement Network, Winston Churchill Boulevard is not a primary or connector truck route. As such, the truck restriction does not adversely impact the Goods Movement Industry (Appendix I).

Halton Region was provided with the study results and Peel’s findings, and is in support of the recommendation.

e) Road Safety Strategic Plan

Road safety is a priority for the Region of Peel and Council adopted the Vision Zero framework where no loss of life is acceptable. Through the Vision Zero process staff will implement actions aimed at increasing safety. The heavy truck restriction extension recommended for Winston Churchill Boulevard is consistent with and supports Vision Zero.

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement the extension of the heavy truck restriction on Winston Churchill Boulevard.



Andrew Farr, Acting Commissioner of Public Works

EXTEND TRUCK RESTRICTION ON WINSTON CHURCHILL BOULEVARD

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

Appendix I – Proposed Heavy Truck Restriction Extension on Regional Road 19

For further information regarding this report, please contact Kyle Van Boxmeer, Specialist - Traffic Operations, Traffic and Sustainable Transportation, 905-791-7800 Ext. 7849 or by email kyle.vanboxmeer@peelregion.ca.

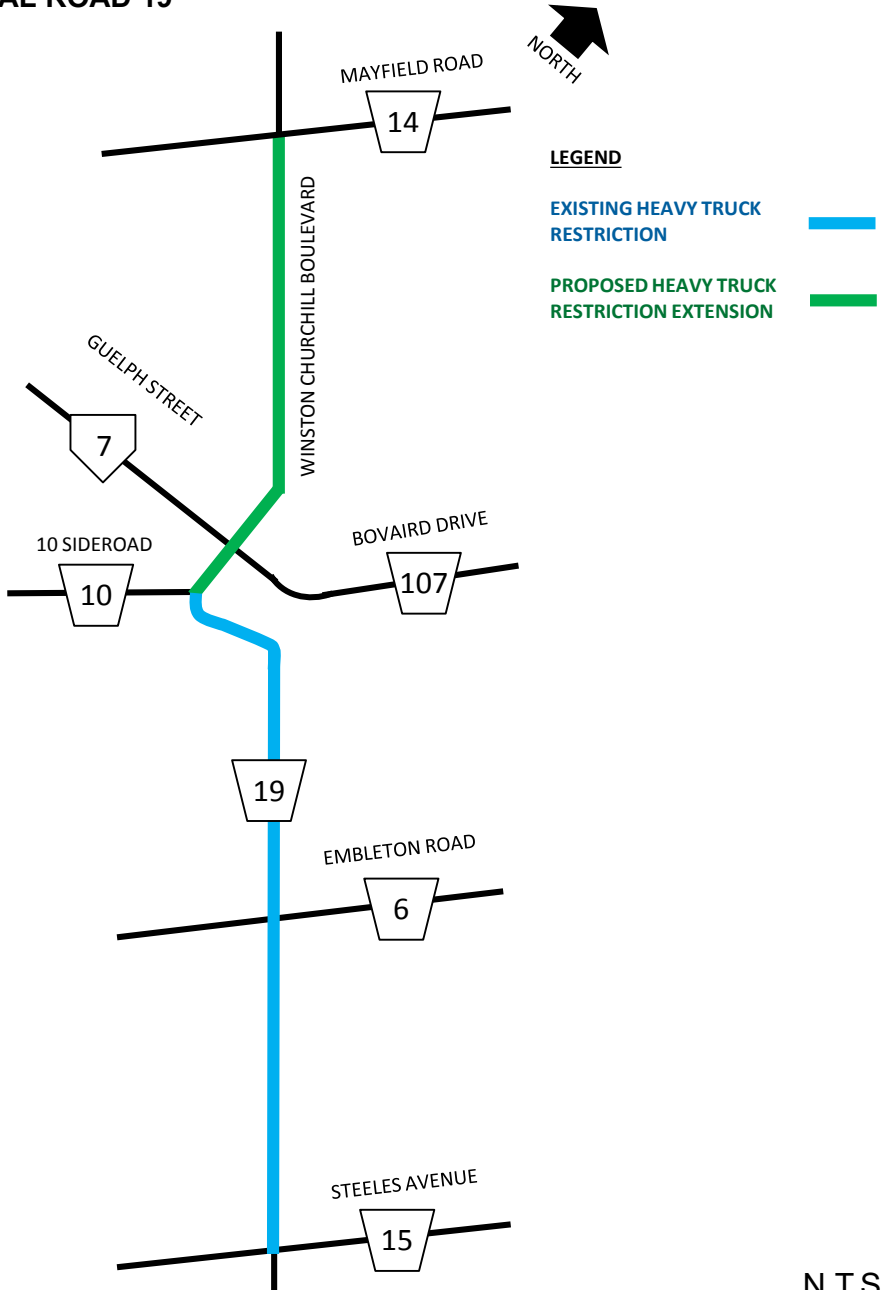
Authored By: Kyle Van Boxmeer

Reviewed in workflow by:

Financial Support Unit

17.1-5

APPENDIX I – PROPOSED HEAVY TRUCK RESTRICTION EXTENSION ON REGIONAL ROAD 19



International Joint Commission
Canada and United States



Commission mixte internationale
Canada et États-Unis

May 21, 2019

Regional Municipality of Peel
Office of the Regional Chair

Nando Iannicca
Regional Chair and Chief Executive Officer
Regional Municipality of Peel
10 Peel Centre Dr., Suite A,
Brampton, ON L6T 4B9

MAY 23 2019

RECEIVED
May 27, 2019

RECEIVED

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca,

Thank you for your April 10th letter in which you shared your Regional Council's recent Resolution to support the Great Lakes and St. Lawrence Cities Initiative position regarding the US's Great Lakes Restoration Initiative. The Commission is pleased to see the action taken by the municipality of Peel in supporting the Great Lakes and St. Lawrence Cities Initiative in requesting the reinstatement of the Great Lakes Restoration Initiative (GLRI). As you are likely aware, on March 29, 2019 President Trump committed to restoring the \$300M in funding to the GLRI.

We share your view that the Great Lakes are an essential resource to both Canada and the United States which requires the full support of the two federal governments to maintain and protect against existing and emerging challenges.

We thank you for your interest in the health of the Great Lakes ecosystem and appreciate you bringing your concerns and recommendations to the attention of the Commission.

Sincerely,

Camille Mageau
Secretary
Canadian Section

Cc: Charles A. Lawson, U.S. Section Secretary/IJC

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



Office of the Regional Chair

April 10, 2019

Resolution Number 2019-288

International Joint Commission (IJC)
 Canadian Section
 234 Laurier Avenue West, 22nd Floor
 Ottawa, ON K1P 6K6

Subject: **Region of Peel Resolution in Support of the Great Lakes and St. Lawrence Cities Initiative Position Statement**

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, March 28, 2019:

Resolution 2019-288:

Whereas access to clean water is a fundamental human right to sustain daily needs of every citizen;

And whereas, the Great Lakes and St. Lawrence Basin contains 20 per cent of the world's fresh water;

And whereas, over 40 million people in Canada and the United States depend on water from the Great Lakes and St. Lawrence Basin Cities for health, economic and societal prosperity;

And whereas, the Great Lakes and St. Lawrence Basin supports the fisheries industry;

And whereas, United States and Canadian local governments spend over \$15 billion annually in efforts to protect and restore the resource; and the imperative to sustain or increase protection is rising with the clear threat of climate change.

And whereas, the Great Lakes Restoration Initiative is creating jobs and revitalizing struggling communities across the eight-state Great Lakes region;

And whereas, the White House Year 2020 Draft Budget proposes to cut funds to protect the Great Lakes and nation's drinking water

And whereas, the proposal to cut the funding from \$300 million to \$30 million would bring Great Lakes Restoration Initiative to a virtual halt and deeply compromise the impact of needed collective action;

And whereas, responsibility for Great Lakes and St. Lawrence restoration and protection should not be returned solely to state and local entities, but shared among all orders of government;

The Regional Municipality of Peel

And whereas, on March 15, 2019, the Cities Initiative released a Position Statement requesting the US Federal commitment to fully funding the Great Lakes Restoration Initiative to maintain the restoration momentum on the Great Lakes;

Therefore be it resolved, that the Region of Peel fully supports the Great Lakes and St. Lawrence Cities Initiative Position Statement requesting reinstatement of the Great Lakes Restoration Initiative and the \$300 Million annual funding commitment;

And further, that copies of this resolution be forwarded to the President of the United States of America, the Prime Minister of Canada, the Governors of the Eight Great Lakes States, the Premiers of the Provinces of Quebec and Ontario, their respective Ministers of the Environment, the Great Lakes Restoration Initiative, the International Joint Commission, the Great Lakes St. Lawrence Cities Initiative, the Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO).

On behalf of Regional Council, I request that you give consideration to the above resolution.

Yours truly,



Nando Iannicca
Regional Chair and Chief Executive Officer

NI/sb

c: Janette Smith, Commissioner of Public Works, Region of Peel
Catherine Matheson, Commissioner of Corporate Services, Region of Peel

Also sent to:

The Right Honourable Justin Trudeau, Prime Minister of Canada
The Honourable François Legault, Premier of Quebec and President of Council
The Honourable Catherine McKenna, Minister of the Environment and Climate Change
The Honourable Doug Ford, Premier of Ontario
The Honourable John Yakabuski, Minister of Natural Resources and Forestry
The Honourable Rod Phillips, Minister of Environment, Conservation and Parks
President Donald Trump, President of the United States of America
Governor Andrew Cuomo, Governor of New York State
Governor Tim Walz, State of Minnesota
Governor J. B. Pritzker, Governor of Illinois
Governor Eric Holcomb, Governor of Indiana
Governor Gretchen Whitmer, Governor of Michigan State
Governor Mike DeWine, Governor of Ohio
Governor Tony Evers, Governor of Wisconsin
Governor Tom Corbett, Governor of Pennsylvania
David Ullrich, Executive Director, Great Lakes and St. Lawrence Cities Initiative
Scott McKay, Quebec Program and Policy Manager, Great Lakes and St. Lawrence Cities Initiative
Association of Municipalities of Ontario (AMO)
The Federation of Canadian Municipalities
International Joint Commission (IJC) U.S. Section

18.2-1

Enclave On The Park

PEEL STANDARD CONDOMINIUM CORPORATION NO. 879

5480/5490 Glen Erin Drive
Mississauga, Ontario

RECEIVED
June 5, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Via email: kathryn.lockyer@peelregion.ca

June 5, 2019

Nando Iannica
Chair, Peel Region
(c/o Kathryn Lockyer, Regional Clerk)
10 Peel Centre Drive
Brampton, ON
L6T 4B9

Re: June 3rd Region of Peel Townhouse Conversation on Cart-Based Collection

Dear Chair Iannica:

Allow us to begin by introducing ourselves; we are the individuals that comprise the Board of Directors of a 116 unit townhome community identified as *Enclave on The Park* (the Enclave). The complex is located at 5480/5490 Glen Erin Drive, Mississauga, Ontario and is in the neighbourhood known as Erin Mills. The Enclave is registered as Peel Standard Condominium Corporation No. 879.

The origin of this communication to you dates back to a Saturday afternoon in the fall of 2015. Many of the Enclave residents returned home from our day's activities to find at the bottom of our driveways extremely oversized – by our estimation – trash bins with instruction pertaining to their intended use. It is not the purpose of this letter to debate or analyse the nexus of the program; we are well aware of your familiarity with both the process and the result, given your joint tenure as a city and regional councillor.

Suffice it to say, we were and remain incredibly dissatisfied with the size of the bins which in our view are too large; too cumbersome; and objectively inefficient. That circumstance in and of itself would not warrant a letter to you. However, our experience with this issue since then and particularly the events of the evening of June 3, from our perspective, certainly does.

Managed by: *Shiu Pong Management Limited*
131 Baldwin Street, Toronto, Ontario M5T 1L7

Telephone: [416] 596-8885

Email: SPMWest@shiupong.com

Fax: [905] 568-9108

Briefly, members of our Board, both past and present, have reached out to the Region and our local councillor. Referenced in the attached note of May 28 to our fellow residents, the results of those efforts have been less than satisfying. All too often, we receive replies that extend not much further than an explanation regarding the complexities of divided municipal government -- a rather timely and relevant issue.

However, what is most frustrating – to use a mild adjective – was the promise of a public consultation process. It was our legitimate assumption that the postcard we received from the Region and described in the attached was an invitation to participate in what we hoped would be that process. Moreover, that perspective was not solely due to an assumption on our part; emails and conversations with regional staff influenced that view as well. You will see from the previously mentioned attached that we accepted this outreach by the Region in good faith and encouraged our fellow residents to participate.

As it turns out, many others shared this same perspective, and we think it is fair to assess that on Monday evening the regional staff on hand were overwhelmed by the high turnout of residents and completely unprepared.

Moreover, the evening was conceived in a way that it became anything but a consultation process. For example, the event lacked any structure and was absent an agenda. The few seats available came nowhere close to accommodating the resulting participants; particularly since the gathering quickly became standing room only. Given that this was the only “public consultation” on this issue scheduled in Mississauga – a community much populated by townhome complexes -- the venue was much too small. Furthermore, there was no audio equipment on hand, preventing the few regional staff present from effectively communicating with residents and more importantly, preventing residents from speaking to the issue from their perspective. Rather, residents – those that could make it to the front – were directed to come to a section of the foyer; view a display of bins; receive a form, and then encouraged to fill it out. There was an email address on the printed sheet for those that chose not to stay; we suppose that is something.

However, many people did not stay: people entered the community centre, witnessed the crowds, and turned around and exited. A further offense involves that fact that there was no regional staff at the doors to provide any instruction or direction to residents. Thankfully, some very responsible and thoughtful personnel from the Mississauga Valley Community Centre stepped in and attempted to provide that function. Those community centre staff deserve much credit and appreciation.

We wish to add that we do not take direct issue with the regional staff representatives that were on hand. It is our assessment that the regional staff may have been merely following orders and implementing a plan. Regrettably, what may have been someone's well intention plan became a **Sham Consultation** and can only charitably be described as disappointing.

Finally, from our count, there was only one member of Mississauga/Peel Region Council(s) who even bothered to show up. Councillor Dasko walked into a highly charged gathering and comported himself with understanding and patience. Steve's presence and his sympathetic demeanour were much appreciated and let us say much required.

Our message to you is that we and, if the turnout of Monday night is any indication, many other townhome owners regard this issue as a serious one. However, the history we have had in attempting to find a remedy – and most notably the events of Monday night – inform us the Region does not regard the matter as such.

We hope we are wrong and would welcome your efforts to convince us otherwise. We look forward to your thoughtful and considered response.

Sincerely,

Enclave Board of Directors

Michael Burke, [REDACTED]
Al Bennett, [REDACTED]
Terry Sloan, [REDACTED]
Scott Wonnell, [REDACTED]
Susan Soenderop, [REDACTED]

cc: Councillor Stephen Dasko, Ward 1, Mississauga stephen.dasko@mississauga.ca
Kathryn Lockyer, Regional Clerk: kathryn.lockyer@peelregion.ca

Attachment: 1

Enclave On The Park

PEEL STANDARD CONDOMINIUM CORPORATION NO. 879

5480/5490 Glen Erin Drive
Mississauga, Ontario

May 28, 2019

To: Residents of The Enclave

From: Board of Directors

Re: Townhouse Waste Bin Consultation

Yesterday, residents would have received, in the mail, a postcard from the Region of Peel notifying everyone of a Public Consultation pertaining to the issue of waste bins allocated to townhomes in Peel.

The location of the Mississauga session is the Mississauga Valley Community Centre. The public meeting will be held next Monday, June 3, and is scheduled from 7 until 9 pm.

It has now been almost four years since the Region implemented its current residential waste collection program, with the objective of realizing efficiencies and savings. The purpose of this message to you is not to suggest that we evaluate the program overall; rather, this is an opportunity for many of us that have had an issue with the literally ***one size fits all approach*** regarding the bins distributed to residential homes. We have heard from many of you who have taken issue with the application of the oversized containers of which we have been provided. Not only are these bins too large and cumbersome for most of us to store and accommodate, but it is difficult to rationalize the efficiency of the use of a large waste truck mechanically lifting an oversized bin containing relatively little organic waste.

Members of your Board, both past and current, have made direct appeals to both the Region and our local municipal councillor. The results of these efforts have been less than satisfying. All too often we receive replies that extend not much further than an explanation of the complexities of divided municipal government. Any reassurances provided include the promise of a public consultation process.

Therefore, this is our opportunity, which most likely will be our only opportunity. For those of you that are frustrated with the program and specifically the size of the bins, we urge you to attend.

When it comes to policy making, there is only one certainty: politicians and policymakers respond to numbers. They know how to count. From their perspective, a low turnout will indicate a lack of interest and concern, and they will subsequently react accordingly.

Your participation matters.

Sincerely,

Board of Directors

Managed by: *Shiu Pong Management Limited*
131 Baldwin Street, Toronto, Ontario M5T 1L7
Email: SPMWest@shiupong.com

Telephone: [416] 596-8885

Fax: [905] 568-9108

Subject: FW: Follow-Up from Call with Minister Phillips re: Blue Box Transition to Full Producer Responsibility
Attachments: Mandate Letter - Blue Box.pdf; News Release - Blue Box.pdf

From: Lechem, Cobi (MECP) <Cobi.Lechem@ontario.ca>
Sent: June 7, 2019 11:00 AM
To: ZZG-Chair <zzg-chair@peelregion.ca>
Cc: Donovan, David (MECP) <David.Donovan@ontario.ca>
Subject: FW: Follow-Up from Call with Minister Phillips re: Blue Box Transition to Full Producer Responsibility

Dear Chair Iannicca –

On behalf of Minister Phillips, thank you for taking the time on short notice to discuss the transition of the Blue Box to full producer responsibility.

As promised, please find attached a copy of the news release and mandate letter announcing the appointment of David Lindsay as Special Advisor on Recycling and Plastic Waste.

Mr. Lindsay will be tasked with meeting with key municipal and producer stakeholders and advising the Minister on how to proceed with the transition of Blue-Box to full producer responsibility.

We would appreciate if Mr. Lindsay were able to reach out to discuss the issues of importance to you and hear your views on how best transition could occur.

Thank you,
Cobi

Cobi Lechem | Policy Advisor
Office of the Honourable Rod Phillips | **Ministry of the Environment, Conservation and Parks**
77 Wellesley Street West, 11th Floor Ferguson Block | Toronto Ontario, M7A 2T5
Tel: (416) 414 - 5382

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature et des
Parcs**

Office of the Minister

Bureau du ministre

777 Bay Street, 5th Floor
Toronto ON M7A 2J3
Tel.: 416-314-6790

777, rue Bay, 5^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416.314.6790



June 7, 2019

Dear Mr. Lindsay,

I would like to express my appreciation to you for agreeing to volunteer as a Special Advisor on Recycling and Plastic Waste to help the people of Ontario and their government tackle the serious problem of plastic pollution, a key commitment in the Made-in-Ontario Environment Plan.

Ontario families take pride in doing their part for the environment. Ontarians are national leaders in reducing greenhouse gas emissions, and our own city of Kitchener was the birthplace of the world's first Blue Box program. Knowing this, I was disappointed to learn that, while Ontario families do their part by diligently sorting their recycling, government and industry are failing them.

Today, Ontario's recycling rates have been stalled for 15 years and up to 30% of what is put into blue boxes is sent to landfill. Some of Ontario's plastic litter and waste is being shipped across the ocean to the Philippines and Malaysia. Meanwhile, plastic and other litter is increasingly plaguing our parks, highways, rivers and lakes.

This is unacceptable—both industry and government must do better.

It is for these reasons I look forward to you providing advice on how to improve recycling through the Blue Box Program and better manage plastic pollution.

In addition, I ask that your work be guided by the following public policy objectives:

- Standardization across the province of what can be recycled in offices, parks, public spaces and homes;
- Improve diversion rates and increase what materials can be recycled;
- Reduce litter and waste in communities and parks;
- Improve Ontario's Blue Box program by requiring producers to pay for the recycling of the products they produce, through achieving producer responsibility; and
- Maintain or improve frequency of Blue Box collection.

When increasing diversion in the residential sector, consider how these policies can also enable diversion in the institutional, commercial and industrial sector.

Your work will consist of two roles: a mediation role where you, as an impartial mediator, will foster discussion and help producers, municipalities and other stakeholders to move closer to or reach agreement on key issues; and an advisory role, where you will provide me with advice on how these issues may be best addressed to ensure Ontario's recycling system is more consistent, reliable and cost-effective for Ontarians.

To assist you in this work, I have also requested a jurisdictional review on how leading jurisdictions are employing innovative technologies to improve recycling efficiency and diversion rates for you to consider.

The current Blue Box Program has been in place since the 1980s and had great early, world-renowned success in recovering residential printed paper and packaging for recycling. In recent years, however, waste diversion rates have stalled in Ontario and been surpassed in other provinces. Meanwhile the costs to operate the program are rising.

While many countries used to take our recycled material, they are increasingly shutting their doors. In 2018, China launched "National Sword," a policy which bans the importation of many recycled plastics and other materials – including from Ontario. This has resulted in increased recycling costs, increased material being sent to landfill, and more plastic litter and waste in our communities.

Mandating producer responsibility will obligate producers across Ontario to pay for and manage their materials. It will also enable a single common list of what can be recycled across the province. This system is a cost-effective and accountable way to promote innovation and to make sure Ontarians' recycling efforts are more effective, resulting in increased recycling and diversion rates.

At the conclusion of your work, please provide me with a report that outlines where the parties reached agreement and your recommendation on how to address any outstanding issues by July 20, 2019.

Thank you again for volunteering your time to help government and industry live up to the expectations of Ontarians when it comes to plastic pollution and recycling.

Regards,

Rod Phillips
Minister

Ontario To Tackle Plastic Litter and Waste & Revamp Recycling *Government Appoints Special Advisor on Recycling and Plastic Waste*

NEWS

June 7, 2019

TORONTO — Ontario is protecting what matters most by tackling the serious problem of plastic pollution and litter that is increasingly plaguing our parks, highways, lakes and rivers.

Ontario has engaged David Lindsay as a Special Advisor on Recycling and Plastic Waste to urgently address these issues. Mr. Lindsay will provide Rod Phillips, Minister of the Environment, Conservation and Parks a report this summer on how to tackle plastic waste and litter, improve recycling, increase products that can go into the blue box, and ensure producers are responsible for managing plastic and other packaging at end-of-life.

“Ontario families take pride in doing their part for the environment. In fact, our own city of Kitchener was the birthplace of the world’s first Blue Box program,” said Minister Phillips. “Knowing this, I was disappointed to learn that, while Ontario families work to sort and recycle properly, government and industry are failing them. Ontario’s recycling rates have been stalled for 15 years and up to 30 per cent of what is put into blue boxes is sent to landfill. Not to mention, recent stories highlight how some of Ontario’s plastic waste is being unsustainably shipped across the ocean to the Philippines and Malaysia.”

Mr. Lindsay currently serves as President and CEO of the Council of Ontario Universities. Prior to this, he was President and CEO of the Forest Products Association of Canada and of Colleges Ontario, an advocacy organization for the province’s 24 colleges of applied arts and technology. Mr. Lindsay also served Ontarians as a former Deputy Minister for several Ontario ministries over the course of six years, including Natural Resources and Northern Development, Mines and Forestry.

“I’m looking forward to helping Ontario’s municipalities and producers work together to address plastic litter and improve recycling in our province,” said David Lindsay. “Having stakeholders come together to identify concerns and find solutions will be integral to reinvigorating the province’s Blue Box Program and solving the problem of plastic litter and waste.”

In the Made-in-Ontario Environment Plan, Ontario committed to transitioning the costs of the Blue Box Program away from municipal taxpayers to make the producers of products and packaging fully responsible. Shifting to producer responsibility will obligate producers across the province to pay for and manage their materials. It will also enable the common list of what can be recycled across the province. This is a cost-effective and accountable way to promote innovation and ensure Ontarians’ recycling efforts are more effective, resulting in increased recycling and diversion rates.

Reducing plastic waste and litter and making producers responsible for the end-of-life management of their products is a key part of our Made-in-Ontario Environment Plan to balance a healthy economy and a healthy environment and keep our province clean and beautiful for current and future generations.

QUICK FACTS

- The current Blue Box Program has been in place since the 1980s and had world-renowned success in recovering residential printed paper and packaging for recycling. However, Ontario's waste diversion rates have stalled at just over 60 per cent for the past 15 years.
- Blue Box costs are expected to increase by approximately \$10 million per year after 2019.
- Based on 2017 costs, municipalities would save about \$125 - \$175 million annually once full producer responsibility for the Blue Box Program is put in place.
- It is estimated that almost 10,000 tonnes of plastic debris enter the Great Lakes each year.
- Ontario posted a discussion paper: [Reducing Litter and Waste in Our Communities](#) on the Environmental Registry from March 6 to April 20, 2019 and received close to 18,000 comments, which are currently being reviewed to inform next steps.

ADDITIONAL RESOURCES

- Read the [Made-in-Ontario Environment Plan](#)
- Read the [Waste Discussion Paper](#)

MEDIA CONTACTS

Emily Hogeveen, Minister's Office,
Emily.Hogeveen@ontario.ca

Gary Wheeler, Communications Branch,
416-314-6666

[Ontario.ca/environment-news](https://www.ontario.ca/environment-news)

Disponible en français

rec'd 7 Jul 2019
hand delivered
MC

June 6, 2019

Norman Lee
Director of Waste Management
Region of Peel
7120 Hurontario Street
Mississauga, ON L5W 1N4

RECEIVED
June 10, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Director Lee:

RE: Petition from Residents of Peel Condo Corporation 488 opposing the Region of Peel's proposed conversion of bi-weekly cart-based collection for townhouses

On Monday, June 3, 2019, residents from Mississauga townhouse complexes were invited by the Region of Peel to attend a "Public Consultation" on Townhouse Conversion for Cart-Based Collection. The "Public Consultation", held at Mississauga Valley Community Centre, was attended by 200 people or more, was just a display of the proposed bins and posters regarding Peel's waste statistics, with a few Region of Peel staff members on hand to answer questions and to pass out copies of an "FAQ" information sheet and a feedback form.

The event was chaotic and unhelpful. We were advised that the Region of Peel was seeking feedback on the proposed plan by June 7, 2019 and would be reporting back to Council before a final decision was made. The "consultation" process and the short timeline for input are unreasonable and unacceptable. At the very least, the FAQ and the feedback form should have been posted on the Region's Waste Management website so that that information about this proposal would be available to all townhouse residents in Peel.

In order to ensure that you would receive input from Peel Condo Corporation 488 by the June 7th deadline, we organized the attached petition signed by 32 residents. The original copy of the petition is attached.

In our view, requiring each household to have three 100 L bins, with bins for garage and recycling in addition to the 100 L bin we currently have for organics, is not a viable alternative for our small townhouse complex. Most of us do not have space for 3 large bins in our garages and storing them in the back yard or on the porch, as suggested on page 2 of the FAQ sheet, is just not an option. Outdoor storage is prohibited by the PCC 488 by-laws.

The residents of PCC 488 respectfully request that you reconsider the proposed conversion for this townhouse complex.

Sincerely,

Margaret Miller
Director, PCC 488
37A-5940 Glen Erin Drive
Mississauga, ON L5M 5W9

c. Councillor Pat Saito

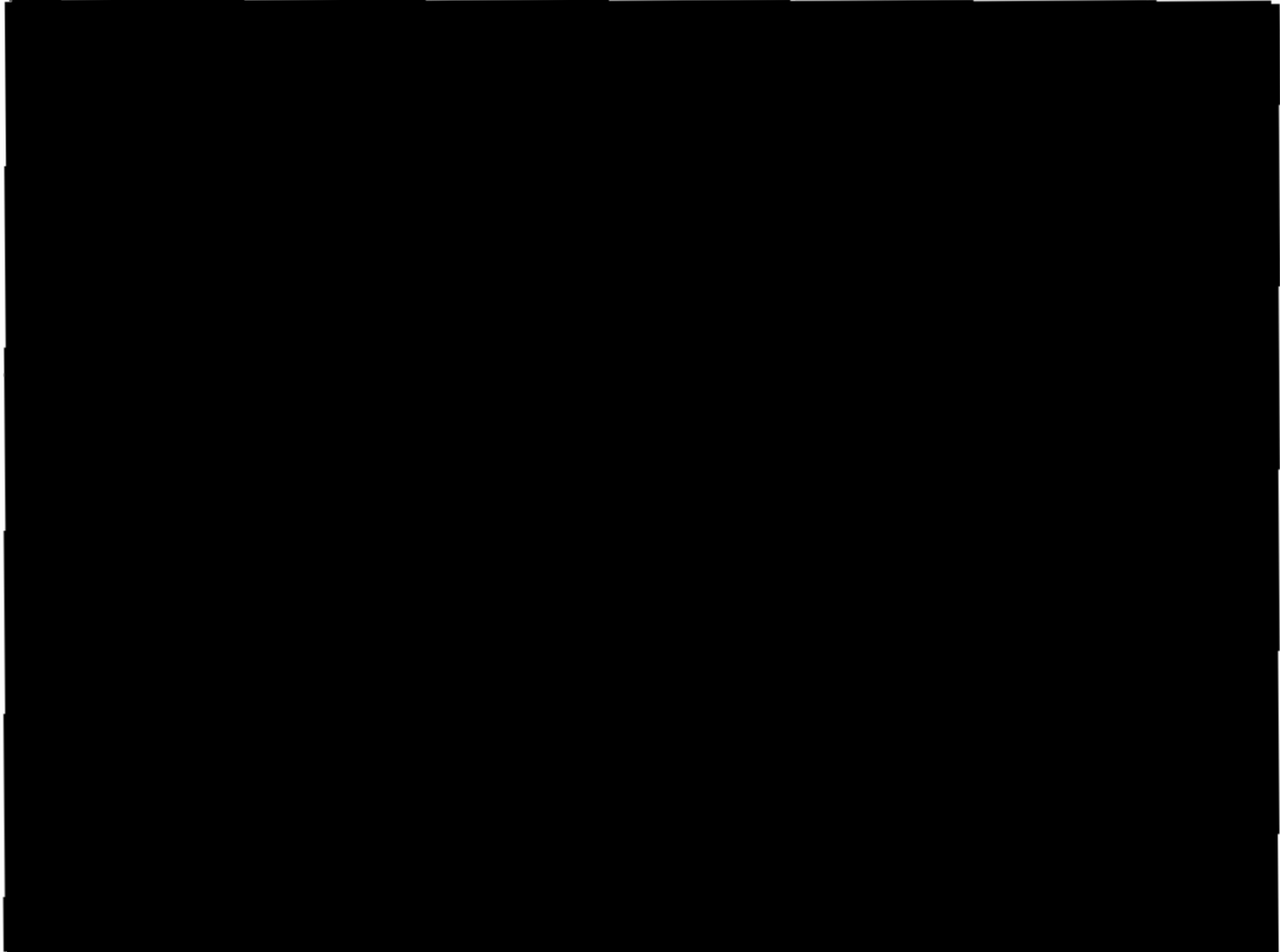
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REGION OF PEEL'S PROPOSED CONVERSION OF BI-WEEKLY CART-BASED COLLECTION FOR TOWNHOUSES

Petition from Residents of Peel Condo Corporation 488

We, the undersigned, strongly oppose the proposed conversion to bi-weekly cart-based waste collection for our townhouse complex. Our households do not have the space to manage and store **three 100 L bins**, with bins for garage and recycling in addition to the 100 L bin we currently have for organics. Due to lack of garage space and access to our backyards, this is just **not** a viable option for our townhouse complex. We respectfully request that you reconsider the proposed conversion for this townhouse complex.

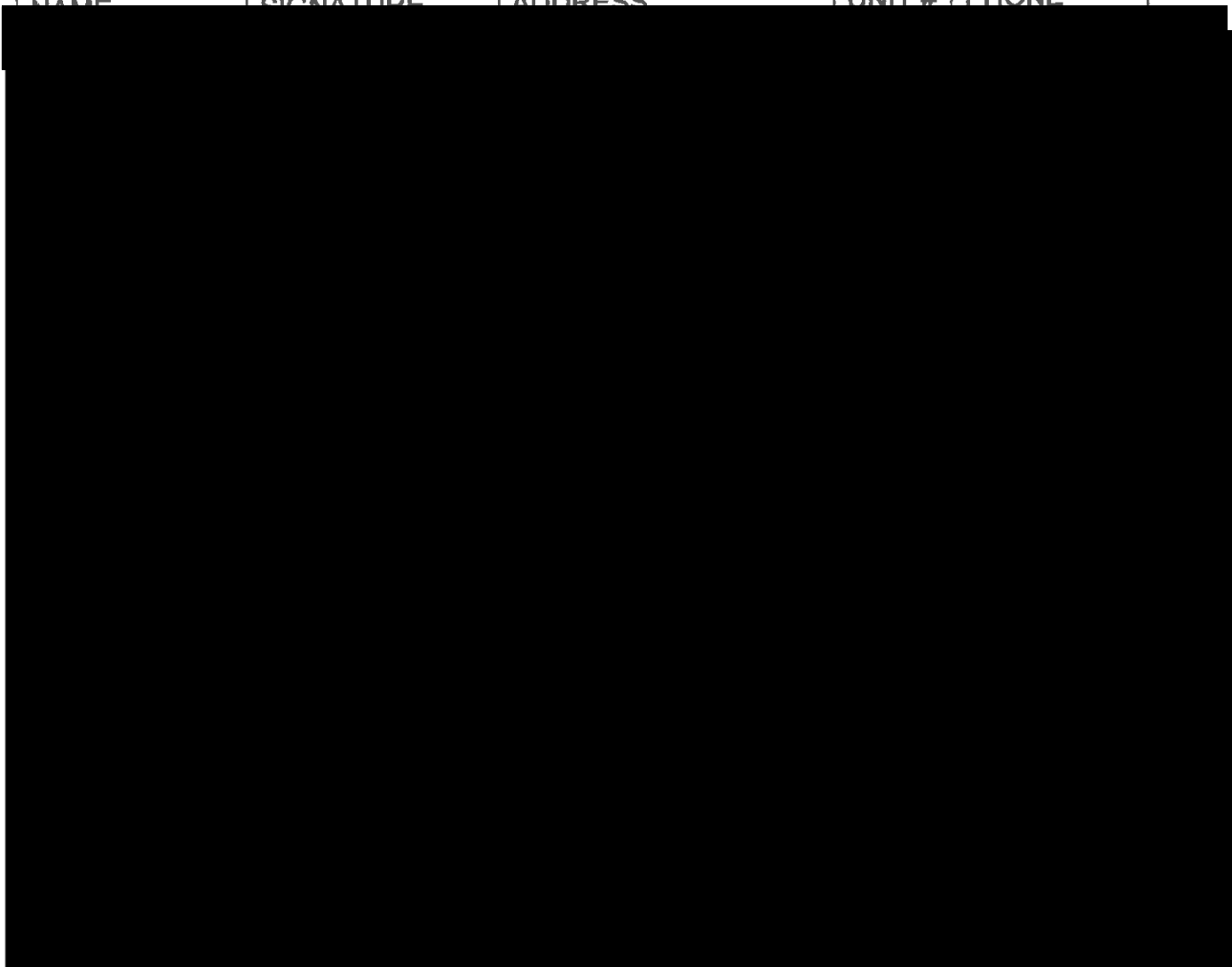
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RECEIVED

June 10, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

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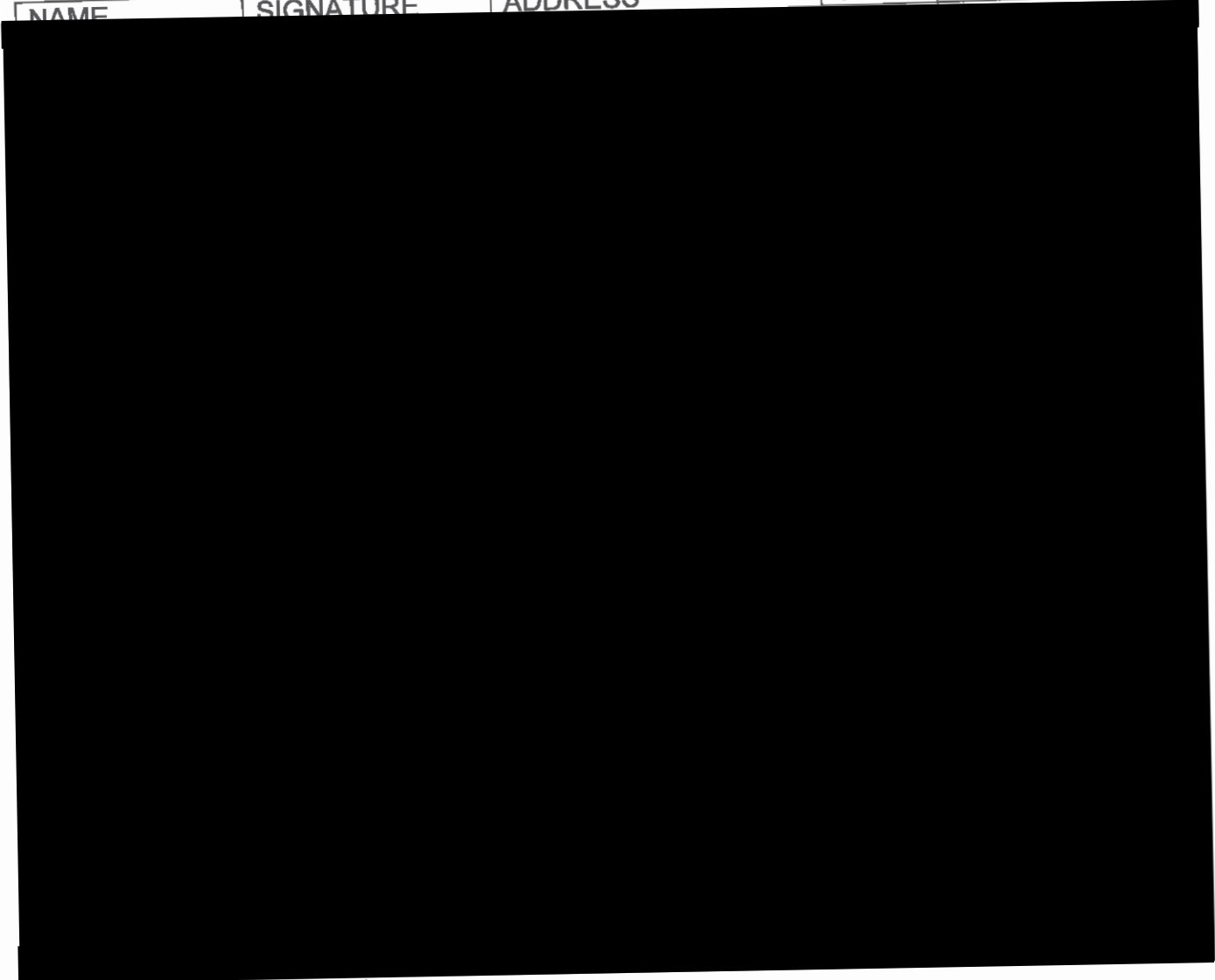
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REGION OF PEEL'S PROPOSED CONVERSION OF BI-WEEKLY CART-BASED COLLECTION FOR TOWNHOUSES

Petition from Residents of Peel Condo Corporation 495

We, the undersigned, strongly oppose the proposed conversion to bi-weekly cart-based waste collection for our townhouse complex. Our households do not have the space to manage and store three 100 L bins, with bins for garage and recycling in addition to the 100 L bin we currently have for organics. Due to lack of garage space and access to our backyards, this is just not a viable option for our townhouse complex. We respectfully request that you reconsider the proposed conversion for this townhouse complex.

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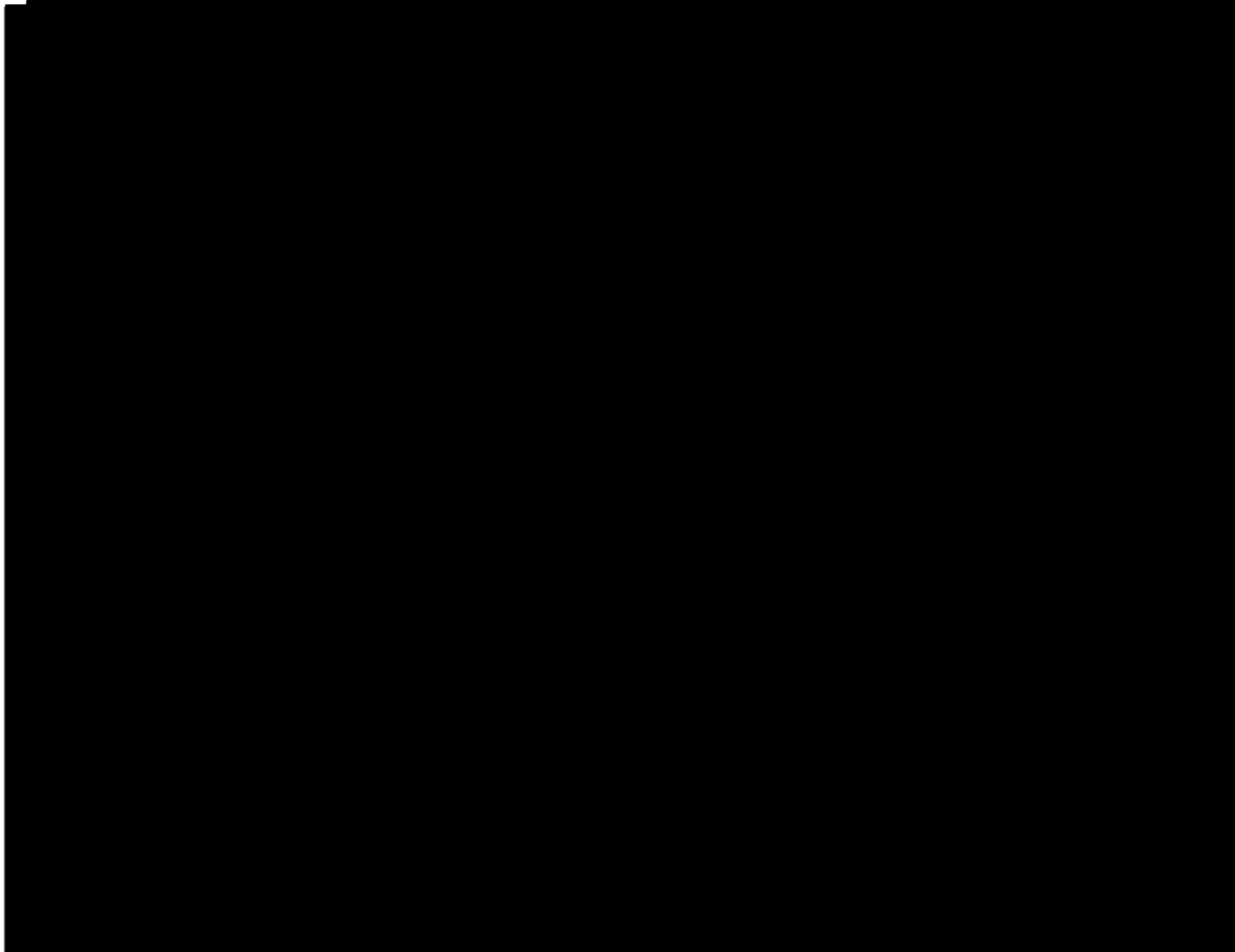
RECEIPT RECOMMENDED _____

REGION OF PEEL'S PROPOSED CONVERSION OF BI-WEEKLY CART-BASED COLLECTION FOR TOWNHOUSES

Petition from Residents of Peel Condo Corporation 495

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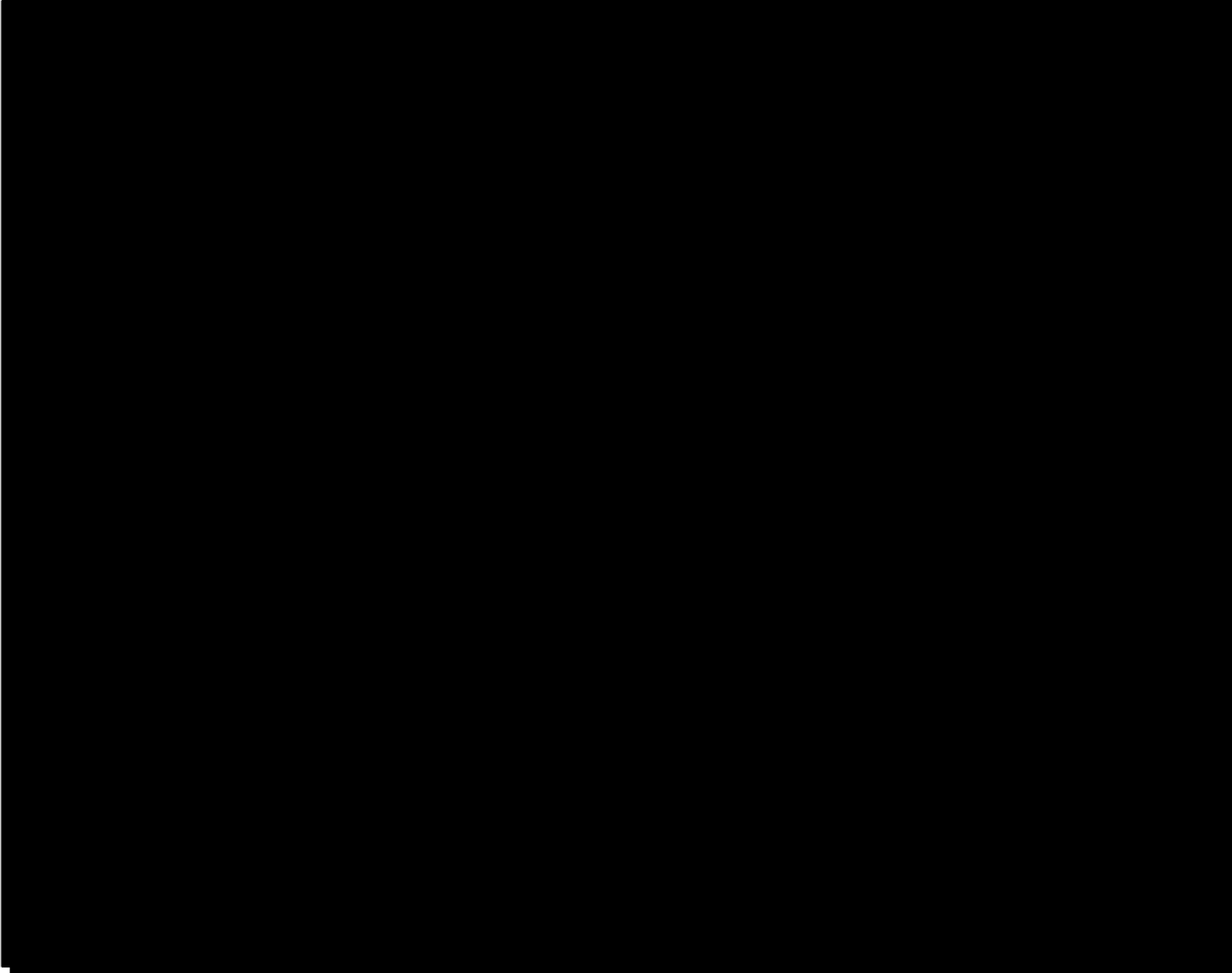


REGION OF PEEL'S PROPOSED CONVERSION OF BI-WEEKLY CART-BASED COLLECTION FOR TOWNHOUSES

Petition from Residents of Peel Condo Corporation 495

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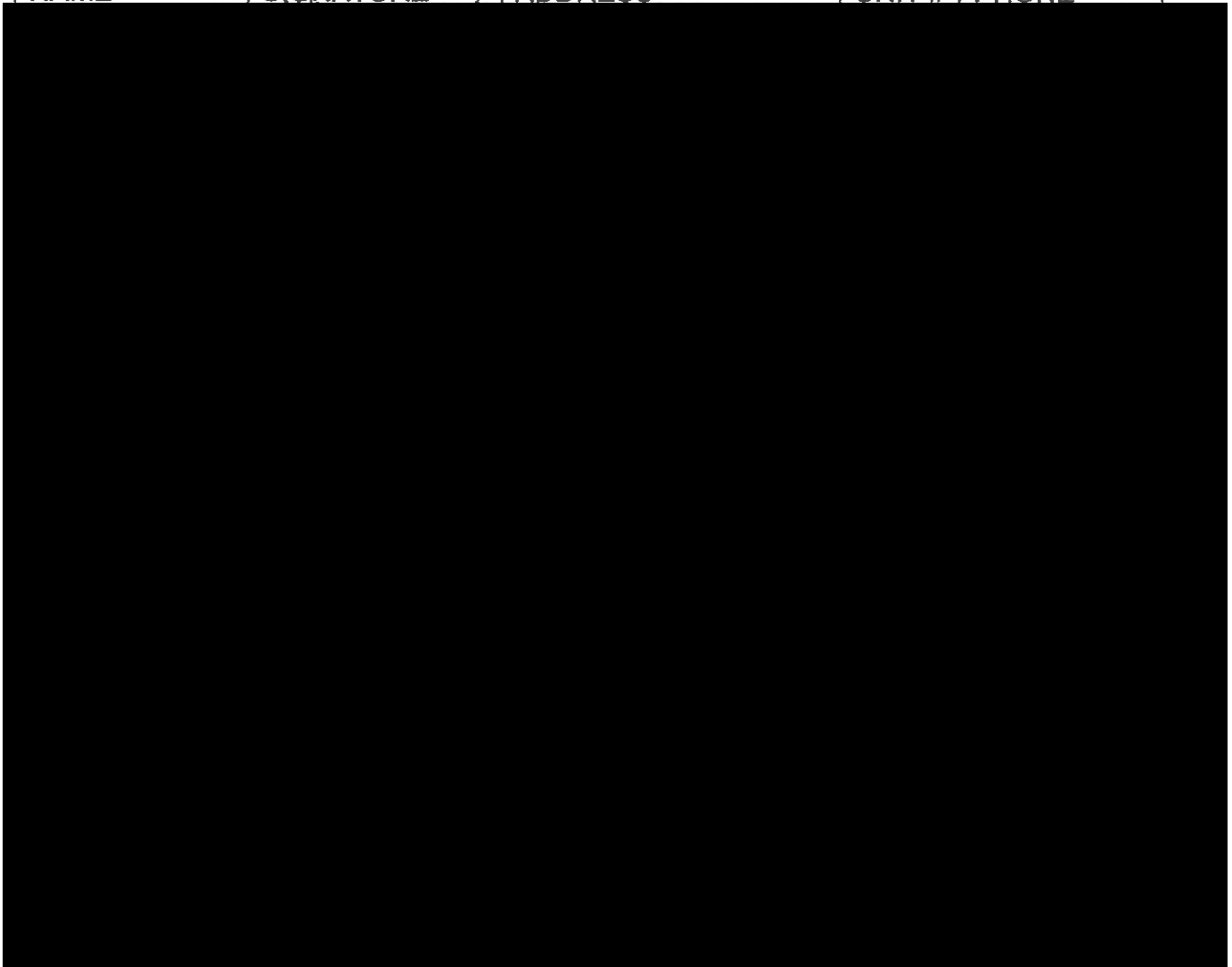


REGION OF PEEL'S PROPOSED CONVERSION OF
BI-WEEKLY CART-BASED COLLECTION FOR TOWNHOUSES

Petition from Residents of Peel Condo Corporation 495

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NAME	SIGNATURE	ADDRESS	UNIT #	PHONE
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Subject: FW: Petition to stop Garbage/recycling townhouse conversion to bins
Attachments: collection-petition.pdf; ATT00001.htm

From: Amanda Passmore [REDACTED]

Sent: June 10, 2019 10:44 AM

To: Saito, Pat <pat.saito@mississauga.ca>

Cc: [REDACTED]

[REDACTED] Lee, Norman <norman.lee@peelregion.ca>

Subject: Petition to stop Garbage/recycling townhouse conversion to bins

Hi Pat,

Further to my email below, attached you will find a petition signed by our residents against the implementation of the garbage/recycling bins in townhouse complexes.

Almost every resident we could reach was against the implementation of these bins.

I am also coping in our condo board members, our property manager and Mr. Norman Lee.

If you have any questions, please feel free to contact me.

Kindest Regards,
Amanda Passmore

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Petition to STOP Region of Peel's Cart-Based Collection Programme

Petition summary and background	<h3 style="margin: 0;">STOP</h3> <h4 style="margin: 5px 0;">Region of Peel's Plan for Cart-Based Collection in Townhomes Communities</h4> <ol style="list-style-type: none"> 1. Region of Peel intends to force the three (3) Cart waste collection programme upon the residents of █ Glen Erin Dr. 2. Residents will be required to store two (2) large black carts for garbage and recyclables in their garages, in addition to current compostable cart. 3. Region of Peel waste handlers will stop collecting blue bag recyclables and green garbage bags. 4. Region of Peel are insensitive to lack of space to accommodate the extra bins and disregard condo bylaws and rules that disallow storage of carts in front of our homes. 5. Region have turned a blind eye to the hardships their programme will cause residents. <p style="margin-top: 10px;">Residents support the status quo of the current blue bag and green bag pick-up plus current compostable cart.</p>
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to stop the Cart-Based Collection programme in communities where space and design constraints render the programme impractical.

Printed Name	Signature	Address	Unit #	Date
				June 7/19
				June 7/19
				June 7/19
				Jun 7/18
				Jun 7/19
				June 7/19
				Jun 7/19

Petition to STOP Region of Peel's Cart-Based Collection Programme

<p>Petition summary and background</p>	<p style="text-align: center;">STOP</p> <p style="text-align: center;">Region of Peel's Plan for Cart-Based Collection in Townhomes Communities</p> <ol style="list-style-type: none"> 1. Region of Peel intends to force the three (3) Cart waste collection programme upon the residents of ██████ Glen Erin Dr. 2. Residents will be required to store two (2) large black carts for garbage and recyclables in their garages, in addition to current compostable cart. 3. Region of Peel waste handlers will stop collecting blue bag recyclables and green garbage bags. 4. Region of Peel are insensitive to lack of space to accommodate the extra bins and disregard our condo bylaws and rules that disallow storage of carts in front of our homes. 5. Region have turned a blind eye to the hardships their programme will cause residents. <p>Residents support the status quo of the current blue bag and green bag pick-up plus current compostable cart.</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned citizens who urge our leaders to act now to stop the Cart-Based Collection programme in communities where space and design constraints render the programme impractical.</p>

Printed Name	Signature	Address	Unit #	Date
[Redacted Signatures and Names]				June 9/2019
				June 9, 2019
				June 9, 2019
				June 9, 2019
				Jun 9 2019
				JUN 9/19
				Jan 1/17

Petition to STOP Region of Peel's Cart-Based Collection Programme

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Printed Name	Signature	Address	Unit #	Date
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[REDACTED]				
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Printed Name	Signature	Address	Unit #	Date
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				JUNE 9/19.
JUNE 9, 2019				

Petition to STOP Region of Peel's Cart-Based Collection Programme

<p>Petition summary and background</p>	<p style="text-align: center;">STOP</p> <p style="text-align: center;">Region of Peel's Plan for Cart-Based Collection in Townhomes Communities</p> <p>1. Region of Peel intends to force the three (3) Cart waste collection programme upon the residents of [redacted] Glen Erin Dr. 2. Residents will be required to store two (2) large black carts for garbage and recyclables in their garages, in addition to current compostable cart. 3. Region of Peel waste handlers will stop collecting blue bag recyclables and green garbage bags. 4. Region of Peel are insensitive to lack of space to accommodate the extra bins and disregard condo bylaws and rules that disallow storage of carts in front of our homes. 5. Region have turned a blind eye to the hardships their programme will cause residents.</p> <p>Residents support the status quo of the current blue bag and green bag pick-up plus current compostable cart.</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned citizens who urge our leaders to act now to stop the Cart-Based Collection programme in communities where space and design constraints render the programme impractical.</p>

Printed Name	Signature	Address	Unit #	Date
[redacted]	[redacted]	[redacted]	[redacted]	06 June 2019
[redacted]	[redacted]	[redacted]	[redacted]	06-June
[redacted]	[redacted]	[redacted]	[redacted]	06-June
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/2009
[redacted]	[redacted]	[redacted]	[redacted]	JUN 6 2019

[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6-19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	JUN 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19
[redacted]	[redacted]	[redacted]	[redacted]	June 6/19



Resolution

Moved By: Mayor Brown	Date: June 13, 2019
Seconded By: Councillor	Item Number 20.1

Whereas, on December 13, 2018, Regional Council approved that the Region of Peel allocate funding in the 2019 budget to be distributed to the Cities of Brampton and Mississauga for redistribution to qualifying community events, to be administered by the local municipalities based on their criteria;

And whereas, the Sikh Remembrance Parade is a Brampton parade that requires paid duty police officers;

Therefore be it resolved, that \$13,484 be added to the amount transferred to the City of Brampton for paid duty officers for the Sikh Remembrance Parade in Brampton, June 9, 2019, to be funded from 2019 reserves;

And further, that the Sikh Remembrance Parade in Brampton be added to the festivals that continue to qualify for future allocation of Regional funds, to be approved during budget deliberations.

CARRIED	LOST	REFERRED
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Chair



Resolution

Moved By: Councillor Damerla	Date: June 13, 2019
Seconded By: Councillor Medeiros	Item Number 20.2

Whereas the funding that the Ontario government provides to Legal Aid Ontario has been cut this year by \$133 Million (a 36 per cent reduction in provincial funding), with cuts rising to \$164 Million (44 per cent) by 2021-22;

And whereas, the community legal clinics funded by Legal Aid Ontario are therefore facing a severe funding cut;

And whereas, Peel's community legal clinics, through their legal services, help low income residents of Peel with the most basic necessities of life;

And whereas, the community legal clinics in Peel, and the services of Legal Aid Ontario, are vital resources for Peel's low income residents;

Therefore be it resolved, that:

1. Council expresses its strong support for Ontario's community legal clinics, which are funded by Legal Aid Ontario to assist vulnerable Ontarians.
2. Council expresses its strong support for Legal Aid Ontario, which provides legal services to low income Ontarians.
3. Council expresses its strong opposition to the funding cuts imposed on Legal Aid Ontario by the provincial government.
4. Council calls on the Province of Ontario to reverse the funding cuts to Legal Aid Ontario.
5. That the Regional Chair send a letter, on behalf of Regional Council, to the Premier of Ontario and the Attorney General of Ontario to convey Council's position.

CARRIED	LOST	REFERRED
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Chair



Resolution

Moved By: Councillor Parrish	Date: June 13, 2019
Seconded By: Councillor	Item Number 20.3

Whereas the Regional Council Policies and Procedures Committee is comprised of 12 members of Council, including the three local Municipal Mayors;

And whereas, meetings have had to be cancelled because of lack of quorum of seven members;

And whereas, Mayors are following demanding and heavy schedules;

And whereas, a quorum of five would be much more manageable;

Therefore be it resolved, that the three mayors become ex-officio on the Regional Council Policies and Procedures Committee, thereby reducing the quorum requirements to five members and assisting with scheduling regular meetings.

CARRIED	LOST	REFERRED
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Chair



Resolution

Moved By: Councillor Saito	Date: June 13, 2019
Seconded By: Councillor	Item Number 20.4

Whereas the Council of The Regional Municipality of Peel endorsed a goal of 75 per cent diversion of waste by 2034;

And whereas, the use of waste, recycling and organic carts were part of the program;

And whereas, the cart program was not rolled out to multi-residential complexes at the start of the program due to space limitations;

And whereas, when Waste Management staff proceeded to implement the cart system in these complexes, they met much concern and opposition resulting in complaints to Members of Council;

And whereas, in 2018 Council directed staff to not proceed with the implementation and to survey residents directly and gather opinion and input before coming back to Council;

And whereas, in 2018 several Councillors held public sessions with staff to discuss with residents that resulted in little or no support for the program;

And whereas, staff held a public session on June 3, 2019 that attracted a large number of upset and angry residents most of whom opposed the program;

And whereas, residents reported that they felt the Region of Peel was moving ahead to implement the cart system despite Council's direction;

And whereas, it is clearly shown that residents in most townhouse complexes cannot accommodate the carts on their properties without creating issues including violation the City of Mississauga Property Standards By-law;

And whereas, making waste diversion very difficult and inconvenient will be contrary to the goal of reaching 75 per cent diversion;

Therefore be it resolved, that Regional staff immediately cease all implementation of the cart system in all townhouse complexes unless they are requested to do so by Management, the Board and the residents.

CARRIED	LOST	REFERRED	
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Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 39-2019

A by-law to extend the heavy truck restriction on Regional Road 19 (Winston Churchill Boulevard) from Halton Road 10 (10 Sideroad) to 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.

WHEREAS, the Council of the Regional Corporation on the 24th day of January 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 13th day of June, 2019 authorized the enactment of a by-law to amend By-law 15-2013 to extend the heavy truck restriction on Regional Road 19 (Winston Churchill Boulevard) from Halton Road 10 (10 Sideroad) to Regional Road 14 (Mayfield Road);

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 18 of Schedule A of By-law 15-2013 is amended by deleting the following;

Column 1	Column 2	Column 3
Regional Road No.	Between	Prohibited Times or Days
19	Regional Road 15 and Halton Road 10	Anytime

2. That Part 18 of Schedule A of By-law 15-2013 is amended by adding the following;

Column 1	Column 2	Column 3
Regional Road No.	Between	Prohibited Times or Days
19	Regional Road 15 and Regional Road 14	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of June, 2019.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 40-2019

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 50 (Highway 50), Town of Caledon.

WHEREAS 1544216 Ontario Ltd., the registered owner of the lands and premises described as Part Lot 4, Concession 6, designated as Parts 1, 2, 3, 4, 9 and 10 on Reference Plan 43R-34893, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 13th day of June, 2019 authorized the enactment of a by-law authorizing the encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That 1544216 Ontario Ltd. is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 50 (Highway 50), in accordance with the terms and conditions contained in the Encroachment Agreement attached as Schedule "A" between the Regional Municipality of Peel and 1544216 Ontario Ltd., and shown on drawing number L100 Landscape Plan prepared by Strybos Barron King Landscape Architect last revised on February 7, 2019 and 16290-SS-1 Site Servicing Drawing prepared by Eaglebrook Engineering Limited last revised on February 11, 2019 and retained in File ENC-12145;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the Encroachment Agreement be executed on behalf of the Regional Corporation by the Regional Clerk;

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of June, 2019.

Regional Clerk

Regional Chair

ENCROACHMENT AGREEMENT

BETWEEN:

THE REGIONAL MUNICIPALITY OF PEEL
(hereinafter called "the Region")

OF THE FIRST PART

-AND-

1544216 ONTARIO LTD.
(hereinafter called "the Owner")

OF THE SECOND PART

WHEREAS the Owner is the registered owner of the lands being legally described on Schedule "A" attached hereto (hereinafter referred to as the "Owner's Lands");

AND WHEREAS in accordance with site plan 16-072C, the Owner has requested the Region to permit four (4) fence structures, two (2) signs, landscaping and eight (8) trees as shown on drawing number # L100 Landscape Plan prepared by Strybos Barron King Landscape Architecture on November 23, 2016 and last revised on February 7, 2019; a Sanitary Sewer Sampling Manhole and Sanitary Service, Detector Check Valve Chamber, Valve, Boxes and Water Service as shown on drawing #16290-SS-1 Site Servicing Plan prepared by Eaglebrook Engineering Limited on November 22, 2018 and last revised on February 11, 2019 and retained in file ENC-2012145 with the Region to encroach upon the widened limits of Highway 50 (Regional Road 50) (hereinafter referred to as the "**Regional Road**") (hereinafter referred to collectively as the "**Regional Road Encroachments**") ;

AND WHEREAS part of the Owner's Lands, designated as Part 8 on Reference Plan 43R-28893 are subject to an easement in favour of the Region for a sanitary trunk sewer as set out in Instrument Number PR636497 (hereinafter referred to as the "**Easement Lands**");

AND WHEREAS the Owner and the Region entered into an encroachment agreement fully executed on July 3, 2013 (the "**First Encroachment Agreement**") to permit underground piping required for storm water management being shown on drawing #16290-SS-1 Site Servicing Plan prepared by Eaglebrook Engineering Limited on November 22, 2018 and last revised on February 11, 2019 and a portion of an island in the parking lot as shown on drawing #ASP-100 Master Site Plan prepared by A-One Construction on April 21, 2016 and last revised on February 1, 2019 and retained in file ENC-2012145 with Region (hereinafter referred to as the "**Easement Encroachments**") to encroach upon the Easement Lands;

AND WHEREAS the Regional Road Encroachments and the Easement Encroachments are collectively referred to as the "Encroachment";

AND WHEREAS pursuant to sections 9 and 11 of the *Municipal Act, 2001*, c.25, the Region has agreed to permit the encroachments subject to the terms and conditions herein;

NOW WITNESSETH that in consideration of the mutual covenants and agreements hereinafter set out, the parties agree as follows:

1. The recitals herein are true and accurate.
2. The First Encroachment Agreement is terminated upon execution of this Agreement.
3. Subject to the provisions hereinafter set out, the Region permits the Owner to have the Encroachment remain in whole or in part until such time as the Region determines at its sole discretion, that the lands are required for the purposes of improvement or widening of the Regional Road (hereinafter referred to as the "Term").
4. The Owner agrees to pay the Region the following:

(a)	Administration fee (one time)	\$ 350.00, plus applicable taxes
(b)	Registration fee (Registry Office)	\$ 76.55, includes applicable taxes
(c)	Annual fee (each year throughout Term)	\$ 300.00, plus applicable taxes
5. The Owner is the owner of the Encroachment.
6. Notwithstanding Section 3, this Agreement may be terminated at any time by either party upon sixty (60) days written notice to the other party. The Owner agrees to remove the Encroachment at the Owner's sole expense within sixty (60) days of any such notice of

- termination. The Owner shall restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the early termination of this Agreement.
7. At the end of the Term, the Owner shall, at their sole cost and expense, remove the Encroachment and restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the termination of this Agreement.
 8. The Owner agrees and covenants that it will bear all costs associated with the Encroachment. The Owner agrees and covenants that the Encroachment is now in a good and workmanlike condition and in compliance with all municipal by-laws and the laws of the Province of Ontario and shall be maintained in a good and workmanlike condition throughout the Term of this Agreement.
 9. The Owner agrees not to hold the Region responsible in any way for any loss, accident, or damage or injury to person or persons on the Region Road resulting from the Encroachment. The Region shall not in any event whatsoever be liable or responsible in any way for any kind of liability, suit, claim, demand, fine, action, or proceeding of any kind for which the Owner, or those for whom they are in law responsible, may become liable or suffer by reason of the Encroachment, including any breach of or non-performance by the Owner of any provision of this Agreement, saving and excepting therefrom the sole gross negligence by the Region, or those for whom it is in law responsible. The Owner agrees to indemnify and save harmless the Region of and from all liabilities, fines, damages, suits, claims, demands, actions, and cost for such actions for which the Region may become liable or suffer by reason of the Encroachment, its use and or removal. Without restricting the generality of the foregoing, the Owner shall indemnify and save harmless the Region of and from all damages to persons or properties as a result of such Encroachment and its use and/or removal. This provision shall apply and survive the termination of this Agreement with respect to any act or omission that occurred during the Term of this Agreement.
 10. The Owner agrees that there shall not be any addition, vertically, horizontally or otherwise, to the Encroachment. In the event that the Encroachment is being added to or materially altered, it will be relocated within the Owner's Lands. Upon such removal or relocation, this Agreement will be terminated.
 11. The Owner further acknowledges and agrees that, in the event the Region exercises its right to enter onto the Easement Lands, the Regional Road or the widened limits thereof for any type of construction, installation, alteration, removal, replacement, reconstruction, repair, maintenance and/or inspection to the Region Road or any of the Regional infrastructure therein the Region shall not be responsible for repairing or replacing the Encroachment and the Owner shall assume any and all costs and responsibilities relating to the replacement or damage of same.
 12. Nothing in the Agreement shall be construed to mean that the Region by virtue of this Agreement has assumed the responsibility of such compliance or any compliance with any municipal by-laws. The Owner covenants to fully comply with any order, by-law, law, regulation, and direction of any lawful authority, including the municipal, provincial, or federal governments or their respective agents with respect to the Encroachment.
 13. The parties acknowledge and agree that the rights conferred by this Agreement shall be assignable to any purchaser of the Owner's Lands or to any successor corporation of the Owner, with the prior written consent of the Region, which consent will not be unreasonably withheld provided that any such assignee pays to the Region the appropriate fees for encroachments on Regional easements and further that any such assignee, upon assuming ownership of the Owner's Lands, agrees to assume the obligations of the Owner under this Agreement and provide written notice of such assumption to the Region.
 14. In the event that such assignee is a condominium corporation the assignee shall execute the Undertaking and Consent to Registration set out in Schedule "B" herein. The Owner covenants to include full, complete and accurate information within the condominium declaration and disclosure statement as to the obligations contained in this Agreement in accordance with the *Condominium Act, 1998*, S.O. 1998, c.19, as amended.

15. Any notice to be given or document to be delivered to the Owner or the Region shall be sufficiently given or delivered if delivered personally or if sent by facsimile transmission or ordinary prepaid mail to the following addresses:

If intended for the Owner, at:

**1544216 Ontario Ltd.
629 Albion Road
Toronto, ON M9W 1A1**

**Attention: Sam Mand, President
Phone: 416-712-6263
Fax: 416-742-5677**

and if intended for the Region, at:

**The Regional Municipality of Peel
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9**

**Attention: Manager, Real Property and Facility Acquisitions
905-791-7800, Extension 7636
Fax: 905-791-3645**

Or to such other address or fax number as either party may from time to time notify the other. Any notice or other communication given by personal delivery shall be conclusively deemed to have been received by the party to which it is addressed on the day of actual delivery thereof, or if given by Fax, on the first business day following the transmittal thereof. Any notice sent by prepaid first class mail shall be deemed to have been delivered on the fifth (5th) business day following the date of mailing thereof provided that the postal services have not been interrupted in which case notice shall only be given by personal delivery or Fax as aforesaid.

16. The Owner consents to the registration of this Agreement on the title to the Owner's Lands and shall execute any or all such documents for such purposes.
17. The Owner shall obtain and maintain throughout the Term a comprehensive insurance policy with a minimum liability coverage of FIVE MILLION DOLLARS (\$5,000,000) per occurrence, covering the Encroachment to protect the Owner and the Region, and those for whom the Region is in law responsible, from any and all claims for damages, personal injury including death, and for claims from property damage which may arise from the Owner's use and/or removal or in relation to the Encroachment under this Agreement, including the use or maintenance or removal of the Encroachment or any act or omission of Owner's contractors, agents or employees while engaged in the work of placing, maintaining, renewing or removing the Encroachment, and such coverage shall include all costs, charges and expenses reasonably incurred with any injury or damage. The insurance policy shall extend to cover the contractual obligations of Owner as stated within this Agreement, shall be in the name of the Owner and shall name The Regional Municipality of Peel as an additional insured thereunder. The policy shall provide that it cannot be cancelled, lapsed or materially changed without at least thirty (30) days' notice to the Region by registered mail. Evidence of insurance satisfactory to the Region shall be provided prior to the execution of this Agreement, and annually thereafter.

REMAINDER OF PAGE LEFT INTENTIONALLY BLANK

18. This Agreement, when executed by the said parties shall constitute a binding agreement.

IN WITNESS WHEREOF the Owner has on the 30th day of April, 2019
affixed its corporate seal attested by the hands of the duly authorized officer(s).

1544216 ONTARIO LTD.

PER: 
Name: Shangara Mand
Title: President

I have the authority to bind the Corporation.

IN WITNESS WHEREOF The Regional Municipality of Peel has on the _____ day of _____, 2019 affixed its name under the hands of its signing officers in that behalf.

THE REGIONAL MUNICIPALITY OF PEEL

PER: _____
Name: Kathryn Lockyer
Title: Regional Clerk

I have the authority to bind the Regional Corporation.

REAL ESTATE TEAM
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9
905-791-7800

Realty File No.: ENC- 12145
Legal File No.: P28214
Date: April 24, 2019
Project #: n/a
Revision Date:

SCHEDULE "A" – Legal Description

Schedule "A" forms an integral part of this Agreement between The Regional Municipality of Peel and 1544216 Ontario Ltd.

Legal Description:

PIN 14350-0701 (LT)

Part Lot 4, Concession 6,
Designated as Parts 1, 2, 3, 4, 9 and 10 on 43R-34893
Town of Caledon (formerly Township of Albion),
Regional Municipality of Peel

SCHEDULE "B" – Undertaking and Consent to Registration

Schedule "B" forms an integral part of this Agreement between The Regional Municipality of Peel and *****

To: THE REGIONAL MUNICIPALITY OF PEEL (the "Region")

I/WE _____ (the "New Owner")

having received a Transfer/Deed of the lands described in PIN ***** (LT) from *****

(the "Former Owner") HEREBY CONSENT(S) to the registration of:

- I. The Encroachment Agreement (the "Agreement") attached to the said Application made between the Former Owner and the Region, dated the _____ day of _____, 20 .

The New Owner, in consideration of the Region hereby agreeing to be bound by and to honour the terms of the said Agreement with respect to the New Owner in the same manner as if the New Owner was an original party thereto, and other good and valuable consideration and the sum of Ten (\$10.00) Dollars now paid by the New Owner to the Region, the receipt of which is hereby acknowledged, the New Owner COVENANTS AND AGREES to be bound by and to be subject to the terms of the said Agreement in the capacity of owner as if the New Owner was an original party thereto.

IN WITNESS WHEREOF this Undertaking has been executed by the New Owner this day of _____, 20 .

Print New Owner Name:

Per: _____ c/s
Print Name:
Print Office:

Per: _____ c/s
Print Name:
Print Office:

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**

LONG RANGE TRANSPORTATION PLAN

to Old School Road			
Mayfield Road (4-6) - Clarkway Drive to Coleraine Drive	2.8	\$16.1M	2031-2041
Arterial A2 * (new 6 lanes) – Mayfield Road to Regional Road 50 / Major Mackenzie Drive	23.4	\$130.8M **	2031-2041

* This is a new road, currently captured in the City of Brampton's Development Charges Background Study. Arterial A2 will ultimately function as a Mayfield Road extension connecting to Major Mackenzie Drive. Regional and City staff are working on an appropriate plan to recognize this as a Regional road, including a process to shift jurisdictional and financial planning.

** The Environmental Assessment (EA) for Arterial A2 is currently underway. The cost estimate will be refined based on the outcome of the EA.

Sustainable Transportation Strategy Projects

Infrastructure Type	Kilometres Added	Estimated Cost	Horizon Year
Cycling	401	\$122.0M	2041
Pedestrian	136	\$85.0M	2041

6. Intended Outcomes for the Balanced Approach

While growth is the primary driver for the implementation of active and sustainable transportation infrastructure in the Region, there are ancillary benefits that stem from this approach.

A Healthier Peel – the suite of infrastructure and programs in the Sustainable Transportation Strategy aligns with the Region's plan to reduce chronic disease attributable to sedentary lifestyle and lack of access to and use of active transportation facilities.

A Safer Peel – the Region's Vision Zero Road Safety Strategic Plan includes a focus on pedestrian and cyclist safety, with a short term 10 per cent reduction in fatalities and injuries. Through this approach, people will feel more inclined to walk and cycle to their destinations, which in turn reaps positive health benefits for the community.

A More Connected Peel – through the series of road improvements and sustainable infrastructure projects, Peel will be more connected within and to the Greater Toronto and Hamilton Area. Connecting people from their communities to major destinations through active transportation will make walking, cycling, and taking transit more appealing and prevalent. This in turn promotes healthier travel choices across Peel.



Update on Townhome Waste Collection

Regional Council

June 13, 2019

Norman Lee,
Director, Waste Management
Region of Peel



History

- 2011
 - Staff was directed to investigate opportunities to increase diversion
 - Options included moving to biweekly collection or switching to clear bags
 - Evidence supported biweekly collection
- 2012
 - Began a biweekly collection pilot
 - Tested carts and bags
 - Findings validated increased diversion and lower cost
 - Findings showed preference for carts
- 2015
 - Detached and Semi Detached properties selected their cart sizes
- January 2016
 - Biweekly cart collection for detached and semi-detached properties began
 - Deferred townhouses

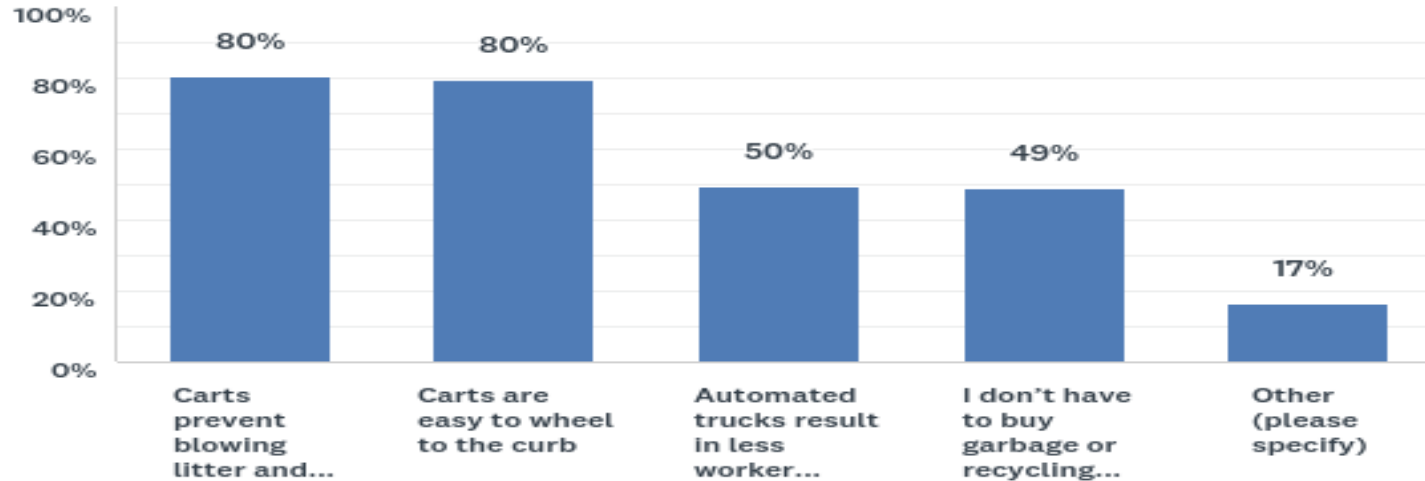
Background

- Fall 2016
 - Staff began converting Townhome complexes
 - As of May 2018, 18,138 out of 38,400 townhomes had been converted
- May 2018
 - Council paused the conversion process for about a year
 - Staff was directed to use that time to review the process and report back with recommendations on how to proceed.
 - Agreed upon next steps included for staff to engage townhouse residents for feedback prior to reporting back.

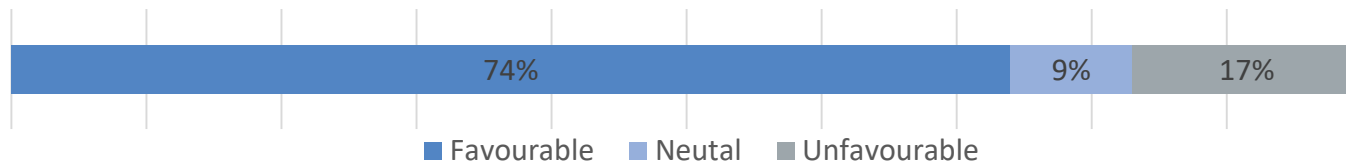
Pause on Townhome Conversions

- May 2018 to present
 - Staff reviewed feedback received from townhouse residents before May 2018
 - Staff reached out to townhouse residents who had been converted to obtain feedback on their experience with carts
 - Various techniques including resident surveys, focus groups and site visits
 - The June 3 and 4 open houses represented one more opportunity for all townhouse residents to provide input

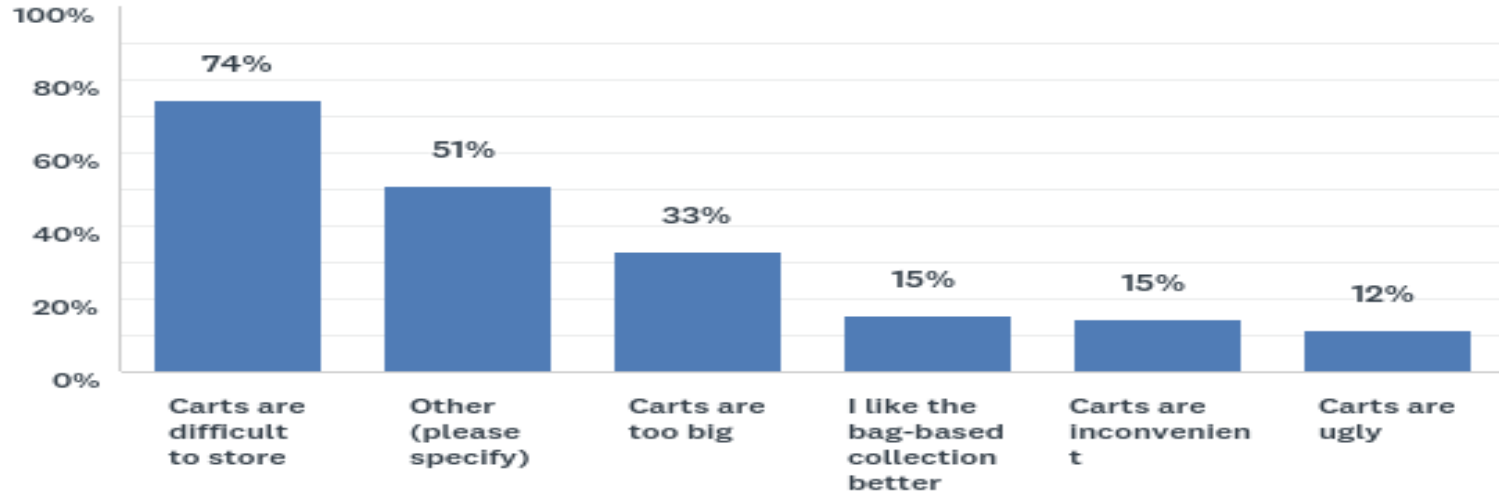
Survey responses from those that liked the new cart-based program



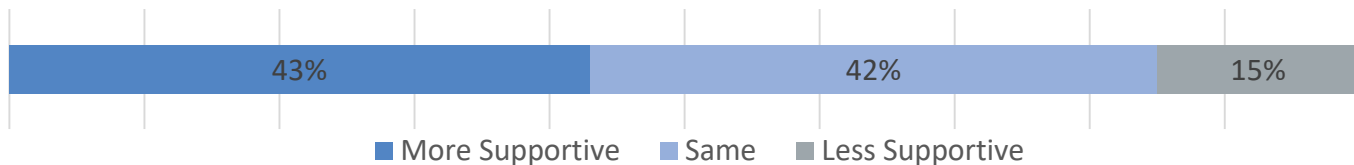
Do you support the switch to carts



Survey responses from those that did not like the new cart-based program





Do you support the switch to carts



Results of Focus Groups


Most commonly mentioned benefits

- 
- Reduces the number of animal pests, particularly raccoons
 - It has made them more conscientious and cognizant of how much waste they are producing and many are producing less as a result of the new system
 - The carts are sturdy, reduce spills/breakage associated with bags
 - The carts are easier to handle because they roll
 - The lid attached to the cart is a positive and reduces scattering of contents
 - The carts are more weather-resistant than bags



Old age. Simply put. It's easier to move it down on the wheels than lugging this [bag]. For younger people it's fine but when you're old, your muscles don't work quite as well as they used to.

Mississauga/Caledon Group

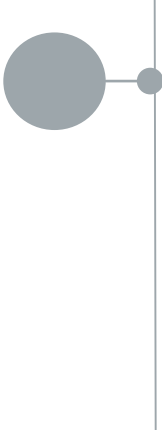



It's much better than it was before because it's clean, and when it's rain or snow or something, still the garbage is not all over - it's around.

Mississauga/Caledon Group

Results of Focus Groups


Most commonly mentioned drawbacks

- 
- The ability to find, and cost of buying, compostable organics bags, especially ones that are large enough to fill the entire green cart
 - Green cart odour (either their own or their neighbours) and cleaning the carts out
 - The size of the green cart – it is too big for some and they would like the option of a smaller cart – but unlike for recycling and garbage, another option is not currently available
 - Having to move their vehicles in and out of their driveway in order to roll the carts to the curb
 - A lack of enforcement for those who are improperly disposing of items – the perception is that contents are simply dumped into the trucks without any type of quality control beforehand, as participants perceived there to be in the bag-based system
 - The carts can break from impact and the lock can freeze in the winter
 - The non-magnetic lid often flies open in the wind and causes contents to scatter



The one I find is unwieldy is the green bin is just too big. I could not get my car in the garage, so it sits in the back, and I still use the small bin. Every once in a while I struggle, get that big cart over the car, dump the small bin into the big bin and then put it out. I put that out maybe once every six weeks.

Brampton Group



My issue in terms of inconvenience is that every time I want to take out the garbage on a Sunday evening, I have to take out my car, take out the bins, put my car back in the garage. That's annoying.

Mississauga/Caledon Group

Public Consultation Session – June 2019

- Monday, June 3, 2019 – Mississauga
 - Location: Mississauga Valley Community Centre – Lower Lobby
 - Approximately 250 residents in attendance
- Tuesday, June 4, 2019 – Brampton
 - Location: Region of Peel – Suite B Café
 - Approximately 150 residents in attendance
- Key concerns heard at the sessions
 - the new green carts are too big
 - finding storage space for three carts is a real challenge (in some cases, finding storage space for one cart is a challenge)
 - outdoor storage in front of townhomes is not a look owners/boards want

Next Steps

- Staff to review feedback, conduct site visits, consider alternatives and develop recommendations (this step may include implementation of agreed upon alternatives at some complexes)
- Staff to present findings and recommendations to Waste Management Strategic Advisory Committee and Regional Council
- No additional conversions (except agreed upon alternatives) until Council has considered findings and decided direction



Thank you

Contact info:
Region of Peel

Norman Lee
Director, Waste Management
905-791-7800 ext. 4703
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Bill 108: More Homes, More Choice Act

Regional Implications and Next Steps

Tara Buonpensiero,
Principal Planner
Region of Peel



Bill 108

- Amends a number of Acts of interest to the Region:
 - Development Charges Act
 - Planning Act
 - Local Planning Appeal Tribunal Act
 - Conservation Authorities Act
 - Environmental Assessment Act
 - Endangered Species Act
- Staff provided comments to the Province on the Acts prior to June 1st deadline (Staff Report Appendix I and II, subject to Council endorsement)
- Bill 108 received Royal Assent June 6

Potential Implications of Bill 108 Changes

- Could delay or stop investment in critical growth related infrastructure and result in the property tax or utility rate payer making up for lost DC revenues which could ultimately lead to less housing being built.
- Could adversely affect the Region's finance's and pose risks to the Region's debt capacity impacting financial flexibility over the long term and Triple A credit rating.
- May add significant red tape to the development process, causing higher planning and building permit fees.
- Returns to a system similar to the Ontario Municipal Board, where Council decisions are given less consideration.
- Eliminates some provisions available to municipalities that contribute to planning complete and healthy communities.

Key Changes and Implications:

Development Charges Act Changes	Implications
Secondary units exempt from DCs.	Based on an uptake of 15%, Watson and Associates predict a revenue loss of \$157 million (between 2020 and 2031), to be made up through property taxes and utility rates (\$39 million Tax – \$118 million rates).
5 Year deferral of DCs for rental housing and Industrial, Commercial and Institutional development.	Staff estimate a range of \$346 million to \$393 million (between 2020 and 2031) in increased debt risk as a result of staggered DC payments.
20 Year deferral of DCs for not-for-profit housing (change made by Standing Committee).	May incent rental and not-for-profit housing. *20 year deferral of not-for-profit housing not included in above estimate.

Key Changes and Implications:

Development Charges Act Changes	Implications
DCs for soft services will be removed and replaced with a single Community Benefits Charge.	Staff estimate an exposure of \$48 million (between 2020 and 2031) in potential lost revenue as a result.
DC rates would be locked in at the time of complete site plan or zoning application (whichever comes later).	This may incent speculative applications to lock in a lower DC rate, and then not proceed to the building permit stage.
The current 10% DC reduction on capital costs for waste diversion would be removed.	Staff estimate that this change would yield approximately \$2 million more in DC revenue for the Region.

Key Changes and Implications:

Planning Act Changes	Implications
Significantly reduced timelines for reviewing planning applications.	Less time available to review development applications and local official plan amendments as well as to undertake community consultation.
Permit secondary units in ancillary buildings (i.e. coach houses, garden suites) as well as in detached, semi-detached and row houses.	May increase the supply of affordable housing and contribute to planning complete communities.
Replace Section 37 of the Planning Act (density bonusing) and some parkland provisions with a new Community Benefit Charge.	Implications will not be known until draft implementing regulations are released including the cap limit to be established by the Minister.

Key Changes and Implications:

Planning Appeal System	Implications
<p>No longer limiting the basis for appeals to inconsistency with the Provincial Policy Statement and non conformity with a provincial or official plan.</p>	<p>Hearings are de novo rather than focused on a review of Council decisions and the narrow scope of consistency and conformity with Provincial and municipal policies and plans.</p> <p>These changes may result in more appeals, lengthy and costly hearings with less emphasis being placed on municipal council decisions.</p>
<p>Reducing the two stage hearing process established through Bill 139 to a single hearing.</p>	
<p>Basing decisions on evidence and witnesses at the hearing and less emphasis placed on municipal council decisions.</p>	

Regional Next Steps

- Participate in consultation with the Province on proposed regulations related to the DC Act, the Planning Act and the Community Benefits Charge (over the spring/summer).
- Final guidance on the regulations may not come from the Province until the Legislature resumes sitting in the fall.
- Monitor the Minister's commitment that Municipalities will recover similar revenues and advocate that growth pays for growth.
- Continue to assess the financial implications of the Bill 108 changes.
- Update Council on the results of the reviews above.



Thank you

Contact info:

Region of Peel

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May 30, 2019

Via Email and Regular Mail

Ms. Kathryn Lockyer, Regional Clerk
Region of Peel
10 Peel Center Drive
Brampton, ON L6T 4B9

Ms. Lockyer:

Re: Notice of Motion Regarding Alternate Member to Regional Council

I am writing to advise that at the Council meeting held on May 28, 2019 Council adopted a Resolution appointing Councillor Early as the Alternate Member to Regional Council.

The resolution reads as follows:

Whereas the Municipal Act permits local councils to appoint one Member of Council to serve as an alternate member on Regional Council should a Regional Councillor be unable to attend.

Whereas Councillor deBoer was appointed as the alternate member to Region of Peel Council for the 2018-2022 Term of Council.

Whereas because of unforeseen business commitments Councillor deBoer has requested another Councillor to step into the role as alternate.

Now therefore be it resolved that Councillor Early be appointed as the alternate member to Region of Peel Council for the 2018-2022 Term of Council to replace Councillor deBoer.

That By-law 2019-003 being a by-law to appoint an Alternate member of Regional Council be amended to appoint Councillor Early.

That staff notify the Region of Peel Clerk.

Please find attached a copy of the By-law. For more information regarding this matter, please feel free to contact me.

Sincerely,

Carey Herd
General Manager, Corporate Services/Town Clerk
e-mail: carey.herd@caledon.ca

RECEIVED

JUN 03 2019

Region of Peel
Clerks Dept.