

CHAIR:

F. DALE

MEMBERS:

G. CARLSON

B. CROMBIE

J. DOWNEY

C. FONSECA

G. GIBSON

A. GROVES

N. IANNICCA

J. INNIS

L. JEFFREY

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

G. MILES

E. MOORE

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

B. SHAUGHNESSY

J. SPROVIERI

R. STARR

A. THOMPSON



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, February 22, 2018

Time: 9:30 AM

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

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

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

Agendas and reports are available at www.peelregion.ca/council

1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. February 8, 2018 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **DELEGATIONS**

6.1. **Jim Faught, Communications Director; Tom O'Callaghan, Deputy Project Director and Commercial Manager; Aitor Arbesu, Design Build Director; and Vicente Valencia, Chief Executive Officer, LINK427**, Presenting the Highway 427 Expansion Project (See also Items Related to Public Works – Item 10.1)

6.2. **Amanjot Singh, Senior Engineer, Water and Climate Change Science, Credit Valley Conservation Authority**, Presenting the Impacts of Road Salt on Water Bodies

7. **CONSENT AGENDA**

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

(8.2, 8.4, 10.6, 10.7, 11.1, 11.2, 11.3, 12.1, 13.1, 15.1, 15.2)

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

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

8.1. Peel Region's External Client Satisfaction Survey 2017 Results (For information)
Presentation by Sandra Guiry, Senior Vice President, Ipsos Public Affairs; and
Sharla Martin, Director, Information Management

*8.2. External Communications Strategy (For information)

8.3. Serving the Diverse Needs of Peel Residents (For information)

- *8.4. Region of Peel's Role in the Delivery of 211 Service
- 8.5. Report of the Audit and Risk Committee (ARC-1/2018) meeting held on February 1, 2018

9. COMMUNICATIONS

- 9.1. **Andrew McKee, President and Chairman of the Board, The Royal Agricultural Winter Fair Association**, Letter dated January 30, 2018, Regarding a Request to Appoint One Representative to the Royal Agricultural Winter Fair Association's Board of Governors for the 2018 Year (Direction required)
- 9.2. **Jennifer Evans, Chief, Peel Regional Police**, Letter dated February 8, 2018, Regarding the Recent Changes to the Peel Police Services Board's Community Events Paid Duty Policy (Receipt recommended)

10. ITEMS RELATED TO PUBLIC WORKS

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

- 10.1. Highway 427 Expansion Project - Update (For information) (See also Delegations - Item 6.1)
- 10.2. Sustainable Transportation Strategy and Five-Year Implementation Plans (**A copy of the Sustainable Transportation Strategy, the Active Transportation Five-Year Implementation Plan and the Transportation Demand Management Five-Year Implementation Plan are available from the Office of the Regional Clerk for viewing**)
 - Presentation by Brian Hollingworth, Director, Transportation Planning, IBI Group; and Joe Avsec, Manager, Traffic and Sustainable Transportation
- 10.3. Comments on Draft Regulations to Implement Inclusionary Zoning in the *Promoting Affordable Housing Act, 2016*
- 10.4. Comments on Draft Regulations to Implement Certain Provisions of the *Building Better Communities and Conserving Watersheds Act, 2017* (See also Item 11.1)
- 10.5. Proposed Land Needs Assessment Methodology for the Greater Golden Horseshoe
- *10.6. Engineering Services for Watermain and Sanitary Sewer Construction and Streetscaping in Downtown Brampton, Document 2012-571P, Projects 11-2380, 15-1303 and 18-1380, City of Brampton, Wards 1, 3, 4 and 5 (See also Item 11.3)
- *10.7. Engineering Services for the East to West Diversion Sanitary Trunk Sewer, Project 16-2291, Document 2017-667P, City of Mississauga, Wards 5 and 11

11. COMMUNICATIONS

- *11.1. **Jennifer Keyes, Manager, Water Resources Section, Policy Division, Ministry of Natural Resources and Forestry**, Email dated December 21, 2017, Regarding the Notification of Bill 139, the *Building Better Communities and Conserving Watersheds Act, 2017* Receiving Royal Assent (Receipt recommended) (See also Item 10.4)
- *11.2. **Shauna Danton, Legislative Coordinator, City of Brampton**, Letter dated January 17, 2018, Providing a Copy of the City of Brampton Resolution and Report titled "City of Brampton Comments on Metrolinx's Draft 2041 Regional Transportation Plan for the Greater Golden Horseshoe" (Receipt recommended) (**Copies of Appendices A to C to the City of Brampton report are available from the Office of the Regional Clerk**)
- *11.3. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated February 2, 2018, Providing a Copy of the City of Brampton Resolution and Report titled "Downtown Reimagined Streetscape Tender Integration with Region of Peel's Downtown Capital Project Phase 1" (Receipt recommended) (See also Item 10.6)

12. ITEMS RELATED TO HEALTH

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

- *12.1. Sleep and Well-Being Among Children and Youth (For information)

13. COMMUNICATIONS

- *13.1. **Dr. Eric Hoskins, Minister of Health and Long-Term Care**, Letter dated January 24, 2018, Regarding Funding for the Peel Needle Exchange Program (Receipt recommended)

14. ITEMS RELATED TO HUMAN SERVICES

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

- 14.1. Social Housing Apartment Improvement Program - Requesting Authority to Participate and Award Funds
- 14.2. The Redevelopment of Peel Housing Corporation's East Avenue Site, City of Mississauga, Ward 1

15. COMMUNICATIONS

- *15.1. **Shauna Danton, Legislative Coordinator, City of Brampton**, Letter dated January 18, 2018, Providing a Copy of the City of Brampton Resolution and Report Regarding the Proposed Framework for the Affordable Housing Strategy: Housing Brampton (Referral to Human Services recommended) (**Copies of Appendices A to E to the City of Brampton report are available from the Office of the Regional Clerk**) (See also Item 15.2)

- *15.2. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Memo dated January 30, 2018, Providing a Copy of the City of Brampton Resolution and Report Regarding the Provision of Supportive Affordable Housing for the Homeless and Nearly Homeless of Brampton (Referral to Human Services recommended) (See also Item 15.1)

16. OTHER BUSINESS

- 16.1. Summary Note: Province Not Moving Forward with Highway for GTA West Corridor (Receipt recommended)

17. NOTICES OF MOTION

18. BY-LAWS

19. IN CAMERA MATTERS

- 19.1. Payment of Compensation Pursuant to the *Expropriations Act*, R.S.O. 1990, c. E.26 - Regional Road 7 (Airport Road) Widening from Regional Road 10 (Bovaird Drive) to North of Regional Road 14 (Mayfield Road) - City of Brampton, Ward 10 and Town of Caledon, Ward 2 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.2. Digital Strategy (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)
- 19.3. Legal Advice Relating to Holding Closed Meetings (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

20. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

21. ADJOURNMENT



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

Regional Chair Dale called the meeting of Regional Council to order at 9:31 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

1. ROLL CALL

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

Members Absent:	R. Starr	Due to personal matters
	K. Ras	Due to illness

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

2. DECLARATIONS OF CONFLICTS OF INTEREST

Prior to the consideration of Items Related to Enterprise Programs and Services – Item 13.5, Councillor Jeffrey declared a conflict of interest.

* See text for arrivals
♦ See text for departures

3. APPROVAL OF MINUTES

3.1. January 25, 2018 Regional Council meeting

Moved by Councillor Kovac,
Seconded by Councillor McFadden;

That the minutes of the January 25, 2018 Regional Council meeting be approved.

Carried 2018-61

Councillor Iannicca arrived at 9:37 a.m.

4. APPROVAL OF AGENDA

Moved by Councillor Sprovieri,
Seconded by Councillor Palleschi;

That the agenda for the February 8, 2018 Regional Council meeting include a delegation from Christine Massey, Resident, Region of Peel, regarding the communication from the Integrity Commissioner and Lobbyist Registrar listed as Item 14.3 on the February 8, 2018 Regional Council agenda, to be dealt with under Delegations – Item 5.3;

And further, that the agenda for the February 8, 2018 Regional Council meeting include a communication from a resident of the Region of Peel regarding the Report of the Integrity Commissioner, listed as item 13.5 on the February 8, 2018 Regional Council agenda, to be dealt with under Items Related to Enterprise Programs and Services – Item 14.4;

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

Carried 2018-62

See also Resolutions 2018-68 and 2018-88

5. DELEGATIONS

5.1. Jeffrey Abrams and Janice Atwood-Petkovski, Co-Principals, Principles Integrity, Introducing to Regional Council the Region of Peel Integrity Commissioner and Lobbyist Registrar

Received 2018-63

Jeffrey Abrams and Janice Atwood-Petkovski, Co-Principals, Principles Integrity, provided a summary of their experiences working in the municipal sector and advised that they have been appointed by the Region of Peel to provide Integrity Commissioner and Lobbyist Registrar services. Jeffrey Abrams stated that Regional Council’s adoption of By-law 5-2018, a by-law to appoint an Integrity Commissioner and Lobbyist Registrar, brings into force the provisions of Bill 68 which are mandatory for all municipalities in Ontario as of March 1, 2019. Principles Integrity will assist the Region in reviewing the Code of Conduct for Regional Councillors and will report to Regional Council with any recommended changes. Principles Integrity will provide advice on both Council Code of Conduct matters and municipal Conflict of Interest matters.

In response to a question from Councillor Groves, Jeffrey Abrams stated that while it is not a requirement that an Integrity Commissioner hold a law degree, both he and Janice Atwood-Petovski hold law degrees. He stated that their combined experience as both consumers of integrity commissioner services and providers of the service, as well as legal professionals, will be an asset in assisting the Region of Peel.

5.2. **Janice M. Baker, City Manager and Chief Administrative Officer, City of Mississauga, Providing an Update on the Greater Toronto Airport Authority and Matters Regarding Privatization**

Received 2018-64

See also Resolutions 2018-65 to 2018-67 inclusive

Moved by Councillor Parrish,
Seconded by Councillor Fonseca;

That the efforts of the City of Mississauga to enter into a Memorandum of Understanding including the payment of fair Development Charges and Payments in Lieu of Taxes, with the Greater Toronto Airports Authority, be endorsed.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried 2018-65

See also Resolutions 2018-64 and 2018-66

Moved by Councillor Parrish,
Seconded by Councillor Fonseca;

That efforts to be consulted and work with the Federation of Canadian Municipalities to develop a Canadian Airports Act, be supported.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried 2018-66

See also Resolutions 2018-64 and 2018-65

Janice Baker, City Manager and Chief Administrative Officer, City of Mississauga, advised that Lester B. Pearson International Airport occupies approximately 4,400 acres of land and covers approximately 10 per cent of all land in the City of Mississauga. She reviewed the outcomes of past litigation and issues between the City of Mississauga and the Greater Toronto Airports Authority (GTAA), including the decision that held that airport lands occupied directly by the GTAA are exempt from taxation, but portions occupied by third-party tenants are liable to pay both city and regional property taxes. She highlighted that there has been no interest from the GTAA to move to a generalized agreement with the City of Mississauga that outlines protocols for the collection of Development Charges and a dispute resolution process and, the GTAA has refused to pay the City's stormwater charge, resulting in an outstanding amount of \$ 5 million.

Janice Baker noted that the passenger rate for payment in lieu of taxes has remained the same since 2001, with a 5 per cent cap and is based on passenger traffic only, with no recognition for the cargo traffic.

With respect to airport privatization, Janice Baker highlighted the lack of legislation or policies to regulate the relationship between airports and municipalities or limit activities to airport operations; the potential impact to municipal and regional tax, land use, expansion and municipal infrastructure; and, the potential for foreign ownership.

In response to a question from Councillor Thompson, Janice Baker confirmed that staff from the City of Mississauga are aware of the Federation of Canadian Municipalities' advocacy work with respect to airports and she advised that other Canadian municipalities have shared their Memorandum of Understanding between the municipality and airport with City of Mississauga staff.

Councillor Parrish requested the support of Regional Council for the City of Mississauga's efforts to enter into a Memorandum of Understanding, including paying fair Development Charges and improved payments in lieu of taxes, with the Greater Toronto Airports Authority.

Councillor Fonseca requested that Regional Council support efforts to be consulted, and work with the Federation of Canadian Municipalities to develop a Canadian Airports Act.

Item 14.2 was dealt with.

- 14.2. **Marc Garneau, Minister of Transport**, Letter dated January 22, 2018, Responding to a Letter from Regional Chair Dale, Regarding Airport Privatization of Pearson International Airport (Resolution 2017-906)

Received 2018-67

See also Resolution 2018-64

Additional Item 5.3:

- 5.3. **Christine Massey, Resident, Region of Peel**, Regarding the Report of the Integrity Commissioner Listed as Item 14.3 on the February 8, 2018 Regional Council Agenda

Received 2018-68

See also Resolutions 2018-62 and 2018-69

Christine Massey, Resident, Region of Peel, stated that the communication from Robert Swayze, Integrity Commissioner and Lobbyist Registrar, listed as Item 14.3 on the February 8, 2018 Regional Council agenda refers to a complaint she submitted against all members of Regional Council, with the exception of Councillor Sprovieri. Ms. Massey clarified that the subject of her complaint was not limited to the issue of fluoridated drinking water; it also related to a closed meeting of Regional Council held in January 2016, the suspension of the Community Water Fluoridation Committee, the inability to delegate to Regional Council on the issue of fluoride; and the referral of all communications related to fluoride to the suspended committee.

Item 14.3 was dealt with.

- 14.3. **Robert Swayze, Integrity Commissioner and Lobbyist Registrar**, Letter dated January 30, 2018, Regarding Integrity Commissioner Services

Received 2018-69

See also Resolution 2018-87

In response to a question from Councillor Sprovieri, Regional Chair Dale stated that the communication from Robert Swayze regarding Integrity Commissioner Services was not prepared by Region of Peel staff.

6. CONSENT AGENDA

Moved by Councillor Saito,
Seconded by Councillor Thompson;

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

- 7.2. Engineering Services for the Reconstruction of The Gore Road, from Queen Street East to Regional Road 50, Capital Projects 10-4070 and 15-4080, Document Number 2010-224P, City of Brampton, Ward 8
- 7.3. Engineering Services Design and Construction of New Plant 1 at G.E. Booth Wastewater Treatment Plant, Project 17-2926, Document Number 2017-488P, City of Mississauga, Ward 1
- 7.4. Curbside Battery Collection Update
- 13.3. Refreshed Corporate Regional Values

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried 2018-70

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

- 7.2. **Engineering Services for the Reconstruction of The Gore Road, from Queen Street East to Regional Road 50, Capital Projects 10-4070 and 15-4080, Document Number 2010-224P, City of Brampton, Ward 8**

Moved by Councillor Saito,
Seconded by Councillor Thompson;

That the contract (Document 2010-224P) for engineering services for the reconstruction of The Gore Road from Queen Street East to Regional Road 50, in the City of Brampton, between the Region of Peel and SNC Lavalin Incorporated (SNC) be extended in the estimated amount of \$686,083 for a total contract commitment of \$2,630,743 (excluding applicable taxes) to complete additional engineering and construction administration and inspection services under Capital Projects 10-4070 and 15-4080, in accordance with Purchasing By-law 113-2013.

Carried 2018-71

- 7.3. **Engineering Services Design and Construction of New Plant 1 at G.E. Booth Wastewater Treatment Plant, Project 17-2926, Document Number 2017-488P, City of Mississauga, Ward 1**

Moved by Councillor Saito,
Seconded by Councillor Thompson;

That the contract (Document 2017-488P) for engineering services for the construction of new Plant 1 at G. E. Booth Wastewater Treatment Plant be awarded to CIMA Canada Inc., in the estimated amount of \$9,499,842 (excluding applicable taxes), under Capital Project 17-2926, in accordance with Purchasing By-law 113-2013.

Carried 2018-72

- 7.4. **Curbside Battery Collection Update**

Moved by Councillor Saito,
Seconded by Councillor Thompson;

That the curbside battery collection program, consisting of two collection events per year, be continued as described in the report of the Commissioner of Public Works, titled "Curbside Battery Collection Update".

Carried 2018-73

- 13.3. **Refreshed Corporate Regional Values**

Received 2018-74

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. ITEMS RELATED TO PUBLIC WORKS

Chaired by Vice-Chair Councillor A. Groves

7.1. Regional Official Plan: Measuring and Monitoring Report (2017)

Presentation by Mark Head, Manager, Research and Analysis, Integrated Planning Division

Received 2018-75

Mark Head, Manager, Research and Analysis, Integrated Planning Division, stated that the Measuring and Reporting report is a requirement of the Regional Official Plan and addresses new Growth Plan indicators and provincial direction on monitoring, supports the Growth Management Strategy and informs the Peel 2041 policy review. He presented progress highlights in the areas of Built Environment, Natural Environment, and Resources noting that the monitoring results will be incorporated in background research, discussion papers and policy development to update the Regional Official Plan. The monitoring results will also be provided to the province to fulfill Growth Plan monitoring direction.

In response to questions from Councillor Thompson, Mark Head stated that the community greenhouse gas emissions indicator would be reviewed in the future once the emissions inventory was updated for the Region. He further advised that the on-farm diversification progress is based on Canadian Census data that has become available for the first time, and that the progress will be updated as additional data becomes available in future years.

Mark Head was requested by Councillor Shaughnessy to provide her with a summary of the gaps that exist in the rehabilitation of licensed aggregate sites. Mark Head explained that the gap refers to differences between the total site area disturbed and total site area rehabilitated as reported in compliance reports submitted annually by licensed aggregates producers.

In response to a question from Councillor Groves, Mark Head stated that policy improvements are being considered to help reduce and address climate change.

The Commissioner of Public Works was requested by Councillor Sprovieri to investigate whether the fluoridated water that is discharged into lakes and rivers is within acceptable levels.

In response to concerns raised by Councillor Parrish regarding the amount of road salt that drains from bridges into rivers and streams, Councillor Iannicca advised that the issue would be discussed at the next meeting of the Credit Valley Conservation Authority Board of Directors.

David Szwarc, Chief Administrative Officer, commended staff for their ground breaking work in the development of indicators that measure policy outcomes.

8. COMMUNICATIONS

- 8.1. **Scott R. Butler, Manager, Policy and Research, Ontario Good Roads Association**, Email dated January 17, 2018, Requesting Municipalities to Adopt a Resolution that Calls on the Minister of the Environment and Climate Change to Accelerate the Application for Review of the Municipal Class Environmental Assessment Process

Received 2018-76

See also Resolution 2018-77

Moved by Councillor Thompson,
Seconded by Councillor Shaughnessy;

Whereas a coalition of the Municipal Engineers Association (MEA) and the Residential and Civil Construction Alliance of Ontario (RCCAO) have successfully applied to have a review of the Municipal Class Environmental Assessment (MCEA) process conducted under Part IV (Section 61) of the *Environmental Bill of Rights Act, 1993* (EBR Act);

And whereas, impact studies and public meetings required by the MCEA process often take two years or more to complete before construction can commence;

And whereas, the MCEA requirements to evaluate alternatives are often not well aligned with prior or municipal land use planning decisions;

And whereas, analysis by the RCCAO has demonstrated that the time to complete an environmental assessment rose from 19 months to 26.7 months and costs went from an average of \$113,300 to \$386,500;

And whereas, the Auditor General of Ontario has tabled recommendations for modernizing the MCEA process;

And whereas, in spite of written commitments made by the Ministry of the Environment and Climate Change between 2013-2015, no action has been taken;

And whereas, local projects that do not have the necessary approvals could lose out on the next intake of Build Canada funding;

Therefore be it resolved, that The Regional Municipality of Peel requests that the Minister of the Environment and Climate Change take immediate steps to expedite the response process for Part II Orders or Bump-Up requests, as part of the s.61 review to improve MCEA process times and reduce study costs;

And further, that the Minister of the Environment and Climate Change support changes to better integrate and harmonize the MCEA process with processes defined under the *Planning Act*,

And further, that the Minister of the Environment and Climate Change amend the scope of MCEA reports and studies to reduce duplication with existing public processes and decisions made under municipal Official Plans and provincial legislation;

And further, that a copy of this resolution be forwarded to the Minister of the Environment and Climate Change, Ontario Good Roads Association Board of Directors and the Association of Municipalities of Ontario.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; J. Sprovier; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried 2018-77

See also Resolution 2018-76

- 8.2. **Sandra Sharpe, Executive Assistant to the Mayor, Town of Caledon**, Email dated January 30, 2018, Providing a Copy of an Open Letter from Sylvia Jones, MPP Dufferin-Caledon to Kathryn McGarry, Minister of Transportation Regarding the Delayed Provincial Update on the Future of the GTA West Highway Corridor

Received 2018-78

The Regional Chair was directed to write a letter to the Minister of Transportation, on behalf of Regional Council, to request a meeting to discuss the Region of Peel's position regarding the GTA West Highway Corridor.

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

- 9.1. **Updated Ontario Public Health Standards**
Presentation by Dr. Jessica Hopkins, Medical Officer of Health

Received 2018-79

Dr. Jessica Hopkins, Medical Officer of Health, advised that the updated Ontario Public Health Standards (the Standards) outline requirements for public health programs and services that must be delivered by Boards of Health under the *Health Protection and Promotion Act*. The Standards continue public health's core mandate of assessment and surveillance; health promotion and policy development; health protection; disease prevention, and; emergency preparedness. Highlights of the updated Standards include enhanced flexibility to respond and adapt to local needs; strengthened accountability, transparency, and demonstrating impact; increased emphasis on population health assessment and decreasing health inequities; more explicit mandate for collaboration with partners, including Local Health Integration Networks and Indigenous communities, and; enhanced focus on emerging areas such as mental health and substance abuse.

In response to a question from Councillor Sprovieri, the Medical Officer of Health advised that, as a physician and citizen, she strongly supports vaccinations for the prevention of diseases and that modern vaccines contain fewer antigens than in the past and that the number is far fewer than what they are exposed to in daily life; and that vaccines undergo rigorous safety testing and monitoring. She noted that advancements in science have enabled the creation of vaccines against more diseases than in the past.

In response to a question from Councillor Groves, Dr. Hopkins advised that the decision to supply schools with naloxone kits would be up to the School Boards, however, data indicates that opioid overdose is more prevalent in young to middle aged adults, rather than school aged children.

The Commissioner of Health Services was requested by Councillor Palleschi to invite representatives from the Central West Local Health Integration Network to discuss overcrowding issues at Brampton Civic Hospital.

10. COMMUNICATIONS - Nil

11. ITEMS RELATED TO HUMAN SERVICES

Chaired by Councillor M. Medeiros

11.1. Daniels Affordable Housing Project - Project Financing - 360 City Centre Drive, City of Mississauga, Ward 4

Moved by Councillor Kovac,
Seconded by Councillor Parrish;

That Capital Project 165038, located at 360 City Centre Drive, City of Mississauga, Ward 4 (the "Project"), be revised to \$66,966,522 with funding in the amount of \$26,250,101 from Social Housing Development Charges (R3526); \$1,497,301 from Regional Housing Reserves (R1160); \$16,200,000 in debt financing; \$12,994,105 from the Investment in Affordable Housing (IAH) Extension program; \$7,025,015 from the Social Infrastructure Fund (SIF) Rental Housing component; and \$3,000,000 from the Social Infrastructure Fund (SIF) Seniors Rental Housing component;

And further, that Regional Council approve the issuance of debentures in the maximum principal amount of \$16,200,000 over a term not to exceed 40 years for the purpose of financing the purchase of the yet-to-be constructed affordable housing units included in the Project;

And further, that the duly authorized signing officers of the Regional Corporation, subject to the approval of the Project by the Ontario Minister of Housing or his designate, execute an Investment in Affordable Housing (IAH) 2014 Extension Contribution Agreement, together with such further ancillary documents that may be required, in form satisfactory to the Region’s Commissioner of Human Services and the Regional Solicitor, to provide partial funding for the Project in the amount of \$12,994,105;

And further, that the duly authorized signing officers of the Regional Corporation, subject to the approval of the Project by the Ontario Minister of Housing or his designate, execute a Social Infrastructure Fund (SIF) Rental Housing Contribution Agreement, together with such further ancillary documents that may be required, in a form satisfactory to the Region’s Commissioner of Human Services and the Regional Solicitor, to provide partial funding for the Project in the amount of \$7,025,015;

And further, that the duly authorized signing officers of the Regional Corporation, subject to the approval of the Project by the Ontario Minister of Housing or his designate, execute a Social Infrastructure Fund (SIF) Seniors Rental Housing Contribution Agreement, together with such further ancillary documents that may be required, in a form satisfactory to the Region’s Commissioner of Human Services and the Regional Solicitor, to provide partial funding for the Project in the amount of \$3,000,000.

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

Carried 2018-80

12. COMMUNICATIONS - Nil

13. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

13.1. Trade Agreement Impacts to Procurements for the Region of Peel

Received 2018-81

In response to a question from Councillor Saito, the Commissioner of Finance and Chief Financial Officer advised that the Agreements include provisions to enable pre-posting of tenders up to a year in advance and that staff are reviewing the process to ensure timelines are acceptable.

13.2. Use of Corporate Resources for Elections Policy

Moved by Councillor Groves,
Seconded by Councillor McFadden;

That the Use of Corporate Resources for Elections Policy, attached as Appendix I to the report of the Commissioner of Corporate Services, titled "Use of Corporate Resources for Elections Policy", be approved;

And further, that the Council Code of Conduct be amended by adding Section J, Part x – Relations with Corporation, Council, as outlined in the subject report.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried 2018-82

13.4. Supply of Managed Connected Meeting Rooms - Document 2017-492P

Moved by Councillor Jeffrey,
Seconded by Councillor Downey;

That the Contract (Document 2017-492P) for the Supply of Managed Connected Meeting Rooms be awarded to AVI-SPL Canada Ltd. in the estimated amount of \$1,000,000 (excluding applicable taxes) for a contract period of five (5) years, in accordance with Purchasing By-law 113-2013;

And further, that approval be granted to renew the Contract for five optional 12 month periods, subject to available funding and satisfactory performance;

And further, that subject to budget availability, approval be granted to the Director of Procurement to increase and extend the Contract if actual requirements exceed estimated quantities, and to purchase additional related or new offerings to address evolving technology and business needs through direct negotiation with AVI-SPL Canada Ltd. based on the requirements outlined in Document 2017-492P.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried 2018-83

13.5. **Report from Robert Swayze, Integrity Commissioner, Regarding Code of Conduct Complaint - Sprovieri v. Jeffrey**

Councillor Sprovieri placed the following motions:

That the report listed as Item 13.5 regarding a complaint against Mayor Jeffrey be referred to the Ombudsman of Ontario for determination as to whether the Council Code of Conduct has been violated.

That the \$18,000 paid to Mayor Jeffrey be referred to the Ontario Ombudsman for a determination of as to whether it was an appropriate use of taxpayer funds.

The Regional Clerk responded to procedural questions raised by Members of Regional Council and advised that discussion of a matter previously decided by Regional Council would require a two-thirds majority vote to reconsider the matter.

Councillor Iannicca called the question on Councillor Sprovieri’s motions, and all other related matters.

Councillor Sprovieri requested a recorded vote.

Moved by Councillor Iannicca,
Seconded by Councillor Parrish;

That the motions placed by Councillor Sprovieri and items 13.5 and 14.4 be voted upon.

In Favour	G. Carlson; B. Crombie; J. Downey; C. Fonseca; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; C. Parrish; P. Saito; B. Shaughnessy; A. Thompson	Total 16
Opposed	G. Gibson; G. Miles; E. Moore; M. Palleschi; J. Sprovieri	5
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	K. Ras; R. Starr	2

Carried by two-thirds Majority 2018-84

Councillor Jeffrey declared a conflict of interest with respect to item 13.5 listed on the February 8, 2018 Regional Council agenda.

Moved by Councillor Sprovieri,
Seconded by Councillor Moore;

That the report listed as Item 13.5 regarding a complaint against Mayor Jeffrey be referred to the Ombudsman of Ontario for determination as to whether the Council Code of Conduct has been violated.

In Favour	G. Gibson; E. Moore; M. Palleschi; C. Parrish; J. Sprovieri	Total 5
Opposed	G. Carlson; B. Crombie; J. Downey; C. Fonseca; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; P. Saito; B. Shaughnessy; A. Thompson	15
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	L. Jeffrey; K. Ras; R. Starr	3

Lost 2018-85

Moved by Councillor Sprovieri,
Seconded by Councillor Moore;

That the \$18,000 paid to Mayor Jeffrey be referred to the Ontario Ombudsman for a determination as to whether it was an appropriate use of taxpayer funds.

In Favour	G. Gibson; G. Miles; E. Moore; M. Palleschi; J. Sprovieri	Total 5
Opposed	G. Carlson; B. Crombie; J. Downey; C. Fonseca; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; C. Parrish; P. Saito; B. Shaughnessy; A. Thompson	15
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	L. Jeffrey; K. Ras; R. Starr	3

Lost 2018-86

Moved by Councillor Crombie,
Seconded by Councillor Parrish;

That the Report dated January 23, 2018, from the Integrity Commissioner on the complaint against Regional Councillor Jeffrey from Regional Councillor Sprovieri be received.

Carried 2018-87

See also Resolutions 2018-69 and 2018-88

Item 14.4 was dealt with.

- 14.4. **Resident, Region of Peel**, Letter dated February 6, 2018 Regarding the Report of the Integrity Commissioner listed as Item 13.5 on the February 8, 2018 Regional Council Agenda

Received 2018-88

See also Resolutions 2018-62 and 2018-87

14. COMMUNICATIONS

- 14.1. **Jennifer Evans, Chief, Peel Regional Police**, Letter dated January 12, 2018, Regarding Metrolinx Light Rail System (LTR) Potential Disruption from the Construction to the Public Sector Network (PSN)

Received 2018-89

- 14.2. **Marc Garneau, Minister of Transport**, Letter dated January 22, 2018, Responding to a Letter from Regional Chair Dale, Regarding Airport Privatization of Pearson International Airport (Resolution 2017-906)

This item was dealt with under Resolution 2018-67

- 14.3. **Robert Swayze, Integrity Commissioner and Lobbyist Registrar**, Letter dated January 30, 2018, Regarding Integrity Commissioner Services

This item was dealt with under Resolution 2018-69

Additional Item – Item 14.4.

- 14.4. **Resident, Region of Peel**, Letter dated February 6, 2018 regarding the Report of the Integrity Commissioner listed as Item 13.5 on the February 8, 2018 Regional Council Agenda

This item was dealt with under Resolution 2018-88

15. **OTHER BUSINESS** - Nil

16. **NOTICES OF MOTION** - Nil

17. **BY-LAWS**

Three Readings

By-law 9-2018: A by-law to govern the calling, place, and proceedings of the meetings of Council and its committees and the conduct of their members and to repeal By-laws 100-2012, 117-2013 and 12-2016.

Moved by Councillor Shaughnessy,
Seconded by Councillor Saito;

That the by-law listed on the Regional Council agenda, being By-law 9-2018, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2018-90

18. **IN CAMERA MATTERS** - Nil

19. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Medeiros,
Seconded by Councillor Kovac;

That By-law 10-2018 to confirm the proceedings of Regional Council at its meeting held on February 8, 2018, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the corporate seal be affixed thereto.

Carried 2018-91

20. ADJOURNMENT

The meeting adjourned at 12:16 p.m.

Regional Clerk

Regional Chair

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD February 22, 2018	MEETING NAME Regional Council
--	----------------------------------

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

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

E-mail: council@peelregion.ca

REQUEST DATE YYYY/MM/DD

January 25, 2018

NAME OF INDIVIDUAL(S)

Jim Faught; Tom O'Callaghan; Aitor Arbesu; Vicente Valencia

POSITION/TITLE

Communications Director; Deputy Project Director and Commercial Manager; Design Build Director; CEO

NAME OF ORGANIZATION

LINK427

E-MAIL

jfaught@lura.ca

TELEPHONE NUMBER

(416) 908-2304

EXTENSION FAX NUMBER

NAME OF INDIVIDUAL(S)

POSITION/TITLE

NAME OF ORGANIZATION

E-MAIL

TELEPHONE NUMBER

EXTENSION FAX NUMBER

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

Presentation on the Highway 427 Expansion Project on February 22, 2018.

I AM SUBMITTING A FORMAL PRESENTATION TO ACCOMPANY MY DELEGATION

 YES NOIF YES, PLEASE ADVISE OF THE FORMAT OF YOUR PRESENTATION (ie POWERPOINT) PowerPoint**Note:**

Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 100-2012, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).

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

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

Personal information contained on this form is authorized under Section IV-4 of the Region of Peel Procedure By-law 100-2012 as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be video broadcast on the local cable television network where video files will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

Meeting with Region of Peel Council

Thursday, February 22, 2018



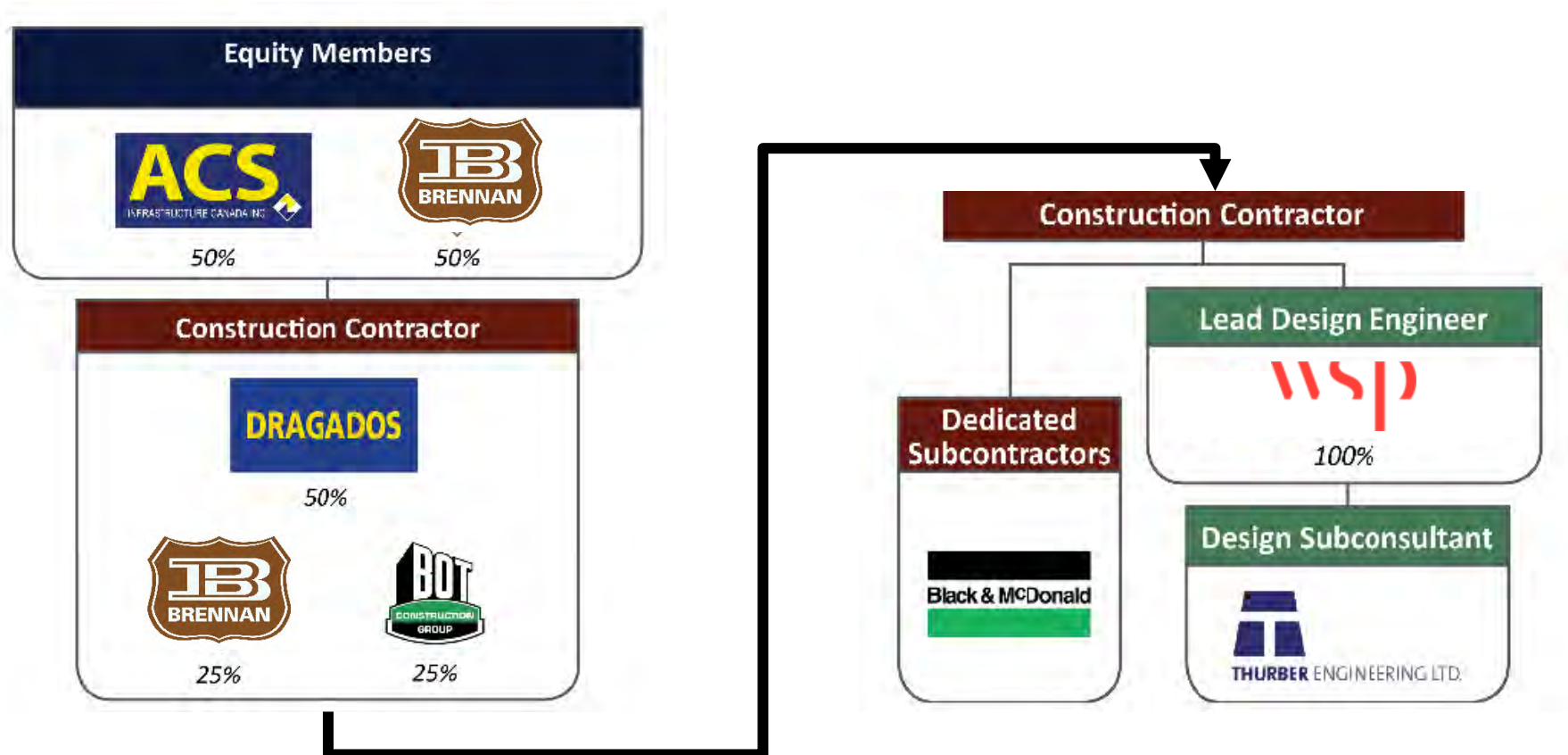
Agenda

1. Introduction to LINK427
2. Highway 427 Expansion Project Overview
3. Communications Activities and Tools
4. Questions/Comments

LINK427 Organization

- The LINK 427 team includes:
 - **Developer:** ACS Infrastructure Canada Inc. and Miller LINK427 Partners Inc.
 - **Construction:** Dragados Canada Inc., Miller and BOT Infrastructure Ltd.
 - **Design:** WSP Group Ltd. and Thurber Engineering Ltd.

LINK427 Organization



Project Overview

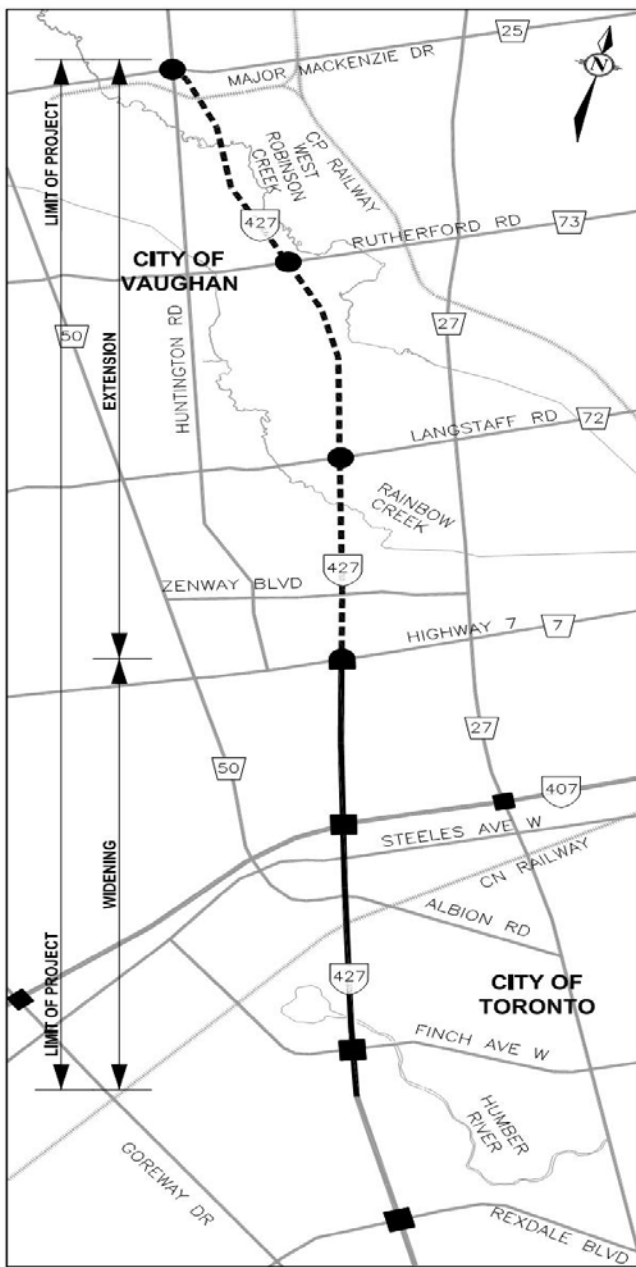


Highway 427 Expansion Project Overview

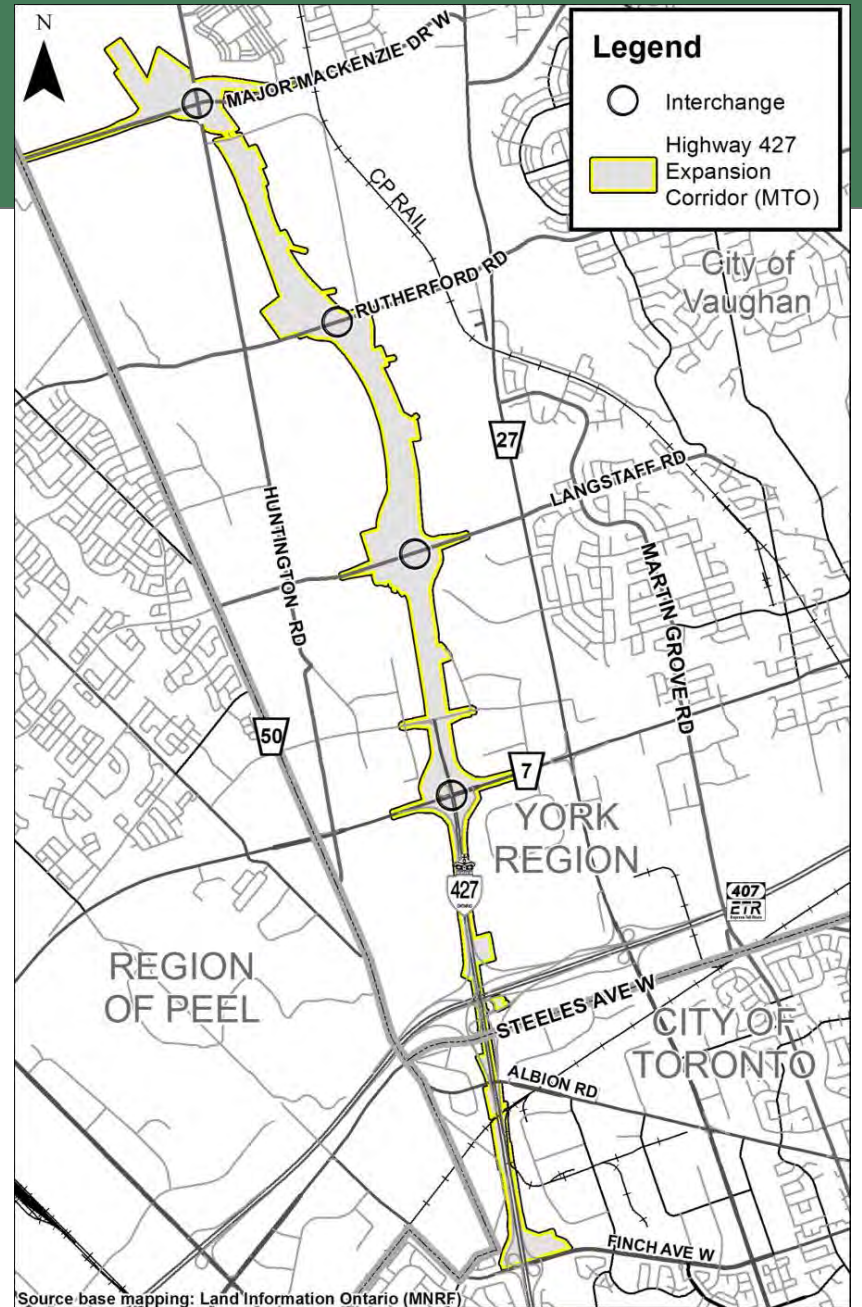
- LINK427 signed a \$616-million fixed-price contract with the Ministry of Transportation and Infrastructure Ontario to design, build, finance and maintain the Highway 427 Expansion.
- The contract includes a 30-year period starting with the opening of the highway, during which LINK427 will be responsible for the ongoing maintenance of the highway.
- Construction is expected to start in Spring 2018 and the Project is expected to conclude in 2021.

Highway 427 Expansion Project Overview

- The Highway 427 Expansion project includes the design and construction of the following:
 - New 6.6 km extension from Highway 7 to Major Mackenzie Drive with:
 - eight lanes from Highway 7 to Rutherford Road;
 - six lanes from Rutherford Road to Major Mackenzie Drive;
 - three new interchanges (Langstaff Road, Rutherford Road and Major Mackenzie Drive); and
 - new managed lanes at the median.
 - 4.0 km road widening from Finch Avenue to Highway 7:
 - from six to eight lanes between Finch Avenue to south of Steeles Avenue;
 - from four to eight lanes, from south of Steeles Avenue to Highway 7; and
 - new managed lanes at the median.



- EXISTING INTERCHANGE
- NEW INTERCHANGE
- UPGRADED INTERCHANGE
- HIGHWAY EXTENSION
- HIGHWAY WIDENING



Source base mapping: Land Information Ontario (MNR)

Communications



LINK427 Communications

Overview of Communications Approaches and Tools

- **Highway 427 Expansion Project Website**
 - The Highway 427 Expansion project website (www.427expansion.ca) will be the central portal for communication providing updates and information on traffic disruptions, construction activities and progress.
- **One-Window Communication**
 - LINK427 has established a one-window communication system for public enquiries, complaints and comments. Members of the public may contact LINK by telephone: [1-888-352-8085](tel:1-888-352-8085) (French Language line: 1-888-595-3152) or by email via ask@427expansion.ca

LINK427 Communications

Overview of Communications Approaches and Tools

- **Variable Message Panels**
 - Portable variable messaging signs (PVMS) will be used at key locations and updated as needed to communicate, in real time, key information related to traffic management.

- **Notices & Bulletins**
 - Notices of upcoming consultations or other project activities will be delivered via the Project Mailing List, E-mail List, Project website, and local newspapers. Notices will also be mailed out residents and businesses that reside in a 2km radius of the project boundary.
 - Project Bulletins will be prepared monthly, or more frequently if required and may include information on PICs, construction activities, traffic detours and other relevant information. These bulletins will be sent via email and available on the Project website.

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/02/22	MEETING NAME Regional Council
--	---

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582 Fax: 905-791-1693
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2018/02/12
--

NAME OF INDIVIDUAL(S) Amanjot Singh

POSITION/TITLE Sr. Engineer, Water & Climate change Science

NAME OF ORGANIZATION Credit Valley Conservation Authority

E-MAIL amanjot.singh@cvc.ca	TELEPHONE NUMBER (905) 670-1615	EXTENSION 267	FAX NUMBER (905) 670-2210
---------------------------------------	---	-------------------------	-------------------------------------

NAME OF INDIVIDUAL(S)

POSITION/TITLE

NAME OF ORGANIZATION

E-MAIL	TELEPHONE NUMBER	EXTENSION	FAX NUMBER
--------	------------------	-----------	------------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Following a presentation to the CVC Board of Directors on the impacts of road salt on water bodies, Councillor Nando Iannicca requested that CVC staff give the presentation to Peel Regional Council.
--

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

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

Note:

Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 100-2012, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).

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

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

Personal information contained on this form is authorized under Section IV-4 of the Region of Peel Procedure By-law 100-2012 as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be video broadcast on the local cable television network where video files will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.



**Credit Valley
Conservation**
inspired by nature

Road Salt Impacting our Water Bodies

Regional Council Meeting

February 22, 2018

Amanjot Singh, Ph.D., P. Eng.
Sr. Engineer



Perspective

Tap Water



Normal Cl : <10 mg/L

Guideline : 250 mg/L

Creek Water



Normal Cl : <30 mg/L

Guideline : 120 mg/L (chronic)
640 mg/L (acute)

Sea Water

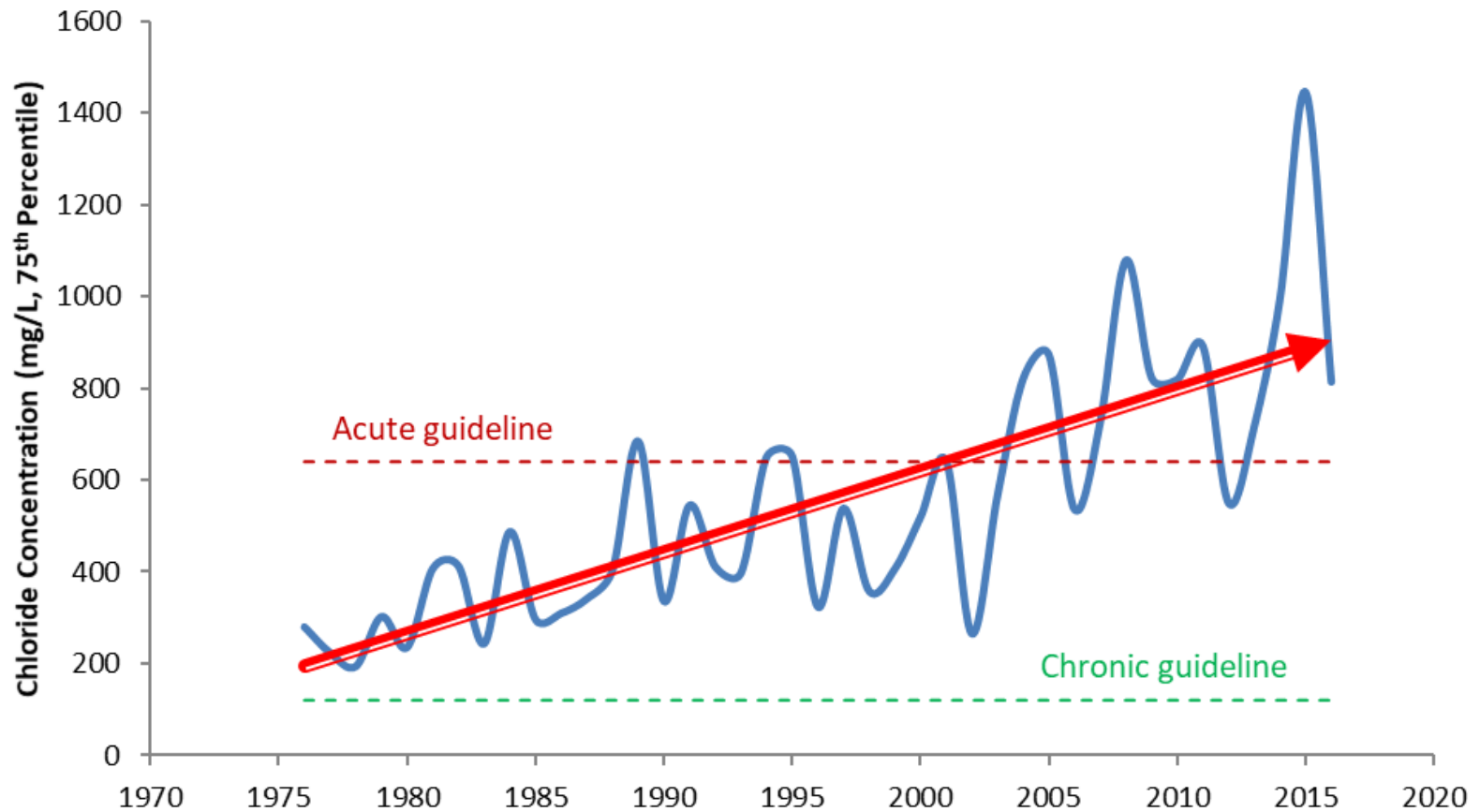


Normal Cl : 20,000 mg/L

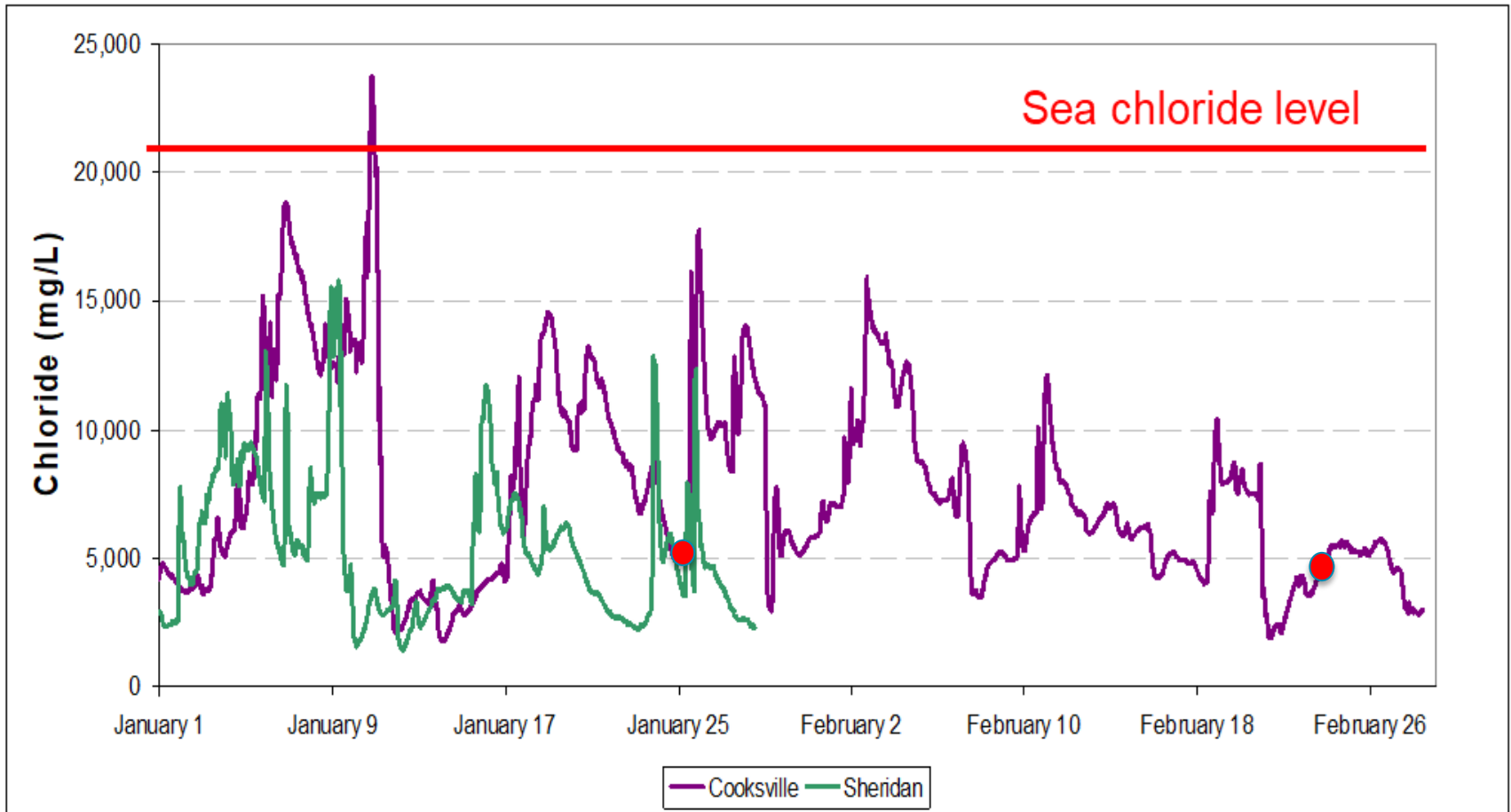
What is happening in the urban creeks
-Chloride Concentration-



Long Term Chloride Trend – Sheridan Creek



What Real-time Records Tell Us





Winter/Spring
Quick Flush
Chloride spikes to Ocean levels

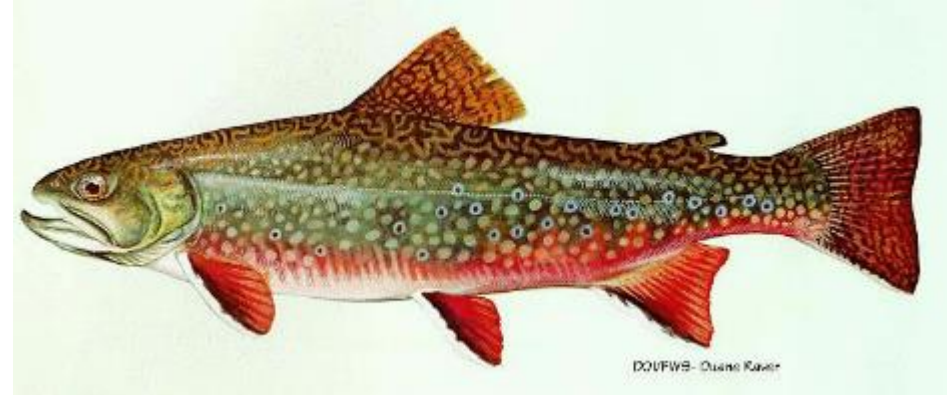


Summer/Fall
Chronic Chloride about acute
guidelines

Implications



Sensitive Species



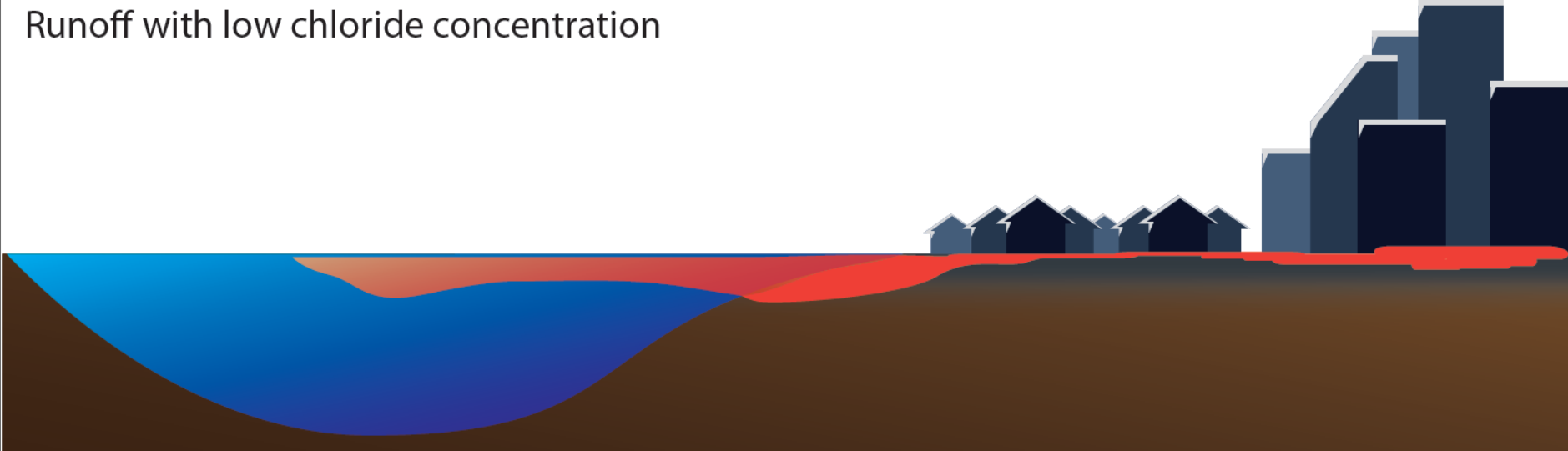
Infrastructure



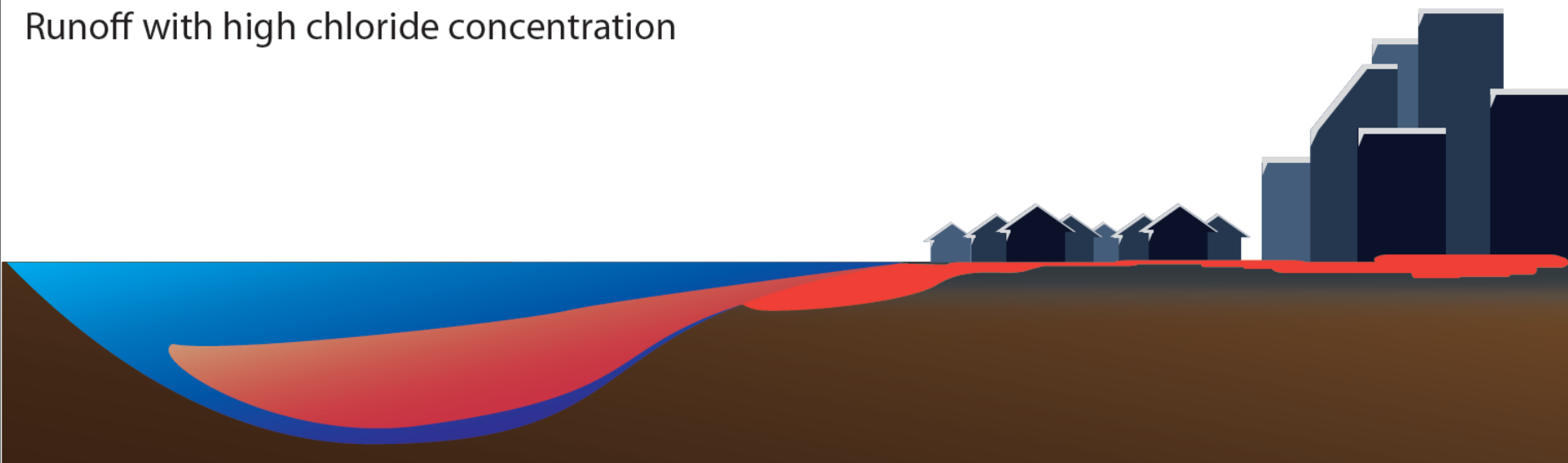
Is chloride partially responsible for this!!



Runoff with low chloride concentration



Runoff with high chloride concentration



Headwaters, Groundwater, and Agricultural



DRINKING WATER SOURCE PROTECTION

Farm awarded \$100,000 for damage caused by road salt



CTV Kitchener: Farmer awarded \$100,000



Municipalities and farmers are pondering the implications of a ruling on liability for damage from road salt. Tyler Calver has the story.

CTV London: Concern after road salt ruling



Ontario municipalities are worried after a court ruled in favour of a farmer over damage from the use of road salt. Gerry Dewan reports.

Time to review Management options



Change Public Expectation



Options to Explore

- Operators Certification (parking lots)
- Parking lot redesign
- Critical areas identification (heated ramps/slopes)
- Ploughing/shoveling
- Mandatory snow/stud tires
- De/anti-icer alternatives
- Explore state-of-the-art technology options



This page is
intentionally left blank

**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

This page is
intentionally left blank

For Information

DATE: February 13, 2018

REPORT TITLE: **PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS**

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

OBJECTIVE

To provide a summary of the Region of Peel's resident client satisfaction research conducted in the summer of 2017.

REPORT HIGHLIGHTS

- The 2017 Client Satisfaction Index for the Region of Peel is 7.7 out of 10.
- The main drivers of client satisfaction are: Timeliness, Staff Performance, Service Process and Service Outcome; consistent with previous waves of research.
- The relative impact of drivers varies depending on the channel used to access a service and whether the service is transactional or relational in nature.
- There is a strong movement toward accessing services online via the website and there is good potential for moving more residents to access the website first.

DISCUSSION
1. Background

Regional services have multiple outcomes that align to our 20-year Strategic Plan. The External Client Satisfaction survey focuses on one of those outcomes which is that the community's voice and participation is welcomed and contributes to being a leading organization. In addition, client satisfaction research supports the Regional Council's Accountability and Transparency policy which includes direction to regularly measure and report on satisfaction with Regional services.

2017 marks the sixth wave of the comprehensive client satisfaction survey. Previous surveys were conducted in 2008, 2009, 2011, 2013 and 2015. With each survey release the methodology is reviewed for enhancements over previous iterations. For 2017, the survey was designed to provide more information on differences in drivers of satisfaction based on channel of service access (e.g. online versus call-centre versus in-person). With the alignment to the Region's service framework, it resulted in the first time inclusion of the employment support service.

PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS

a) Survey Objectives

The survey was designed to address the following objectives:

- Provide current data for the Region-wide Client Satisfaction Index (CSI);
- Measure clients' satisfaction for specific services;
- Understand clients' service access experience;
- Update the drivers of satisfaction; and
- Identify opportunities for improvement.

b) Survey Limitations

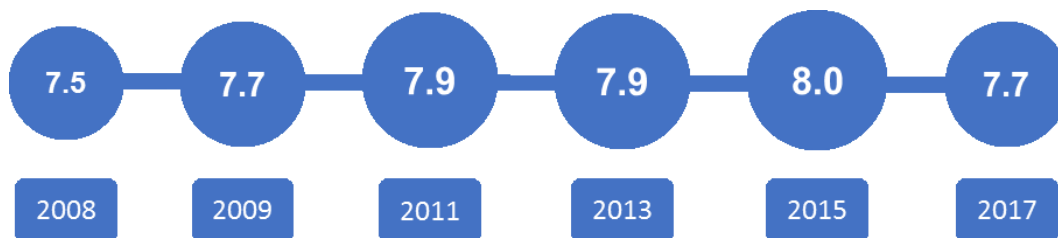
The response rate for each individual service ranges from 12 per cent to 27 per cent, which is a normal range for this type of research. This research is subject to the following standard precautions when interpreting results:

- Margin of error is higher than ideal for some services that use a random sample contact list;
- Non-response bias is considered in situations where census contact lists are used as opposed to a sample selection;
- Seven separate survey instruments were administered in varied formats (telephone, online, intercept interview and mail-in) to best reach respondents, this limits the comparability of results across the surveys; and
- Some questions were rephrased and there were changes to survey structure compared to previous waves, this limits the degree to which answers can be compared year over year.

2. Findings

The results of the 2017 client satisfaction research are positive overall. Region of Peel's CSI currently stands at 7.7 out of 10.

Figure 1: Historical Client Satisfaction Index (CSI)



The index is a weighted average of the mean score (out of 10 points) for each service measured by budget allocated to the service. To gauge overall client satisfaction the respondents were asked to apply a rating of 1 to 5. To achieve a mean out of 10, each service rating was transposed as: 1 = 0, 2 = 2.5, 3 = 5, 4 = 7.5 and 5 = 10.

PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS

This change from 2015 to 2017 is influenced by lower satisfaction levels for curbside waste collection and Regional roads maintenance, which are both heavily weighted services in the index. The implementation of the bi-weekly cart-based collection program is a significant change that has occurred since 2015. The decline in the Regional roads maintenance satisfaction score is correlated with increasing concerns and dissatisfaction with traffic congestion.

a) Drivers of Peel Region's Client Satisfaction – Non Website Channels

The overall drivers of satisfaction for 2017 continue to be consistent with the drivers from previous waves of the research. The drivers are visualized in Figure 2.

Figure 2: General Drivers of Resident Client Satisfaction Model



The first five drivers apply to every service experience. When a resident or client contacts the Region of Peel to resolve a problem, how the problem resolution is handled also contributes to client satisfaction.

For services that have a Peel contact (ongoing relationship with one point of contact such as an Ontario Works Caseworker), the performance of the contact person is one of the strongest drivers of satisfaction with service.

This year additional analysis was conducted to determine variations in the overall driver model by service access channels (telephone, in-person, e-mail, website etc.). The same drivers apply (except for website access), however, the relative strength of the drivers shift depending on the channel.

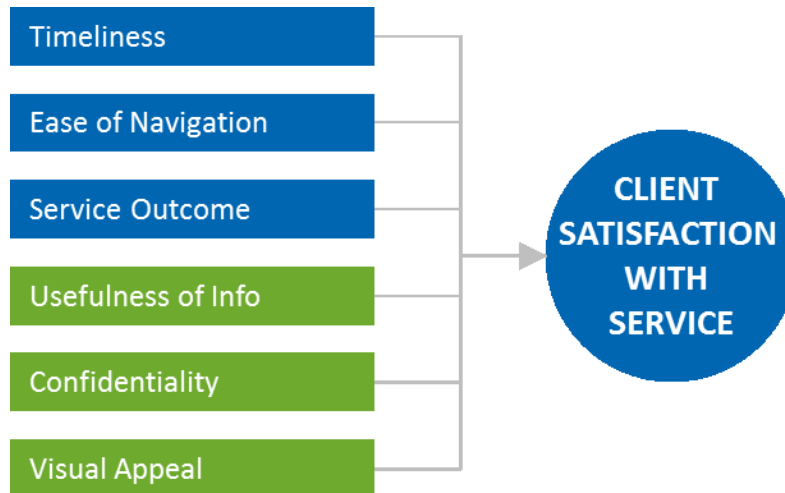
With knowledge of the relative strengths of drivers by access channel, it is possible to better target improvement efforts. For transactional services accessed by the website or telephone, improving timeliness is the most important focus. For in-person channels, satisfaction with staff, problem resolution and outcome tend to be stronger drivers. Finally, for the email channel, primary action item is ease of accessing staff (e.g. timely reply, getting to the right person).

PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS

b) Drivers of Peel Region's Client Satisfaction – Website Channel

The drivers of satisfaction for services accessed through the website are found to be different than other channels (see Figure 3).

Figure 3: Website Channel Drivers of Resident Client Satisfaction Model



Timeliness, ease of navigation (similar to ease of access) and service outcome are consistent, however unique drivers include usefulness of the information, confidentiality and visual appeal.

c) Digital Services Trends

The following are key trends that have been uncovered through the survey:

- More residents are using the Region's website to receive information or access transactional services:



- Many of these visits have been to review the waste management calendar, carts or Community Recycling Centres.
- Satisfaction with the service experience using the website is 7.7. Ipsos has indicated that this is among the best in class across comparative government websites.
- Speed of locating information and ease of navigation are the strongest drivers of satisfaction.
- Average expected time to find what is being looked for is 3.8 minutes. Average actual time is 5.9 minutes.
- 44 per cent of residents who accessed services by phone or in-person are very likely to start with accessing the website first for their next inquiry. An additional 22 per cent are somewhat likely.

PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS

- Clients of relational services (i.e. services with a Peel contact) often use multiple channels throughout their service delivery. The use of the website channel as a part of the mix has doubled over the past 2 years - from 15 per cent to 32 per cent.

3. Proposed Direction

a) Communications and Digital Strategy Support

There is a strong movement toward accessing services online via website and there is good potential for moving more residents to access the website first. Furthermore, understanding the key drivers of satisfaction, and understanding how the drivers differ given different access channel methods (online vs. telephone vs. in-person) will help the Region of Peel target improvement efforts better. For example, the results of this survey will provide important inputs to the implementation of the Region of Peel's Communication Strategy. In particular this research will help inform development of:

- Communication Strategy Outcome #4 - Citizens are able to easily access the information and services they require. To achieve this outcome, we intend to develop and implement a multi-channel strategy with emphasis on social media and website enhancements and; refine our website to ensure optimal access and engagement.

The results of this research will also help inform several initiatives within the Region of Peel's Digital Strategy, particularly in the area of engaging through experience: "Technology to enable seamless and differentiated experiences for employees, residents and third-party vendors when engaging with the Region of Peel". Client Satisfaction metrics are outlined as direct measures of success for this strategy:

- Increased number of self-service transactions;
- Reduced time to serve; and
- Increased resident satisfaction (on the client satisfaction survey).

b) Service Specific Improvements

Survey results are in many ways consistent with and complementary to initiatives that staff are already working on to improve services. The results of this survey will help to inform the development and implementation of those ongoing activities. The following highlights initiatives currently underway.

In keeping with the need for families to have consistent information and 'just-in-time' breastfeeding assessment and support, breastfeeding clinics are available to clients on a walk-in basis (no appointment necessary), and are never closed for more than three consecutive days during holiday periods. The Breastfeeding Companions program, which provides peer support to breastfeeding mothers, is available to all new mothers and provides ongoing support through telephone contacts and a dedicated Facebook page. The breastfeeding program strives to ensure that information for clients is consistent through regular reviews of the literature, policies, procedures, nursing practice standards and volunteer training.

Healthy Babies Healthy Children has made changes to improve the identification and referral of potential clients who would most benefit from the home visiting program.

8.1-6

PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS

Public Health Nurses are now available in each of the three Peel hospitals, seven days per week, to complete client assessments and referrals. These actions help to ensure information given to clients and access to the program is consistent across facilities.

In Human Services, the survey results will help inform several plans and strategies that are under development including but not limited to: the development of a Child Care and Early Years Programs and Services Plan; review of Ontario Works administration and Provincial direction for reform, Case Management Model Review, service modernization to increase access to programs and services; and the refresh of Peel's Housing and Homelessness Plan including revised strategies and actions.

In Public Works, the survey results will inform initiatives that include:

- The Development of a New Long Term Waste Management Strategy;
- Implementation of the Accessible Transportation Master Plan (ATMP), which will establish, implement, and maintain a multi-year accessibility plan to prevent and remove barriers and meet Accessibility for Ontarians with Disabilities Act (AODA) requirements;
- The renewal of The Long Range Transportation Master Plan which addresses major transportation challenges that the Region of Peel expects to face over the next several decades, such as increasingly congested roads due to high population growth and sustainable planning and protection of our environment to ensure a liveable future; and
- The development of another payment option which will provide digital access to a person's water bill and account. The access will allow for paying on line, viewing the water bill, receiving alerts about the account and changing account information such as address and ownership without the need to call the Region of Peel.

c) Future iterations of the survey

The next wave of the survey is currently scheduled for Q2 of 2019. In the interim, the Region will continue to explore opportunities to evolve the survey methodology in order to reduce survey limitations and increase the robustness of the results.

CONCLUSION

Overall, the results of the 2017 client satisfaction survey are positive. The CSI currently stands at 7.7 out of 10.

At a strategic level, the results have re-confirmed the key drivers of satisfaction that have been determined in previous waves of this research. The relative importance between the drivers change depending on the channel used to access a service. Insights from this research serve as a key input into targeted service improvement efforts in the organization. Although the Region of Peel is focusing on modernizing service delivery and increasing digital options, delivery of services through other channels will continue, either fully or through a multi-channel

PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS

approach, for the foreseeable future. This research will help ensure that the Region of Peel continues to deliver services with a high degree of client satisfaction regardless of the channel(s) used to access services.



Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Peel Region's External Client Satisfaction Survey 2017 Methodology Summary

For further information regarding this report, please contact Chine Nkado, Manager, Business Intelligence Centre of Excellence, extension 4516, chine.nkado@peelregion.ca.

Authored By: Davor Felipic

8.1-8

**APPENDIX I
PEEL REGION'S EXTERNAL CLIENT SATISFACTION SURVEY 2017 RESULTS**

2017 External Client Satisfaction Survey Methodology

	Public Works Services	Public Health Services	Human Services	Paramedic Services	Long Term Care Services (residents and family members)	Emergency Shelters/ Transitional Housing	Peel Living
Sample Size	n=1212	n=903	n=503	n=331	n=340 (Resident Survey) n=207 (Family Member Survey)	n=107	n = 640
Sample Type	General Population Random Sample	Client List Census	Client List Random Sample	Client List Random Sample	Client List Census	Intercept Interviews	Client List Random Sample
Method	59% Online 41% Telephone	14% Online 86% Telephone	41% Online 59% Telephone	18% Online 82% Mail	<p>Resident Survey 68% completed by resident 100% mail</p> <p>32% completed by family member 91% Mail 9% Online</p> <p>Family Member Survey 81% Mail 19% Online</p>	100% Face to Face	38% Online 62% Telephone
Fielding Period	July 27 – Aug 29	July 26 – Aug 31	July 26 – Aug 31	June 29- Aug 29	July 4 – Aug 21 July 19 – Aug 29	June 27- July 12	July 10 – Aug 1



External Client Satisfaction Survey

2017 Results Summary Report



2017 External Client Satisfaction Survey

6th Wave

of the research. First conducted in 2008, following by surveys in 2009, 2011, 2013 and 2015.

4200

Residents

across 20 services participated in the survey

Research Commissioned to:

Ipsos Public Affairs

GAME CHANGERS



Ipsos was commissioned to run the research for most services administered to residents of Peel. Results in this report were produced by Ipsos.



Malatest was commissioned for the Peel Living portion of the survey initiative.

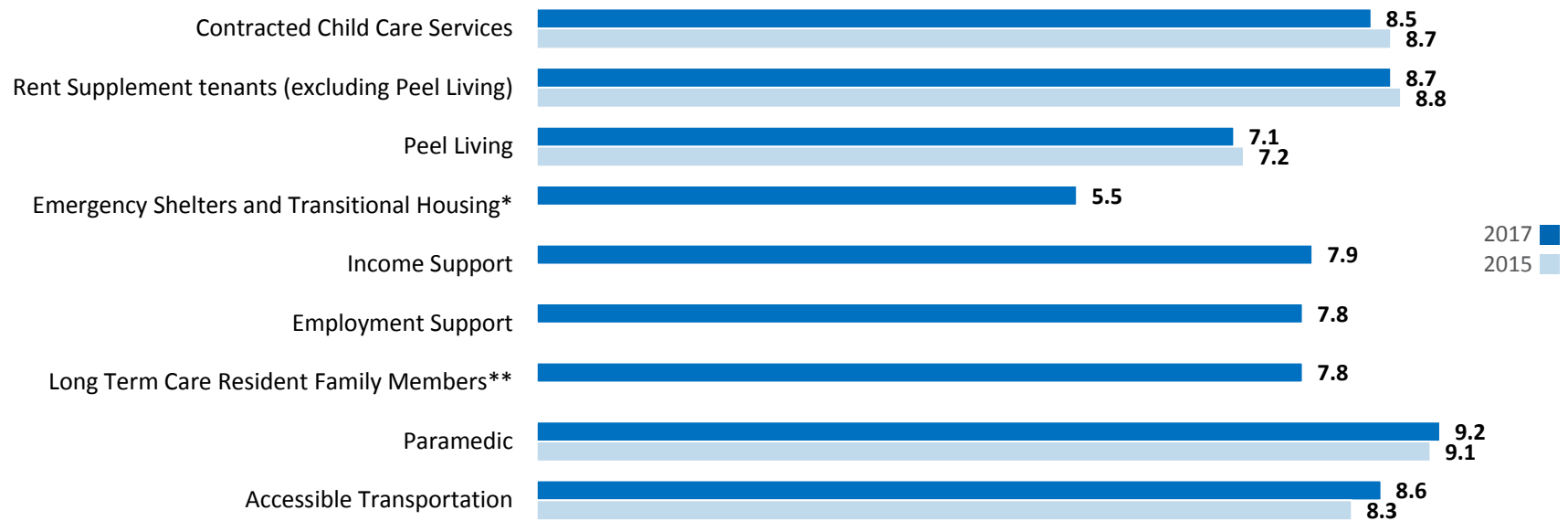
Client Satisfaction Index (CSI)



CSI is a weighed average of the mean satisfaction score (out of 10 points) for each service measured by budget allocated to the service.

Client Satisfaction – Living Services

No significant changes in satisfaction with Living Services.



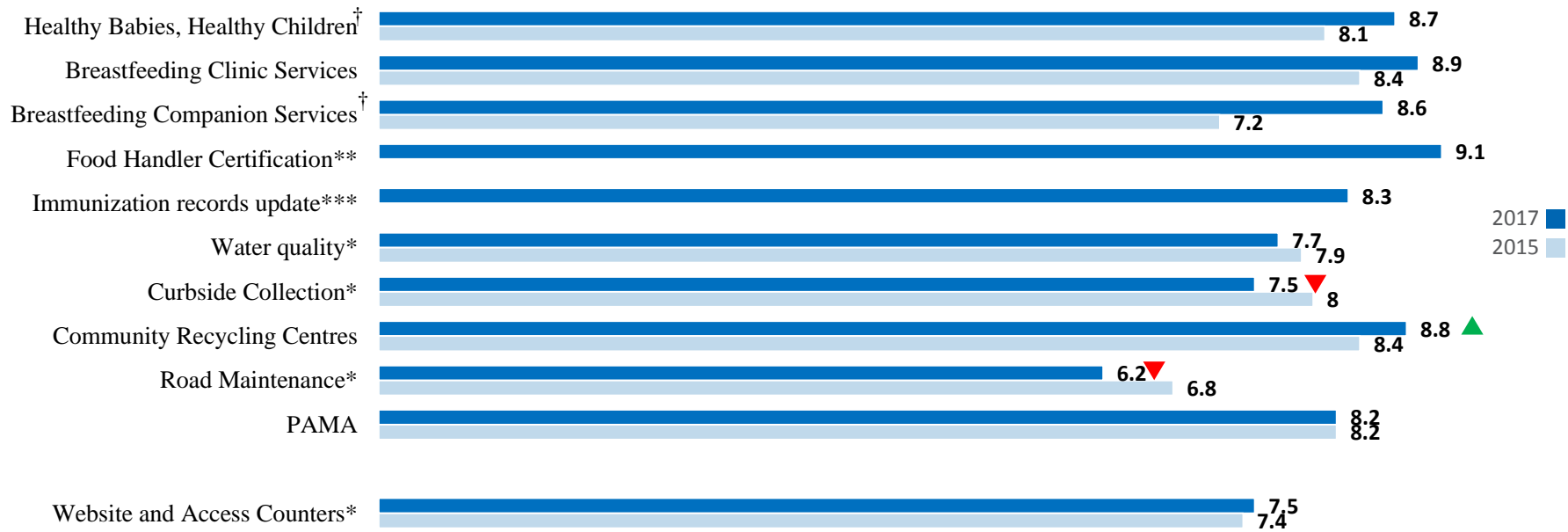
*The survey was expanded to more facilities in 2017, thus tracking is not available.

Not asked in 2015 *Employee support splits were not included in 2015.

▲ ▼ Mean score out of 10 shown
Statistically significant difference from 2015

Client Satisfaction – Thriving and Leading Services

Satisfaction with Community Recycling Centres have increased, while Curbside Collection and Roads have declined.



*Tracking is imperfect, thus shifts should be considered with caution. ** Service not asked in 2015

*** Service was a mix of client sample and general public data, thus no tracking provided

[†]Results are not normally distributed, non-parametric test for significance indicates no significant difference between years

▲ ▼ Mean score out of 10 shown
Statistically significant difference from 2015

Highlights - Drivers of Client Satisfaction

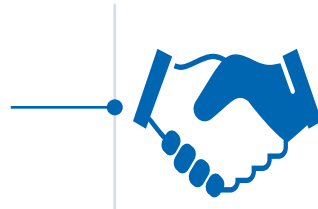
Transactional Services

For transactional services accessed by the **website or telephone**, improving timeliness is the primary action identified. The expectations for finding information online is 5 minutes, while expected wait time on the phone is also 5 minutes.



For **in-person channels**, satisfaction with staff, problem resolution and outcome tend to be stronger drivers.

For **in-person public works service delivery** how well staff resolve problems is the primary area identified for action.



Relational Services

For relational services, when the **primary channel is telephone or in-home visit**, the performance of their Peel Contact (e.g. Caseworker, Public Health Nurse etc.) is among the strongest drivers.



Scores are very high for the performance of the Peel Contact and thus not requiring specific action.

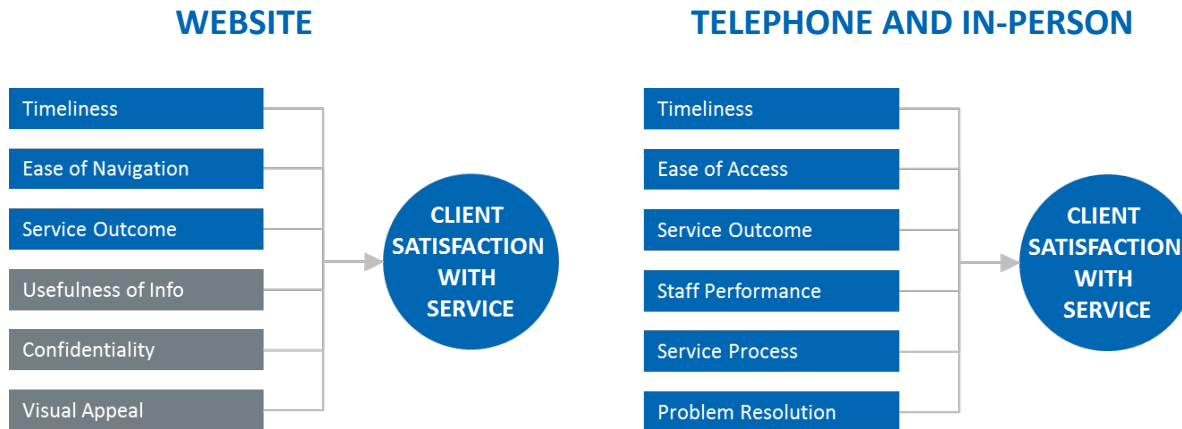


For the **email channel**, primary action item is ease of accessing staff (e.g. timely reply, getting to the right person).

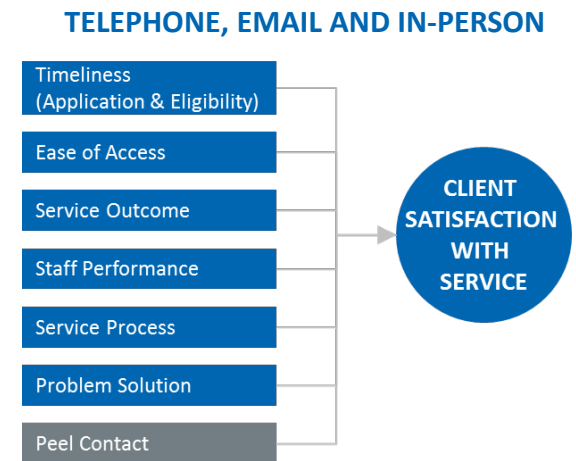


Drivers of Client Satisfaction

TRANSACTIONAL SERVICES




RELATIONAL SERVICES



Note: Peel Contact refers to the main contact for the service received e.g. Family Support Worker, Employment Services Worker, Caseworker, Public Health Nurse, Instructor etc.

Opportunities to Improve Satisfaction with Transactional Services

	VISITING WEBSITE	CALLING IN	GOING IN PERSON – PUBLIC WORKS SERVICES
Current Satisfaction by Channel	7.7	7.5	8.7
	SPEED OF LOCATING INFO	STAFF PERFORMANCE	PROBLEM RESOLUTION
	EASE OF NAVIGATION	WAIT TIME	OUTCOME*
	USEFULNESS OF INFO	EASE OF ACCESS	EASE OF ACCESS
	VISUAL APPEAL	PROBLEM RESOLUTION	WAIT TIME
	CONFIDENTIALITY	SERVICE PROCESS	STAFF PERFORMANCE
	OUTCOME*	OUTCOME*	SERVICE PROCESS

primary action opportunity represents high impact drivers where satisfaction scores are lower

* Outcome refers to the answer to the question: "In the end, did you get what you needed from the service"

Impact of Perceived Timeliness on Satisfaction for Transactional* Services

AVERAGE	VISITING WEBSITE	CALLING IN	GOING IN PERSON – PUBLIC WORKS SERVICES
Satisfaction with wait/time to find information	7.3	7.5	8.6
Client perceived time it took	5.9 minutes	7.1 minutes	2.6 minutes
Client expected time	3.8 minutes	4.5 minutes	2.5 minutes
Perceived time among those satisfied with service	5.3 minutes	5.8 minutes	2.4 minutes
Perceived time among those neutral/not satisfied with service	8.1 minutes	11minutes	3.3 minutes

*Transactional refers to straightforward service delivery that does not require an ongoing relationship with a staff contact (e.g. Caseworker)

Opportunities to Improve Satisfaction with Relational Services

	CALLING IN	GOING IN PERSON – HEALTH AND HUMAN SERVICES**	EMAIL	IN HOME VISIT – (MOSTLY) HEALTHY BABIES, HEALTHY CHILDREN PROGRAM
Current Satisfaction by Channel	8.4	8.7	8.3	8.9
	PEEL CONTACT*	STAFF PERFORMANCE	OUTCOME	STAFF PERFORMANCE
	STAFF PERFORMANCE	SERVICE PROCESS	EASE OF ACCESS***	PEEL CONTACT*
	SERVICE PROCESS	EASE OF ACCESS	TIME FROM START TO RECEIVING SERVICE	SERVICE PROCESS
	CLEAR WHAT TO DO IF YOU HAVE A PROBLEM	TIME FROM START TO APPROVAL OF APPLICATION AND END TO END	CLEAR WHAT TO DO IF YOU HAVE A PROBLEM	OUTCOME***
	EASE OF ACCESS	CLEAR WHAT TO DO IF YOU HAVE A PROBLEM	SERVICE PROCESS	CLEAR WHAT TO DO IF YOU HAVE A PROBLEM
	TIME FROM START TO RECEIVING SERVICE	PEEL CONTACT*	PEEL CONTACT*	CONSISTENT INFO
	OUTCOME***	OUTCOME***	N/A	EASE OF ACCESS

primary action opportunity represents high impact drivers where satisfaction scores are lower

*Peel Contact refers specifically to the main contact for the service received e.g. Family Support Worker, Employment Services Worker, Caseworker, Public Health Nurse, Instructor etc.

**Excludes breastfeeding clinic

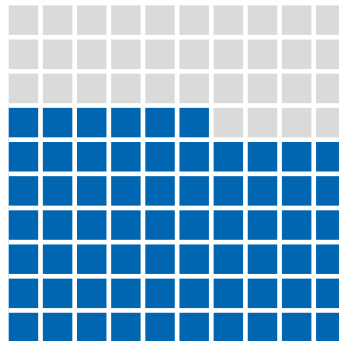
*** Outcome refers to the answer to the question: “In the end, did you get what you needed from the service”

Highlights - Digital Services

There is a strong movement toward accessing services online via website.

There is good potential for moving more residents to access the website first

Action items



44%

of those who accessed transaction services through traditional channels are **very likely** to visit the website next time first, an additional **22%** are **somewhat likely**

Continue to promote information and services that are available and accessible on the website



Digital Services

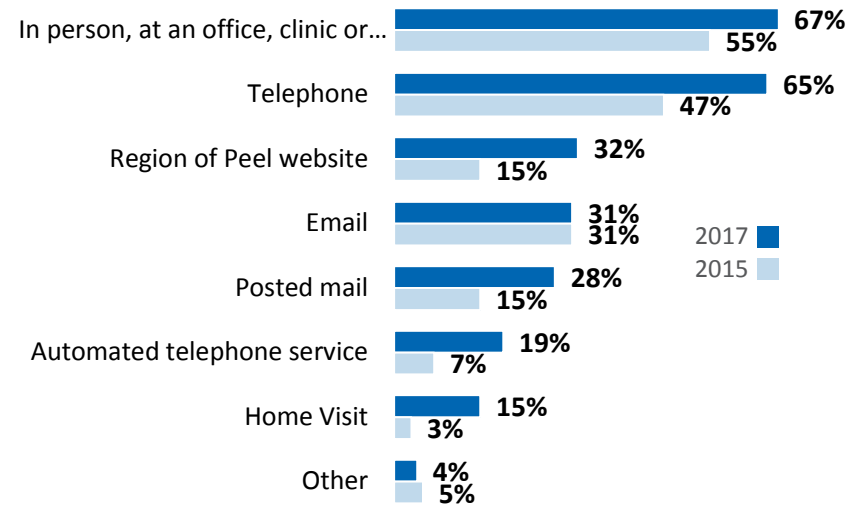
TRANSACTIONAL SERVICES

- More residents are using the Region’s website to look up information or access services



- Many of these visits have been to review the waste management calendar, carts or Community Recycling Centres.
- Satisfaction with the service experience using the website is 7.7. This is among the best in class across comparative government websites (Source: Ipsos).
- 44% of residents who accessed services by phone or in-person are very likely to go to the website first next time. An additional 22% are somewhat likely.

RELATIONAL SERVICES



Note: The sample composition year over year is not identical.

- More residents are accessing multiple channels across the end to end service experience for Relational Services.
- The residents using the Region’s website to look up information, or access Relational Services has doubled over the past 2 years - from 15% to 32%.

Lessons Learned and Next Steps

Lessons Learned

- Strong movement for accessing services online
- good potential for moving more residents to access the website first
- Drivers of satisfaction for web services different compared to traditional telephone/in-person channels

Next Steps

- Results of the survey will be used to:
 - Inform development and implementation of service specific initiatives
 - Inform the implementation of the Region of Peel's Communication Strategy and Digital Strategy
- Evolve the survey methodology

For Information

DATE: February 12, 2018

REPORT TITLE: **EXTERNAL COMMUNICATIONS STRATEGY**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

OBJECTIVE:

To inform Council of the Region of Peel's Communication Strategy, with a specific focus on external communications.

REPORT HIGHLIGHTS

- The Region of Peel has developed a communications strategy that will help guide our efforts with internal and external communications covering the period from 2018 – 2023. A key driver of the plan is to deliver the new Regional brand of “Working with You”.
- The overarching goal of the strategy is to connect the community with the Region's vision of a Community for Life as well as helping residents to better understand Regional priorities, programs and services.
- The strategy outcomes strive for high levels of trust and confidence through quality external relations, issues that are anticipated and well managed, ease of access to information and services, and an engaged community.
- The external communication strategies will assist in educating the public on the role of regional government and the services we provide as well as foster meaningful community engagement.
- An initial priority will be education related to Regional services and the role of the Regional Chair in advance of the 2018 Municipal Election in response to a direction from Council.

DISCUSSION

1. Background

The Region of Peel has developed an overarching Communication Strategy. The goal of the strategy is to connect staff and the community with the Region's vision of **Community for Life**, helping them to understand how Regional priorities, programs and services contribute to the vision and how together we can make it a reality.

EXTERNAL COMMUNICATIONS STRATEGY

The strategy is designed to influence all communications developed and delivered across the organization. It details strategies to enhance the integration of our messaging, strike a balance of information wants and needs, improve reach through multiple channels, enable two-way communication, support data driven approaches and increase engagement.

This report addresses Council's direction to provide information to increase understanding of the role of the Regional Chair and the services the Region provides.

Guiding Principles:

The following principles have helped guide the development of the strategy and will also guide the more detailed implementation planning and execution of the strategy:

- Be strategic and proactive, more often than reactive;
- Ensure citizens and employees ease of access to information;
- Ensure relevance to our diverse community and workforce;
- Measure, evaluate, learn, and improve;
- Enable the Region's business strategy and outcomes.

2. External Communications

The chart below provides a summary of the external communications plan, including the four goals, related strategies and the desired outcome(s).

GOAL	STRATEGY	OUTCOME
1. Enhance External Relations	<p>Develop and implement a fulsome Brand Strategy and promise increased impact and efficiency by working in partnership with other organizations (e.g. partnership with local municipalities)</p> <p>Seek feedback and input from the community to continually evaluate and improve on our communication efforts and services.</p>	We sustain high levels of trust and confidence that we are a leading, future oriented and accountable government through consistent, quality external relations
2. Improve Issues Management	<p>Effectively anticipate and manage reputational risk</p> <p>Develop and implement a proactive media relations strategy</p>	Communications issues are anticipated and well-managed

EXTERNAL COMMUNICATIONS STRATEGY

GOAL	STRATEGY	OUTCOME
3.Enable Multi-Channel Access	Develop and implement a Multi-Channel Strategy with emphasis on: <ul style="list-style-type: none"> ✓ Social Media ✓ Website Enhancements Continue to refine our website to ensure optimal access and engagement	Citizens are able to easily access the information and services they require
4. Engage Our Community	Engage residents to seek input, feedback and identify solutions to Regional issues/matters	We have an engaged community that is actively involved in regional government, realizing our brand of Working with You

As noted in the companion report on today's agenda entitled "Serving the Diverse Needs of Peel Residents" improving access to service and information is a top priority for the Region.

Each of the four elements above has associated strategies to ensure we are continuously assessing and improving access to services.

Priorities for 2018

In the area of external communication, priorities for 2018 include:

- 1) Increase education of residents leading up to the 2018 municipal election related to:
 - The role of regional government and related services and programs. Appendix I provides a list of services and corresponding outcomes we are striving to achieve across the Region.
 - The role of the Regional Chair and the upcoming election of a Regional Chair.

Resident engagement in the election process will be assisted by greater education in these two areas. Multiple channels will be utilized to assist with this education including the Region's website, Peel Connects, election advertising/promotion in partnership with local municipalities, social media, posters, etc. An elections communications plan will help guide activities from now until October 22, 2018.

- 2) Ensure all external communications reflect the new Council approved Regional brand Working with You:
 - Create a consistent service experience via every channel of access that defines the voice and personality of the Region of Peel and represents who we are, how we interact and ultimately represents a consistency in "Working with You".

EXTERNAL COMMUNICATIONS STRATEGY

- 3) Develop and implement a multi-channel strategy with emphasis on social media and website enhancements.
 - Enhance opportunities to communicate directly with audiences through social media and peelregion.ca.
 - Focus engagement on ethnic, religious and community groups within the Region of Peel to widen our reach.

RISK ASSESSMENT

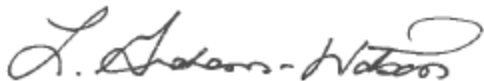
Failing to implement a strong external communication strategy has the potential for reputational risk for the Region. The purpose of the external communications strategy is to build increased trust and confidence in regional government.

FINANCIAL IMPLICATIONS

Costs for the current and proposed activities in this report are included in the 2018 budget.

CONCLUSION

The Region of Peel has created a Communications Strategy to guide internal and external communications. The goal is to connect residents and employees to the vision and mission of the Region. The connection with residents through our external communications will be aided by building greater understanding of regional government and the range of programs and services, ensuring ease of access to information and services and increasing the engagement of residents with government, consistent with the brand of “Working with You”.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Peel’s Services and Service Outcomes

For further information regarding this report, please contact Lisa Duarte, Director Marketing and Communications, extension 4862, lisa.duarte@peelregion.ca.

Authored By: Lisa Duarte



Service	Area of Focus	Service Outcome
Housing Support	Living	Residents in need have access to a range of housing options in Peel
Homelessness Support	Living	Homelessness in Peel is prevented
Income Support	Living	Peel residents in need have access to available financial supports
Employment Support	Living	Peel residents in need have the tools and skills to find and keep a job
Community Investment	Living	Community groups in need have support to deliver services to Peel residents
Adult Day	Living	Residents in need receive supports that allow them to stay in their homes longer
Long Term Care	Living	Residents in our Long Term Care homes receive care to enhance their quality of life
Paramedics	Living	Peel residents and visitors receive quality pre-hospital care
Accessible Transportation	Living	Peel residents in need can travel within their community without barriers
Child Care	Living	Residents have access to safe and affordable child care
Early Growth and Development	Thriving	Children in Peel are supported to achieve their mental and physical potential
Chronic Disease Prevention	Thriving	Peel residents live longer and healthier due to reduced risk of chronic diseases
Infectious Disease Prevention	Thriving	Peel residents are protected against infectious diseases
Water Supply	Thriving	Safe, reliable and high quality drinking water is available to Peel customers
Wastewater	Thriving	Wastewater in the Region of Peel is removed in a safe and environmentally responsible manner
Waste	Thriving	Waste in the Region of Peel is collected on time and managed in a safe and environmentally responsible manner
Roads and Transportation	Thriving	People and goods can move safely and efficiently throughout Peel
Land Use Planning	Thriving	Communities in Peel are complete and sustainable for residents and businesses
Heritage, Arts and Culture	Thriving	Peel residents are engaged in an understanding of our history and culture

PEEL'S SERVICES, SERVICE OUTCOMES
As of October 18, 2017



Service	Area of Focus	Service Outcome
Public Accountability	Leading	The Region of Peel is an accountable and transparent government
Financial Management *	Leading	The Region of Peel is financially sustainable (to best serve the residents and businesses in Peel)
Asset Management *	Leading	The Region of Peel builds, maintains and monitors infrastructure (to best serve the residents and businesses in Peel)
Workforce *	Leading	The Region of Peel has skilled and productive employees (to best serve the residents and businesses in Peel)
Corporate Governance *	Leading	The Region of Peel is well managed and adaptable (to best serve the residents and businesses in Peel)
Information and Technology *	Leading	The Region of Peel has evolving information and technology (to best serve the residents and businesses in Peel)

*: Internal-facing Services

For Information

DATE: February 13, 2018

REPORT TITLE: **SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

OBJECTIVE

To inform Council about the Region of Peel's ongoing commitment to provide effective and accessible services to meet the diverse needs of Peel Residents.

REPORT HIGHLIGHTS

- Through 2018 staff is working to expand and improve access to service offerings for people of all abilities and languages.
- Improvements to our external communications efforts, particularly our website and social media presence are planned for 2018.
- Community engagement and outreach efforts continue, including outreach to diverse communities to increase understanding, access and engagement with government.
- Interpretation services continue to support Peel's service to diverse communities however this approach may be considered by the Province to be non-compliant with the Funding Agreements in the case of service provision to Francophones

DISCUSSION
1. Background

The Region of Peel (Region) is comprised of a diverse mix of people with varying needs and as such, the Region seeks to ensure access to our services through a variety of channels.

According to the 2016 census data (see Appendix I) the percentage of individuals speaking main non-official languages in Peel are Punjabi (7.9%), Urdu (3.0%), Mandarin (1.7%), Polish (1.5%), Spanish (1.3%), Arabic (1.6%), Gujarati (1.2%), Tamil (1.2%), Cantonese (1.1%), and Tagalog (1.1%). In addition, as noted in Appendix I, Homelands 2016, there are over 706,000 immigrants living in Peel Region today. The Region invested significant effort in ensuring that access to our services meets the needs of the diverse population.

As noted in the companion report, titled "Peel Region's External Client Satisfaction Survey 2017 Results", the most recent Client Satisfaction Index (CSI) for 2017 Peel residents gave Peel an overall rating of 7.7 out of 10. Ease of access is one of the drivers of satisfaction, and is more pronounced if residents contact the Region by email.

The rating specifically for accessing information on the Region's website was also 7.7 out of 10. These findings have helped inform staff efforts on where and how to improve external communication and access.

SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS

Through 2018 staff is working to expand and improve access for people of all abilities and languages as an essential element of effective customer service. This is also a key objective and guiding principle in our External Communications Strategy, ensuring relevance to the diverse community in Peel. As well, the Region's dedication to diversity is clearly embodied in our Strategic Plan which includes three long-term strategic outcomes:

- ensuring that our residents have access to culturally appropriate services;
- creating a community that embraces diversity and inclusion; and,
- ensuring that the community voice and participation is welcome.

The Region is also updating its Diversity and Inclusion Strategy which will encompass the above noted dimensions of the strategic plan and will complement the external communications strategy of the organization.

2. Proposed Direction

In an effort to continue to provide effective, appropriate, resident-centric access to services, the Region will continue to do the following:

- Make improvements to peelregion.ca: develop online services, resources and tools related to targeted programs (e.g. immunization);
- Develop and implement a Community Engagement Strategy that fosters citizen involvement with government and increases understanding of the range of services delivered by the Region and support staff with tools to assist in working with diverse communities;
- Increase Peel's social media presence with residents to increase access;
- Further develop Peel's Working with You brand by advertising and outreach through a range of media; and,
- Provide interpretation services, as needed, to ensure equitable access to services.

a) Improvements to Peelregion.ca

The Region of Peel's website is a key tool for providing service to and communicating with a diverse community. It is currently being redeveloped to make it more effective, user-friendly and accessible. Peel's client satisfaction survey shows that more and more of the public are expecting to use online tools to access services the Region provides as a first point of contact. In the past two years Peel has used a resident-centred methodology in the redevelopment of its website content. The content has been significantly reduced and the remaining information is written in a standardized, simple and concise format. This makes it easier for those requiring assistive technologies or those who use a mobile device to access peelregion.ca (more than 50 per cent of users). This approach also helps people with low literacy, or whose first language is not English, as well as those who use translation tools like Google Translate.

This methodology was used for the Waste, TransHelp and Immunization sections of the website, with Human Services launching in early 2018. Together these areas account for almost 60 per cent of the visits to Peel's website and they represent 50 per cent of the phone calls the Region receives.

SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS

The Region is also exploring how to provide additional translation capability through the website without sacrificing the accuracy and reliability of information.

In addition, as the Region implements its refreshed digital strategy, staff will be looking to move more service options online, as a way to improve access for residents.

b) Community Engagement Strategy

Data from the 2016 Census indicates that over 51 per cent of residents are from diverse ethnic, faith and cultural backgrounds. As a result, the Region focused on outreach to these communities, many of which may not have been engaged by the Region previously.

In 2017, the Region conducted community outreach at approximately 100 general community events, festivals and celebrations. In addition, staff delivered information at an additional 65 community venues with some of the largest represented ethnic and faith communities across Peel.

The Region has also improved its communications outreach through ethnic media, leveraging a number of print/online, television and radio shows. As a result, important messages were relayed to a broader range of communities in their own languages.

Social media has also been utilized to engage with our diverse communities, recognizing key dates and events in the communities and encouraging more residents to follow Peel on Twitter and subscribe to the Connect 2 Peel newsletter.

A further tool, the Community Engagement Handbook, was developed to support employees in working with the diverse communities in Peel, consistent with Peel's brand. This handbook provides tips on ways to engage with faith-based communities in a consistent and respectful manner in order to build long-term, meaningful relationships. It is meant as a practical tool and "*how to*" guide for all Region of Peel employees.

In 2018 staff will continue to engage with the many communities in Peel building on the achievements to-date.

c) Working with You Brand Through Advertising and Outreach

Through the development of the Strategic Plan, Council endorsed the new brand of Working with You. Efforts to share the brand with the community will be enhanced through 2018 to promote increased understanding of the range of Regional services and how to access them as well as how the community can engage with regional government.

To ensure outreach and advertisements are meaningful, the Region also uses a targeted approach based on the needs of Wards. For example, if the communication is only relevant to a small neighbourhood, the local demographics are assessed for that area and materials are translated accordingly.

Peel's communications tactics have evolved to use more photography and infographics as a way to make communications more engaging and easy to understand. Ensuring

SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS

Peel's materials appropriately reflect the diversity of the communities will be an ongoing priority for 2018.

d) Interpretation Services

Another method used to effectively communicate with Peel's clients and residents is the provision of interpretation services. These services are provided by a third party on an as-needed basis.

Over the past year interpreter services have been called 1362 times and have provided interpretation in 33 languages.

The language interpreter services contract expires in early 2019 and as such staff will be issuing a new Request For Proposal (RFP) later this year. Staff will review the contract to ensure it continues to meet the changing needs of Peel's communities.

Provincial Requirements for French Language Service Provision

According to the 2016 Census, Peel has a total of 58,180 Francophones (4.21% of the population) - 35,680 in Mississauga (4.94% of Mississauga's population), 20,670 in Brampton (3.48% of Brampton's population) and 1,830 in Caledon (2.75% of Caledon's population). However, the 2016 Census data indicates that only 0.04% (560 residents) are unable to speak English (See Appendix I).

The Province is required under the French Language Services Act to provide services in the French Language in areas that are designated under the Act. In circumstances where the Province contracts with third parties (including municipalities) the Province's obligation to provide services in the French Language is met by creating contractual obligations of the third parties. The Province expects in these circumstances that services will be provided at the same level to clients seeking service in English or French, often referred to as "active offer". Where a third party/municipality is not at full capacity to provide services in French Language, it is required to submit a plan to the Province annually to build capacity. In the Region of Peel, this requirement would apply to services such as Ontario Works, EarlyON Child and Family Centres and Child Care Fee Subsidy and the expectation is reflected in the funding agreements with the relevant Ministries (Education, Children and Youth Services, Community and Social Services).

To develop and deploy the capacity to provide services in French at the same level as services in English would require a number of investments including ensuring the Region has staff available who speak both English and French as well as having related program materials and signage in French. It is anticipated that the costs would be in excess of \$600,000.

The approach in the Region to-date has been to make services available in French through interpretation services. This may be considered by the Province to be non-compliant with the funding agreements, specifically with the contractual obligations included to meet the Province's obligations under the French Language Services Act. As a result, there is the risk of conflict with the Province and potential measures such as withholding of funds to reinforce the need to meet the requirements of the funding agreement.

Given the diversity of Peel's population and the desire by the Region to serve the diverse language needs of its residents in a manner that is financially responsible, it is recommended

SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS

that the needs of the French Language community be met by the same means as other language communities, specifically through interpretation services.

RISK CONSIDERATIONS

There is a risk that the Province will challenge the approach of the Region in providing services in the French language, and not having a plan to build capacity. The Region understands the contractual requirements, but must also ensure that a diverse range of language needs are addressed in the provision of all Regional services, including those contracted by the Province, in a manner that is financially responsible. As a result, it is recommended that the Region accept the risk of the Province deeming the Region to be in non-compliance with the funding agreements.

FINANCIAL IMPLICATIONS

Costs for the current and proposed activities in this report are included in our current budget.

CONCLUSION

The Region of Peel is committed to providing effective, accessible services that meet the diverse needs of the people and businesses of Peel. The Region will continue to explore ways to further resident access to services in a manner that is inclusive and respectful of the unique needs of communities across Peel.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - 2016 Census Language Bulletin

For further information regarding this report, please contact Lisa Duarte, Director Marketing and Communications, extension 4862, lisa.duarte@peelregion.ca.

Reviewed in workflow by:

Financial Support Unit

2016 CENSUS BULLETIN Languages

This bulletin summarizes the 2016 Census Language data release for Peel and the Greater Toronto Area (GTA). In 2016, 89.6% of Peel residents had knowledge of English, compared to 87.9% in the GTA. In Peel, 4.0% of residents had no knowledge of an official language, up slightly from 3.9% in 2011. In the GTA, 4.1% of residents had no knowledge of an official language, up slightly from 4.0% in 2011.

4.0%

of people in Peel have no knowledge of English or French

In Mississauga
7.2%

of people have knowledge of both English and French

27.8%

of people in Brampton speak a non-official language most often at home

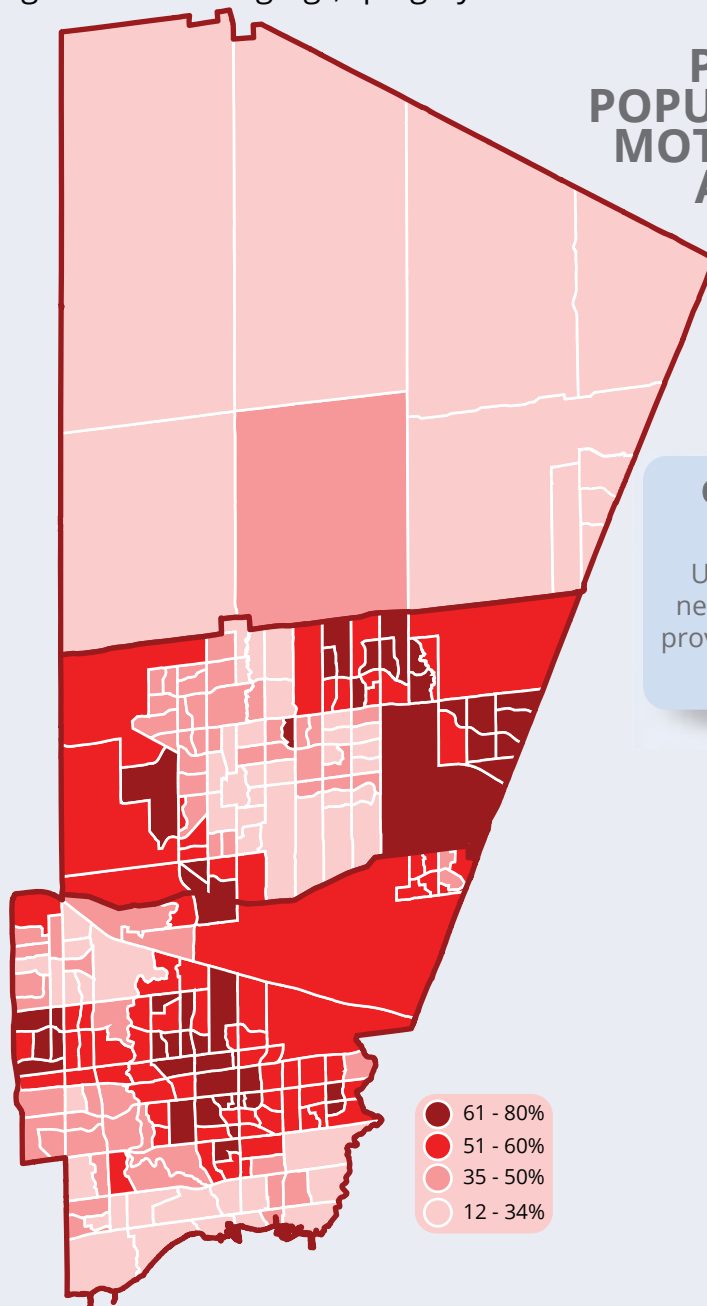
12.6%

of Peel's population speaks more than one language at home

92.0%

of Caledon's population has knowledge of English or French

PROPORTION OF POPULATION WHOSE MOTHER TONGUE IS A NON-OFFICIAL LANGUAGE BY CENSUS TRACT



Community for Life means...

Understanding the diverse needs of our community and providing appropriate supports and services.

Comparability

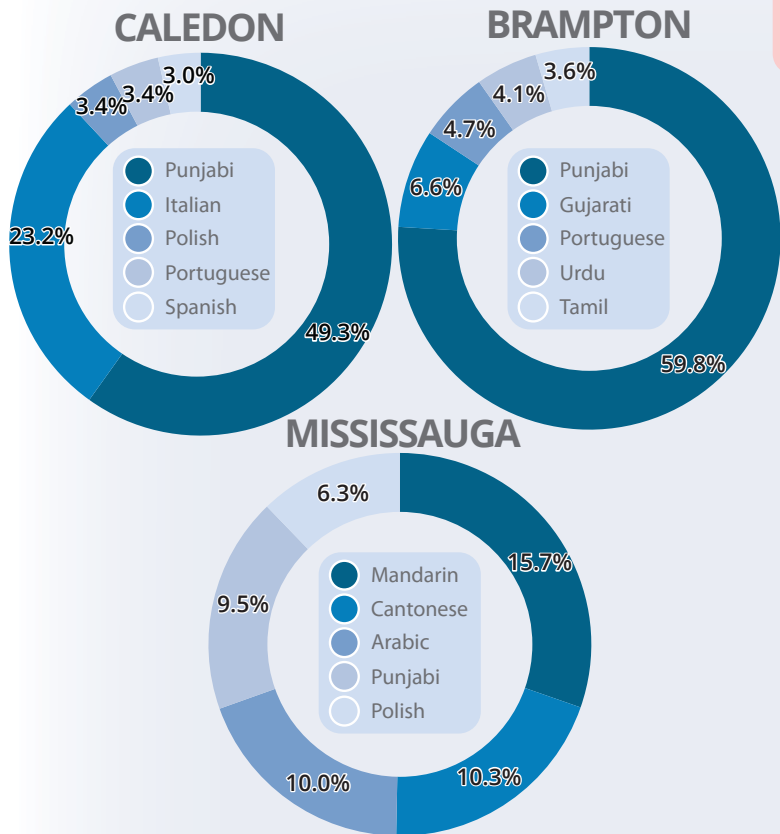
Data from this portion of the 2016 Census can be freely compared to that of the 2011 Census, since it wasn't part of the voluntary National Household Survey.

Peel's Strategic Plan includes 20-year goals with an ultimate vision of creating a Community for Life. Census data from this release is used to inform and achieve our goals of...

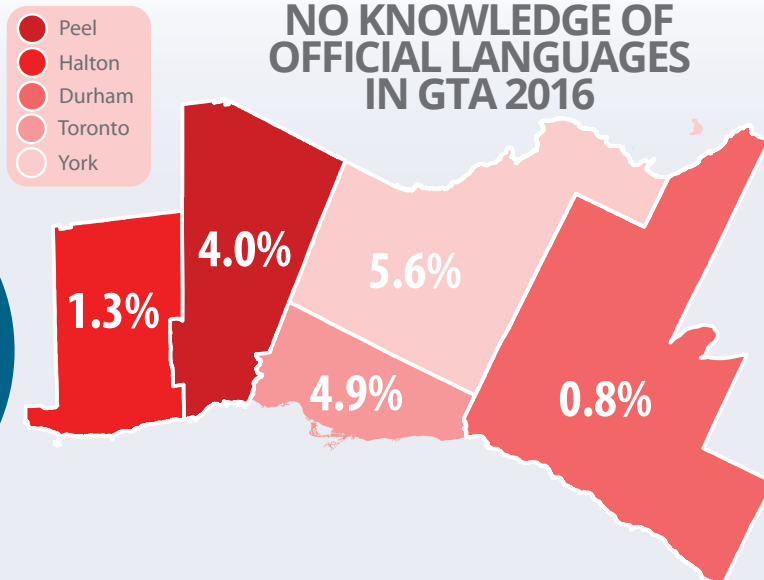
"Creating a community that embraces diversity and inclusion", and
"Ensuring access to culturally appropriate services"

APPENDIX I
SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS

TOP 5 HOME LANGUAGES
OF PEOPLE WHO DO NOT SPEAK
ENGLISH OR FRENCH 2016



POPULATION WITH
NO KNOWLEDGE OF
OFFICIAL LANGUAGES
IN GTA 2016



DID YOU KNOW?

Knowledge of official languages refers to the ability to conduct a conversation in English, French or both.

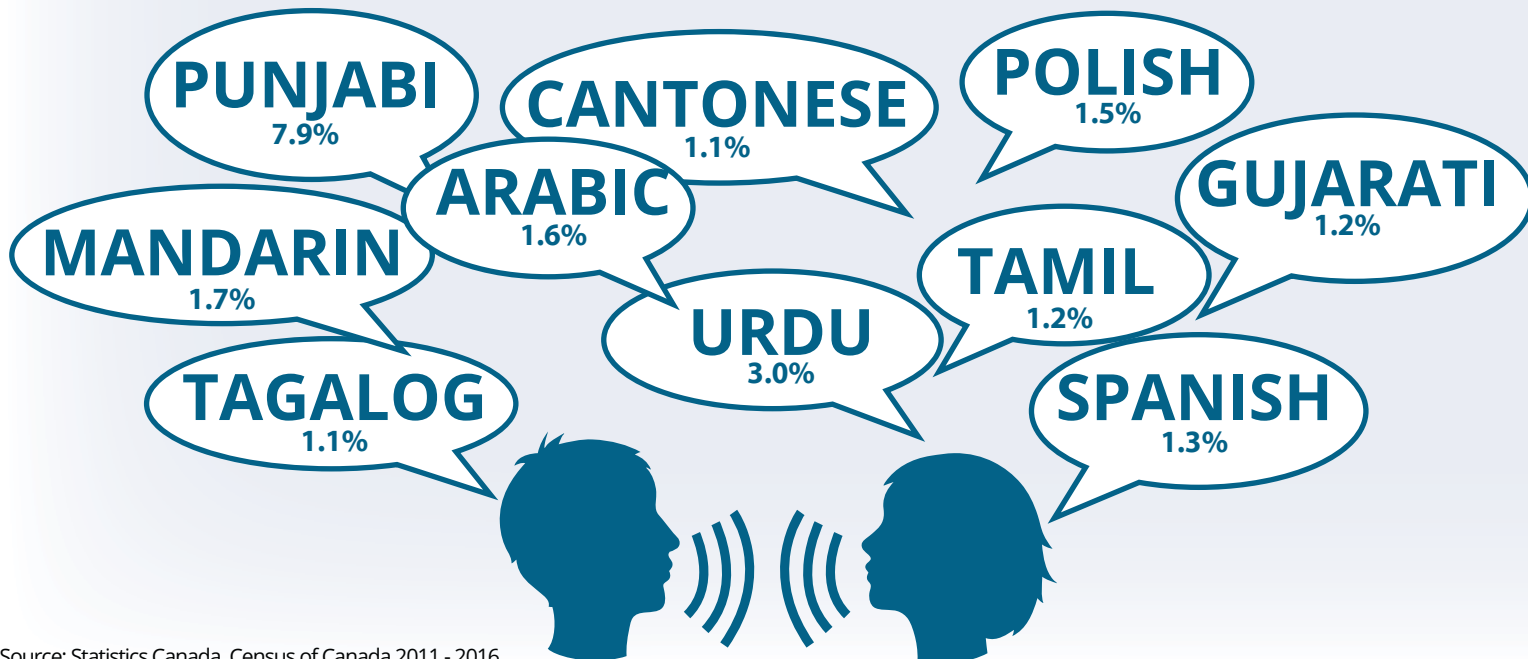
Community Quotable

Here's how our partners use Census data to serve the community:

"Peel Newcomer Strategy Group (PNSG) uses Statistics Canada data to begin and shape many of our community conversations. The data allows for an accurate understanding of the demographics of newcomers across the Region that in turn ensures that our program planning, interventions, and outreach resonate with our communities. Data also allows PNSG to continue championing for the unique needs of newcomers be it in the areas of employment, poverty, or education levels."

*Seema Taneja, Researcher/Consultant
Peel Newcomer Strategy Group*

TOP NON-OFFICIAL HOME LANGUAGES AS PROPORTION
OF SINGLE RESPONSES IN PEEL 2016



SERVING THE DIVERSE NEEDS OF PEEL RESIDENTS

KNOWLEDGE OF OFFICIAL LANGUAGES IN PEEL 2016



9 in 10 know English

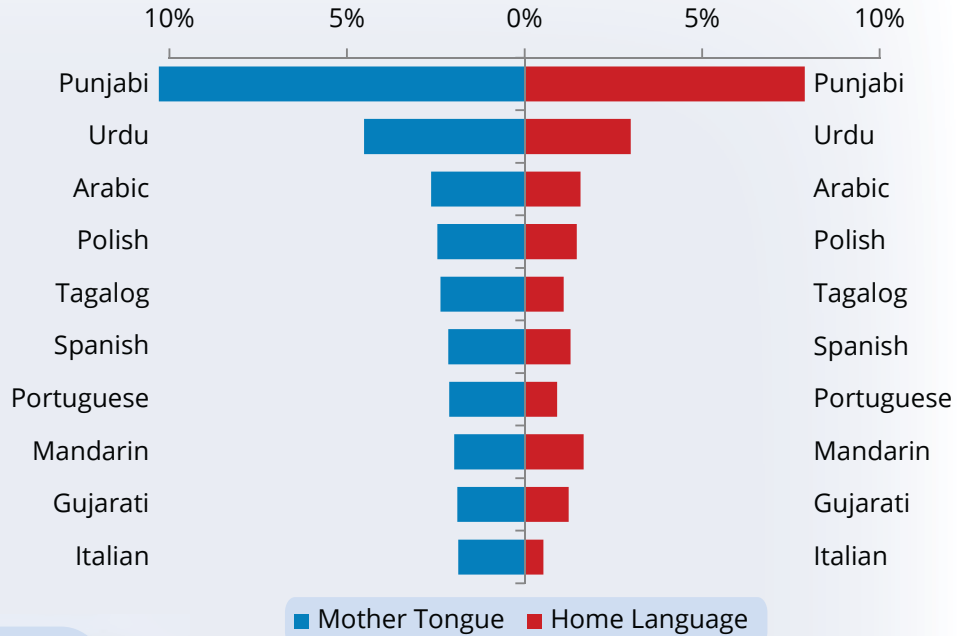


0.6 in 10 know English and French

0.4 in 10 know neither



PROPORTION OF PEOPLE IN PEEL WHO SPEAK THEIR MOTHER TONGUE LANGUAGE AT HOME 2016



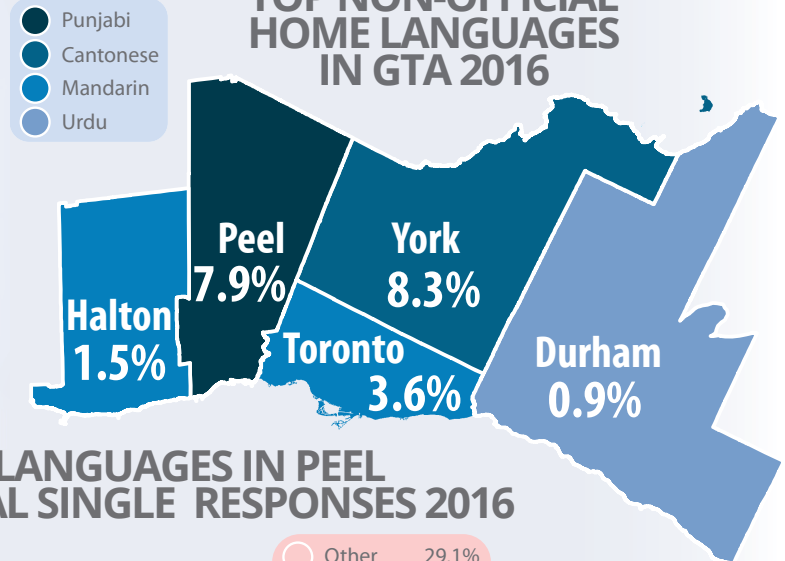
Mother tongue refers to the first language learned at home in childhood and still understood by the individual.

DID YOU KNOW?

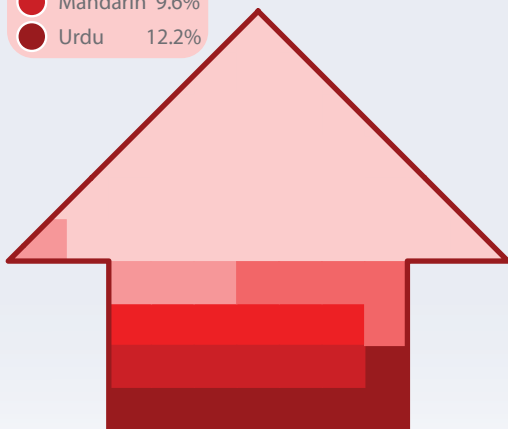
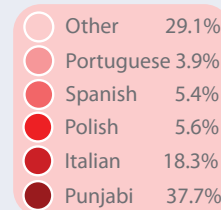
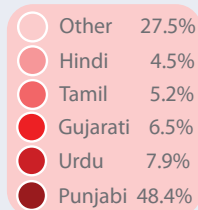
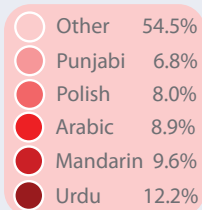
Home language refers to the language spoken most often at home.

In 2016, Mandarin was the third most common (1.7%) non-official home language in Peel. In 2011, Mandarin was not in the top 10 non-official home languages in Peel.

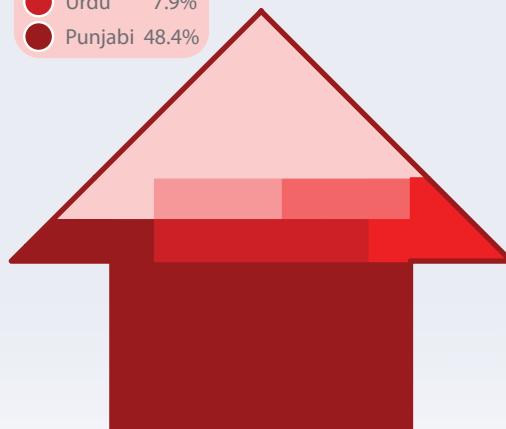
TOP NON-OFFICIAL HOME LANGUAGES IN GTA 2016



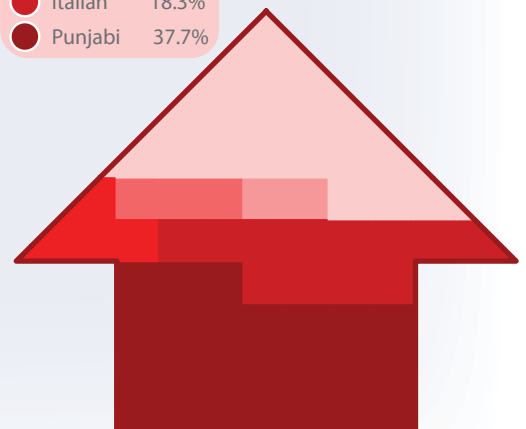
TOP NON-OFFICIAL HOME LANGUAGES IN PEEL AS PROPORTION OF NON-OFFICIAL SINGLE RESPONSES 2016



MISSISSAUGA



BRAMPTON



CALEDON

SUMMARY OF FACTS

In May 2016, 89.6% of Peel residents had knowledge of English, slightly down from 90.0% in 2011. In 2016, 89.1%, 90.0%, and 92.0% of Mississauga, Brampton, and Caledon residents had knowledge of English, compared to 89.5%, 90.4%, and 92.6% in 2011, respectively. In the GTA, 87.9% of residents had knowledge of English, down from 88.2% in 2011.

In Peel, 4.0% of residents had no knowledge of an official language, up from 3.9% in 2011. In 2016, 3.6%, 4.8%, and 1.6% of Mississauga, Brampton, and Caledon residents had no knowledge of an official language, compared to 3.5%, 4.6%, and 1.0% in 2011, respectively. In the GTA, 4.1% of residents had no knowledge of an official language, up slightly from 4.0% in 2011.

In Peel, English was the language most often spoken at home by 60.9% of residents, down from 63.9% in 2011. English was spoken at home by 85.7% of Caledon residents, compared to 60.7% and 58.4% of Mississauga and Brampton residents, respectively. In the GTA, 67.2% of residents spoke English most often at home, down from 69.0% in 2011.

Of non-official languages spoken in Peel, Punjabi was the language most often spoken at home (7.9% of single responses), while in Mississauga it was Urdu (3.7% of single responses) and it was Punjabi in both Brampton (15.6% of single responses) and Caledon (3.6% of single responses). Of non-official languages spoken in the GTA, Cantonese was the language most often spoken at home (3.1% of single responses).

*Figures may not add up due to rounding.

To view detailed data tables related to this bulletin, please visit: www.peeldatacentre.ca

KNOWLEDGE OF OFFICIAL LANGUAGES

Municipality	Population 2016	English				French				Both				Neither			
		2011	% Pop, 2011	2016	% Pop, 2016	2011	% Pop, 2011	2016	% Pop, 2016	2011	% Pop, 2011	2016	% Pop, 2016	2011	% Pop, 2011	2016	% Pop, 2016
Toronto	2,704,420	2,222,695	85.85%	2,323,220	85.90%	2,975	0.11%	2,700	0.10%	227,380	8.78%	245,730	9.09%	136,040	5.25%	132,770	4.91%
York	1,103,285	910,270	88.67%	967,745	87.71%	605	0.06%	480	0.04%	67,225	6.55%	73,205	6.64%	48,500	4.72%	61,855	5.61%
Durham	640,990	558,685	92.48%	588,520	91.81%	385	0.06%	425	0.07%	41,560	6.88%	46,870	7.31%	3,495	0.58%	5,170	0.81%
Halton	544,025	446,355	89.61%	484,055	88.98%	395	0.08%	370	0.07%	46,435	9.32%	52,675	9.68%	4,925	0.99%	6,920	1.27%
Peel	1,375,800	1,162,125	89.99%	1,233,205	89.64%	970	0.08%	1,140	0.08%	78,415	6.07%	86,420	6.28%	49,865	3.86%	55,040	4.00%
Mississauga	717,855	635,660	89.47%	639,590	89.10%	575	0.08%	635	0.09%	49,125	6.91%	51,950	7.24%	25,115	3.53%	25,680	3.58%
Brampton	591,670	471,630	90.40%	532,645	90.02%	370	0.07%	490	0.08%	25,495	4.89%	30,210	5.11%	24,185	4.64%	28,325	4.79%
Caledon	66,280	54,840	92.62%	60,970	91.99%	20	0.03%	10	0.02%	3,790	6.40%	4,260	6.43%	560	0.95%	1,035	1.56%
GTA	6,368,520	5,300,130	88.20%	5,596,745	87.88%	5,330	0.09%	5,115	0.08%	461,015	7.67%	504,900	7.93%	242,825	4.04%	261,755	4.11%

TOP 10 NON-OFFICIAL HOME LANGUAGES (SINGLE RESPONSES)

Peel				Brampton				Caledon				Mississauga			
2011	%	2016	%	2011	%	2016	%	2011	%	2016	%	2011	%	2016	%
Punjabi	7.38%	Punjabi	7.89%	Punjabi	14.87%	Punjabi	15.56%	Italian	1.99%	Punjabi	3.62%	Urdu	3.42%	Urdu	3.65%
Urdu	2.71%	Urdu	2.99%	Urdu	2.09%	Urdu	2.53%	Punjabi	1.22%	Italian	1.76%	Polish	2.72%	Mandarin	2.88%
Polish	1.75%	Mandarin	1.66%	Gujarati	1.55%	Gujarati	2.09%	Polish	0.55%	Polish	0.54%	Punjabi	2.44%	Arabic	2.68%
Spanish	1.36%	Arabic	1.57%	Tamil	1.53%	Tamil	1.67%	Spanish	0.53%	Spanish	0.52%	Arabic	1.95%	Polish	2.39%
Tamil	1.23%	Polish	1.47%	Spanish	1.23%	Hindi	1.44%	Portuguese	0.38%	Portuguese	0.37%	Chinese	1.64%	Punjabi	2.05%
Arabic	1.22%	Spanish	1.30%	Hindi	1.22%	Spanish	1.15%	Ukrainian	0.14%	Mandarin	0.27%	Spanish	1.54%	Cantonese	1.82%
Tagalog	1.08%	Tamil	1.24%	Portuguese	1.00%	Portuguese	0.85%	German	0.13%	Russian	0.21%	Mandarin	1.44%	Spanish	1.50%
Portuguese	1.06%	Gujarati	1.24%	Tagalog	0.79%	Tagalog	0.83%	Russian	0.13%	Hindi	0.17%	Cantonese	1.42%	Tagalog	1.43%
Chinese	1.03%	Cantonese	1.13%	Vietnamese	0.66%	Vietnamese	0.61%	Croatian	0.12%	Urdu	0.16%	Tagalog	1.39%	Vietnamese	1.08%
Gujarati	1.01%	Tagalog	1.10%	Polish	0.57%	Polish	0.46%	Hungarian	0.11%	Gujarati	0.15%	Portuguese	1.17%	Portuguese	1.03%

LANGUAGES SPOKEN MOST OFTEN AT HOME

Municipality	Population 2011	Population 2016	English			French			Non-Official		
			2011	2016	% Pop, 2016	2011	2016	% Pop, 2016	2011	2016	% Pop, 2016
Toronto	2,589,085	2,704,420	1,657,835	1,739,690	64.33%	15,575	16,995	0.63%	733,125	701,785	25.95%
York	1,026,635	1,103,285	678,515	684,910	62.08%	3,155	2,955	0.27%	273,900	316,175	28.66%
Durham	604,125	640,990	555,165	569,400	88.83%	3,750	3,630	0.57%	30,420	41,975	6.55%
Halton	498,110	544,025	431,670	448,025	82.35%	3,420	3,545	0.65%	45,335	60,820	11.18%
Peel	1,291,370	1,375,800	825,055	838,150	60.92%	5,685	5,705	0.41%	337,370	358,950	26.09%
Mississauga	710,475	717,855	446,305	435,950	60.73%	3,520	3,320	0.46%	191,080	188,275	26.23%
Brampton	521,690	591,670	325,010	345,400	58.38%	2,020	2,240	0.38%	142,575	164,625	27.82%
Caledon	59,210	66,280	53,740	56,800	85.70%	150	140	0.21%	3,715	6,045	9.12%
GTA	6,009,325	6,368,520	4,148,240	4,280,175	67.21%	31,585	32,830	0.52%	1,420,150	1,479,705	23.23%

- 2016 Population in data tables excludes institutional residents.
- Single Responses count people who only speak one language at home. Multiple Responses count people who speak multiple languages at home.
- Chinese includes responses of "Chinese" as well as Chinese languages other than Cantonese, Mandarin, Taiwanese, Chaochow (Teochow), Fukien, Hakka and Shanghaiese.

Municipality	Population 2011	Population 2016	English & French			English & Non-Official			French & Non-Official			English, French & Non-Official		
			2011	2016	% Pop, 2016	2011	2016	% Pop, 2016	2011	2016	% Pop, 2016	2011	2016	% Pop, 2016
Toronto	2,589,085	2,704,420	4,940	6,510	0.24%	173,030	233,300	8.63%	1,575	1,355	0.05%	3,005	4,780	0.18%
York	1,026,635	1,103,285	1,435	1,765	0.16%	68,220	95,380	8.65%	270	285	0.03%	1,150	1,815	0.16%
Durham	604,125	640,990	1,085	1,550	0.24%	13,300	23,685	3.70%	100	155	0.02%	295	590	0.09%
Halton	498,110	544,025	920	1,255	0.23%	16,260	29,460	5.42%	125	110	0.02%	375	810	0.15%
Peel	1,291,370	1,375,800	2,260	3,010	0.22%	118,230	166,325	12.09%	790	560	0.04%	1,985	3,105	0.23%
Mississauga	710,475	717,855	1,370	1,645	0.23%	66,560	86,505	12.05%	370	360	0.05%	1,270	1,800	0.25%
Brampton	521,690	591,670	850	1,280	0.22%	50,120	76,670	12.96%	420	195	0.03%	695	1,255	0.21%
Caledon	59,210	66,280	40	90	0.14%	1,550	3,155	4.76%	5	0	0.00%	15	45	0.07%
GTA	6,009,325	6,368,520	10,640	14,090	0.22%	389,040	548,150	8.61%	2,860	2,465	0.04%	6,810	11,100	0.17%

DATE: February 12, 2018

REPORT TITLE: **REGION OF PEEL'S ROLE IN THE DELIVERY OF 211 SERVICE**

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

RECOMMENDATION

That 2018 funding in the amount of \$85,000, continue to be provided to Ontario 211 for one final year, to enable the transition to data sharing arrangements through Peel's website.

REPORT HIGHLIGHTS

- In 2017 a review of the 211 service for Peel was conducted by AtFocus, a third party consultant.
- Findings indicate that there is inconsistent engagement in 211 across Ontario municipalities.
- Call volumes to 211 in Peel over the past 5 years have been between 4-5 percent of the call volumes to the Human Services Department in Peel.
- Data records on community programs and services in Peel are collected and managed by both Ontario 211 and the Human Services Department offering an opportunity for collaboration and data sharing.
- There is sufficient budget in 2018 to transition to data sharing on-line.

DISCUSSION

1. Background

211 is a telephone and internet-based system providing users with one-stop information and referrals to local community, social, health, and government programs across Ontario. 311 in comparison is a one-stop contact for information on non-emergency municipal government services.

The vision for Ontario 211 is to be the primary source of information and gateway to human services for individuals and planners. In order to deliver on this vision a potential funding model was recommended in a report commissioned by United Way of Canada in 2007. The formula envisioned was as follows:

- 60% of the total cost to be funded by provincial government;
- 20% of the total cost to be funded by municipal or local governments;
- 10% of the total cost to be funded by the federal government; and,
- 10% of the total cost to be funded by United Ways or other private contributions.

REGION OF PEEL'S ROLE IN THE DELIVERY OF 211 SERVICE

211 in Peel

In 2008, the Region of Peel became one of eight Regional Service Providers in Ontario until 2016 when the requirement for the Region to invest in centralized technology for telephone and data became too costly and was not aligned to the Region's technology plans.

With Council's approval, in 2016 call handling and data management was transitioned to Ontario 211, who in turn contracted the services to FindHelp a contact centre accredited through the Alliance of Information and Referral Systems.

During 2017 further review of 211 in Peel was completed including call handling, data management and outreach by AtFocus, a third party consultant. The review included comparisons to other municipalities in Ontario and Canada and their involvement with 211 and the cost and benefits of the Region's current and potential future involvement in 211.

2. Findings – Municipal Involvement in 211

Telephone interviews and research was conducted across Canada with eight municipalities and four Provincial 211 service delivery agents (Appendix I). This research also included discussions with FindHelp, (the current service provider for Peel 211 calls and data management) and with Region of Peel staff from Health Services, Human Services and the Customer Contact Centre.

In 2016, Ontario 211 received funding and/or revenue of \$4,813,913 to provide telephone, data management, marketing and outreach from the Province of Ontario and other sources including the United Way. In addition, eleven municipalities fund 211 Service Delivery Centres for call handling and eight other municipalities fund 211 data providers directly.

While 211 is available to all Ontarians, municipal involvement is not consistent. Below is a summary of findings from neighbouring municipalities and their participation in 211.

Municipality	Funding allocation	Notes
<i>Halton</i>	None	Earlier service provider – opted out in 2011
<i>Waterloo</i>	1 staff for data management	Shares data with Ontario 211
<i>York</i>	None	Provides own service through Human Services Department
<i>Durham</i>	None	United Way funds 1 staff for data management
<i>City of Windsor</i>	10% of cost	For data management and calls

a) Call Activity and Data Management (Ontario and Peel)

In 2015 there were 321,000 calls to 211 across Ontario and in 2016 that number declined to 290,000 calls.

8.4-3

REGION OF PEEL'S ROLE IN THE DELIVERY OF 211 SERVICE

In 2016 for Peel specifically there were 7,477 calls to 211 approximately 5 percent of the total calls to Human Services at 156,000. Over the past 5 years this has been a notable trend.

Human Services staff and Ontario 211 use data on community programs and services in order to serve residents and make referrals. This data is collected and managed by both Ontario 211 and the Human Services Department offering an opportunity for collaboration through data sharing and to reduce duplication of efforts.

b) Considerations

- While 211 offers a valuable service to many across Ontario, there appears to be a diminished value proposition for Peel.
- There is a strong movement toward accessing services online via website as noted in the report on "Peel Region's Client Satisfaction Survey 2017 Results" on today's agenda.
- Peel's communication strategy includes improved ease of access to Ontario Works and financial assistance, child care fee subsidy and housing and shelter services. These programs represent a significant percentage of call volumes to Human Services. It is anticipated that the planned enhancements will reduce calls to Human Services and a further trending away from 211. Further information is provided in the Council report titled "Serving the Diverse Needs of Peel Residents."

3. Proposed Direction

The proposed directions take into consideration the growing trend of accessing services online, Peel's digital goals for the future and the assumption that Ontario 211 will not withdraw call handling services from Peel. The recommendations should have no impact on Peel residents should they call 211.

Therefore, it is recommended that in 2018 funding will be provided to Ontario 211 for one final year to enable the transition to data sharing arrangements through Peel's website.

CONCLUSION

Since 2008 the Region of Peel has played a supportive role in the establishment and ongoing support of 211 for Peel residents.

This shared commitment will continue with enhancement of on-line access to information and support services.



Stephen VanOfwegen, Acting Commissioner Digital and Information Services

REGION OF PEEL'S ROLE IN THE DELIVERY OF 211 SERVICE



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – External Telephone Interviews Conducted

Appendix II – Call Volumes

For further information regarding this report, please contact Karla Hale, Director, Community Connections, 4998, karla.hale@peelregion.ca

Authored By: Karla Hale, Director, Community Connections

Reviewed in workflow by: Grace Caron, Director, Human Services

**APPENDIX I
REGION OF PEEL'S ROLE IN THE DELIVERY OF 211 SERVICE**

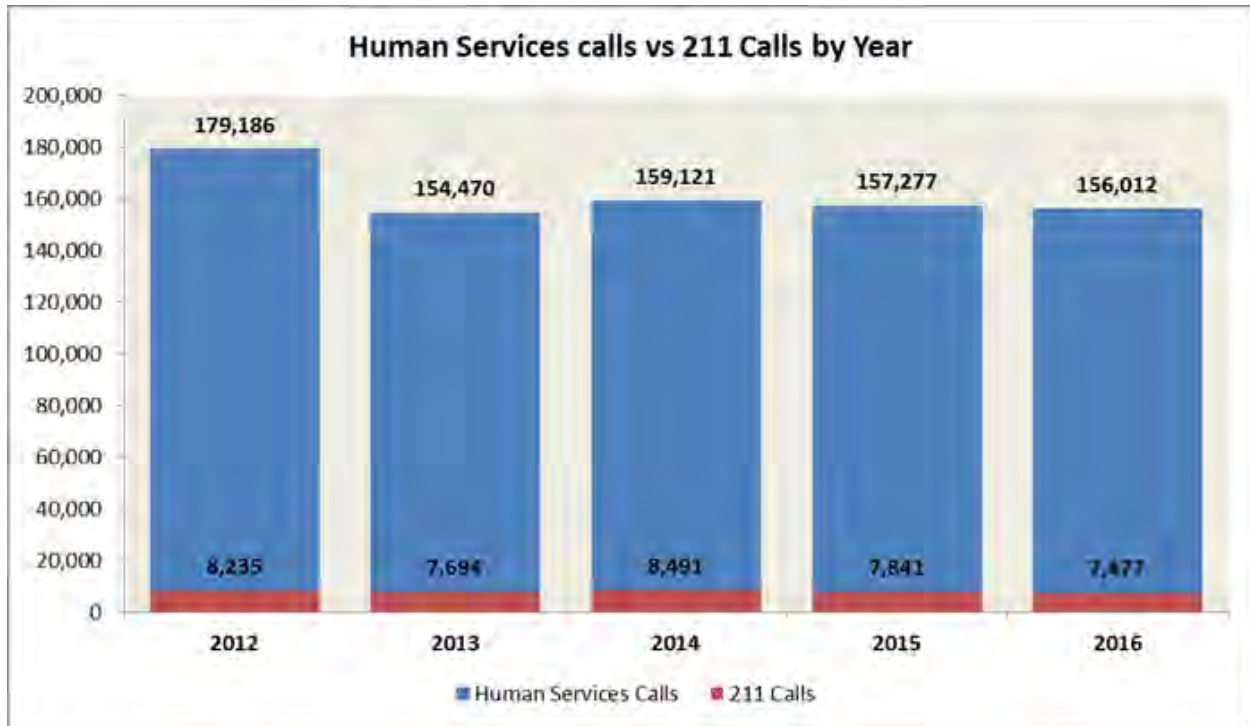
External Telephone Interviews Conducted

- United Way of Region of Peel
- Findhelp
- Halton Region
- York Region
- Region of Waterloo
- City of Toronto
- City of Vancouver
- City of Windsor
- City of Calgary
- City of Brantford
- 211 Ontario
- Nova Scotia 211
- BC 211
- 211 Alberta

8.4-6

APPENDIX II REGION OF PEEL'S ROLE IN THE DELIVERY OF 211 SERVICE

CALL VOLUMES





THE REGIONAL MUNICIPALITY OF PEEL

AUDIT AND RISK COMMITTEE

MINUTES

ARC - 1/2018

The Region of Peel Audit and Risk Committee met on February 1, 2018 at 11:00 a.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: F. Dale; C. Fonseca; G. Miles; K. Ras; A. Thompson*

Members Absent: R. Starr, due to a personal matter

Also Present: D. Szwarc, Chief Administrative Officer; Lorraine Graham-Watson, Commissioner of Corporate Services; P. O'Connor, Regional Solicitor; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; J. Smith, Commissioner of Public Works; N. Polsinelli, Commissioner of Health Services; J. Sheehy, Commissioner of Human Services; S. Nagel, Treasurer and Director of Corporate Finance; M. Morris, Director, Internal Audit; K. Lockyer, Regional Clerk; H. West, Committee Clerk; D. Obaseki, Legislative Assistant

Chaired By Chris Fonseca

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

2. **APPROVAL OF AGENDA**

RECOMMENDATION ARC-1-2018:

That the agenda for the February 1, 2018 Audit and Risk Committee meeting, be approved.

* See text for arrivals

◆ See text for departures

3. DELEGATIONS

- 3.1. **Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services, Region of Peel,** Presenting the 2016 Government Finance Officers Association Canadian Award for Financial Reporting to Corporate Finance Staff

Received

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, recognized staff from the Corporate Finance team for their work on the 2016 Annual Financial Report. He announced that the Region of Peel received the Government Finance Officers Association Canadian Award for Excellence in Accounting and Financial Reporting for 2016, for the 16th consecutive year.

Councillor Miles and Councillor Ras congratulated staff noting the Community for Life Annual Report is an excellent reference document.

Councillor Thompson arrived at 11:08 a.m.

4. REPORTS

- 4.1. **Facility and Occupant Services Audit**
Presentation by Cheryl Remm, Manager, Facility and Occupant Services, Real Property Asset Management and Michelle Morris, Director, Internal Audit

Received

Michelle Morris, Director, Internal Audit, provided an overview of the Facility and Occupant Services Audit noting the objective of the audit was to assess whether management has implemented effective and efficient controls, processes, and procedures to ensure that facility related support services are delivered in a safe, timely, and effective manner. She noted that opportunities to standardize and formalize controls were identified in four key areas including: preventative maintenance plan, preventative maintenance activity monitoring and performance measurement, oversight and monitoring of maintenance and repair work performed, and documentation of processes and procedures.

Cheryl Remm, Manager, Facility and Occupant Services, Real Property Asset Management, provided an overview of management action plans addressing the above noted areas.

Councillor Ras suggested that future audit reports provide more detail with respect to the numbers and types of incidents that are dealt with at the Regional facilities and also include clarification of the types of risks as being security risks or financial risks.

In response to a question from Councillor Ras with respect to practices for vendor oversight, Cheryl Remm stated that service level agreements between the Region and its program partners will be included in the service and operational contracts for the vendors.

In response to a question from Councillor Ras with respect to the timing of the development of preventative maintenance plans, Cheryl Remm stated that plans are expected to be completed by March 2019 because the initial set up will be a time intensive project. The initial set-up includes entries for each contract and once set up they can be repeated each year for the term of the contract.

Councillor Miles suggested that the report be shared with Peel Living as they may be interested in adopting a similar process within their portfolio of management agreements.

4.2. **2017 Fraud Information**

Received

4.3. **Revised 2017 Internal Audit Risk Based Work Plan**

Received

4.4. **2018 Internal Audit Risk Based Work Plan**

Presentation by Jennifer Weinman, Manager, Internal Audit

Received

RECOMMENDATION ARC-2-2018:

That the 2018 work plan as outlined in the report of the Director of Internal Audit, titled "2018 Internal Audit Risk Based Work Plan", be approved;

And further, that the Director of Internal Audit be authorized to change the 2018 Internal Audit Risk Based Work Plan (the 2018 Work Plan) and report back to a future meeting of the Audit and Risk Committee.

Jennifer Weinman, Manager, Internal Audit, provided highlights of how the 2018 Work Plan was developed and how it will be carried out. She noted that projects included in the 2018 Work Plan may change as risks vary and issues arise. The Director of Internal Audit will update the Committee if changes occur.

In response to a question from Regional Chair Dale with respect to the period of time between audits, Jennifer Weinman stated that a number of audits are conducted on a cyclical basis and others are conducted on a risk basis. The Regional audit team ensures that coverage is managed over the years however, not all areas can be covered on a rotation of three years. She also noted that management must address observations from prior audits and review implementation of the changes before a follow up audit can be scheduled.

Regional Chair Dale suggested that if there are areas that should be audited on a more frequent basis that consideration be given during the budget deliberations regarding staffing requirements.

5. COMMUNICATIONS – Nil

6. IN CAMERA MATTERS – Nil

7. OTHER BUSINESS – Nil

8. NEXT MEETING

The next meeting of the Audit and Risk Committee is scheduled for April 19, 2018 at 11:00 a.m. to 12:30 p.m. in the Council Chamber, 5th floor, Regional Administrative Headquarters, Suite A, 10 Peel Centre Drive, Brampton, Ontario.

Please forward regrets to Jill Jones, Committee Clerk, and (905) 791-7800 ext. 4330 or at jill.jones@peelregion.ca.

9. ADJOURNMENT

The meeting adjourned at 11:35 a.m.



January 30, 2018

Region of Peel
Frank Dale, Regional Chair
10 Peel Centre Drive, Suite A and B
Brampton, ON L6T 4B9

RECEIVED
February 12, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Re: The 96th Royal Agricultural Winter Fair, Notice of Appointment of Representative

Dear Mr. Dale,

The Annual General Meeting of the Royal Agricultural Winter Fair Association will be held in our offices at Enercare Centre, Exhibition Place on Thursday, April 12th, 2018. As a member organization, you may name one (1) representative to the Royal's Board of Governors for the 2018 year.

For your organization to be deemed an Association member for 2018, you must submit the name of a representative, as appointed by your organization, no later than March 1st, 2018. Please complete the attached form, have it certified by the appropriate authority within your organization and return the document so that we may notify your representative of the Annual General Meeting.

Your representative, together with other appointed Governors and representatives, will constitute the Board of Governors of the Association for 2018. Governors are invited to raise issues pertinent to the interests of their respective organizations as they relate to the business of the Association. Governors will also be updated on financial matters and the strategic directions of the Fair as well as have the opportunity to participate in the election of Directors.

The enclosed form should be completed and returned as confirmation of your membership in the Association and your representative's appointment to the Board of Governors for 2018. If you fail to notify us, your organization will not be entitled to membership in the Association for the current fiscal year. Thank you for your consideration of this request and your prompt reply.

We look forward to your support and participation.

Sincerely,

Andrew McKee
President and Chairman of the Board

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

The Royal Agricultural Winter Fair Association
NOTICE OF APPOINTMENT OF REPRESENTATIVE – 2018

PLEASE RETURN BY MAIL OR FAX BY MARCH 1, 2018 TO

JENNIFER TATTERSALL, SECRETARY TO THE BOARD
THE ROYAL AGRICULTURAL WINTER FAIR ASSOCIATION
39 Manitoba Drive, Exhibition Place,
Toronto, ON M6K 3C3
FAX 416-263-3488

We have appointed the following Governor (ONE) from

Organization Name: _____

To The Royal Agricultural Winter Fair Association of Canada for the year 2018

PLEASE PRINT

Name: _____

Address: _____

Telephone (with area code): _____

E-mail address: _____

CERTIFIED BY (Organization Official):

Name: _____

Address: _____

Telephone (with area code): _____

E-mail address: _____

Dated: _____

PEEL REGIONAL POLICE
7150 Mississauga Road
Mississauga, Ontario
Canada L5N 8M5

JENNIFER EVANS
Chief of Police

905-453-3311



peelpolice.ca



February 8, 2018

RECEIVED
February 15, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Frank Dale, Regional Chair
Region of Peel
Executive Office
10 Peel Centre Drive
Brampton, ON L6T 4B9

Dear Chair Dale,

During Peel Regional Police 2018 Budget deliberations, recent changes to the Board's *Community Event Paid Duty Policy (PRP-OP-001)* were highlighted. As a result of this information, Regional Council had further discussion on November 18, 2017 relating to this policy change. Please permit me to provide clarity to these recent changes. As background, at the June 24, 2016 Peel Police Services Board meeting, the Board assigned staff to initiate a review of the Community Event Paid Duty Policy related to paid duty funding for community events. As you can appreciate, significant time and effort was required to conduct a thorough review of the policy which included an environmental scan with neighboring police agencies in order to assess options and determine the fairest and best course of action. During this time, Peel Regional Police staff worked with event organizers and continued to provide in-kind services as per past practice for 12 community events until the revised policy was developed and approved by the Board.

On September 29, 2017, the Board approved the change to the Community Event Paid Duty Policy. Peel Regional Police staff advised all clients affected by this change on November 14, 2017. The new policy states that all costs for community events will be billable effective January 1, 2018; however, vehicle and administration fees may be waived only for community events that are fully funded by the Region of Peel, City of Mississauga or City of Brampton and do not include revenue generation or alcohol.

The policy change was required to rectify the funding disparity among the 12 annual community events that received funding and to promote fairness to the over 40 other annual community events within the Region that did not receive any in-kind services from Peel Regional Police. Furthermore, some community events that received in-kind services also generated revenue from various streams such as entrance fees and the sale of alcohol. The change in policy specifically addresses these issues while enabling Peel Regional Police to maintain a partnership within the community. It also demonstrates our commitment to fiscal responsibility, public trust and confidence to Region of Peel taxpayers.

Going forward, Peel Regional Police staff will continue to work closely with community event organizers to determine suitable paid duty requirements for their events.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Cont'd

I would like to thank you for your cooperation during this transition. Please contact me if you have any questions regarding this policy change.

Yours sincerely,



Jennifer Evans
Chief – Peel Regional Police

/ab

cc: Ms. Sue McFadden – Chair, Peel Police Services Board
Mr. Rob Serpe – Executive Director, Peel Police Services Board



COMMUNITY EVENTS PAID DUTY PRP-OP-001

Effective Date: 2007/03/30
Revision: 2017/09/29

Policy Statement

It is the policy of the Regional Municipality of Peel Police Services Board that Peel Regional Police provide paid duty service with respect to community events in the Region of Peel in accordance with this policy. The policy requirements set out in this document shall form part of the Board Policies and the Chief of Police is hereby directed to implement and comply with these requirements in the administration and operation of the Peel Regional Police.

1. Policy Requirements

It is the policy of the Peel Police Services Board that with respect to paid duty for Region of Peel community events the Chief of Police will:

- a) Ensure compliance with legislative and constitutional requirements, and recognized legal principles;
- b) Ensure that members act with full respect for human dignity and according to professional standards of skill, integrity and accountability;
- c) Ensure both officer and public safety as a priority;
- d) Ensure that internal funding from the Peel Police budget be provided to cover vehicle and administration costs only for community events fully sponsored and paid by the Region of Peel, and Cities of Brampton and Mississauga and do not include revenue generation or alcohol.

2. Reporting

The Chief of Police shall report to the Board on Community Event Paid Duty outlined in section 1 d) as part of the annual budget reporting process.

The Chief of Police shall also report to the Board on an exception basis. This applies to those circumstances where significant issues of potential liability to the Board, the police service, the community or the applicant are known or are believed to exist.

3. Authority/Legislative Reference

Police Services Act, Sections 39 and 49(2)
Police Services Board Audit Policy, Adopted 2001/03/30
Replaces : Paid Duty Officers – Adopted 1974/02/07
Board Minute #56/07
Board Minute #IC88/17

4. Linkage to Appropriate Police Service Procedure/Directive

I-A-301(F)
Uniform Collective Agreement
FIN-17

5. Effective Date

The policy requirements will take effect on **January 01, 2018.**

This page is
intentionally left blank

**ITEMS RELATED TO
PUBLIC WORKS**

This page is
intentionally left blank

For Information

DATE: February 13, 2018

REPORT TITLE: **HIGHWAY 427 EXPANSION PROJECT - UPDATE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide information on the Highway 427 Expansion Project.

REPORT HIGHLIGHTS

- The Ministry of Transportation has awarded the Highway 427 Expansion Project to LINK 427 to design, build, finance and maintain the expansion project.
- The project consists of two parts: a new 6.6 kilometer extension from Highway 7 to Major Mackenzie Drive in the City of Vaughan and a 4.4 kilometer widening from Finch Avenue to Highway 7 in the City of Toronto and City of Vaughan.
- The expansion project is currently in detailed design stage.
- Construction is expected to begin in early 2018 and is expected to be completed by 2021.

DISCUSSION**1. Background**

The Ministry of Transportation (the Ministry) and Infrastructure Ontario have embarked upon the Highway 427 Expansion Project (the Expansion Project) which includes the design and construction of a new 6.6 kilometer extension from Highway 7 to Major Mackenzie Drive in the City of Vaughan and a 4.4 kilometer road widening from Finch Avenue to Highway 7 in the City of Toronto and City of Vaughan. The Ministry and Infrastructure Ontario have awarded the \$616 million contract to LINK 427 to design, build, finance and maintain the Expansion Project.

The Expansion Project was initiated to address the existing and short-term future transportation challenges related to congestion at the existing Highway 427 terminus, alleviate demand on surrounding regional arterial roads such as Regional Road 50 (Highway 50) in the Region of Peel and Highway 27 in York Region, and to improve truck traffic accessibility to the Canadian Pacific Vaughan Intermodal Terminal.

The Highway 427 Transportation Corridor Environmental Assessment was approved in November 2010 and was updated through the completion of a Transportation Environmental

HIGHWAY 427 EXPANSION PROJECT – UPDATE

Study Report in 2016 to add additional lanes to the proposed extension. A separate study was completed in 2013 for the widening of the existing Highway 427 between Albion Road to Highway 7. The Region of Peel has been involved as a key stakeholder in the development of the expansion projects along with the Regional Municipality of York, City of Brampton, City of Vaughan, and City of Toronto.

2. Highway 427 Expansion Project Features

The new 6.6 kilometer extension from Highway 7 to Major Mackenzie Drive features three new interchanges; at Langstaff Road, Rutherford Road and Major Mackenzie Drive. The lane structure of the extension is:

1. Eight lanes from Highway 7 to Rutherford Road;
2. Six lanes from Rutherford Road to Major Mackenzie Drive;

The lane structure for the 4.4 kilometer road widening from Finch Avenue to Highway 7 is:

1. From six to eight lanes between Finch Avenue to south of Steeles Avenue;
2. From four to eight lanes, from south of Steeles Avenue to Highway 7.

Other features of the expansion include new median High Occupancy Toll lanes and protection for a future transitway. The dedicated toll lanes will extend from south of Highway 409 to north of Rutherford Road and will be equipped with electronic tolling capability. The protection of the transitway includes protection for three future transit stations at each of the proposed new interchanges with passenger drop-off facilities and a parking lot. The Rutherford Road interchange parking station will be established as a carpool parking lot in advance of the transitway development. A map depicting the proposed extension and widening limits can be found in Appendix I.

3. Current Project Update

The Expansion Project is currently approaching the end of the detailed design stage, including public consultations. Construction is expected to begin in 2018 and is expected to be completed in 2021.

4. Impacts to the Region of Peel

The expansion project offers a number of short and long term impacts to the Region of Peel:

a) Short Term Impacts

As most of the construction of the extension is on greenfield lands, the construction of the project is expected to have minimal impacts to the existing transportation network. However, minimal lane shifts, construction detours and lane reductions that alter traffic patterns and behavior can be expected where the proposed highway will connect to an existing road.

HIGHWAY 427 EXPANSION PROJECT – UPDATE

Changes in travel patterns during the construction phase of the expansion project are expected to result in increased demand on surrounding Regional arterial roads including Highway 50 and Queen Street in the City of Brampton. Portable variable messaging signs will be used at key locations and updated as needed to communicate, in real time, key information related to traffic management.

b) Long Term Benefits

The Expansion Project has a number of long term benefits for the Region of Peel including congestion relief on Highway 50 and Queen Street and supporting the Region's Term of Council Priority to manage growth and improve goods movement.

Highway 50 is a unique road straddling the Peel-York boundary with residential uses on the west side and existing and planned industrial uses on the east side. The road currently serves as the primary north-south arterial road, connecting north-eastern Brampton to the existing Highway 427 terminus at Highway 7. It experiences traffic volumes of approximately 46,500 vehicles per day of which approximate 16 per cent are trucks. Currently, it is the preferred route for trucks travelling to and from the Canadian Pacific Vaughan Intermodal Terminal, located on the west side of Highway 50, north of Rutherford Road in the City of Brampton. The expansion project would greatly relieve travel demand on this road to make room for future development and localized travel within the Region of Peel.

The expansion project also supports the Region of Peel's Term of Council Priority to improve goods movement, aligns with the Region's Goods Movement Strategic Plan, and offers a number of economic benefits to the Region. Currently, approximately \$1.8 billion of goods move through the Region of Peel every day and four out of nine jobs in Peel are in goods movement dependent industries. The expansion project provides greater 400-series highway access between the Region of Peel and the Greater Toronto and Hamilton Area furthering the Region's economic competitiveness and has the potential to connect to the GTA West Corridor contingent to its further study (Appendix II).

5. Next Steps

LINK 427 will be issuing a staged-release of four Design Construction Reports with a 30-day public review period to document the detailed design process. The project team will be holding Public Information Centres through the completion of the detailed design period to allow the public another opportunity to review and comment on the proposed design, potential impacts and proposed mitigation methods.

FINANCIAL IMPLICATIONS

The Highway 427 Expansion Project is fully funded externally and consequently, there are no financial implications to the Region of Peel.

HIGHWAY 427 EXPANSION PROJECT – UPDATE

CONCLUSION

Regional staff support the Highway 427 Expansion Project as it aligns with the Region's goals to facilitate the safe and efficient movement of people and goods through Peel. Regional staff will continue to work with the province and LINK 427 on the expansion project as it progresses through to completion.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Map of the Proposed Extension and Widening Limits

Appendix II – Highway 427 Extension Connection to GTA West Corridor

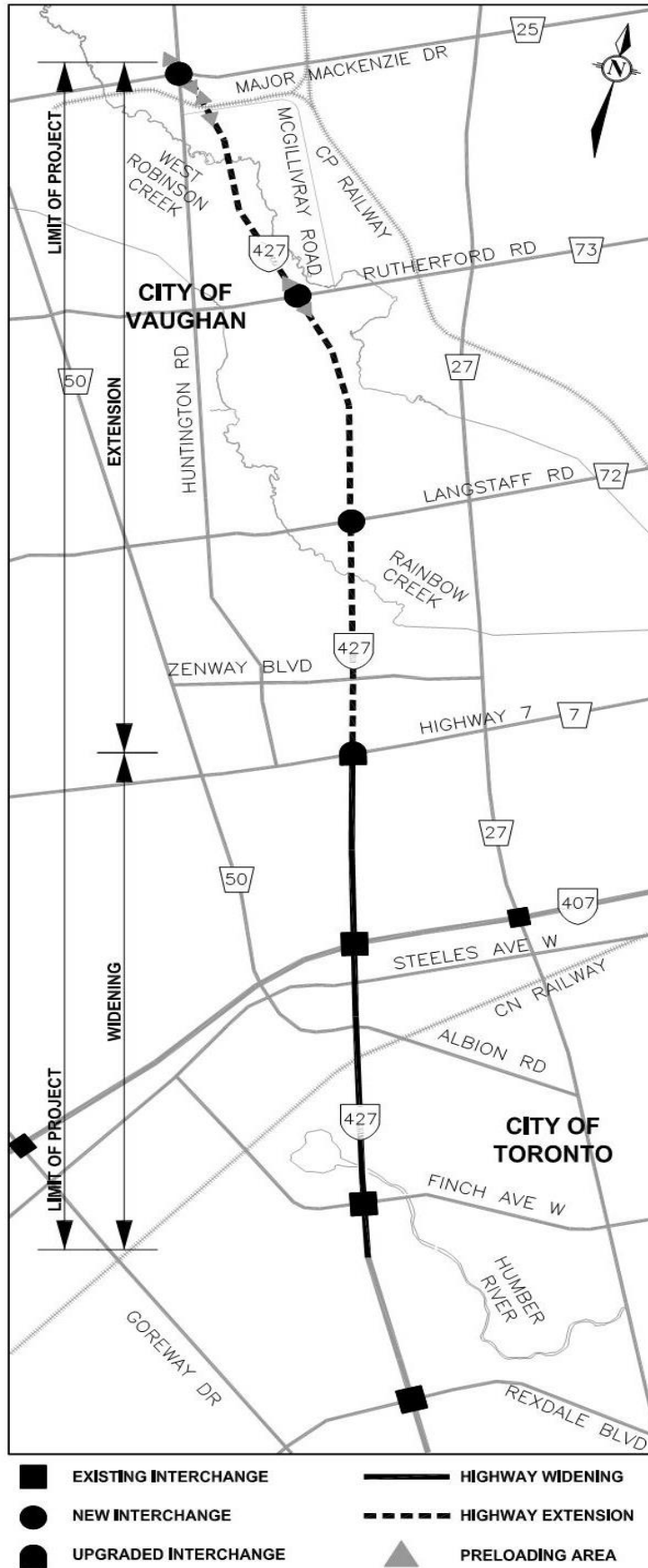
For further information regarding this report, please contact Sabbir Saiyed, Manager, Transportation System Planning, extension 4352, Sabbir.Saiyed@peelregion.ca.

Authored By: Richa Dave, Planner, Transportation System Planning, extension 5075, Richa.Dave@peelregion.ca

Reviewed in the workflow by:

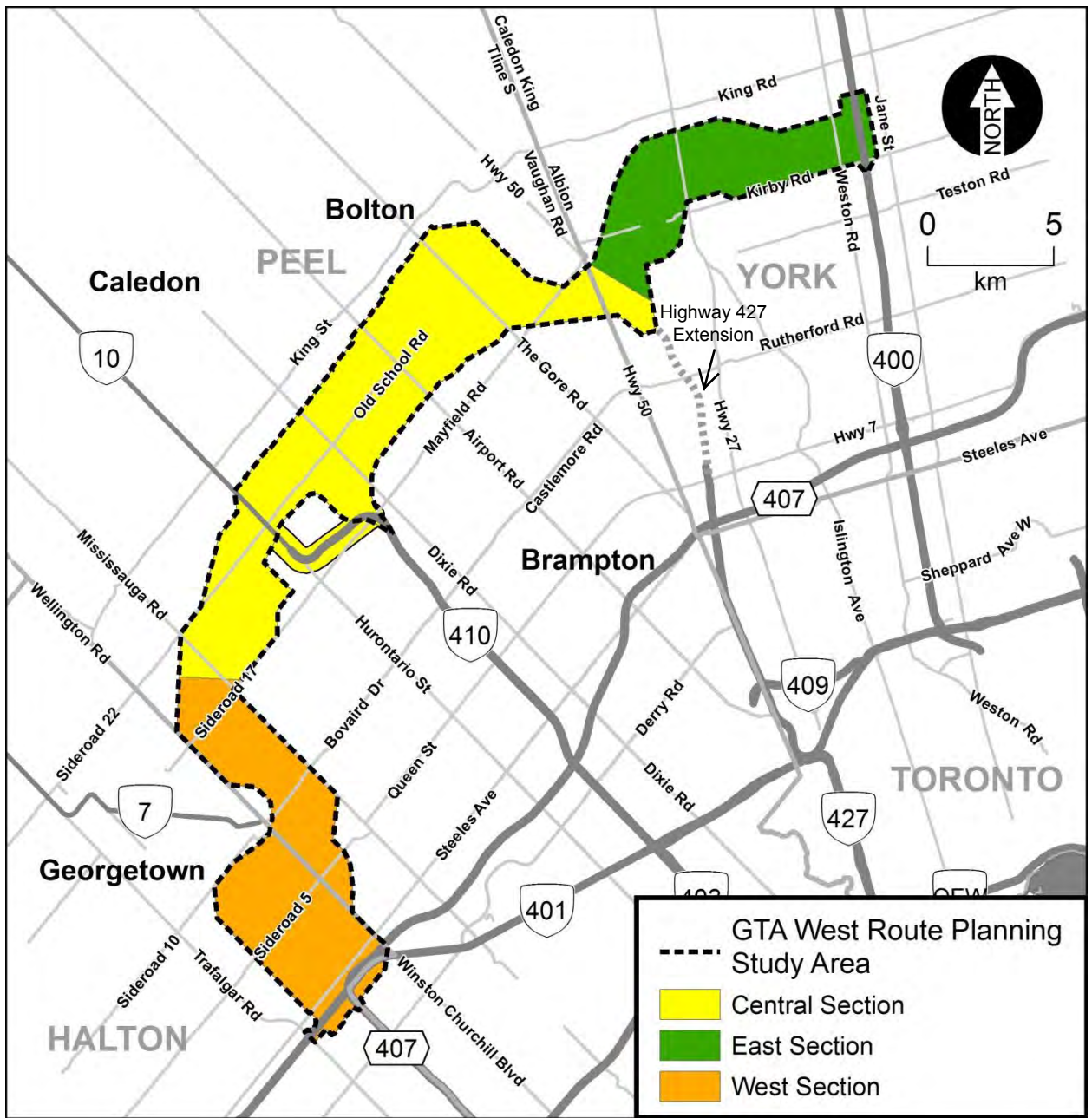
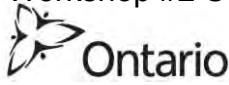
Financial Support Unit

Figure 2: Project Limits Key Map



APPENDIX II
10.1-6
HIGHWAY 427 EXPANSION PROJECT - UPDATE
Highway 427 Extension Connection to GTA West Corridor

Excerpt from the GTA West Transportation Corridor Planning and Environmental Assessment Study Stage 2
 - Community Workshop #2 Summary Report



DATE: February 14, 2018

REPORT TITLE: **SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS**

FROM: Janette Smith, Commissioner of Public Works
Nancy Polsinelli, Commissioner of Health
Jessica Hopkins, MD MHSc, CCFP FRCPC, Medical Officer of Health

RECOMMENDATIONS

That the Region of Peel’s Sustainable Transportation Strategy and its associated five-year implementation plans, be approved;

And further, that the Director of Transportation be delegated the authority to execute both the Service Delivery agreement with Metrolinx and the Funding Agreement with three Transportation Management Associations (Smart Commute Mississauga, Smart Commute Brampton-Caledon, and Smart Commute Pearson Airport Area) in the Region of Peel, to be renewed as required;

And further, that a copy of the joint report of the Commissioners of Public Works and Health and the Medical Officer of Health, titled “Sustainable Transportation Strategy and Five-Year Implementation Plans”, be forwarded to the City of Brampton, City of Mississauga, City of Toronto, Credit Valley Conservation Authority, Dufferin-Peel Catholic District School Board, Halton Region, Metrolinx, Peel District School Board, Toronto and Region Conservation Authority, Town of Caledon, York Region, Ontario Ministry of Transportation, Ontario Ministry of Municipal Affairs, and the Building Industry and Land Development Association for their information.

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

REPORT HIGHLIGHTS

- The Sustainable Transportation Strategy (the Strategy) is an action plan that outlines the Region of Peel's roles and responsibilities to significantly increase the proportion of trips made by sustainable transportation modes: walking, cycling, transit, carpooling and trips avoided through teleworking.
- The strategy includes a target of 50 per cent of peak period trips made by sustainable transportation modes in the Region by 2041 (referred to as "mode share target"). This represents an approximate 13 per cent increase from current conditions, and is aligned with the upcoming Long Range Transportation Plan update.
- More than 50 actions are recommended in the Strategy. These actions are operationalized in the Active Transportation Five-Year Implementation Plan and Transportation Demand Management Five-Year Implementation Plan. These actions will improve mobility, community health, the natural environment, and transportation system performance.
- The Region will seek to increase its funding for Smart Commute Transportation Management Associations in conjunction with local municipalities and Metrolinx, as well as through the annual budgeting process.
- The investment to implement the programs and projects recommended in the Strategy to 2041 is estimated to be \$207 million for active transportation infrastructure, plus \$1.8 million annually for non-infrastructure related active transportation and demand management programs.
- The appropriate allocation of funding sources to implement the Sustainable Transportation Strategy will be presented through the 2018 Development Charges Background Study and the annual budgeting process.

DISCUSSION

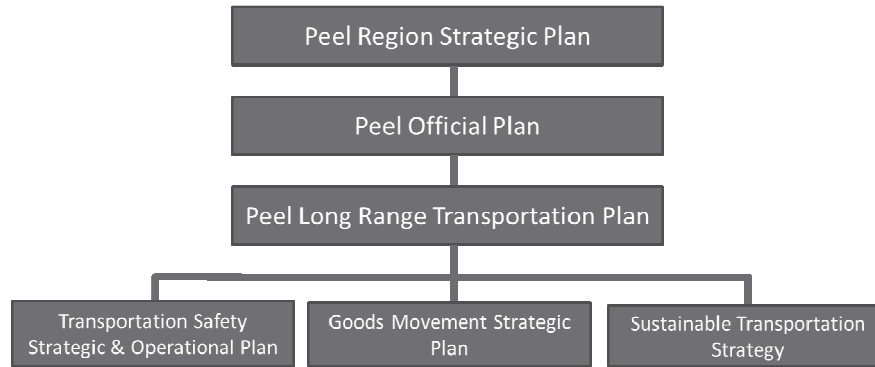
1. Background

The development of the Sustainable Transportation Strategy (the Strategy) was initiated in 2016 to address long-term transportation needs, while taking into consideration the environmental, social, economic, and health impacts of the transportation system. Through a collaborative process, the Strategy identifies the Region of Peel's roles and responsibilities relating to 'sustainable' transportation modes - walking, cycling, carpooling, transit, and teleworking.

Managing growth in the Region requires new and innovative solutions to meet future needs. The expected population increase of 40 per cent in Peel by 2041 and the increased demand on the transportation system cannot be accommodated by solely increasing roadway capacity. Shifting to sustainable modes of travel such as walking, cycling, and using public transit allow physical activity to be incorporated into daily activities while also reducing vehicle emissions and its associated health impacts of poor air quality, as well as contribute to climate change mitigation. Physical inactivity has well-established health implications, including the development of chronic diseases, such as cardiovascular disease and diabetes.

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

Figure 1: Sustainable Transportation Strategy is a component and implementation plan of the ongoing Long Range Transportation Plan Update



The Strategy is aligned with the Region of Peel’s Strategic Plan - Term of Council priorities and 20-year outcomes. These include the promotion of healthy and age-friendly built environments, the promotion of mobility, walkability and various modes of transportation (“Thriving”) and trusting that sustainability and long-term benefits to future generations are considered (“Leading”).

A copy of the Sustainable Transportation Strategy, along with the Active Transportation Five-Year Implementation Plan and the Transportation Demand Management Five-Year Implementation Plan, are available at the Office of the Regional Clerk for viewing. The executive summary of the Strategy is attached in Appendix I.

2. Developing the Sustainable Transportation Strategy

a) Mode Share Target and Analysis

The demands of growth on the transportation system cannot be met by solely building new and widening roads. Therefore, the Strategy identifies solutions that enable and encourage the development of a transportation system where 50 per cent of peak period trips are made by sustainable transportation modes. Shifting to sustainable modes of travel (e.g. walking, cycling, and public transit) will help to increase daily physical activity, reduce vehicle emissions, and improve health outcomes. This proposed mode share target is shared with the upcoming Long Range Transportation Plan update.

The 50 per cent sustainable transportation mode share target for 2041 represents an approximate 13 per cent increase from current conditions. It is well aligned with the local municipalities’ mode share targets where they have been established, such as in the City of Brampton Transportation Master Plan’s goal for 50 per cent non-single occupancy vehicle modes by 2041, the City of Mississauga’s aim to double current transit mode share by 2049, and the Town of Caledon Transportation Master Plan’s vision to offer multimodal choices. Figure 2 shows the current mode shares in the Region by mode, as well as the 2041 targets. The breakdown by municipality is provided in Appendix II:

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

Figure 2: AM Peak Period Mode Share – Current Conditions and 2041 Vision

Mode	Peel Region	
	Now (%)	2041 (%)
Driving Alone	62.4%	49.7%
Sustainable Transportation Modes:		
Walking	6.8%	9.1%
Cycling	0.3%	2.0%
Transit	10.9%	17.0%
Carpool	15.3%	17.9%
Other*	4.3%	4.3%
Sustainable Transportation Total	37.6%	50.3%
Total	100%	100%

Notes: 2011 data was chosen to represent current mode share because it is based on the most recent Transportation Tomorrow Survey data.

*Other modes: Includes school bus trips, with a few taxi and motorcycle trips.

The 50 per cent sustainable transportation mode share target for 2041 is not applied uniformly across the Region, but based on a context specific approach. Peel’s varying geographies, land uses, community contexts, and targeted intensification areas enable some communities to have a greater potential for mode shift than others. Analysis was undertaken to identify communities with greater potential for mode shift. The factors used to determine this potential varied by mode, including those shown in Figure 3:

Figure 3: Sample of factors used to determine feasibility of sustainable mode shift

Walking/Cycling	<ul style="list-style-type: none"> • Higher than average existing walking/cycling mode share • Higher population density • Higher proportion of short trips • Mix of residential and employment land uses
Transit	<ul style="list-style-type: none"> • Competitive transit vs. auto travel time • Location of planned transit investments
Carpooling	<ul style="list-style-type: none"> • Existing carpooling mode split above 5 per cent • Limited availability of transit service • Below average car ownership rate
Telework	<ul style="list-style-type: none"> • Higher than average commuting distance • Higher number of office/professional occupations

Based on the factors above, traffic zones were assigned a score to indicate their potential for mode shift. Areas with higher potential for mode shift were identified as areas of focus for the Strategy’s recommendations, such as pedestrian improvement areas, new cycling infrastructure, and priority communities for Transportation Demand Management social marketing programs.

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

Based on research conducted by staff, the Cities of Vancouver and Toronto have achieved a 50 per cent sustainable mode share, the City of Montreal has a target of 55 per cent of trips by sustainable modes by 2020 and the City of Ottawa aims to achieve 50 per cent sustainable mode share by 2031.

b) Consultation and Partnerships

The Strategy was developed in collaboration with partners and stakeholders to ensure it reflects a breadth of expertise, and provides a strong foundation to support its recommendations. Establishing partnerships with stakeholders was a goal of the consultation process, as the 50 per cent sustainable mode share target cannot be achieved solely with the Region of Peel's initiatives. These partners and stakeholders include:

- Local municipalities (City of Brampton, City of Mississauga, Town of Caledon)
- Transit agencies (Brampton Transit, MiWay)
- Metrolinx (i.e. relating to transit, carpooling, Smart Commute)
- Conservation Authorities (Credit Valley Conservation Authority, Toronto and Region Conservation Authority)
- Other partners and stakeholders (e.g. Greater Toronto Airport Authority)

The online survey from Let's Move Peel garnered 767 responses from December 2016 to March 2017. Respondents ranked their priorities for sustainable transportation. The top four priorities identified were:

1. Transit
2. Travel Efficiency (i.e. *make efficient use of existing infrastructure to manage congestion without adding lanes*)
3. Walking
4. Cycling

c) Business Case for Sustainable Transportation

The Sustainable Transportation Strategy includes a business case for sustainable transportation, based on quantitative and qualitative evidence that support the wide ranging impacts of achieving the proposed mode share target. The societal benefits and costs of the transportation system are important to realizing Peel's Strategic Plan vision. The following are highlights of the business case analysis, which compared the benefits and costs of reaching a sustainable mode share target of 50 per cent by 2041, versus the continuation of existing mode share trends by 2041. The calculation of these benefits and costs were based on indicators established in Metrolinx business cases - as follows:

- \$400 million annual savings in cost of congestion due to lost productivity and personal delay
- \$80 million annual savings in costs related to carbon dioxide (CO₂) emissions
- \$262 million annual cost benefit of the health impacts of increased walking and cycling

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

As indicated above, benefits and cost savings through the implementation of the Sustainable Transportation Strategy contribute to the reduction of Federal and Provincial spending on climate change mitigation and reduction in health care expenses. Therefore, there is a strong rationale for the Federal and Provincial governments to provide additional funding opportunities to support sustainable transportation infrastructure and programs.

d) Smart Commute – Workplace Program in Peel Region

Smart Commute Transportation Management Association offices currently operate in the Region of Peel with service areas that cover the entire Region, namely in Brampton-Caledon, Mississauga, and the Toronto Pearson Airport Area. They depend on funding to engage and support member workplaces, and their services and programs are financially supported by Metrolinx, the Region of Peel, local municipalities, and membership fees.

To enable growth of Smart Commute Transportation Management Association membership and services over time, the Region will seek to increase its funding for Smart Commute Transportation Management Associations in conjunction with local municipalities and Metrolinx, as well as through the annual budgeting process. Specifically, the Region will seek to match any increases in Smart Commute funding by local municipalities and Metrolinx above the 2018 baseline. This funding would support specific services to be offered by Smart Commute Transportation Management Association offices and be approved by both the Region and local municipalities.

Regional Council had given authority (Resolution 2016-765) to staff to negotiate and execute service delivery agreements with Metrolinx, and the funding agreements with the three Transportation Management Associations in Peel (Smart Commute Mississauga, Smart Commute Brampton-Caledon and Smart Commute Pearson Airport Area). To ensure that the Smart Commute initiative continues to deliver programs and expand their influence in increasing the use of sustainable travel modes, the Director of Transportation should continue to be delegated the authority to execute agreements with Metrolinx and the Transportation Management Associations.

3. Recommended Actions

More than 50 actions are recommended in the Sustainable Transportation Strategy. They have been informed by an analysis of current best practices, consultation with stakeholders, and input from Peel residents. Recommended actions include policies, pilot projects, infrastructure projects, and programs that would collectively enable mode shift in the Region.

The recommendations that are proposed in the Sustainable Transportation Strategy are provided in Appendix III, including additional details on a selection of recommendations such as the pedestrian improvement area and the long term cycling network. The full report is available in the Office of the Regional Clerk for viewing.

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS**FINANCIAL IMPLICATIONS**

The Sustainable Transportation Strategy identifies costs associated with infrastructure required to 2041 to facilitate movement of people. The costs are aligned with the DC background study. The plan demonstrates a shift in focus from moving cars to moving people, and the costs and scope of road widening required to the 2041 horizon is significantly less than would be needed if this sustainable approach was not taken. Staff conservatively estimates the cost to accommodate these trips solely through road widening would be three times the cost identified to implement the Sustainable Transportation Strategy.

Cost estimates have been developed for the full implementation of the proposed long-term pedestrian improvement areas and cycling network. For non-infrastructure related active transportation and transportation demand management programs, cost estimates were determined for the 2018-2022 period.

- The estimated capital cost of full implementation (to 2041) of cycling and pedestrian infrastructure is \$207 million. The capital estimate for 2018-2022 is \$71.2 million.
- The estimated operating annual cost for active transportation and transportation demand management programs and policies is \$1.8 million per year by 2022, an increase of \$1.1 million over current annual expenditures of \$0.7 million.

Funding sources include federal gas tax, provincial grant funding, development charges, and municipal taxes as appropriate.

In addition, to achieve the proposed 50 per cent mode share target, additional staff resources are required. Staff will review staffing requirements through the 2019 budget process.

Sufficient funding to implement the Sustainable Transportation Strategy's recommended infrastructure projects, programs, and services for 2018 is available in the 2018 Budget. The funding for future years will be presented to Regional Council for approval as part of the annual budget process.

CONCLUSION

Peel Region's population is expected to increase by 40 per cent by 2041, and current levels of physical inactivity are expected to rise, which is concerning given the linkages between physical inactivity and negative community health outcomes including obesity and increases in chronic diseases, such as cardiovascular disease and diabetes.

The Sustainable Transportation Strategy is a component of the upcoming Long Range Transportation Plan update. There is a shared vision to move Peel Region towards sustainability as an approach, to accommodate the mobility needs of growing communities and improve the health of Peel residents. Increasing the mode share of sustainable transportation requires a shift in policies, processes, and priorities, and the development of tools and partnerships in the transportation planning process.

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

As a strategy developed in consultation with local municipalities and a broad range of stakeholders, adopting the Sustainable Transportation Strategy will allow staff and partners to effectively deliver on the Region of Peel's *Community for Life* vision, to create a community that is more environmentally friendly, healthier, and considers the long-term benefits for current and future generations.



Janette Smith, 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 - Executive Summary
- Appendix II – 2041 Vision Mode Share Target by Municipality and Mode
- Appendix III – Selection of Key Recommendations
- Appendix IV - Pedestrian Improvement Areas Map
- Appendix V - Proposed Long Term Cycling Network

For further information regarding this report, please contact Wayne Chan, Manager, Sustainable Transportation, extension 4405, wayne.chan@peelregion.ca.

Authored By: Arthur Lo, Project Manager, Sustainable Transportation

Approved in the workflow by:

Financial Support Unit
Legal Services

SUSTAINABLE TRANSPORTATION STRATEGY EXECUTIVE SUMMARY**EXECUTIVE SUMMARY**

The development of the Sustainable Transportation Strategy (STS) was initiated in 2016 to outline the Region's course of action in addressing long-term transportation and growth related issues, in a manner that emphasizes the need for environmental, societal, and economic sustainability. The STS identifies the Region's roles and responsibilities relating to 'sustainable' transportation modes - walking, cycling, carpooling, transit, and teleworking.

The challenge of managing growth in the Region of Peel has significant implications on the operation of the transportation system. With an expected 40% increase in population in Peel by 2041, this growth cannot be accommodated in a "business as usual" manner that perpetuates a transportation system oriented towards supporting automobiles being driven by a single person. To accommodate growth in this manner would impose high costs on Peel's quality of life and economic competitiveness, and lead to unsustainable increases in traffic congestion and environmental impact. Recognizing that growth cannot continue to be met through adding road supply, the STS collaboratively identifies long term solutions that enable and encourage the development of a transportation system where 50% of peak period trips are made by sustainable transportation modes.

The existing mandate for sustainable transportation originates from the Transportation Demand Management (TDM) Study adopted in 2004, the Five Year TDM Plan adopted in 2014, and the Active Transportation (AT) Plan adopted in 2012. The Sustainable Transportation Strategy, along with its 5-year Implementation Plans for AT and TDM, are intended to supersede these plans and act as an implementation plan for the draft 2017 Long Range Transportation Plan.

Sustainable Transportation Strategy Highlights

- The Sustainable Transportation Strategy (STS) is an action plan that outlines the Region's roles and responsibilities to significantly increase the proportion of trips made by walking, cycling, transit, carpooling; and trips avoided through teleworking.
- A proposed 2041 target of 50% of trips made by a sustainable transportation mode in the Region is aligned with the vision in the draft 2017 Long Range Transportation Plan, representing approximately a 13% increase from current conditions.
- More than 50 actions are recommended in the STS and the complementing Active Transportation 5-Year Plan and Transportation Demand Management 5-Year Plan, to be undertaken by the Region, many in partnership with municipalities, transit agencies, and other organizations.
- A benefits and business case for sustainable transportation was developed, demonstrating the wide ranging benefits of sustainable transportation to public health, the natural environment, and transportation system performance.

Benefits and Business Case for Sustainable Transportation

The STS developed a business case for sustainable transportation, using quantitative and qualitative evidence to assess the wide ranging impacts of achieving the proposed mode share target. Recognizing the societal benefits and costs of the transportation system is important to the Peel's Strategic Plan vision, particularly the outcome that sustainability and long-term benefits to future generations are considered. The business case analysis, comparing the benefits and costs of reaching a mode share target of 50% sustainable modes by 2041:

- \$400 million annual savings in cost of congestion.
- \$80 million annual savings in costs related to carbon dioxide (CO₂) emissions.

- \$262 million annual cost benefit of the health impacts of increased walking and cycling.

Consultation and Partnerships

The STS was developed in co-ordination with a multitude of partners and stakeholders to ensure that it reflects a Regional collaborative approach, and is conducive to partnerships. Four working group meetings and a business case workshop were held, and public input was gathered from Public Information Centres in January 2017, and four community events in June 2017. The PIC was co-ordinated with the Long Range Transportation Plan update, as well as with local municipalities where possible. An online survey linked from www.letsmovepeel.ca garnered 767 responses from December 2016 to March 2017. The top three sustainable transportation priorities identified through the survey were transit, walking, and travel efficiency (making efficient use of existing infrastructure to manage congestion without adding lanes).

Strategic Recommendations

More than 50 actions have been recommended in the STS, informed by identifying improvements to existing practices, identifying best practices, and synthesizing input from stakeholders from the public. These recommended actions include policies, pilot projects, infrastructure projects, and programs that would collectively enable mode shift in the Region. The following is a small selection of key recommendations that are proposed in the STS:

- Adopt a multimodal level of service (MMLoS) methodology to support decision-making on road projects. (Multimodal Category)
- Assessing feasibility of bus/high-occupancy vehicle lanes on Regional roads and implementing a pilot project (Multimodal Category)
- Support workplace engagement by Smart Commute to promote commuting with sustainable transportation modes (Multimodal Category)
- Implement Measures to Improve Walkability in Pedestrian Improvement Areas (Walking Category)
- Implement a Long Term Cycling network (Cycling Category)
- Pilot alternative transit services (Transit Category)
- Identify needs and opportunities for third-party carpool lots (Carpooling Category)
- Engage employers to promote flexible work arrangements (Teleworking Category)

Financial Implications

The STS is proposed to be implemented with projects over the short, medium, and long term.

It is anticipated that the recommended programs will require increases in annual funding allocations to sustainable transportation related projects. The STS recommends \$207M of cycling and pedestrian infrastructure to be built by 2041, and annual funding for active transportation and transportation demand management programs to increase to \$1.8M annually by 2022, from \$0.7M currently.

Through annual budgeting processes and the Development Charges by-law update, staff would work to identify the appropriate allocation and mix of funding sources for sustainable transportation. Funding currently comes from a combination of federal gas taxes, development charges, and municipal tax base, depending on project type. Since the STS is a critical component of implementing the LRTP, staff will have regard to the proper allocation of these funding sources to AT and TDM projects and programs that work to address the Region's overall transportation and growth related goals.

SUSTAINABLE TRANSPORTATION STRATEGY AND FIVE-YEAR IMPLEMENTATION PLANS

2041 VISION MODE SHARE TARGET BY MUNICIPALITY AND MODE

Mode	Peel Region		Brampton		Caledon		Mississauga	
	Now	2041	Now	2041	Now	2041	Now	2041
Driving Alone	62.5%	49.8%	62.7%	51.8%	71.0%	68.1%	61.8%	45.4%
Walking	6.8%	9.1%	7.4%	9.1%	3.5%	3.6%	6.6%	9.8%
Cycling	0.3%	2.0%	0.2%	1.8%	0.0%	0.8%	0.4%	2.3%
Transit	10.8%	17.0%	8.8%	14.6%	2.0%	2.5%	12.9%	21.1%
Carpool	15.2%	17.9%	16.5%	18.6%	8.2%	9.9%	14.8%	18.3%
Other*	4.3%	4.3%	4.4%	4.0%	15.3%	15.1%	3.4%	3.1%
ST Total	37.5%	50.0%	37.3%	48.1%	29.0%	31.9%	38.2%	54.6%

*Other modes: Mostly consists of school bus trips, with a few taxi and motorcycle trips. They were not a focus of this strategy.

SELECTION OF KEY RECOMMENDATIONS

The recommended actions are organized by mode, with a 'multi-modal' category established for actions that support multiple modes simultaneously. Each action has been assigned either a short (5 year), medium (10 year), and long-term (10+ year) priority. Each action also outlines groups within the Region of Peel that would either lead or support the action, as well as potential external partners and stakeholders. Partnerships are critical to achieving the mode share target, by leveraging their resources, knowledge, and services. Partnerships are also necessary to overcome limitations within each organization's jurisdiction, and recognizing that sustainable transportation is an inter-regional issue with broad impacts.

The following is a complete list of the recommendations put forward in the Sustainable Transportation Strategy, organized by mode:

MULTIMODAL STRATEGIES: KEY THEMES AND ACTIONS	
Influence the shape of development	
ACTION M1	Encourage local municipalities to reduce parking requirements and support sustainable modes through infrastructure and design
ACTION M2	Improve development approval processes to support sustainable transportation through infrastructure, design and transportation demand management
Strengthen the multimodal function of Regional roads	
ACTION M3	Adopt a complete streets policy and implement a pilot project
ACTION M4	Assume responsibility for walking and cycling facilities in Regional road boulevards
ACTION M5	Update Regional road design standards to ensure access, safety and comfort for walking and cycling
ACTION M6	Adopt a multimodal level of service methodology to assess road designs and allocate right-of-way
ACTION M7	Assess feasibility of bus/HOV lanes on Regional roads, identify priority locations and implement a pilot project
Make roads safer for vulnerable road users	
ACTION M8	Pursue Vision Zero target for vulnerable road users
ACTION M9	Review by-laws that govern active transportation facilities and affect vulnerable road users
ACTION M10	Amend speed limit policies for Regional roads and local streets
ACTION M11	Deliver multimodal road safety education for vulnerable road users
Influence personal travel decisions	
ACTION M12	Deliver special events, information and messaging across the Region
ACTION M13	Deliver neighbourhood-based individualized marketing to priority areas
ACTION M14	Support workplace engagement by Smart Commute to promote commuting by walking, cycling, transit, carpooling and teleworking
ACTION M15	Encourage and support walking and cycling to and from schools
ACTION M16	Support sustainable travel choices through new mobility technologies and business models
Strengthen the Region's leadership role	
ACTION M17	Create knowledge through research, testing, evaluation and monitoring

MULTIMODAL STRATEGIES: KEY THEMES AND ACTIONS

ACTION M18	Expand counting program for walking and cycling facilities
ACTION M19	Provide learning opportunities for stakeholders
ACTION M20	Improve sustainable travel options for Regional employees and implement parking pricing at Regional workplaces
ACTION M21	Undertake road safety demonstration projects

WALKING STRATEGIES: KEY THEMES AND ACTIONS**Provide comfortable, continuous walking routes**

ACTION W1	Implement Long-Term Walking Network
ACTION W2	Identify and prioritize solutions to major walking barriers
ACTION W3	Identify Pedestrian Improvement Areas and implement measures to improve walkability

Improve winter maintenance of walking facilities

ACTION W4	Improve winter maintenance standards for walking facilities
ACTION W5	Develop priority winter maintenance network for Regional sidewalks

Promote walking across the Region

ACTION W6	Promote walking for short trips
-----------	---------------------------------

CYCLING STRATEGIES: KEY THEMES AND ACTIONS**Provide comfortable, continuous cycling facilities**

ACTION B1	Implement Long-Term Cycling Network
ACTION B2	Identify and prioritize solutions to major cycling barriers
ACTION B3	Identify and remove minor cycling barriers
ACTION B4	Expand partnerships to support municipal cycling projects
ACTION B5	Update trail design standards to improve weather resilience
ACTION B6	Improve wayfinding for cycling facilities

Improve year-round maintenance of cycling facilities

ACTION B7	Improve year-round maintenance standards for cycling facilities
ACTION B8	Develop priority winter maintenance network for Regional cycling facilities

Expand bicycle parking and end-of-trip facilities

ACTION B9	Provide bicycle parking in Regional rights-of-way
ACTION B10	Support provision of bicycle parking and end-of-trip facilities at community destinations

Promote cycling across the Region

ACTION B11	Promote cycling for short and medium-length trips
ACTION B12	Promote winter cycling
ACTION B13	Provide cycling skills training cycling education in schools
ACTION B14	Build capacity through community-based programs
ACTION B15	Build cycling culture with a bike friendly businesses program
ACTION B16	Study feasibility of a regional bikesharing program

TRANSIT STRATEGIES: KEY THEMES AND ACTIONS	
Make regional roads more transit-supportive	
ACTION T1	Develop transit stop guidelines
ACTION T2	Implement transit priority measures at intersections
Improve connections to transit	
ACTION T3	Improve first- and last-mile access to transit hubs
ACTION T4	Identify needs and opportunities for new park and ride lots
Explore new technologies and business models to support transit	
ACTION T5	Pilot test alternative transit services
Promote transit use across the Region	
ACTION T6	Promote transit near new rapid transit routes

CARPOOLING STRATEGIES: KEY THEMES AND ACTIONS	
Expand carpool lots	
ACTION C1	Implement planned conventional carpool lots, and monitor need and opportunity for others
ACTION C2	Identify needs and opportunities for new third-party carpool lots
Explore new technologies and business models to support carpooling	
ACTION C3	Assess the feasibility of public vanpool services
ACTION C4	Advocate for provincial legislation to enable third-party vanpools
Promote carpooling in key markets	
ACTION C5	Promote carpooling in areas with long trips and lower-quality transit service

TELEWORK STRATEGIES: KEY THEMES AND ACTIONS	
Promote flexible work arrangements as a win-win-win solution	
ACTION TW1	Engage employers to promote flexible work arrangements
Help workplaces support flexible work arrangements	
ACTION TW2	Deliver telework training and tools to employers
ACTION TW3	Study the feasibility of satellite workplaces

The following provides further explanations for key recommendations that are proposed in the Sustainable Transportation Strategy:

a) Action M6: Adopt a multimodal level of service methodology to assess road designs and allocate right-of-way

Currently, the Region's performance measures for road capital projects and intersection operations is generally based on "level of service" for motorized vehicles. Level of service is a quantitative measure of average delay experienced by vehicles. The STS recommends developing multimodal level of service performance measures for all road users. Multimodal levels of service considers factors such as comfort and experience, which are important as they relate to human behavior change, which is central to achieving the 50% sustainable transportation mode share target. Applying multimodal levels of service would support decision-making for Environmental Assessments, road projects, and intersection improvements in a manner that evaluates impacts on all modes, enabling the Region's Environmental Assessments and transportation impact studies to better support sustainable transportation.

b) Action M7: Assess feasibility of bus/HOV lanes on Regional roads, identify priority locations and implement a pilot project

High-occupancy vehicle (HOV) lanes have been deployed across the Greater Toronto and Hamilton Area on a variety of municipally-owned roads and provincially-owned highways. HOV lanes can help maximize the person-carrying capacity of the transportation network by giving priority to carpoolers and transit services. In particular, the effectiveness of potential HOV lanes in Peel would be maximized if they are connected to the HOV network planned for provincial 400-series highways, and to higher-order rapid transit services. The Sustainable Transportation Strategy recommends that the Region assess the feasibility and effectiveness of bus/HOV lanes on Regional road corridors, identify a conceptual long-term network, and implement a potential pilot project.

c) Action M14: Support workplace engagement by Smart Commute to promote commuting by walking, cycling, transit, carpooling and teleworking

Smart Commute is a program that engages and supports member workplaces to promote and incentivize the use of sustainable transportation modes, and is financially supported by Metrolinx, the Region of Peel, local municipalities, and membership fees. To enable an expansion of Smart Commute membership, the Sustainable Transportation Strategy recommends that Peel and its partners increase Smart Commute funding, while working with economic development agencies, and boards of trade to generate additional employer interest. Regional staff is currently working with Metrolinx staff to establish a process/agreement to ensure successful delivery of the STS and the 5-Year Implementation Plans, and for Metrolinx to provide funds directly to the Region of Peel, which will be administered and allocated to Smart Commute Transportation Management Associations in Peel via an executed agreement.

Regional Council had given authority (Resolution 2016-765) to staff to negotiate and execute service delivery agreements with Metrolinx, and the funding agreements with the three Transportation Management Associations in Peel (Smart Commute Mississauga, Smart Commute Brampton-Caledon and Smart Commute Pearson Airport Area). To ensure that the Smart Commute initiative continues to deliver programs and expand their influence in increasing the use of sustainable travel modes, the Director of Transportation should continue to be delegated the authority to execute agreements with Metrolinx and the Transportation Management Associations.

d) Action W3: Identify Pedestrian Improvement Areas and implement measures to improve walkability

Pedestrian improvement areas were identified as those having greater potential for increased walking mode share, as well as based on the location of key destinations, transit connections, and public input. The Sustainable Transportation Strategy recommends enhanced measures to improve walkability at these locations, and taking a context specific approach to determine the appropriate measure to implement. These measures can include intersection pedestrian-friendly curb radii adjustments, additional mid-block crossings, landscaping, street furniture, and upgraded sidewalks. The proposed improvements to walkability and increased pedestrian safety and comfort align

with the Region's upcoming Road Safety Strategic Plan and the Region's vision for zero fatal injuries for all road users (Vision Zero), endorsed in December 2017.

e) Action B1: Implement a Long Term Cycling network

Building upon the work undertaken to expand Peel's cycling network based on the 2012 Active Transportation Plan, the Sustainable Transportation Strategy recommends taking an approach that incorporates the latest cycling facility design guidance, and placing a greater focus on standalone cycling network improvements rather than reliance on opportunities that arise from road capital projects such as road widenings. The proposed cycling network includes not only new facilities on Regional roads, but also upgrading existing facilities to current standards of design, and partnering with local municipalities and conservation authorities on off-road trails of Regional significance. It also identifies crossings of Regional roads with highway interchanges, where collaboration and cost-sharing with the Ministry of Transportation (MTO) is required to address these barriers to pedestrians and cyclists. Some examples of proposed cycling facilities in the long term cycling network include continuous multi-use trails along much of Erin Mills Parkway in Mississauga and Airport Road in Brampton, and cycle tracks along Highway 50 in Bolton.

f) Action T5: Pilot test alternative transit services

Emerging technologies and innovative mobility business models are creating the opportunity for alternative transit services, such as ones using variable routes, on-demand service, and vanpooling systems. The STS recommends that the Region collaborate with local municipalities and transit agencies to identify and evaluate opportunities for innovative transit technologies and service models, particularly those that can attract new riders or improve cost effectiveness of transit in areas that are potentially underserved, have low density, or low transit demand.

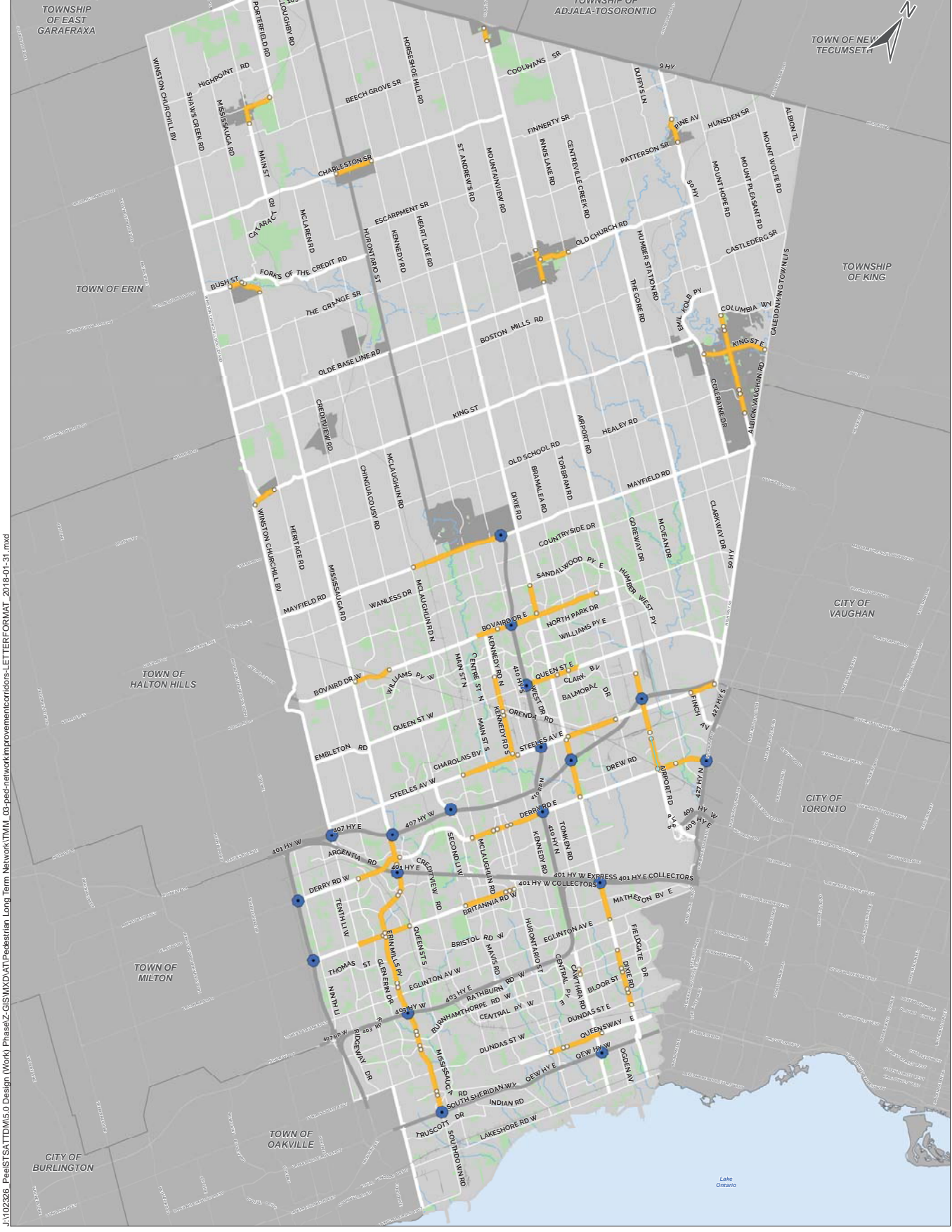
g) Action C2: Identify needs and opportunities for new third-party carpool lots

Third-party parking lots allow carpoolers to use existing, underutilized parking lots, such as those at community centres or shopping malls. They present a more cost effective and flexible approach compared to building new carpool lots. The STS recommends that the Region work with local municipalities to identify potential third-party carpool lots, and develop a template agreement to formalize arrangements regarding liability, maintenance, and other operational issues.

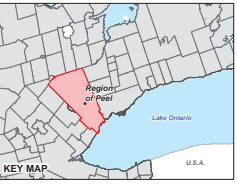
h) Action TW1: Engage employers to promote flexible work arrangements

The STS recommends that the Region collaborate with organizations that have existing relationships, community channels, and credibility with the employer community, to inform and foster employer interest in teleworking. A collaborative campaign can make the business case for telework, and help employers to address operational and financial implications that may currently be barriers to teleworking, such as access to information technology and performance management.

Pedestrian Improvement Areas



J:\102326 - Peel\ST\ATD\MIS.0 Design (Work) Phase\Z-GIS\MXD\MT-Pedestrian Long Term Network\TMM_03-ped-network\improvement\corridors-LETTER\FORMAT_2018-01-31.mxd

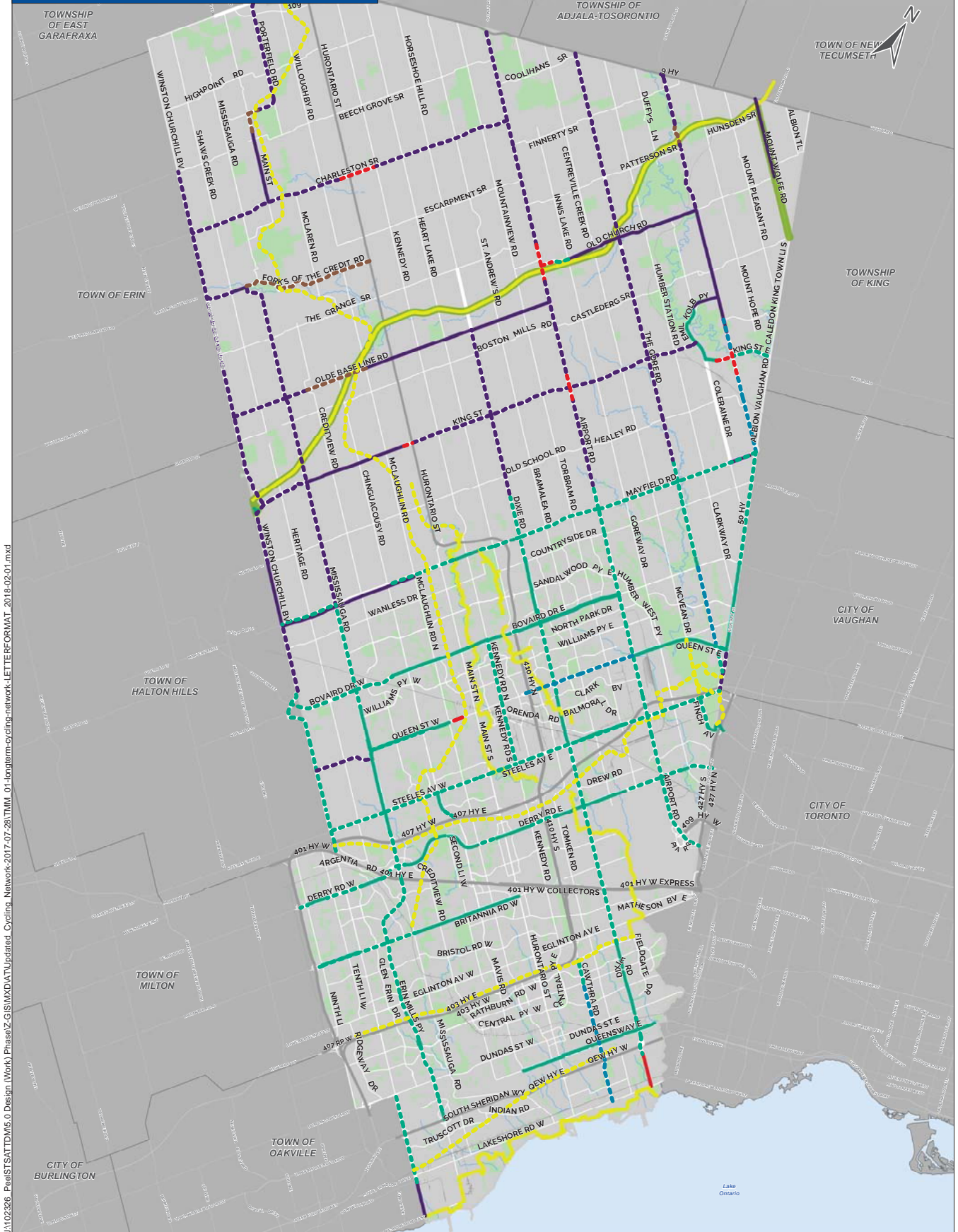


- Pedestrian Improvement Corridors
- Interchange Improvements
- Rural Settlement Area
- Rail Line
- Watercourse
- Park / Green Space
- Waterbody

Coordinate System: NAD 1983 UTM Zone 17N

1:80,000

Proposed Long Term Cycling Network



J:\102226_Pref\ST\SA\TDM\5.0 Design (Work)\Phase\GIS\MXD\ATU\Updated_Cycling_Network\2017-07-28\TMM_01-longterm-cycling-network-LETTERFORMAT_2018-02-01.mxd



- | | | |
|---|---|----------------------|
| Existing Facilities | Proposed Facilities | --- Rail Line |
| — Bike Lane | --- Shared Route | — Watercourse |
| — Paved Shoulder | --- Paved Shoulder | ■ Park / Green Space |
| — Multi-use Trail | --- Bike Lane or Buffered Bike Lane | ■ Waterbody |
| — Off-Road Trail of Regional Significance | --- Cycle Track | |
| — Greenbelt Route | --- Multi-Use Trail | |
| | --- Off-Road Trail of Regional Significance | |



Coordinate System: NAD 1983 UTM Zone 17N





Sustainable Transportation Strategy

Regional Council Meeting

February 22, 2018

Brian Hollingworth
Director
Transportation Planning
IBI Group

Joe Avsec
Manager
Traffic and Sustainable Transportation
Region of Peel

Planning for Growth

- By 2041, Peel's population is expected to increase by about 500,000 people, to nearly **2 million**.
- **Currently, 63% of Peel's residents drive alone.**
- If this habit remains unchanged, in 25 years we will see over a **40% increase** in car traffic in the morning peak.

Planning for Growth

- While road capacity expansions are part of the solution to addressing growth, there are limitations to their application:
 - Increased overall automobile trips, leading to higher vehicle emissions
 - Continuing automobile dependency and reduced physical activity
 - Challenges to widening presented by physical and natural constraints
 - Potential to make conditions worse for other modes of travel, such as pedestrians and cyclists

Sustainable Transportation Modes

- Defined as all modes of travel other than single occupancy vehicles as well as trips avoided through teleworking.
 - Walking
 - Cycling
 - Transit
 - Carpooling
 - Teleworking
- Other modes include school buses, motorcycles, taxis.



Sustainable Transportation Strategy

- An action plan that considers all sustainable transportation modes in response to meeting the challenges of growth.
- Builds upon the Region's current Active Transportation and Transportation Demand Management plans, and identifies synergies between them.



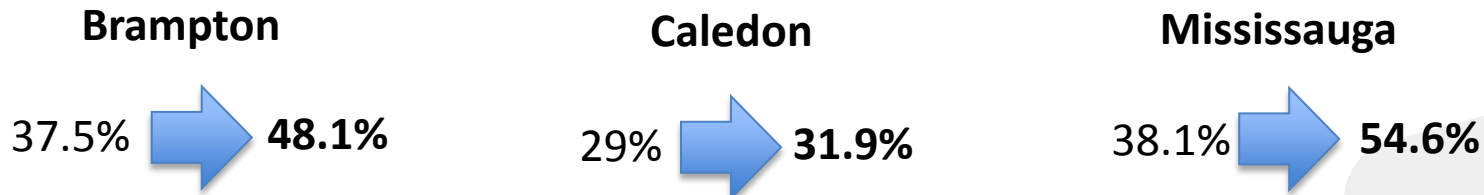
50% Sustainable Mode Share Target

- The Sustainable Transportation Strategy proposes that **50%** of trips in Peel by 2041 be made using a mode other than driving alone, compared to approximately **37%** today.

Sustainable Transportation Modes	Current	2041
Walking	6.8%	9.1%
Cycling	0.3%	2.0%
Transit	10.8%	17.0%
Carpool	15.2%	17.9%
Other	4.3%	4.3%
Total	37.4%	50.3%

50% Sustainable Mode Share Target

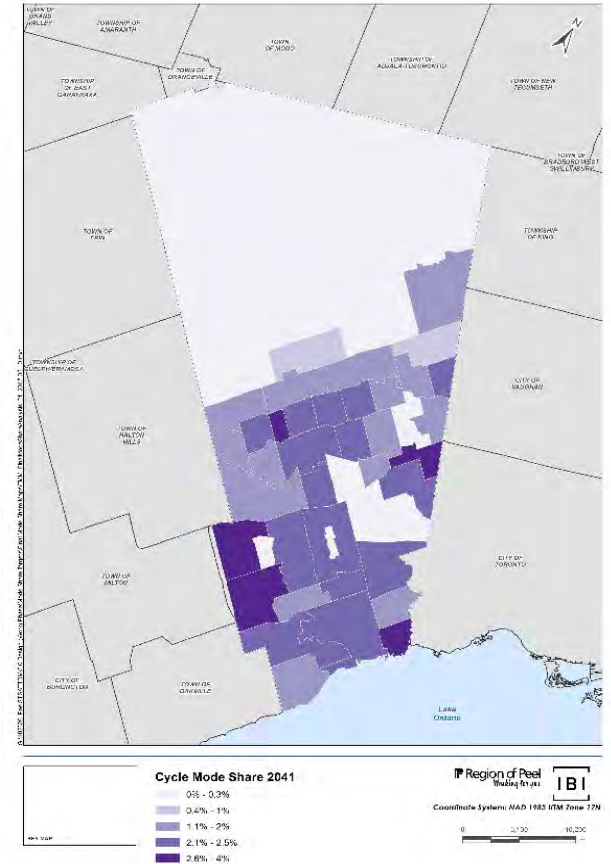
- Targets are mode specific and context specific, and are not intended to be achieved uniformly across the Region.
- The largest shift in trips will be to transit while cycling will see the highest rate of change



- Mode share target is consistent with upcoming Long Range Transportation Plan

Context Specific Approach

- To help inform priority areas for ST programs and infrastructure investment, each traffic zone in Peel was assessed in terms of potential for each sustainable mode, based on several factors
- E.g. Cycling mode shift factors include:
 - Current propensity for cycling
 - Number of short trips under 5km
 - Population and employment density



Partnerships and Consultation

- Issue identification and recommendations informed by working groups with municipalities, transit agencies, Metrolinx, advisory committees, and various other stakeholders
- Public input gathered from Public Information Centres, community events, and through an online survey with 767 responses:
 - Highest priorities were Transit, Walking, and Travel Efficiency



Recommendations

- The Sustainable Transportation Strategy recommends over 50 actions that the Region should take to enable and encourage sustainable transportation, and influence travel behaviour
- Actions relate to infrastructure, policy, education, and community programs, and responsive to the Region's jurisdiction and particular role for each action
- For the short term (2018 to 2022), actions have been categorized into 5-year implementation plans

Selected Recommendations

- Supporting Vision Zero (ultimate vision for zero collisions causing fatalities and injuries), with programs to reach all road users including drivers
- Assessing the feasibility of bus or high-occupancy vehicle (HOV) lanes on Regional Roads, with potential pilot project
- Streetscaping and walkability improvements in Pedestrian Improvement Corridors, and through highway interchanges



Selected Recommendations (cont'd)

- Implementing stand-alone program for cycling network improvements with latest design guidance
- Promoting walking, cycling to transit stations, such as through promotions and planned group rides to stations
- Supporting transit agencies' research and testing of innovative transit services (e.g. on-demand, partnerships with ride-hailing services)



Selected Recommendations (cont'd)

- Identify opportunities for third party carpool lots, such as existing lots with excess capacity at key community destinations
- Promote carpooling through community-based social marketing programs
- Study the feasibility of satellite workplaces, which could be provided by governmental organizations, businesses, or NGOs



Expected Impact of Sustainable Transportation Strategy

- Reaching the 50% sustainable mode share is essential to reducing growth of traffic and congestion, and supporting healthy built environments.
- Compared to continuing current trends, reaching the 50% sustainable mode share by 2041 would result in:
 - \$400 million annual savings in cost of congestion due to lost productivity and personal delay
 - \$80 million annual savings in costs related to carbon dioxide (CO₂) emissions
 - \$262 million annual cost benefit of the health impacts of increased walking and cycling

Resources and Funding

- Supporting sustainable transportation mode shift requires increased and stable funding sources.
- Investment needed to implement STS to 2041:
 - \$207M for active transportation infrastructure
 - \$1.8M annually for non-infrastructure related programs
- Staff is working to identify appropriate allocation of funding and resources to deliver programs to enable the increasing sustainable mode share. Council will be recommended accordingly through the 2019 budget process.

Conclusion

- Increasing sustainable transportation mode shift is essential to managing growth in a way that delivers the Region's *Community for Life* Vision.
- The Region relies on a broad range of partnerships to carry out sustainable transportation programs and infrastructure projects. Developing the Sustainable Transportation Strategy has enabled internal and external partnerships to be created and strengthened
- The Sustainable Transportation Strategy's vision is reinforced in the Region's draft Long Range Transportation Plan and co-ordinated with the growth management planning process.



Contact info:
Wayne Chan
Manager, Sustainable Transportation
(905)791-7800 x4405



DATE: February 14, 2018

REPORT TITLE: **COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE *PROMOTING AFFORDABLE HOUSING ACT, 2016***

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

RECOMMENDATION

That the comments outlined in the report of the Commissioner of Public Works and Commissioner of Human Services titled “Comments on Draft Regulations to Implement Inclusionary Zoning in the *Promoting Affordable Housing Act, 2016*” and contained in Appendix I, be endorsed;

And further, that a copy of the subject report be forwarded to the Town of Caledon, the City of Brampton, the City of Mississauga, and the Ministry of Municipal Affairs.

REPORT HIGHLIGHTS

- On May 18, 2016, the Province released for comment the Bill 204: *Promoting Affordable Housing Act, 2016* which includes proposed changes to the *Planning Act*,
- In July 2016, Regional Council provided comments on the draft legislation;
- On December 8, 2016, the *Promoting Affordable Housing Act, 2016* (the Act) received Royal Assent.
- The Act enables municipalities to adopt official plan policies related to inclusionary zoning. Inclusionary Zoning would enable municipalities to require affordable housing units or gross floor area to be provided in new development projects and to ensure affordable housing over time.
- On December 18, 2017, the Province released for comment a summary of the draft regulations related to inclusionary zoning.
- This report provides an overview of the key changes and Regional staff comments in response to the draft regulations.
- Regional comments strongly recommend the Province revisit elements of the draft inclusionary zoning regulations by considering: flexibility at the local level; not adding financial burden on to municipalities to contribute to measures, incentives and costs associated with administration, implementation, monitoring and reporting; and, addressing the significant gap in rental housing.
- The municipal financial contribution would impact other housing priorities that cannot be met by inclusionary zoning such as homelessness, supportive housing and

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE PROMOTING AFFORDABLE HOUSING ACT, 2016

addressing deeper poverty needs.

- Regional staff has embarked on an Affordable Housing Needs and Strategies project with the aim of updating the Peel Housing and Homelessness Plan and bringing forward a Regional Official Plan Amendment with revised housing policies. This work includes consideration for a potential inclusionary zoning approach for Peel.

DISCUSSION

1. Background

On May 18, 2016, Bill 204, *Promoting Affordable Housing Act* was released for comment. Bill 204 included changes to the *Planning Act* to enable municipalities to adopt official plan policies and zoning by-laws related to inclusionary zoning. Inclusionary Zoning would enable municipalities to require affordable housing units or floor area to be provided in new development projects and to ensure affordable housing over time. In July 2016, Regional Council provided comments via Resolution 2016-607 on Bill 204. This legislation was reintroduced as Bill 7 and received Royal Assent on December 8, 2016. It is expected to come into force in Spring 2018 through proclamation.

On December 18, 2017, a summary of the draft regulations related to inclusionary zoning were posted for comment to Ontario's Environmental Registry. Comments were requested by February 1, 2018. Staff provided comments to the draft regulation summary by the due date and these comments are attached to this report as Appendix I. Staff comments are subject to Regional Council endorsement.

2. Overview of Proposed Regulations

The following is an overview of requirements set out in the draft regulations which focus on inclusionary zoning implementation.

Official Plan Policies

The draft regulations would require Official Plan Policies authorizing inclusionary zoning to include the following:

- Application of Inclusionary Zoning must be limited to development sizes that are 20 units or more.
- Must identify locations where an inclusionary zoning by-law would apply.
- Must identify a range of household incomes for which inclusionary zoning would apply.
- Must identify an approach to setting an affordable housing average market price annually for each unit type that may be required through an inclusionary zoning by-law.

Prior to the adoption of Official Plan Policies authorizing inclusionary zoning, a housing Municipal Assessment Report is required, containing information related to household incomes, housing characteristics, housing affordability, housing supply and average market price for each proposed affordable housing unit type.

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE PROMOTING AFFORDABLE HOUSING ACT, 2016

Zoning By-laws

Zoning By-laws implementing inclusionary zoning would be required to address:

- Total number of affordable housing units or total gross floor area proposed to be set aside for affordable housing within a development (cannot exceed 5 per cent, or 10 per cent for developments located within high density transit-station areas).
- Each affordable housing unit to be maintained as affordable for a minimum of 20 years and a maximum of 30 years (affordability period).
- Mandatory financial incentives from the municipality would be required based on a specific formula that would require the municipality to pay the developer 40 per cent of the difference between the sum of the average market price and the sum of the affordable housing price.
- In an area where a Community Planning Permit System exists, no measures and incentives would be required. In Peel, a Community Planning Permit System is currently in place for a portion of Downtown Brampton. Municipal zoning, site planning and minor variance processes, which are all under the jurisdiction of local municipalities, are combined into one application and approval process through Community Planning Permit Systems. In other areas, the municipality would be required to provide a financial contribution to the development, as per the formula provided.
- The municipal contribution must be provided through one or more of the following: a waiver or reduction to planning fees; a reduction of parking requirement; exemption from paying all or part of the parkland cash-in-lieu; and/or relief from all or part of development charges.

Inclusionary Zoning Agreements – Share of Proceeds from Equity

- During the affordability period, the permitted sale price of the affordable housing unit and the share of the net proceeds would be determined by the municipality.
- Following the affordability period, the affordable housing unit can be sold at market price.
- When the affordable housing unit is sold within the 10 years following the affordability period, the net sale proceeds will be shared between the owner and municipality based on a schedule set out in the regulations. The net proceeds during this 10-year period will change depending on the duration of the ownership. The percentage paid to the owner increases according to the number of years of ownership.

Reporting Requirement

- A report to Council documenting the status of affordable housing units is required every two years from the date of passing of the inclusionary zoning by-law.
- The report must contain information related to the number, type, location of affordable housing units secured and the total amount of share of equity proceeds received.

Off-site Restrictions

If inclusionary zoning affordable housing units are being provided off-site, the units must be:

- Located in close proximity to the principal development.
- The affordable housing units must be located in an area zoned for inclusionary zoning.
- The offsite units must be ready for occupancy no later than 36 months after the transfer of the affordable housing units from the principal development.

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016**

Restrictions on Use of Section 37

- The affordable housing units or gross floor secured through the inclusionary zoning program cannot be used as a community benefit under section 37 of the *Planning Act*.

Exemptions

The inclusionary zoning requirements cannot be applied to developments for purpose-built rental housing and development provided by a non-profit housing provider.

3. Regional Response

Following consultation and input from local municipal staff, Regional staff provided comments to the Province on the draft regulation summary by the February 1, 2018 deadline.

Regional staff strongly recommends that the Province reconsider elements of the draft inclusionary zoning regulations. Flexibility should be provided to municipalities to enable local autonomy and reflect community needs. Without such changes, the utility of inclusionary zoning as a tool for delivering affordable housing in Peel is uncertain. Changes are recommended in the following areas:

- Eliminate the mandatory requirement for municipal contributions (measures and incentives);
- Identification of specific measures and incentives associated with providing the municipal contributions;
- Concerns with the exclusion of rental housing development;
- Additional flexibility should be provided to municipalities in: setting limits on the size of developments to which inclusionary zoning would apply (20 units or more); setting the limits to unit set aside (5 and 10 per cent); setting of affordability period; and establishing equity sharing requirement following the affordability period.

Comments include a significant concern related to the requirement for long-term municipal contributions to provide measures, incentives and costs associated with administration, implementation, monitoring and reporting. These provisions will cause a significant financial burden on municipalities and negatively impact other housing priorities that cannot be met by Inclusionary Zoning such as homelessness, supportive housing and addressing deeper poverty needs.

The draft regulation does not address rental housing, which is a significant gap and loss of opportunity. There is a significant need for rental housing in Peel. For example, the 2017 vacancy rate was 1.0 per cent (down from 1.4 per cent in 2016). These and other concerns were raised in the attached comment letter (Appendix I). Regional Council endorsement of these comments to the inclusionary zoning draft regulation summary is requested.

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016**

4. Next Steps

Regional staff has embarked on an Affordable Housing Needs and Strategies project with the aim of updating the Peel Housing and Homelessness Plan and bringing forward a Regional Official Plan Amendment with revised housing policies. This work includes a review of our current housing system and considers a preferable future for Peel residents. The analysis utilized to identify results includes: housing needs assessment; outcomes and targets; roles and responsibilities; and, financial and non-financial incentives and tools for affordable housing including consideration for a potential inclusionary zoning framework in Peel. The initial results of the Affordable Housing Needs and Strategies project will be coming forward to Council in Spring 2018 as the updated Peel Housing and Homelessness Plan.



Janette Smith, Commissioner of Public Works



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Comments on Draft Regulations

For further information regarding this report, please contact Arvin Prasad, MPA, RPP, MCIP, Director, Integrated Planning, extension 4251, arvin.prasad@peelregion.ca.

Authored By: Naheeda Jamal

Reviewed in the workflow by:

Financial Support Unit

APPENDIX I

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016

February 1, 2018

Via Email: inclusionaryzoning@ontario.ca

Laurie Miller, Director
Ministry of Municipal Affairs and Housing
Local Government and Planning Policy Division
Provincial Planning Policy Branch
777 Bay Street, Floor 13
Toronto ON
M5G 2E5

Dear Ms. Miller,

Re: **Proposed Regulation under the Planning Act Related to Inclusionary Zoning (EBR# 013-1977)**

Thank you for the opportunity to comment on the draft Inclusionary Zoning (IZ) regulations for the *Promoting Affordable Housing Act, 2016*, posted on the Environmental Registry website on December 18, 2017. The following comments are provided by Region of Peel staff as input to the Ministry to consider when finalizing the IZ regulations. Should formal comments be received and endorsed by Regional Council, these will be forwarded to Ministry staff for further consideration.

General Comments

It is recognized that the Region has been requesting the Province to provide municipalities with the ability to require inclusionary zoning. In principle, the Region is supportive of inclusionary zoning as one potential tool to increase affordable housing. However, the requirements set out in the proposed regulations contain significant challenges and burdens to implementing inclusionary zoning in Peel.

The inclusionary zoning regulations are too prescriptive, directing detailed requirements and restrictions on to municipalities. This approach does not enable municipalities to have flexibility to outline the parameters of an inclusionary zoning framework considering the local municipal context. The following are examples of areas within the regulations which hinder flexibility and together create barriers to a successful inclusionary zoning framework in Peel:

- The mandatory requirement for municipal contributions (measures and incentives);
- Identification of specific measures and incentives associated with providing the municipal contributions;
- The exclusion of rental housing development;
- Limits on the size of developments to which IZ would apply (20 units or more);
- Limits to unit set aside (5 and 10 per cent);
- Setting of affordability period;
- Prescriptive equity sharing requirement following the affordability period.

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016**

1.0 The Cost of Measures and Incentives

The mandatory nature of measures and incentives will result in a significant financial burden on municipalities.

The proposed regulations require municipalities to provide long-term financial contributions amounting to 40 per cent of the difference between the average market price and the affordable price for each affordable housing unit created through inclusionary zoning. This requirement is a significant financial burden on municipalities that are already using a limited funding envelope to provide affordable housing (i.e. providing subsidies to households and contributing to the capital development of affordable housing). Benchmarking of successful inclusionary zoning programs in other jurisdictions demonstrates that the reliance on mandatory provisions of measures and incentives is not necessary. For example, there are no inclusionary zoning programs in the US with mandatory contributions directed.

The following table provides a preliminary understanding of the potential financial impact on municipalities associated with providing the 40 per cent financial contribution requirement for IZ units. This analysis uses an affordability price of \$279,350 (the price affordable to households in the 4th income decile in Peel region). It is noted that this is a preliminary estimate as the amount of municipal financial contribution would vary depending on unit form, type, location and targeted household income. For one affordable housing unit secured through inclusionary zoning, the municipality may be required to provide up to \$117,000 in measures and incentives to a developer. This figure is of importance given that the priority needs in Peel are family-sized, multi-bedroom units. Mandatory measures and incentives are onerous and have a significant negative impact on municipalities.

Table 1: Region of Peel Estimated Financial Contribution for IZ Units

	1-Bedroom	2-Bedroom	3-Bedroom
Average Market Price	\$303,371	\$389,062	\$571,552
Affordable Price	\$279,350	\$279,350	\$279,350
IZ Municipal Financial Contribution Per Unit (Based on Provincial formula in draft regulations)	\$9,608	\$43,885	\$116,881

* Affordable price is based on the maximum amount that a Peel resident in the 4th income decile can pay for housing.

* Affordable price is based on a 5% downpayment, standard CMHC mortgage insurance rate, and property tax).

Furthermore, upper-tier municipalities have been given the unique role as Housing Service Manager, which requires the financial prioritization of social housing and homelessness. If these municipalities are now required to provide significant financial contributions in order to implement inclusionary zoning, this may result in undue strain on municipal finances to deliver on prescribed housing responsibilities. The measures and incentives provisions will cause a significant financial burden on municipalities and take away from other housing priorities that cannot be met by IZ such as homelessness, supportive housing and addressing deeper poverty needs.

APPENDIX I

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE PROMOTING AFFORDABLE HOUSING ACT, 2016

It is recognized that measures and incentives would not be required to be provided where a community planning permit system (CPPS) exists, but this tool is not available to upper-tier municipalities and its use would be limited to the 'uptake' of each local municipality. Please note to date CPPS has been rarely used in Ontario.

The proposed measures and incentives identified in the draft regulations, do not allow for flexibility in determining what may be more appropriate to address unique municipal situations.

The IZ regulations require that the 40 per cent contribution of measures and incentives be paid through waiving of development application fees, parking requirements, development charges, or cash in lieu of parkland. Local municipalities rely on these fees and funds to cover the costs of program/service delivery and funding future infrastructure needs. The requirement for municipalities to utilize these limited fees and funds to also address affordable housing units is a significant concern. Furthermore, the Region is currently undertaking significant work on affordable housing needs and strategies, including research and stakeholder consultation on financial and non-financial tools and incentives for the provision of affordable housing. As such, there may be additional tools and incentives appropriate for Peel Region's unique context, which are not included in the draft regulations.

It is recommended that municipalities should be given the flexibility to decide which measures and incentives would be most appropriate to implement within their jurisdictions, and flexibility to choose the amount of financial contribution to an IZ development or redevelopment. Alternatively, the Province should provide funding to municipalities to offset these costs.

2.0 Additional Costs for Implementation

There is a significant financial burden being passed on to municipalities to administer, implement, monitor and report on an inclusionary zoning framework.

The proposed IZ regulations will result in costs associated with administration, implementation, monitoring and reporting. These include the following:

- Initial IZ framework development;
- Ongoing data collection, research and market analysis;
- Administration costs for regular tracking, transfers of units and reporting;
- Ongoing operation to maintain the affordable housing supply and administration of units including managing the financial equity obligations;
- Legal costs to manage agreements; and
- Conducting ongoing monitoring and compliance of units.

The proposed IZ regulation does not address the transfer of Provincial funding to municipalities to offset the above noted costs. It is recommended the Province address the significant financial burden passed onto municipalities or provide more flexibility in the regulations to reduce the responsibility on municipalities.

Furthermore, the draft regulations need to consider the operational complexity of administering an inclusionary zoning program. The following are examples of areas requiring clarity:

APPENDIX I

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016**

- It is not clear how future purchasers of the affordable housing units will be selected, assessed and approved;
- In the case of a purchaser buying a pre-sale affordable housing unit, how is a change in income identified and handled;
- The affordable housing price set under the inclusionary zoning program will likely need to be registered on title, along with other restrictive covenants (such as equity sharing). The impact on the lending industry must be considered as they will be interested in their mortgage default position.

3.0 Tenure

The draft regulations do not address rental housing, which is severely needed across the Region.

There is a dire need for rental housing in Peel. For example, the vacancy rate was 1.0 per cent in 2017 (down from 1.4 per cent in 2016). In fact, many municipalities in Ontario are experiencing a similar problem. It is a significant missed opportunity to not have the opportunity to encourage a greater range and mix of housing types and tenures through inclusionary zoning, consistent with direction in the Provincial Policy Statement, 2014 (Section 1.4) and the Provincial Growth Plan, 2017 (Section 2.2.6). It is strongly recommended that the proposed IZ regulations be revisited to address affordable rental housing.

It is recommended that the Province introduce similar draft IZ regulations that would apply to purpose-built rental developments/redevelopments and/or address the ability of ownership units to be transferred to a non-profit organization to operate as rental units.

4.0 Development Size

The draft regulations do not provide municipalities with the flexibility to determine the appropriate development size to apply the inclusionary zoning provisions.

The draft regulations apply only to a minimum development size of 20 units or more. Consistent with earlier comments, municipalities should be given flexibility to set a standard appropriate for the municipality. This would enable municipalities to apply their local understanding of the housing market and make decisions appropriate for the community.

5.0 Price Levels

The calculation and methodology to set affordable housing unit price levels requires further Provincial guidance and involvement.

The draft IZ regulations require municipalities to set an average market price for each proposed affordable housing unit type. The Province needs to provide additional direction and guidance on how this price should be set. For example, direction is needed on how factors such as condominium fees, property tax, price changes across geographies be factored into such a calculation. Further, it may be difficult to set affordable housing price levels on a yearly basis due to a lack of consistently available and accessible data.

APPENDIX I

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016****6.0 Unit Set Aside**

The draft regulations do not provide the flexibility to municipalities to determine the appropriate unit set aside, considerate of the local context.

The draft regulations limit IZ programs to no more than 5 per cent of the total units or gross floor area of a proposed development or 10 per cent of total units or gross floor area in high density transit-station areas. Municipalities should be given flexibility to determine the appropriate unit set aside. This flexibility will enable municipalities to consider what is appropriate given local conditions, housing needs and assist in meeting Official Plan housing unit targets. The current draft regulation does not enable municipalities to set aside a higher standard, which may be more appropriate for areas in Peel region. If the Province chooses to provide direction on allowable setasides, a minimum requirement should be provided (rather than a maximum).

7.0 Affordability Period

Municipalities should have the flexibility to determine the most appropriate affordability period for their local context.

The draft regulations stipulate that the affordability period must be between 20 to 30 years. It is recommended that the Province identify a minimum affordability period, therefore allowing municipalities with the ability to set a longer affordability period, if appropriate. This flexibility will allow municipalities to align the affordability period with program planning and investment decisions.

8.0 Equity Proceeds Following Affordability Period

The draft regulations are too prescriptive in setting detailed equity-sharing between the owner and municipality that represents significant financial risk for municipalities following the affordability period.

The draft regulations include very prescriptive and complex equity sharing provisions following the 20 to 30 year affordability period. These provisions do not provide any guarantee that the original investment provided by municipalities will be recouped and therefore reinvested into the IZ program. More specifically, during the affordability period (20 to 30 year period) the affordable unit must only be sold at an affordable price prescribed in an Official Plan. The requirement to keep the unit's selling price at an affordable rate would limit the amount of equity that would be shared between the owner and municipality. Following this period, depending on how long the owner retains the unit there is a risk that the municipality may not recoup any of the cost of the original capital investment. Furthermore, given the limited affordability timeline and high cost of measures and incentives, the proposed equity-sharing structure represents a large capital investment for municipalities that ultimately does not result in an acquisition of assets. This reality would act as a disincentive for municipalities to invest in an inclusionary zoning framework, as proposed. Lastly, the proposed definition of equity needs to be further clarified, especially as it relates to deducting "any remaining mortgage payments owed by the owner at the time of the sale."

APPENDIX I

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT INCLUSIONARY ZONING IN THE
PROMOTING AFFORDABLE HOUSING ACT, 2016**

It is recommended that municipalities be given the responsibility to determine the appropriate equity split during the affordability period and afterwards. Further, the Province should revisit the definition of equity.

9.0 Off-Site Restrictions

Municipalities should have the ability to establish greater certainty around the off-site provision of affordable units.

The draft regulations allow developers to provide IZ affordable housing units off-site, in close proximity to the 'principal' development and within a 36-month timeframe. It is important that municipalities have the ability to establish certainty when it comes to ensuring that these units are provided in appropriate locations and in a timely manner, through additional agreements with developers.

Moreover, Developers may opt to provide affordable housing units offsite, especially in cases where the 'principal' site is in an area of high land value (i.e. transit station areas). It is recommended that the Province consider a higher unit set aside when an off-site contribution is being provided.

10.0 Additional Clarification

The draft regulations do not provide guidance on the expectations for the implementation of IZ in a two-tier system.

The IZ draft regulations do not address how the IZ program would be established in a two-tier system such as in Peel. It is recommended that further Provincial guidance be provided on implementation of IZ in a two-tier system including roles and responsibilities.

We trust that these comments are of assistance to the Province. Regional staff would be pleased to discuss any clarifications or further comments. Our staff contact is Naheeda Jamal, Principal Planner, Integrated Planning Division 905-791-7800 ext. 4024; Naheeda.Jamal@peelregion.ca.

Sincerely,

Arvin Prasad
Director, Integrated Planning Division
Public Works, Region of Peel

Arvin.Prasad@peelregion.ca
905-791-7800 ext. 4251

DATE: February 13, 2018

REPORT TITLE: **COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017***

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the comments outlined in the report of the Commissioner of Public Works, and contained in Appendix I, titled “Comments on Draft Regulations to Implement Certain Provisions of the *Building Better Communities and Conserving Watersheds Act, 2017*” be endorsed;

And further, that a copy of the subject report be forwarded to the Town of Caledon, the City of Brampton, the City of Mississauga, and the Ministry of Municipal Affairs.

REPORT HIGHLIGHTS

- The *Building Better Communities and Conserving Watersheds Act, 2017* (“the Act”) was passed on December 12, 2017. It is anticipated to come into force in the Spring of 2018.
- The Act amends the *Planning Act*, the *Conservation Authorities Act*, and creates the *Local Planning Appeal Tribunal Act* and the *Local Planning Appeal Support Centre Act*.
- This report provides an overview of key changes and implications for Peel arising from the new legislation and Regional staff comments (Appendix I) in response to the draft regulations.
- Changes to the *Conservation Authorities Act* will include new powers to issue stop work orders, impose increased penalties up to \$1,000,000, and maintain the existing relationship between the Region and the Conservation Authorities.
- The Ontario Municipal Board (OMB) will be replaced by a Tribunal for new appeals, and some rules for planning and development-related appeals have been changed.
- Amendments to the *Planning Act*, once proclaimed, will create the opportunity for Major Transit Station Area policies to be generally protected from appeal, and create requirements to plan for climate change mitigation and adaptation.
- Proposed transition regulations under the *Planning Act* have been issued for comment.
- Amendments to existing regulations have also been issued for comment under the *Planning Act*.
- Proposed regulations have also been issued under the *Local Planning Appeal*

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017

Tribunal Act for comment that:

- Provide for transition to the Tribunal;
- Identify information requirements for applications and appeals; and,
- Establish procedures for the Tribunal.
- Appeals on applications that began prior to December 12, 2017 continue to be handled at the OMB.
- Regional Official Plan Amendments (ROPAs) underway such as the draft Growth Management (includes potential Mayfield West Phase 2: Stage 2 settlement area boundary expansion), Ninth Line Lands, and Transportation ROPAs, if adopted by Regional Council, will be subject to Provincial approvals that cannot be appealed if the Province approves the ROPA within their 210 day review period.

DISCUSSION

1. Background

On December 12, 2017, the *Building Better Communities and Conserving Watersheds Act, 2017* (“the Act”) received Royal Assent.

The Act amends several other Acts, including the *Conservation Authorities Act* and the *Planning Act*. It further creates new Acts, including the *Local Planning Appeal Tribunal Act, 2017*, which has the effect of replacing the Ontario Municipal Board (OMB) with the Local Planning Appeal Tribunal (“Tribunal”), and the *Local Planning Appeal Support Centre Act, 2017* which creates the Local Planning Appeal Support Centre to help Ontarians access information and advice about the appeal process. These changes are not fully in effect until proclamation, anticipated in the Spring of 2018.

Regulation proposals related to these legislative changes have been posted to Ontario’s Environmental Registry and Regulatory Registry. The period for comments closed on January 21, 2018, following a 45-day commenting period. After consultation with local municipal staff through the Planning Technical Advisory Committee, Regional staff provided comments to these regulation proposals by the deadline. These comments are attached to this report to be considered for endorsement by Regional Council.

2. Overview of Changes

a) Changes to Conservation Authorities

Amendments to the *Conservation Authorities Act* impacting Conservation Authorities (“Authorities”) will modernize the legislative, regulatory and policy framework of their operations and is not anticipated to result in substantive changes to the Region’s ongoing relationship with the Authorities. These changes strengthen oversight and accountability in the Authorities’ decision-making, provide clarity and consistency regarding roles and responsibilities, and improve collaboration and engagement among all parties involved in resource conservation.

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017*

Some of these changes include:

- New powers to issue stop work orders, and the ability to levy increased penalties and fines;
- An increase to the term of appointment for members to 4 years from 3 years to better align with municipal council terms;
- Specific direction to Authorities for programs, services, and projects they can undertake in their jurisdiction including:
 - Mandatory programs and services required by legislation.
 - Municipal programs and services provided on behalf of municipalities.
 - Other services and programs determined to further their objectives.
- Allowing Authorities to recover capital costs for projects that they undertake, and operating expenses from their participating municipalities.

It is important to note that alternative funding mechanisms, apart from municipal funding, have not been addressed in the finalization of the *Conservation Authorities Act*. In addition, many of the outcomes of the *Conservation Authorities Act* review have been deferred to the content of regulations. The timing and details of such regulations and their implications for the Authorities are unknown at this time.

b) Changes to the land use planning and development appeals system

The combined impact of changes to the *Planning Act* and the *Ontario Municipal Board Act*, and the creation of the *Local Planning Appeal Tribunal Act* and the *Local Planning Appeal Support Centre Act* represent a shift in the land use planning and development appeals framework in Ontario. They strengthen the authority of municipalities, and create a greater role for municipal decision-making. Key changes will replace the OMB with a Tribunal, limit the opportunity and basis for appeals, protect major transit investments, and enhance the role of climate change within planning. In addition, a Local Planning Appeal Support Centre is planned which will provide free and independent advice and representation to Ontarians on land use planning appeals.

Local Planning Appeal Tribunal replaces Ontario Municipal Board

The OMB is replaced by the Tribunal for new appeals, and some rules for planning and development-related appeals have been changed. Existing appeals before the OMB continue to be dealt with by the Board. Further transition provisions are explained later in this report.

Removal and Restrictions on Appeals

Appeals of official plans and amendments, zoning by-laws and amendments are generally restricted to the basis of consistency and conformity with Provincial Policy Statements, conformity with applicable Provincial plans, and conformity to relevant upper-tier land use official plans.

In addition, appeals of official plans and amendments subject to Provincial approvals are not permitted. However, an appeal is permitted if the Province fails to provide a decision within 210 days (up from 180 days previously) after receiving the decision, but the existing *Planning Act* permits an extension of up to 90 additional days. Further, appeals

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017

heard by the Tribunal are to be undertaken using only the evidence that informed the decision under challenge.

As there is to be no opportunity for new evidence to be presented at a Tribunal, municipal decision-making should be comprehensive in articulating how it arrived at its decision using the available evidence. This may require the inclusion of additional planning and related technical reports to be brought forward as part of a Council report, as new information cannot be added afterwards during an appeal process.

Major Transit Station Areas

Once proclaimed, Major Transit Station Area policies and designations will no longer be subject to appeal. Planning for these areas is required through the Growth Plan for the Greater Golden Horseshoe. As such, municipalities, including Peel, will have the opportunity to protect transit-supportive and transit-oriented complete communities around major transit investments.

Climate Change

Further amendments to the *Planning Act* will require municipalities to identify goals, objectives and actions to mitigate greenhouse gas emissions and to provide for adaptation to a changing climate, including through increasing resiliency. This provision under the *Planning Act*, once in force, will support the climate change policies being developed as part of the Peel 2041 Regional Official Plan update.

The combined impact of amendments to the *Planning Act* should create greater certainty for planning in the Region.

c) Changes impacting land use planning and development appeals

As noted, the Tribunal will generally replace the OMB in land use planning and development appeals. However, its practice will differ from the OMB in some respects. Key distinctions between the Board and Tribunal include that:

- Appealed applications will be assessed by the Tribunal on the basis of consistency and conformity with Provincial and relevant upper-tier plans and policies. Failure to satisfy this requirement will result in the dismissal of the appeal application;
- Appeals considered by the Tribunal will first be referred to mandatory case management to provide an opportunity for resolution outside of a hearing process;
- Hearings will primarily be undertaken on the basis of written submissions with oral hearings held only by exception;
- If the Tribunal determines a municipal decision did not meet the new standard of review on a first appeal, the matter will be referred back to municipalities for reconsideration;
- A new decision must be issued within 90 days by the original approval authority on a matter referred back by the Tribunal. This is a significant consideration as this may potentially impact Regional work processes and necessitate additional Council meetings;
- In the event of a non-decision, or refusal to change a decision, a second hearing is undertaken at the Tribunal; and,
- The Tribunal can substitute its decision for that of the original approval authority in a second hearing.

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017

To facilitate the transition to the Tribunal from the OMB, three regulation proposals were issued by the Province:

- EBR 013-1788 outlined transitional matters for in process and new appeals;
- EBR 013-1790 addressed minimum requirements for information submitted with land use planning applications and the record of materials to be sent to the Tribunal on appeal; and,
- 17-MAG011 outlined considerations regarding transition, timelines for proceedings, time limits for submissions at oral hearings for major land use planning appeals, and practices and procedures for the Tribunal in respect to major land use appeals.

Regional staff, after consultation with local municipal staff through the Planning Technical Advisory Committee, submitted comments on these regulatory proposals prior to the EBR comment deadline. These comments generally focus on completing the transition to the Tribunal as soon as possible, ensuring clear requirements for information that recognize the often extensive and complex nature of planning-related evidence, and to ensure adequate resourcing to manage the transition and provide the planned level of service.

The comment letter can be found in Appendix I. Regional Council endorsement of these comments is requested.

Further details about the regulatory proposals can be found in Appendix II.

d) Impact upon ongoing Regional planning initiatives

There are several Regional planning initiatives that are affected by the proposed transition regulations. If a municipally initiated official plan amendment was appealed prior to the Act receiving Royal Assent on December 12, 2017, the amendment continues under the existing OMB process. If a municipally initiated amendment is appealed between December 12, 2017 and when the Act is comes into force, the appeal comes under the new Tribunal process. Once the Act is proclaimed, Provincial approval decisions of official plans and amendments including conformity exercises to Provincial Plans are not permitted to be appealed.

If approved by the Province after the new Act comes into effect, the draft Growth Management, Ninth Line Lands and Transportation ROPAs would be exempt from appeals, except as noted in section 2b) Removal and Restrictions on Appeals of this report, that an appeal would be permitted if the Province failed to provide a decision within 210 days (up from 180 days previously) after receiving the decision, but the existing *Planning Act* permits an extension of up to 90 days.

In addition, there are seven Regional Official Plan Amendments that remain under appeal. These appeals are mostly related to the GTA West Corridor-specific policies. These appeals are not impacted by the transition to the Tribunal, and continue under the existing Ontario Municipal Board system. Some of these, including ROPA 16, 20, 22, 24, and 26, have been administratively bundled by the OMB into the Transportation Corridor Protection Policies appeals.

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017

On February 9, 2018 the Province of Ontario announced that a highway in the GTA West Corridor is not the best way to address changing transportation needs, and further, that only a narrower corridor will continue to be protected. Regional staff need to determine the impact of this announcement on appeals of GTA West-specific policies at the OMB.

CONCLUSION

Legislative amendments in the *Building Better Communities and Conserving Watersheds Act, 2017* will come into force through proclamation, anticipated in Spring 2018.

By eliminating certain appeals, raising the standard for appeal applications, limiting the use of new evidence, encouraging mediation, providing defined timelines for proceedings, and increasing public participation, the changes to the land use planning and development appeals system in Ontario should create a stronger role for municipal decision-making. In addition, amendments in the *Planning Act*, once in effect, will create greater certainty for transit investments by communities, and integrate planning for climate change.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Comment Letter in Response to Draft Regulations

Appendix II – Summary of Regulation Proposals to Implement the *Building Better Communities and Conserving Watersheds Act, 2017*

For further information regarding this report, please contact, Arvin Prasad, MPA, RPP, MCIP, Director, Integrated Planning, Public Works, (905) 791-7800 x4251, arvin.prasad@peelregion.ca

Authored By: Indro Bhattacharyya, RPP, MCIP and Learie Miller, RPP, MCIP

Reviewed in workflow by:

Financial Support Unit
Legal Services

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF
THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017****Public Works**

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Ken Petersen
Manager
Ministry of Municipal Affairs and Housing
Local Government and Planning Policy Division
Provincial Planning Policy Branch
777 Bay Street, Floor 13
Toronto ON, M5G 2E5

And

Ministry of the Attorney General
Agency and Tribunal Relations Division
720 Bay Street, 3rd Floor
Toronto, ON M7A 2S9

Dear Ken,

Re: EBR013-1788 Transitional Provisions, EBR013-1790 Minimum Requirements, and 17-MAG011 Local Planning Appeal Tribunal Regulations

Thank you for the opportunity to comment on proposed regulations to implement reforms to the land use planning and development appeals system in Ontario. The Region has an active interest in these reforms and has provided comments to the Province throughout this reform process.

Comments identified by the Region regarding the regulation proposals focus on the need for rapid proclamation to provide certainty in this time of change, greater clarity for stakeholders with respect to requirements for applications and appeal materials, and adequate resourcing to manage the transition and provide the planned level of service.

EBR 013-1788 Transitional Provisions

With respect to EBR 013-1788, outlining transitional matters, proclamation to bring the changes in Bill 139 into force as soon as possible is important. This will provide greater certainty in the transition from the Ontario Municipal Board to the Local Planning Appeal Tribunal.

The Region is undertaking a comprehensive review of the Regional Official Plan that includes conformity with Provincial Plans and Policies. Timely proclamation will provide greater certainty for the Official Plan Review and other land use planning matters in Peel. Peel is the second largest municipality in Ontario after Toronto.

EBR 013-1790 Minimum Requirements

While the level of detail is limited with respect to the regulation in EBR 013-1790, the Province is encouraged to provide greater clarity through regulations for all stakeholders.



Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

In particular, when outlining minimum requirements for information submitted with land use planning applications and record of materials sent to the Local Planning Appeal Tribunal on appeal, the following matters should be considered:

- These requirements should be responsive to a diversity of application types ranging from minor variances to complex land use planning policy, be capable of being implemented by municipalities and applicants large and small, and of being understood by a variety of stakeholders;
- Regulations should also provide guidance on the information that should be before Council in making its decision, and the manner in which it can be made available (e.g. studies referenced in a staff report and available online or upon request, rather than attaching all physical documentation directly to staff reports and Council agendas). There are practical considerations as to the use of Council agenda documents. Planning decisions undertaken by approval authorities often leverage extensive technical advice provided by a variety of experts. In these instances, requiring that all documentation be directly included in a Council agenda can become burdensome. Providing the opportunity for this extensive technical advice to be available elsewhere, in a readily accessible format to stakeholders and the general public, instead of directly embedded in a Council agenda is recommended.
- Regulations should also provide some flexibility in how municipalities record and submit the information that was available to Councils to inform their decisions;
- When revising required information to include in notice of adoption of proposed amendments under Ontario Regulation 543/06, it is recommended that requirements be concise, clearly identify the types of information that must be included, and direct stakeholders to information that facilitates participation in the appeals process (e.g. types of decisions that are appealable, and where to seek information on appeal processes and legal support);
- Requirements should recognise the use of digitized materials using common/open file formats to facilitate open access of data and decisions and review of evidence through the internet, and;
- Lastly, plain language and accessibility requirements should be considered to facilitate broad understanding of applications and appeals documentation.

17-MAG011 Local Planning Appeal Tribunal Regulations

With respect to 17-MAG011, outlining transition, timelines for proceedings, time limits for submissions at oral hearings for major land use planning

**COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF
THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017****Public Works**

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

appeals, practices and procedures for tribunal proceedings, it is recommended that:

- Adequate resourcing is available to both the Ontario Municipal Board and the Local Planning Appeal Tribunal to manage the transition seamlessly, and to provide the planned level of service to ensure overall timelines for current and future proceedings before the Ontario Municipal Board are met, in addition to future proceedings before the Local Planning Appeal Tribunal;
- Further detail be provided, for instance, key milestone dates and whether the proposed overall timelines include the decision of the Local Planning Appeal Tribunal, for the various types of proceedings that have overall timelines identified in 17-MAG011 to ensure they can be realistically implemented;
- Procedural guidelines ensure timely review, assessment, and decisions on appeal applications by the Local Planning Appeal Tribunal.

The Ontario Municipal Board has shaped land use planning and development appeals for over a century and its transition into the Local Planning Appeal Tribunal is challenging. The Region is committed to contributing towards a seamless transition.

Cordially,

Arvin Prasad, MPA, RPP, MCIP
arvin.prasad@peelregion.ca
Director, Integrated Planning,
Public Works,
Region of Peel

**APPENDIX II
COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES
AND CONSERVING WATERSHEDS ACT, 2017***

Summary of Regulation Proposals to implement the *Building Better Communities and Conserving Watersheds Act, 2017*.

Proposed Transition Regulation under Planning Act (EBR 013-1788)	
Regulation Item	Proposed Regulation
When is the ability to appeal removed?	Appeals are removed for provincial approvals of official plans and official plan updates, including for conformity exercises to provincial plans when notice is given after proclamation.
When do the new tests for conformity and consistency with provincial and/or local plans apply to appeals of decisions?	The new tests of conformity and consistency apply to appeals of decisions on an official plan/amendment or zoning by-law/amendment where notice is given after proclamation;
	The new tests of conformity and consistency apply to appeals of decisions made before proclamation on complete applications made after Royal Assent;
	The new tests of conformity and consistency apply to appeals of decisions made before proclamation on municipally-initiated official plan amendments that are adopted after Royal Assent, and;
	The new tests of conformity and consistency apply to appeals of decisions made before proclamation on municipally-initiated zoning by-law amendments that are passed after Royal Assent.
When do the new tests for conformity and consistency with provincial and/or local plans apply to appeals of non-decisions?	The new tests of conformity and consistency apply to appeals of non-decisions on an application for an official plan amendment or zoning by-law amendment made after proclamation, and;
	The new tests of conformity and consistency apply to appeals of non-decisions on an application for an official plan amendment or zoning by-law amendment made before proclamation on complete applications made after Royal Assent.

**APPENDIX II
COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES
AND CONSERVING WATERSHEDS ACT, 2017***

Summary of Regulation Proposals to implement the *Building Better Communities and Conserving Watersheds Act, 2017*.

When will mandatory referrals of Minister zoning orders be removed?	The removal of mandatory referrals of Minister's zoning orders would apply to requests to refer made after proclamation.
When are appeals of Interim Control By-Laws restricted?	The removal of appeals (other than by the province) of interim control by-laws when first passed (for a period of up to 1 year) would apply to decisions made after proclamation.
When are amendments of Secondary Plans restricted?	The restriction on the ability to amend secondary plans for 2 years following their approval, unless allowed by council, would apply to applications for amendments to secondary plans that come into effect proclamation.
When will decision timelines be extended?	The extension for decision timelines on applications for official plan amendments and zoning by-law amendments would apply to complete applications submitted after Royal Assent and the extension for decision timelines for approval authorities on adopted official plans/amendments would apply to official plans/amendments adopted after Royal Assent.

**APPENDIX II
COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES
AND CONSERVING WATERSHEDS ACT, 2017***

Summary of Regulation Proposals to implement the *Building Better Communities and Conserving Watersheds Act, 2017*.

Proposed Amendments to Existing Regulations under the Planning Act (EBR 013-1790)	
Regulation Item	Proposed Regulation
What will change to minimum requirements with respect to the information that must be submitted with each land use planning application and what information must be included in the record of materials sent to the OMB on an appeal?	Revising what information is to be included in the giving of notice e.g. some decisions would be final and not subject to appeal;
	Revising what information and material is to be included in a complete application e.g. to include how an application conforms with the relevant official plan(s), and;
	Revising what is required to be forwarded to the Local Planning Appeal Tribunal on an appeal e.g. the municipal statement would need to indicate whether the decision conforms with the relevant official plan(s);
Various	Replacing references to Ontario Municipal Board with Local Planning Appeal Tribunal, and/or;
	Updating relevant legislative cross-references.

**APPENDIX II
COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES
AND CONSERVING WATERSHEDS ACT, 2017***

Summary of Regulation Proposals to implement the *Building Better Communities and Conserving Watersheds Act, 2017*.

Proposed Regulations under Local Planning Appeal Tribunal Act (17-MAG011)	
Regulation Item	Proposed Regulation
What matters will be heard by the Local Planning Appeal Tribunal?	Appeals made after proclamation;
	Appeals of complete applications made to a municipality before proclamation, but after Royal Assent;
	Appeals of municipally-initiated official plan amendments made before proclamation that are adopted after Royal Assent;
	Appeals of municipally-initiated zoning by-law amendments made before proclamation that are passed after Royal Assent;
	Appeals of a municipality's failure to make a decision on an official plan or zoning by-law would apply to appeals made after proclamation;
	Appeals of a municipality's failure to make a decision on complete applications of an official plan or zoning by-law made to it before proclamation but after Royal Assent;
	Appeals of a municipality's failure to make a decision on an official plan or plan of subdivision made after proclamation.
How long will it take for a	Ten (10) months for appeals of a decision, or a failure to make a decision, on official plans and official plan amendments, or zoning by-laws and zoning by-law amendments;

APPENDIX II

COMMENTS ON DRAFT REGULATIONS TO IMPLEMENT CERTAIN PROVISIONS OF THE *BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017*Summary of Regulation Proposals to implement the *Building Better Communities and Conserving Watersheds Act, 2017*.

decision by the Tribunal?	Six (6) months for appeals of a new decision of a municipality or an approval authority, or a failure to make a decision, where an appeal was referred back to original authority by the Tribunal;
	Twelve (12) months for appeals of an approval authority's failure to make a decision on an official plan or plan of subdivision application, and;
	Six (6) months for any other proceeding before the Tribunal under the Planning Act (e.g. minor variances).
What will happen to oral submissions at hearings?	Each party to the appeal would have a maximum of 75 minutes to make an oral submission.
	Others identified as participants by the Tribunal would have 25 minutes each to make an oral submission.
	Tribunal would have discretion to increase the time limits.
Will cross-examinations be prohibited?	The examination of a party or any other person, other than by the Tribunal, would be prohibited.

DATE: February 14, 2018

REPORT TITLE: **PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE**

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

RECOMMENDATION

That the joint report of the Commissioner of Public Works and Commissioner of Finance and Chief Financial Officer, titled “Proposed Land Needs Assessment Methodology for the Greater Golden Horseshoe”, be approved as official comments of the Region of Peel on the Proposed Land Needs Assessment Methodology for the Greater Golden Horseshoe in order to meet the commenting deadline of February 28, 2018;

And further, that a copy of the subject report be forwarded to the Town of Caledon, the City of Brampton, the City of Mississauga, and the Ministry of Municipal Affairs.

REPORT HIGHLIGHTS

- Regional Council received a report on October 26, 2017, titled “*Peel Growth Management Strategy Overview Report – An Integrated Approach to Managing Growth to 2041*” along with a comprehensive planning and land budget report, infrastructure and financing information that, once approved will provide an integrated framework for managing the Region’s growth to 2041;
- In bringing forward the Growth Management material in October 26, 2017, it was noted that the Region’s land budget may be impacted by the release of the mandatory Provincial land needs assessment methodology;
- On December 19, 2017 the Ministry of Municipal Affairs released a Discussion Paper on a Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe;
- Overall, the draft land needs assessment methodology represents a positive initiative from the Province in providing comprehensive guidance around land needs that reflects a consistent and transparent approach and best practices including the approach used by Peel Region and local municipalities. However, staff have identified the following as issues:
 - Concerns with the proposed inclusion of the land area for Undelineated Built-up Areas (i.e. Hamlets and Villages) as part of the Designated Greenfield Areas minimum density target calculation;
 - Clarity required around the timing and requirements for detailed implementation planning in strategic growth areas such as Major Transit Station Areas;

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

- Concerns with mandated employment floor space vacancy rate assumptions;
 - Uncertainty around the remaining guidance to come from the Province on supporting materials identified such as an Intensification Strategy, a Housing Strategy, and an Employment Strategy; and
 - Flexibility to recognize ongoing Municipal Comprehensive Review work within the 2031 timeframe that will support overall 2041 objectives such as the Ninth Line lands planning process underway.
- It is not expected that the Proposed Land Needs Assessment Methodology will result in significant changes required to the overall draft Regional growth allocations. However, some adjustments to calculations will be needed.
 - Moving forward with the current Growth Management Program and advancing the Growth Management Regional Official Plan Amendment will move the Region closer to having an updated growth management framework to manage growth, address the \$1.1 billion growth related infrastructure deficit and support evidence based planning, infrastructure, and finance decision making;
 - The timing of further Provincial direction and consultation and the release of the final land budget methodology could affect the timing of bringing forward a recommended Growth Management Regional Official Plan Amendment to Council for adoption; and
 - Staff's technical comments on the Proposed Methodology are attached to this report as Appendix I.

DISCUSSION

1. Background

On May 18, 2017, the Province concluded the Co-ordinated Plans Review by releasing the final version of the Growth Plan for the Greater Golden Horseshoe, 2017 (the Growth Plan, 2017). The Growth Plan, 2017 provides a policy-framework to support a co-ordinated and integrated approach to managing the forecasted 13.5 million people and 6.3 million jobs anticipated in the Greater Golden Horseshoe by the year 2041.

Section 2.2.1.5 of the Growth Plan, 2017 states that the Minister will establish a methodology to be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth. This includes determining if Settlement Area Boundary Expansions are required.

On December 19, 2017, the Ministry of Municipal Affairs released a Discussion Paper on a Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe ("Methodology") for review and comment by February 28, 2018. The intent is to provide municipalities with a consistent and transparent approach to determine land needs to the year 2041 in accordance with the Provincial Growth Plan, 2017.

The release of the Methodology is an important milestone for the Peel 2041 Growth Management Program. The Region's Growth Management Program was initiated to implement an integrated approach to managing growth in consultation with stakeholders with an outcome of successfully managing and reducing the \$1.1 billion cost revenue gap associated with growth related infrastructure.

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

On October 26, 2017, staff presented a report to Regional Council titled “*Peel Growth Management Strategy Overview Report – An integrated Approach to Managing Growth to 2041*” along with comprehensive planning, infrastructure, and financing information to support Peel’s integrated approach to Growth Management. The comprehensive planning report included a draft Growth Management Regional Official Plan Amendment (“ROPA”) to implement the growth management policies of the Growth Plan, 2017 and a draft land budget that provided for the allocation of population and employment growth to 2041 for each local municipality. The Region’s land budget demonstrated a need for a Settlement Area Boundary Expansion to accommodate growth to 2041. The report also noted that refinements to the Region’s land budget may be required based on the land needs assessment methodology to be released by the Minister.

The purpose of this report is to provide an overview of the Methodology, highlight implications for the Region of Peel, and provide technical comments to the Province on the Methodology attached as Appendix I. This report is informed by staff’s review, attendance at a technical briefing session hosted by the Province, and discussions with local municipal staff.

2. Proposed Land Needs Assessment Methodology Overview

The Methodology identifies six background analysis research areas as inputs required for the land needs assessment:

- Identification of the hierarchy of settlement areas and areas within settlement areas where growth will be focused (i.e. delineated built-up areas, urban growth centres, and other strategic growth areas);
- Identification of an appropriate intensification target through an intensification analysis;
- Identification of an appropriate designated greenfield area density target through an analysis of existing development and potential for increased density;
- Identification of an appropriate density target for employment areas through an employment strategy;
- An assessment of the anticipated structure and composition of employment over the Growth Plan horizon; and
- An assessment of the anticipated composition of households over the Growth Plan horizon.

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

The inputs and analysis from the background research is applied to the steps below to calculate how much land is needed to accommodate growth:

Community Area Land Need		Employment Area Land Need	
Step 1.	Establish population growth by planning period	Step 1.	Determine total employment to the Growth Plan horizon
Step 2.	Determine total number of housing units needed to accommodate population growth in each planning period	Step 2.	Determine distribution of employment growth by job type
Step 3.	Determine allocation of housing units by policy area and planning period	Step 3.	Determine job growth by type in Community Areas and Employment Areas
Step 4.	Determine population of policy areas	Step 4.	Determine job growth in Community Areas in the Delineated Built-up Areas and Designated Greenfield Area
Step 5.	Determine policy-based capacity of Community Areas to accommodate planned growth*	Step 5.	Incorporating the Employment Areas density target and capacity of existing Employment Areas
Step 6.	Determine Community Area land need in Designated Greenfield Area**	Step 6.	Determine new Employment Area Land Need**

**This term refers to analysis required to identify appropriate intensification and designated greenfield area density targets through the review of opportunities to accommodate growth.*

***Includes the need for settlement area boundary expansion, if required.*

3. Implications to Peel’s Draft Land Budget

The Methodology generally reflects the best practice approach taken by the Region. However, the following issues may impact Peel’s land budget.

Undelineated Built-up Areas

The Methodology provides a description of key policy areas that form the hierarchy of settlement areas where growth will be allocated and planned. Within this section, the Province states that all lands within Undelineated Built-up Areas (undelineated areas) such as hamlets and villages are to be considered as part of the Designated Greenfield Area. The Region’s land budget recognizes the undelineated areas (i.e. Alton, Palgrave, Belfountain, Albion) as part of the Rural Area.

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

The proposed inclusion of these undelineated areas in the Designated Greenfield Area density calculation is not mandated by the Growth Plan, 2017 and is illogical given the current low density of these areas, the lack of existing and planned municipal infrastructure and lack of transit to support higher density development. In fact, substantial growth of these areas is discouraged in the Growth Plan, 2017. It is staff's opinion that the inclusion of undelineated areas as part of Designated Greenfield Areas is not in line with the policies and directions of the Growth Plan, 2017.

Detailed Planning

The Province specifies that the Methodology will be supported by background research that consists of intensification, housing, and employment analysis. However, the level of detailed planning required to satisfy the background analysis is not clearly articulated. As an example, it is unclear whether the delineation of boundaries and allocation of minimum densities for Major Transit Station Areas will be a required input for intensification analysis to support the land needs assessment.

It is staff's opinion that for the purpose of land needs assessments, analysis should be based on appropriate high-level analysis to allow a general policy framework to be established with appropriate policies that protect strategic areas. Detailed implementation planning (i.e. land use, heights, zoning, and urban design) should not be required as part of the land needs assessment process. Clarification on the detailed work and timing for completion of all strategies and analysis referenced in the Methodology should be provided. Specifically, details around the requirements including delineation of boundaries for policy areas such as Major Transit Station Areas.

If the Province requires detailed implementation planning to be completed as part of the land needs assessment, the implication is that the inputs to the Region's land budget may have to be modified and detailed planning would be completed in consultation with the local municipalities which would be a timely undertaking that could take many months and impact timing of bringing forward a recommended Growth Management ROPA to Council for adoption.

Standard Reporting

The Province will require the completion of standard templates, tables, and explanatory texts as part of the process to document and finalize the land needs assessment. Regional staff will transfer the work completed through the Regions land budget into the standard templates and tables to be provided once a final methodology is released.

Provincial Involvement

The Province has outlined a recommended approach to obtain Provincial input to the Land Needs Assessment prepared under the Methodology. This process includes Provincial review and support of inputs, assumptions, and draft reports prior to Council adoption and identifying the location of Settlement Area Boundary Expansions. This is generally consistent with Peel's current approach to consultation with Provincial staff. Additional consultation will be undertaken before making a final recommendation to Regional Council on the land budget and associated Official Plan amendment. Confirmation from the Province that the Region's approach will satisfy the Methodology and process will be requested.

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

However, this could affect the timing of bringing forward a recommended Growth Management ROPA to Council for adoption as planned for May 2018 if the Methodology is not available in a timely manner.

Employment Vacancy

The Province hosted a technical briefing meeting on the Methodology on January 11, 2018. At the meeting, Provincial staff advised that vacancy factors for the purpose of employment supply were to be excluded from the Employment Area land needs calculation. It is not anticipated that this will have a significant impact on the Regions land budget. However, vacancy rates should be included in employment inventories as they represent a market reality that not all employment floor space will be occupied. Not recognizing appropriate vacancy rate assumptions could result in insufficient land and infrastructure to meet employment forecasts from a market choice perspective.

2016 Census

The Methodology identifies the use of the 2016 Census as the baseline for all population, household, people per unit, and employment calculations in the land needs assessment. When the Region completed its land budget, the employment datasets from the 2016 Census were not released by Statistics Canada and 2011 Census data supplemented by growth modelling and employment surveys was used. Regional staff will be required to update the baseline data in the land budget with information from the 2016 Census. This refinement is not anticipated to impact the local municipal allocations.

4. Other Issues

Staff have identified other issues that are associated with the Regional land budget and Growth Management Regional Official Plan Amendment.

GTA West Corridor Study

The Province has announced that it will be accepting the GTA West Advisory Panel recommendation that a proposed highway in the GTA West Corridor is not the best way to address changing transportation needs.

The Province will be protecting a narrower corridor (1/3 the size of the Environmental Assessment analysis area) identified by the Northwest GTA Corridor from development while infrastructure needs such as utilities, transit, and transportation options are assessed. The transportation needs of the corridor will be assessed through the Greater Golden Horseshoe Transportation Plan study which is underway. The Northwest GTA Corridor Study is being undertaken by the Ministry of Transportation, the Independent Electricity System Operator, with support from the Ministry of Energy, and is not being conducted as an Environmental Assessment.

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

Due to the announcement, Regional staff will re-evaluate matters including corridor protection policies, population and employment growth allocation, employment strategies and transportation infrastructure. This outcome will cause delays in advancing the Growth Management and Transportation Regional Official Plan Amendments, infrastructure master plans and a new Development Charges By-law which had been planned for mid 2018. Staff plan to report to Council once the impact of the announcement is fully assessed and discussed with stakeholders including local municipalities in Peel and adjacent municipalities in York and Halton Regions.

Ninth Line ROPA

The Ministry of Municipal Affairs (the Ministry) staff has advised that advancing the proposed Ninth Line Lands Regional Official Plan Amendment seems premature prior to the completion of the mandatory 2041 land needs assessment. As requested by Council on January 11, 2018 a letter from the Regional Chair, the Mayors of Brampton, Caledon and Mississauga, and the Ward Councillors was sent to the Minister of Municipal Affairs requesting that the Ministry revisit their comments. As a follow up to the letter, the Ministry has requested a meeting with Regional and Mississauga staff.

Staff will continue to work towards bringing forward the Ninth Line ROPA to be submitted for adoption by Council early this year recognizing the depth and breadth of work undertaken to plan for growth to 2031. The Ninth Line lands are a logical extension of the existing communities in Mississauga, and it adds more jobs and addresses housing needs with access to two planned transit stations. The proposed response letter recommends the Methodology provide flexibility to consider appropriate land needs assessment work that is long underway based on 2031 needs provided 2041 allocations and targets are not compromised. Specifically, the comprehensive planning work undertaken by the Region of Peel and City of Mississauga for the Ninth Line Lands should be accommodated.

5. Next Steps

Regional staff will continue with the process to advance the Growth Management Regional Official Plan Amendment to provide an updated growth management framework to support planning, infrastructure, and finance decision making to manage growth and address the Region's growth related infrastructure deficit. Staff will consult with the Province on the Land Needs Assessment Methodology and encourage them to recognize the Region's comments in the final version.

Release of the final version of the Methodology is not expected until April 2018 at the earliest. This timing could affect the timelines for finalizing Peel's growth allocations required as input to the Region's growth management work. In addition, staff will assess the implications of the provincial announcement on the GTA West Corridor Study and re-evaluate the process and timelines to advance the work plan. The re-evaluation is necessary to ensure an updated growth management framework based on the best information available is in place to support planning, infrastructure, and finance decision making to manage growth and address the Region's growth related infrastructure deficit.

PROPOSED LAND NEEDS ASSESSMENT METHODOLOGY FOR THE GREATER GOLDEN HORSESHOE

Staff will incorporate any additional comments that Council may have on the Proposed Methodology at the February 22, 2018 Council meeting.



Janette Smith, Commissioner of Public Works



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



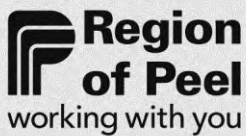
D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Staff Comments on the Proposed Land Needs Assessment Methodology

For further information regarding this report, please contact Arvin Prasad MPA, RPP, MCIP, Director Integrated Planning, extension 4251, arvin.prasad@peelregion.ca.

Authored By: Duran Wedderburn, Principal Planner, Integrated Planning



Finance
and
Public Works

February 22, 2018

Aidan Grove-White
Manager
Ministry of Municipal Affairs and Housing
Ontario Growth Secretariat
Partnerships and Consultation Branch
1 Dundas Street West
Floor 25
Toronto ON
M5G 1Z3

and

Ontario Growth Secretariat
Ministry of Municipal Affairs
1 Dundas Street West, 25th Floor
Toronto, ON M5G 1Z3

Re:
Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe (EBR 013-2016)

Thank you for the opportunity to comment on the Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe (Proposed Methodology).

The Region of Peel is currently undertaking its comprehensive review of the Regional Official Plan. To support this work the Region has developed a land budget which demonstrates how growth will be accommodated in the Region to the year 2041 in accordance with the Growth Plan, 2017. Before the Region can move forward with its land budget, a final land needs assessment will have to be released by the Province. We encourage the Ministry to move forward quickly with a final Land Needs Assessment Methodology to provide certainty for municipalities in a key part of the municipal planning, infrastructure and finance processes. We have the following specific comments and requested revision to the Proposed Methodology.

Comments and Requested Revisions

With respect to **EBR 013-2016**, please see the following comments from the Region of Peel:

- The Proposed Methodology provides a definition of Designated Greenfield Areas (DGA) that includes all lands in Undelineated Built-up Areas (undelineated areas) as part of the DGA.

Undelineated areas are traditionally planned as low-density rural settlements and should not be included as part of the DGA or counted against the achievement of the minimum greenfield density target. The



Finance
and
Public Works

inclusion of undelineated areas land in minimum density calculations would result in the lower planned densities of undelineated areas having to be off-set by higher densities on other existing DGA lands. Such an off-set would be arbitrary depending on the historical context of rural settlement development in a given regional municipality with no ability for a municipality to influence the outcome of the calculation since rural settlements are not going to be a focus of any further growth or intensification based on existing policy, infrastructure requirements and good planning principals.

Therefore, undelineated areas should be included as part of the “Rural Area’ for the purpose of land needs assessments as they have a similar planning context, lower densities, limited growth is directed to these areas through policy, and other constraints such as limited infrastructure capacity and access to urban areas. This approach would be consistent with the approach for intensification targets in which the proposed methodology appropriately does not include growth in the undelineated areas towards the intensification target calculation.

- One of the inputs to the Proposed Methodology is the identification of an intensification target through intensification analysis. However, the Proposed Methodology also refers to the completion of an Intensification Strategy. Clarification from the Province is required to confirm that there is no requirement for detailed implementation planning to be completed at this stage to support the land needs assessment.

Intensification analysis for the purpose of land needs assessments should be based on an appropriate high-level capacity analysis with detailed implementation planning to follow. Clarification of the detailed work required for all strategies and analysis referenced in the Proposed Methodology should be provided. Specifically, details around the requirements for policy areas such as Major Transit Station Areas should be clarified such that a high level capacity approach should be used by upper tier municipalities for Land Needs Assessment purposes with more detailed implementation planning to follow.

- The Proposed Methodology for land needs assessment uses vacant dwellings and unoccupied dwellings as part of the calculation for determining Community Area land needs. A consistent approach should be utilized for Employment Areas with respect to allowing for employment vacancy rates to be included as part of the land needs calculation. A failure to recognize appropriate assumptions for real vacancy rates that exist now and will exist in the future could lead to under planning for the land and infrastructure needed for employment growth.
- The Proposed Methodology should explicitly recognize that long term planning is not starting from scratch with the introduction of a methodology by the Province and that municipalities have been doing extensive comprehensive land needs evaluations based on the Growth



Finance
and
Public Works

Plan policies, principles and targets for over a decade. As such, the Proposed Methodology should provide some flexibility through the Provincial consultation process to consider appropriate land needs assessment work that demonstrates land needs based on 2031 needs provided 2041 allocations and targets are not compromised. Specifically, the comprehensive planning work undertaken by the Region of Peel and City of Mississauga should be accommodated.

- The Province provides for a recommended approach to the approval of a draft land needs assessments, which includes Provincial approval of the draft land needs assessment prior to council adoption.

This approach should be clarified to recognize the involvement of Council to assist in formulating a local position before engaging the Province with a draft.

- The Region is currently undertaking its municipal comprehensive review and the timely release of the land needs assessment will allow the Region to advance its comprehensive review. The Province should expedite the release of the final methodology and commit to releasing a final version 30 days after the comment period has closed.

The Region of Peel supports the Province in its efforts to deliver a consistent and transparent approach to determine land needs in accordance with the Growth Plan, 2017. The Province should ensure that the methodology reflects the directions of the Growth Plan while recognizing the local context and needs of municipalities.

Sincerely,

Adrian Smith, RPP, MCIP
Acting Director,
Growth Management
Finance Department
Region of Peel

Arvin Prasad, MPA, RPP, MCIP
Director,
Integrated Planning Division
Public Works
Region of Peel

DATE: February 9, 2018

REPORT TITLE: **ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCAPING IN DOWNTOWN BRAMPTON, DOCUMENT 2012-571P, PROJECTS 11-2380, 15-1303 AND 18-1380, CITY OF BRAMPTON, WARDS 1, 3, 4 AND 5**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2012-571P) for Engineering Services for Watermain and Sanitary Sewer Construction and Streetscaping in Downtown Brampton, City of Brampton with CH2M Hill Canada Limited be extended in the estimated amount of \$3,923,681 for a revised total contract amount of \$6,065,118, excluding applicable taxes, under Capital Projects 11-2380, 15-1303 and 18-1380, in accordance with Purchasing By-law 113-2013;

And further, that construction services for the Capital Project be procured and financed cooperatively with the City of Brampton through a competitive procurement process issued by the Region of Peel and a cost sharing agreement with the City of Brampton;

And further, that the duly authorized signing officers of the Regional Corporation enter into a cost sharing agreement with the City of Brampton and that the additional design, contract administration, and inspection services costs, in the estimated amount of \$2,091,068, excluding applicable taxes, be recovered from the City of Brampton.

REPORT HIGHLIGHTS

- The Region of Peel operates an extensive water distribution and wastewater collection and water distribution system that includes services in the City of Brampton;
- Regional staff have identified the need to replace and upgrade both water and wastewater infrastructure in Downtown Brampton;
- The City of Brampton has also proposed to implement and construct a new Streetscaping and road configuration for the Downtown Brampton area on Queen Street and Main Street;
- Staff propose to work with the City of Brampton to complete the project as one integrated construction contract and to share costs for their respective portions of the capital works, contract administration and inspection costs;
- It is recommended that the existing assignment with CH2M Hill Canada Limited be extended to provide the additional design and contract administration and inspection services for the proposed integrated works. CH2M Hill Canada Limited have comprehensive knowledge of both the Region of Peel and the City of Brampton works and extending the existing assignment represents the most effective and efficient approach and provides the best value for the Region and the City.

ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCAPING IN BRAMPTON

DISCUSSION

1. Background

Region of Peel

The Region of Peel operates an extensive watermain distribution and wastewater collection system that includes services in the downtown core of the City of Brampton. The Region's Water and Wastewater Servicing Master Plan identifies the need to upsize the watermain on Queen Street and Main Street as well as upsize the sanitary sewer on Main Street. In addition the Region's State of Good Repair program has identified the need to replace the watermain and reline the existing sanitary sewer on various streets adjacent streets within the downtown core.

The proposed scope of work includes wastewater and water infrastructure on the following streets:

- Queen Street – Mill Street to Scott Street
- Main Street – Nelson Street West to Wellington Street
- Chapel Street – Queen Street to Wellington Street
- Moore Crescent; Mary Street – Queen Street to Moore Crescent
- Elizabeth Street – Queen Street to Wellington Street
- George Street – Queen Street to 50 metres south and north of Nelson Street West

Refer to the map attached as Appendix I.

City of Brampton

Recognizing that the Region intended to complete significant construction in the downtown core the City identified an opportunity to complete a study titled "Downtown Reimagined".

The purpose of the study is part of an initiative to create a vibrant urban centre in downtown Brampton. The City of Brampton is working towards creating an aesthetically beautiful streetscape around the "Four Corners". The limits of the proposed works are from Mill Street South to Chapel Street on Queen Street and Nelson Street East and Wellington Street on Main Street.

An Environmental Assessment was completed to define and create a street that will bring together pedestrians, cyclists and motorists in a safe and sustainable manner. The preferred alternative includes the addition of cycle lanes to landscaping between street and sidewalk in order to capitalize on pedestrian walkability and enhance amenities. Refer to Appendix II.

2. Project Approach

The original scope for the infrastructure replacement project within the downtown area was identified in 2011 and planned to begin construction in 2013. At that time the study for the Light Rail Transit (LRT) on Hurontario Street had commenced and the option to extend the LRT north on Main Street to connect to the Brampton Go Station was being considered. The

ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCAPING IN BRAMPTON

Region decided to defer the downtown core works until a final decision on the alignment of the LRT was made. Metrolinx completed the study and in conjunction with the decision by Brampton Council to not have the LRT on Main Street the termination point was established as Steeles Avenue. In 2015 the Region re-commenced preliminary design works on the Downtown Brampton infrastructure replacement project.

Throughout the detailed design of the project Region and City staff has been actively engaged in managing the expectations of the residents and businesses of the downtown core and have developed a comprehensive communication and outreach program. This has included the implementation of a Business and Institutional Care program, a dedicated Project Ambassador and the creation of a shared project “Store front” on Queen Street for the integrated capital project.

City and Region staff have also actively worked on ensuring that all underground utility work will be completed within the Region’s contract. This will ensure the City Streetscaping works will not be disturbed after completion. This work includes new Alectra electrical work, Enbridge gas main repairs, telecommunications work and City of Brampton storm sewer repair works.

Early project plans had the commencement of construction slated for April 2018 with an anticipated duration of approximately 12 months. At the completion of the infrastructure project the City would tender and complete the Streetscaping project. To improve the overall success of the two projects Regional staff proposed the potential integration of the two projects into one project. The benefits of integration would be:

- Consistent traffic management,
- Seamless construction activities;
- Opportunity to stage the works to mitigate the impacts to the businesses in the downtown core during construction;
- A single lead construction contract administrator also ensures that coordination of all activities can be managed in the most effective way.

Originally, the integrated project was proposed to commence construction in April 2018 however, due to a Part II order on the City of Brampton’s Environmental Assessment for the Streetscaping works, it became increasingly difficult for the design of the Streetscaping works to be completed in time for a single integrated project.

In January 2018 City staff recommended to Brampton City Council that the Region defer the infrastructure project until such time as the City and their consultant complete design of the Streetscaping project. Regional staff support the proposed change as there is no additional risk with delaying the start of infrastructure replacement from the spring to the fall of 2018.

3. Additional Costs

The Region had previously retained CH2M Hill Canada Limited (CH2M Hill) to complete the detailed design for all watermain and wastewater construction. The City has retained HDR to complete the detailed design for the streetscaping works. It is proposed that the assignment of CH2M Hill be extended to prepare a tender package that combines both the

ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCAPING IN BRAMPTON

underground services and the streetscaping works and for contract administration and inspection services for the duration of construction.

3.1 Detailed Design

The detailed design for the infrastructure works was commenced in the summer of 2016. Following additional assessment of growth projections and state of good repair needs in 2017, additional scope was added to the work package. This additional work includes:

- Watermain upsizing and sewer replacement on Main St North, north of Queen St East
- New watermain on Diplock Lane for hydrant supply
- Parkhill Court watermain upsizing and sewer relining
- Mary Street looping watermain and sewer relining
- Wellington Street East watermain replacement
- James Street watermain and sewer replacement
- George Street sewer replacement

CH2M Hill is currently engaged on the detailed design of all underground Region water and wastewater works which formed the bulk of the original consulting assignment. Their work also now also includes

- Detailed traffic engineering plans
- Significant design coordination with other utilities
- Integrating the City's Streetscaping design into the common tender
- Additional contract administration and inspection to cover the increased scope of the construction contract

3.2 Cost Sharing

The Region of Peel and the City of Brampton propose to create and execute an agreement related to cost sharing on the project based on past precedent that details the respective responsibilities and costs to be paid by each party.

The table below outlines the additional fees for CH2M Hill and the breakdown of costs between the Region and the City of Brampton.

Additional Project Scope	Region of Peel	City of Brampton
Sanitary Sewer and Watermain Works	\$99,390	N/A
Stakeholder Coordination, public engagement	\$53,080	\$94,610
Geotechnical and Subsurface Investigation	Costs covered under existing vendor contract	\$153,045
Contract Administration and Inspection	\$1,680,142	\$1,812,563
Tender Integration	Costs covered under existing vendor contract	\$30,850
Total Cost	\$1,832,612	\$2,091,068

ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCAPING IN BRAMPTON

Based on the above it is recommended that the existing assignment with CH2M Hill be extended in the amount of \$3,923,681, with an estimated \$2,091,068 recoverable from the City of Brampton. The total fees, detailed design and contract administration, represent approximately 12 percent of the overall estimated construction value and staff have concluded that these are reasonable and fair and in line with a project of this complexity. City of Brampton staff is also in agreement with the cost sharing and fee structure.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budgets to carry out the direction.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Downtown Brampton - Sanitary Sewer and Watermain Construction

Appendix II - Downtown Brampton - Streetscaping Plan

For further information regarding this report, please contact Simon Hopton, Manager, Capital Works, Wastewater Division, ext. 7808 or via email at simon.hopton@peelregion.ca.

Authored By: Simon Hopton, Manager, Capital Works and Anthony Parente, Director, Wastewater Division

Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I

ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCAPING IN DOWNTOWN BRAMPTON, DOCUMENT 2012-571P, PROJECTS 11-2380, 15-1303 AND 18-1380, CITY OF BRAMPTON, WARDS 1, 3, 4 AND 5



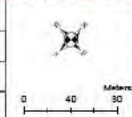
Region of Peel- Watermain And Sanitary Sewer Replacement/Relining Program For Brampton Downtown (Phase - 1)

Date: 24 May, 2017

Figure: 1

Drawn By: KA

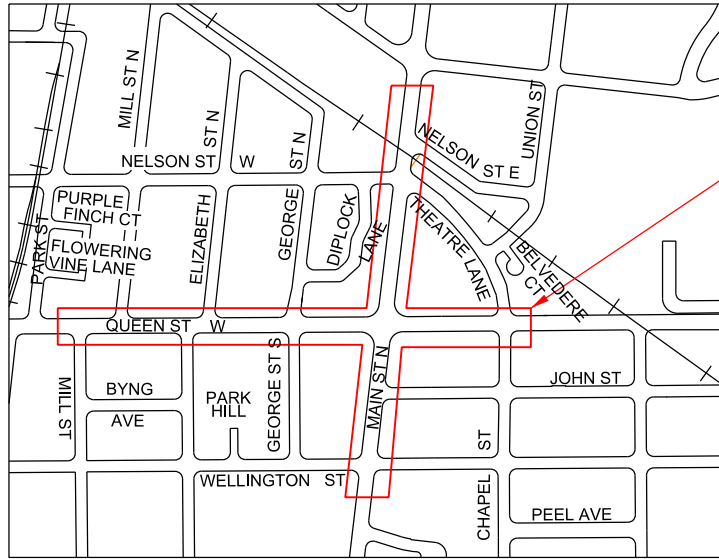
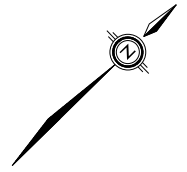
Checked By: NG/MK



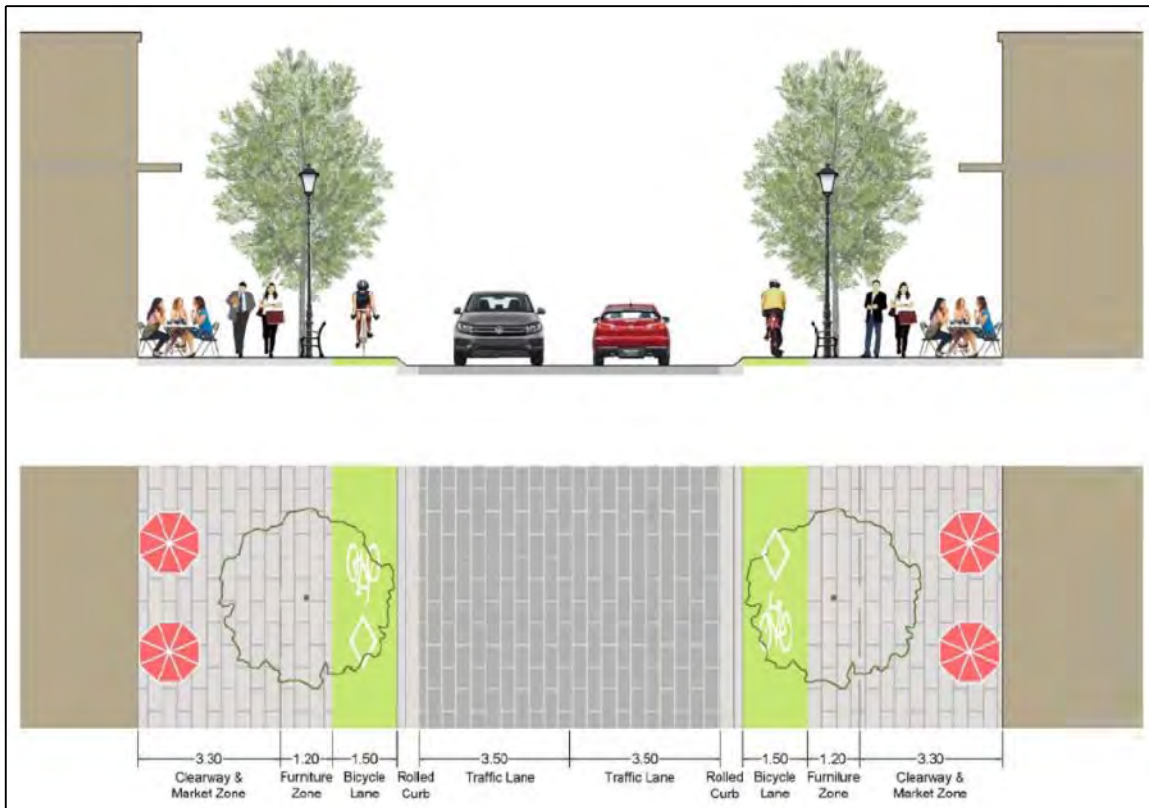
Legend	
—	Proposed Watermain Replacement
—	Proposed Sanitary Sewer Relining
—	Proposed Sanitary Sewer Replacement
—	Abandon Existing Watermain
—	Proposed New Watermain
	Railway Line
	Stream Courses

APPENDIX II

ENGINEERING SERVICES FOR WATERMAIN AND SANITARY SEWER CONSTRUCTION AND STREETSCLAPING IN DOWNTOWN BRAMPTON, DOCUMENT 2012-571P, PROJECTS 11-2380, 15-1303 AND 18-1380, CITY OF BRAMPTON, WARDS 1, 3, 4 AND 5



PROJECT LIMITS



PREFERRED STREET DESIGN

DATE: February 7, 2018

REPORT TITLE: **ENGINEERING SERVICES FOR THE EAST TO WEST DIVERSION SANITARY TRUNK SEWER, PROJECT 16-2291, DOCUMENT 2017-667P, CITY OF MISSISSAUGA, WARDS 5 AND 11**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2017-667P) for engineering services for the east to west diversion sanitary trunk sewer on Derry Road, Old Derry Road, Old Creditview Road and Creditview Road, City of Mississauga, be awarded to CH2M Hill Canada Limited in the amount of \$12,595,500 (excluding applicable taxes), under Capital Project 16-2291, in accordance with Purchasing By-law 113-2013.

REPORT HIGHLIGHTS

- Regional staff identified the East to West Diversion strategy requirement through the Water and Wastewater Servicing Master Plan, identified a preliminary preferred servicing concept and recommended a separate Class Environmental Assessment Study to confirm the diversion strategy and associated projects;
- A Class Environmental Assessment Study Report and a Preliminary Design Report was completed following the recommendations of the Master Plan. The East to West Diversion Sanitary Trunk Sewer is proposed to be constructed on Derry Road, Old Derry Road, Old Creditview Road and Creditview Road;
- The Region issued Request for Proposal Document 2017-667P to undertake the detailed design and contract administration for the construction of the diversion sanitary trunk sewer;
- The Request for Proposal was competitively bid by five prequalified vendors and CH2M Hill Canada Limited is recommended for award, representing the best overall value to the Region.

DISCUSSION

1. Background

The Region of Peel is responsible for planning, constructing, operating and maintaining sanitary sewer network, pumping stations and treatment plants within its boundaries. The lake-based wastewater system services the Cities of Mississauga and Brampton and the communities of Caledon East, Bolton and Mayfield West in the Town of Caledon. The system consists of two separate gravity trunk sewer systems, namely East Trunk System

10.7-2
**ENGINEERING SERVICES FOR THE EAST TO WEST DIVERSION SANITARY TRUNK
SEWER, PROJECT 16-2291, DOCUMENT 2017-667P**

and West Trunk System, which terminate on the shores of Lake Ontario at the G.E. Booth Wastewater Treatment Plant and Clarkson Wastewater Treatment Plant.

The wastewater flow diversion strategy was identified in the Water and Wastewater Master Plan in 2013 and has been refined during the subsequent Class Environmental Assessment to fulfill the changing servicing needs required to meet the Region's projected population and employment growth.

In reviewing the capacity requirements of the trunk sewers and the G.E. Booth and Clarkson Wastewater Treatment Plants out to the year 2031, the opportunity to divert flows east to west by 2022 was confirmed. The ability to divert flows east to west in the future leverages the upgraded capacity of the west system, the available land area to enable upgrades at the Clarkson site, and the ability to complete major capital upgrades at the G.E. Booth site.

The East to West Wastewater Diversion Strategy Class Environmental Assessment study advanced the Master Plan's servicing concept to a detailed servicing strategy, which recommended a full gravity sewer along Derry Road West as the preferred solution.

2. Project Approach

Staff intends to retain an experienced consulting engineering firm to complete detailed design, prepare contract documents, and provide construction administration and inspection services during construction for the project scope.

3. Procurement Process

In accordance with Purchasing By-law 113-2013, the process to award this contract was compliant and requires Regional Council approval.

Submissions for the Request for Proposal Document 2017-667P were received from CH2M Hill Canada Limited, RV Anderson Associates Limited, Hatch Corporation, AECOM Canada Ltd., and Amec Foster Wheeler Environment & Infrastructure.

The submissions were reviewed and evaluated by an evaluation committee comprising of Regional staff. The evaluation criteria included the consultant's understanding of the project, methodology, vendor qualifications and experience with similar projects, communication plan, compliance with the terms of reference and schedule of the work plan. Upon completion of the technical evaluation, all five vendor submissions advanced to the second phase of the evaluation where Regional staff opened the financial proposals and completed the analysis.

10.7-3
ENGINEERING SERVICES FOR THE EAST TO WEST DIVERSION SANITARY TRUNK
SEWER, PROJECT 16-2291, DOCUMENT 2017-667P

The evaluation summary is as follows:

Vendor Name and Location	Technical (80 per cent)	Financial (20 per cent)	Price Submitted	Overall Ranking
CH2M Hill Canada Limited, Toronto, ON	1	1	\$12,595,500.00	1
Hatch Corporation, Mississauga, ON	2	2	\$12,764,717.00	2
R.V. Anderson Associates Limited, Toronto, ON	2	4	\$15,207,251.00	3
Amec Foster Wheeler Environment & Infrastructure, Burlington, ON	4	3	\$14,997,159.00	4
AECOM Canada Ltd., Mississauga, ON	5	5	\$16,424,267.88	5

The proposal submitted by CH2M Hill Canada Limited received the highest overall score when assessing the combination of technical proficiency and price. Their proposal demonstrated a thorough understanding of the assignment, proposed a comprehensive project approach and experienced project team and sub-consultants. CH2M Hill Canada Limited has previously successfully completed various tunneling projects in the Greater Toronto Area, including construction of the Hanlan Feedermain for the Region of Peel. Their proposal submission demonstrated an in-depth understanding of the key issues related to construction of the sanitary trunk sewer in a tunnel within the project limits.

The staff evaluation committee has concluded that the proposal submitted by CH2M Hill Canada Limited represents the best overall value to the Region.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the direction.



Janette Smith, Commissioner of Public Works

10.7-4
**ENGINEERING SERVICES FOR THE EAST TO WEST DIVERSION SANITARY TRUNK
SEWER, PROJECT 16-2291, DOCUMENT 2017-667P**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - East to West Diversion Sanitary Trunk Sewer Alignment Map

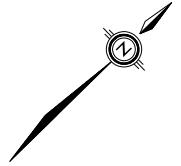
For further information regarding this report, please contact Simon Hopton, Manager, Capital Works, Wastewater Division, ext. 7808 or via email at simon.hopton@peelregion.ca.

Authored By: Ajay Puri, Project Manager, Capital Works, Wastewater Division

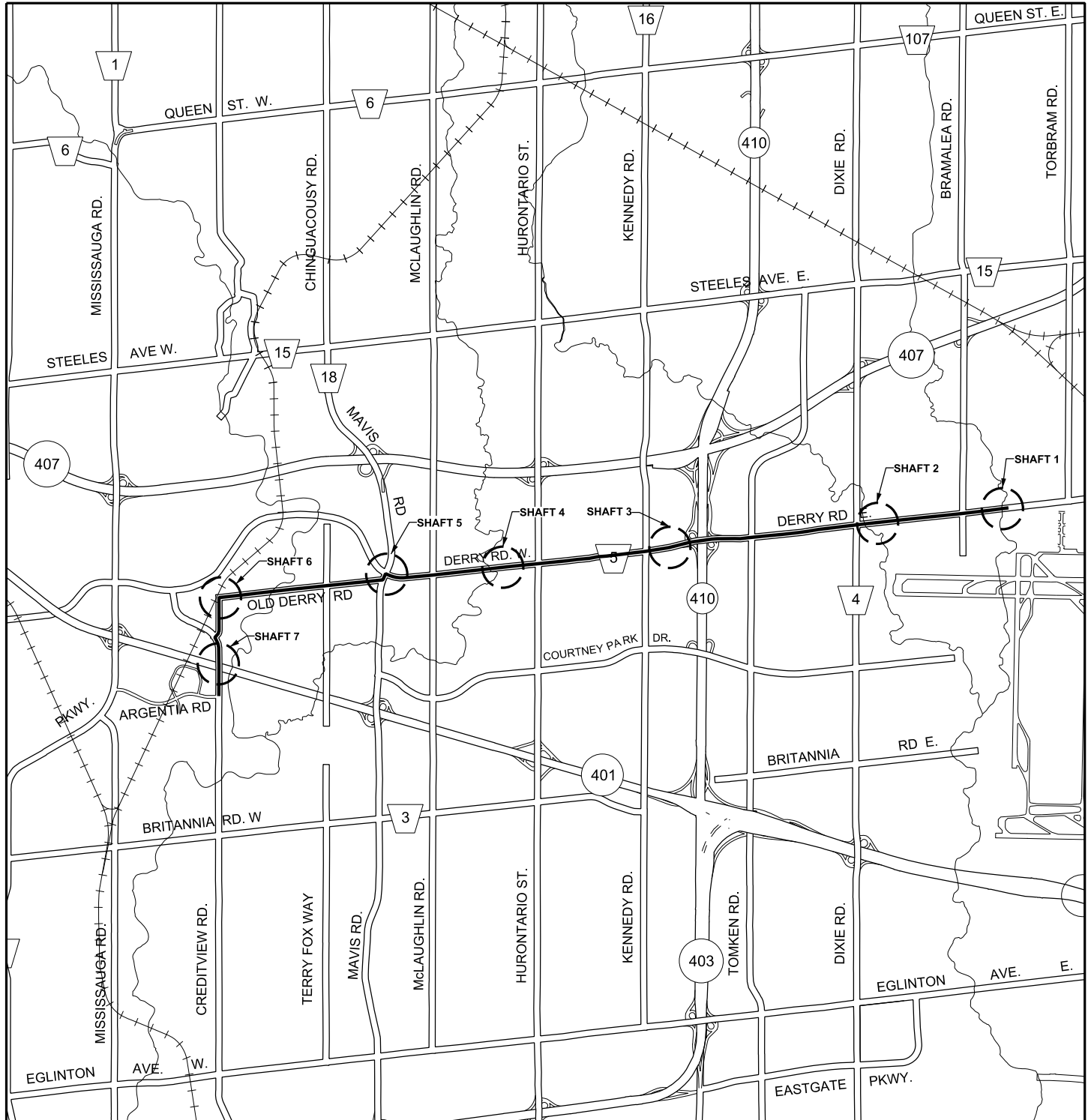
Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I



ENGINEERING SERVICES FOR THE EAST TO WEST DIVERSION SANITARY TRUNK SEWER CAPITAL PROJECT 16-2291 DOCUMENT 2017-667P CITY OF MISSISSAUGA, WARDS 5 AND 11



From: Great Lakes and Water Policy Section (MNR) [<mailto:mnrwaterpolicy@ontario.ca>]

Sent: December 21, 2017 2:55 PM

To: Great Lakes and Water Policy Section (MNR)

Subject: Notification of Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017
Receiving Royal Assent

January 4, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Ministry of Natural Resources and Forestry

Water Resources Section

Natural Resources Conservation Policy Branch
Policy Division
Ministry of Natural Resources and Forestry
300 Water Street,
Peterborough, ON K9J 8M5
Telephone: 705-755-1729
Fax: 705-755-1971

Ministère des Richesses naturelles et des Forêts

Section des ressources en eau

Direction des politiques de conservation des richesses naturelles
Division de l'élaboration des politiques
Ministère des Richesses naturelles et de la Foresterie
300, rue Water
Peterborough (Ontario) K9J 8M5
Téléphone: (705) 755-1729
Télécopie: (705) 755-1971



TO: All Stakeholders involved in the *Conservation Authorities Act* Review

RE: Notification of Bill 139, the *Building Better Communities and Conserving Watersheds Act, 2017* Receiving Royal Assent

I am pleased to inform you that Bill 139, the *Building Better Communities and Conserving Watersheds Act, 2017* that proposes amendments to the *Conservation Authorities Act* has been passed by the Ontario Legislature and has officially received Royal Assent. In addition to the amendments to the *Conservation Authorities Act*, the legislation also contains changes related to the Local Planning Appeals Tribunal.

The passing of this legislation highlights the completion of the multi-year review of the *Conservation Authorities Act* and is part of a comprehensive suite of proposed changes resulting from the review. The amendments modernize the Act to strengthen oversight and accountability in conservation authority decision making, increase clarity and consistency in conservation authority roles and responsibilities, improve collaboration and engagement, modernize funding mechanisms, and provide flexibility for conservation authorities to adapt to changing circumstances and challenges in the future.

The passing of this legislation is an important achievement that will provide ongoing benefits to Ontarians. While some updated provisions will come into force immediately, other provisions will be phased in over the coming years as supporting regulations and policy is developed. My ministry will continue to engage interested parties to assist in the development of these regulations, policies and guidelines.

If you have any questions regarding the legislative process or the implementation of the amendments, please contact the Water Resources Section at mnrwaterpolicy@ontario.ca.

Thank you again for your support and participation in the review.

Jennifer Keyes
Manager, Water Resources Section
Policy Division
Ministry of Natural Resources and Forestry

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



Chief Administrative Office
City Clerk

January 17, 2018

Antoine Belaieff, Director, Regional Planning
Metrolinx
97 Front Street W
Toronto, ON M5J 1E6

City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Region of Peel
10 Peel Centre Drive,
Suite A and B
Brampton, ON L6T 4B9

Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

Re: Draft 2041 Regional Transportation Plan

The following recommendation of the Planning and Development Committee Meeting of November 20, 2017 was approved by Council on November 22, 2017:

- PDC216-2017
1. That the delegation from Antoine Belaieff, Director, Regional Planning, Metrolinx, to the Planning and Development Committee Meeting of November 20, 2017, re: **Draft 2041 Regional Transportation Plan** be received;
 2. That the report from B. Lakeman, Transportation Planner, Policy, Planning and Development Services, dated October 21, 2017, to the Planning and Development Committee Meeting of November 20, 2017, re: **City of Brampton Comments on Metrolinx's Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area – All Wards** (File MRTP 17), be received;
 3. That Council endorse the report and Appendix B as the City of Brampton's formal submission to Metrolinx regarding the Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area; and,
 4. That the report and Council resolution be forwarded to Metrolinx and that copies be sent to the Region of Peel, the City of Mississauga, and the Town of Caledon for information.

RECEIVED

JAN 25 2018

Region of Peel
Clerks Dept.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Yours truly,

Shauna Danton

Shauna Danton
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2116 Fax: 905-874-2119
e-mail: shauna.danton@brampton.ca

(PDC-5.2, 7.2)

cc: R. Elliott, Commissioner, Planning and Development Services
Henrik Zbogar, Senior Manager, Transportation Planning
B. Lakeman, Transportation Planner, Policy, Planning and Development Services



BRAMPTON
Flower City

Report
Planning & Development Committee
The Corporation of the City of Brampton
2017-11-20

Date: 2017-10-21

Subject: **City of Brampton Comments on Metrolinx's Draft 2041 Regional Transportation Plan for the Greater Golden Horseshoe**

Contact: Brian Lakeman, Transportation Planner, Policy, Planning & Development Services, 905-874-3480, brian.lakeman@brampton.ca

Recommendations:

1. That the report from Brian Lakeman, Transportation Planner, Policy, Planning & Development Services, dated October 21, 2017, to the Planning & Development Services Committee Meeting of November 20, 2017, re: **City of Brampton Comments on Metrolinx's Draft 2041 Regional Transportation Plan for the Greater Golden Horseshoe – All Wards (File MRTP 17)**, be received;
2. That Council endorse the report and Appendix B as the City of Brampton's formal submission to Metrolinx regarding the Draft 2041 Regional Transportation Plan for the Greater Golden Horseshoe; and
3. That this report and Council resolution be forwarded to Metrolinx and that copies be sent to the Region of Peel, the City of Mississauga, and the Town of Caledon for information.

Overview:

- Metrolinx is undertaking a legislated 10-year review of their Regional Transportation Plan (RTP), the long-term strategic plan for an integrated, multi-modal transportation system in the Greater Toronto and Hamilton Area.
- The first RTP, known as *The Big Move*, was published in 2008. The major focus of implementation of *The Big Move* since 2008 has been the planning and construction of rapid transit infrastructure.
- The Draft 2041 RTP was released for public consultation on September 29, 2017. Comments on it are due by November 17, 2017. The Final Draft RTP is to be presented to the Metrolinx Board on December 7, 2017.
- Brampton staff (staff) has participated in the RTP Review as a member of the Municipal Technical Advisory Committee and through the Planning Leaders and Transit Leaders forums.
- The Draft 2041 RTP focuses less on infrastructure expansion and more on

making the best possible use of transit and transportation assets and on improving the traveller experience.

- Staff supports the vision, goals and strategies outlined in the Draft RTP and generally supports the development of its central component: a Frequent Rapid Transit Network (FRTN).
- Staff will work with Metrolinx on revisions and refinements to the FRTN in Brampton as well as on other issues raised in the consolidated comments, including the proposed enhanced role for Metrolinx in transportation and land use planning and the financing of future transit infrastructure and operations.
- Staff prepared a submission to Metrolinx on behalf of the City (Appendix B), which was submitted by the November 17, 2017 deadline. This staff-level submission is considered preliminary pending Council's endorsement. The timeline for the submission of comments and scheduling issues did not allow for the opportunity to bring staff's comments to Committee/Council for endorsement prior to the November 17 deadline.
- Staff will continue to work with Metrolinx as the new RTP is finalized and will participate in development of the Implementation Plan that is to follow in 2018/2019.

Background:

The Province created Metrolinx in 2006 and directed it to create a long-term strategic plan for an integrated, multi-modal transportation system in the Greater Toronto and Hamilton Area (GTHA). Metrolinx published its first Regional Transportation Plan (RTP), known as *The Big Move*, in 2008.

Per the *Metrolinx Act, 2006*, Metrolinx must review its transportation plan at least every ten years. They have been working on this review for two years, culminating in the release of a Draft RTP for public consultation on September 29, 2017. The deadline for the submission of comments to Metrolinx on the Draft RTP is November 17, 2017. Metrolinx staff intends to present a final draft of the RTP to their Board of Directors on December 7, 2017.

The major focus of implementation of *The Big Move* since 2008 has been the planning and construction of rapid transit infrastructure. The Draft RTP goes beyond, and differs from, *The Big Move* in that it puts traveller needs at the core of planning and operations. While existing commitments to transit infrastructure expansion will be fulfilled and some new infrastructure projects will be advanced, the focus is on making the best possible use of transit and transportation assets, on improving transit frequency, and on traveller experience. An overview of the Draft RTP (including an outline of the vision, goals, and strategies) can be found in Appendix A.

Brampton staff has participated in the RTP Review as a member of the Municipal Technical Advisory Committee and through the Planning Leaders and Transit Leaders forums.

Current Situation:

The issues discussed in this report are the result of a coordinated review of the Draft RTP by a number of City sections, including Transportation Planning, Policy Planning, Brampton Transit, Capital Works, Transportation Special Projects, and Development Engineering (Environmental).

The full set of consolidated comments staff sent to Metrolinx (preliminary pending Council endorsement) can be found in Appendix B. Key comments are provided below.

- Staff supports the vision, goals and strategies outlined in the Draft RTP. As in other parts of the GTHA, Brampton is forecast to undergo strong population and employment growth through 2041. The need to make the best possible use of transportation assets, including new infrastructure and services as required, and to align land use and transportation planning are key to Brampton's ongoing and future development as a complete community. The RTP will help Brampton achieve its desired future state.
- The development of a Frequent Rapid Transit Network (FRTN) (see Appendix C) is a central component of the Draft RTP. The FRTN will connect existing and planned subway, GO Regional Express Rail, Light Rail Transit (LRT), Bus Rapid Transit (BRT), and Priority Bus services to form an interconnected system that will allow people to travel quickly and seamlessly. Priority Bus – bus transit service running fully or partially in a semi-exclusive right-of-way and using transit priority measures and other design elements to ensure reliability and higher than average speeds – is new to the RTP (and builds on strong local bus services such as Züm in Brampton and Viva in York Region).

As part of the FRTN, the Draft RTP upholds the commitment to provide two-way all-day GO Rail service, running every 15 minutes, to the Bramalea, Downtown Brampton and Mount Pleasant stations on the Kitchener line.

Staff acknowledges recognition in the RTP that the GTHA is a region with many population centres and generally supports the proposed FRTN approach to moving people efficiently in such a region. The destinations of trips made by Brampton residents are becoming more diverse, with less of a focus on Downtown Toronto. The FRTN will improve connections to/from Brampton and other urban centres and employment nodes in the GTHA and environs.

Staff will work with Metrolinx on revisions and refinements to the FRTN, including:

- The map depicting the Proposed 2041 FRTN (Appendix C) includes an LRT/BRT line on Main Street in Brampton between Steeles Avenue and the Brampton GO Station (Project 62 – Brampton Main Street). In conversation with Metrolinx staff, they acknowledged that this line is intended to represent a connection from the Brampton Gateway Terminal to the Downtown GO Station and that it does not preclude the possibility of an alternative alignment, such as those currently being studied as part of the City's LRT Extension Environmental Assessment Study. Staff requests that this project be renamed "Brampton Gateway to Brampton GO" and that it be depicted using dashed lines on Kennedy and McLaughlin Roads or some other appropriate graphic means.
- The Steeles Avenue and Hurontario/Main Street (north of Downtown Brampton) corridors are depicted as Priority Bus Corridors in the Draft RTP. These are designated Rapid Transit (BRT/LRT) in the current RTP, and already (or, in the case of Hurontario Street north of Sandalwood Parkway, is planned to) provide Züm service. Staff is seeking clarification as to whether the depiction in the Draft RTP represents a "down grading" of the proposed transit service on these routes and, more generally, how Priority Bus service would differ from Züm service.

Staff sees the need to allow for the redesignation of these and potentially other Züm routes as BRT/LRT in the RTP over time. Ridership on the Steeles Avenue Züm route, for example, is already very strong and this route may warrant upgrading to BRT or LRT before 2041.

- The Draft RTP proposes enhanced roles for Metrolinx in a number of areas (e.g. reviewing secondary plans and large scale planning applications, playing a leading role in development and redevelopment around stations, developing region-wide standards for highways, roads and streets). The impacts of these on the planning process and broader questions of jurisdiction will need to be considered in collaboration with upper- and lower-tier municipalities.
- The cost of building and operating the proposed regional transportation system, including the local transit service that will feed into the FRTN, will be very high. Staff supports the identification of sustainable and sufficient funding for transportation capital and operations over the life of the RTP and the updating of the Metrolinx Investment Strategy accordingly.

The Draft RTP outlines the strategies and priority actions designed to achieve the "big picture" goals of the Plan. Details regarding processes, roles and responsibilities, phasing, funding, and other key considerations will be developed through an Implementation Plan, which is the next phase of the RTP Review, to be undertaken in

2018/2019. Staff expects to continue its participation as a member of the Municipal Technical Advisory Committee and the Planning Leaders and Transit Leaders forums and to be actively involved in the development of the Implementation Plan.

Corporate Implications:

Financial Implications:

Direction and policies in the new RTP could result in significant shifts in the provision of transit services in Brampton. This could impact costs for transit development and operations. Staff will update Council on the potential financial implications of the new RTP when further information is available.

The land use elements of the new RTP reflect direction in the revised Growth Plan for the Greater Golden Horseshoe (2017). As reported to Council in September 2016, any shifts in the location, form and timing of growth in Brampton that will be required in order to conform to the Growth Plan may impact the timing and the amount of Development Charges revenue collected by the City.

Other Implications:

The new RTP will have implications on the delivery of transit services and, in concert with the revised Growth Plan (2017), on future growth and built form in the City of Brampton. City functions that would be impacted include transit service delivery, land use planning, transportation planning, and infrastructure planning.

Strategic Plan:

This report supports the Move and Connect and Smart Growth priorities of the Strategic Plan by providing comments on the proposed Draft Metrolinx RTP and its implications for the City of Brampton.

Conclusion:

Staff supports the vision, goals and strategies outlined in the Draft RTP and generally supports the development of its central component: a Frequent Rapid Transit Network. Staff will work with Metrolinx to address the issues raised in its consolidated comments. Staff is seeking Council endorsement of its November 17, 2017 submission to Metrolinx regarding the Draft RTP. The ensuing resolution will be sent to Metrolinx as an expression of the City's formal position.

Approved by:

Henrik Zbogar, RPP, MCIP
Senior Manager,
Transportation Planning

Approved by:

Rob Elliott, RPP, MCIP
Commissioner, Planning &
Development Services

Attachments:

- Appendix A: Executive Summary – Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area
- Appendix B: City of Brampton Staff Comments on the Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area
- Appendix C: Detailed Proposed 2041 Frequent Rapid Transit Network

Report authored by: Brian Lakeman



Chief Administrative Office
City Clerk

RECEIVED

February 5, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

February 2, 2018

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

Sent by e-mail

**Re: Downtown Reimagined Streetscape Tender Integration with Region of Peel's
Downtown Capital Project Phase 1 – Wards 1 and 3**

The following recommendation of the Committee of Council Meeting of January 17, 2018 was approved by Council on January 24, 2018:

- CW006-2018
1. That the report from I. Hans, Senior Project Engineer, Public Works and Engineering, dated December 15, 2017, to the Committee of Council Meeting of January 17, 2018, re: **Downtown Reimagined Streetscape Tender Integration with Region of Peel's Downtown Capital Project Phase 1 – Wards 1 and 3** be received;
 2. That staff be directed to request the Regional Municipality of Peel to delay the tendering, to no later than June 30, 2018, of its Downtown Capital Project Phase 1 to allow for the integration of both the City's Downtown Reimagined Streetscape work and the Region's Downtown Capital Project Phase 1 work as one tender with the Region being responsible for the performance of both works and administration of the construction and related contracts;
 3. That staff be authorized to negotiate a joint capital project agreement for the performance of the City's Downtown Reimagined Streetscape work by the Region and that the Mayor and City Clerk be authorized to execute such joint capital project agreement on behalf of the City on terms and conditions acceptable to the Commissioner, Public Works and Engineering and in a form acceptable to the City Solicitor or designate; and
 4. That the City Clerk be directed to forward a copy of this report and Council's resolutions to the Regional Municipality of Peel for consideration by Regional Council.

REFERRAL TO _____

RECOMMENDED _____

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

A copy of the subject report is attached.

Yours truly,



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

(CW -6.2.2)

Encl.

cc: Regional Councillor E. Moore
Regional Councillor G. Gibson
Regional Councillor M. Medeiros
City Councillor J. Bowman
H. Schlange, Chief Administrative Officer
J. Pitushka, Commissioner, Public Works and Engineering
J. Holmes, Director, Capital Works, Public Works and Engineering
I. Hans, Senior Project Engineer, Public Works and Engineering

Date: 2017-12-15

Subject: **Recommendation Report - Downtown Reimagined Streetscape Tender Integration with Region of Peel's Downtown Capital Project Phase 1 - Wards 1 and 3 (16-3130-231)**

Contact: Inderjit Hans, Senior Project Engineer, Capital Works, Public Works and Engineering (905-874-5587) inderjit.hans@brampton.ca

Recommendations:

1. That the report from Inderjit Hans, Senior Project Engineer, Capital Works, Public Works and Engineering Department, dated December 15, 2017, to the Committee of Council Meeting of January 17, 2018, re: **Recommendation Report - Downtown Reimagined Streetscape Tender Integration with Region of Peel's Downtown Capital Project Phase 1 – Wards 1 and 3 (16-3130-231)**, be received;
2. That Council direct staff to request the Regional Municipality of Peel to delay the tendering of its Downtown Capital Project Phase 1 to allow for the integration of both the City's Downtown Reimagined Streetscape work and the Region's Downtown Capital Project Phase 1 work as one tender with the Region being responsible for the performance of both works and administration of the construction and related contracts;
3. That Council authorize staff to negotiate a joint capital project agreement for the performance of the City's Downtown Reimagined Streetscape work by the Region and that the Mayor and City Clerk be authorized to execute such joint capital project agreement on behalf of the City on terms and conditions acceptable to the Commissioner, Public Works and Engineering and in a form acceptable to the City Solicitor or designate; and
4. That the City Clerk be directed to forward a copy of this report and Council's resolutions to the Regional Municipality of Peel for consideration by Regional Council.

Overview:

- In May 2017, Council approved the preferred right-of-way cross-section for the streetscaping of Main Street and Queen Street
- The City has been notified of two Part II Order requests on the Environmental Study Report during the 30-day public review period which has delayed the streetscape design progress.
- Due to the delay, the Region intends to tender the Downtown Capital Project Phase 1 in February 2018 not including the streetscape works. The streetscape works would have to be tendered separately and executed after the Region has completed their work.
- City staff recommend the Region be requested to delay its tender in order to integrate the streetscape tender into the Downtown Capital Project Phase 1 tender.
- The integrated tender is anticipated to be advertised in July 2018

Background:

In May 2017, Council approved the preferred right-of-way cross-section for the streetscaping work on Main Street and Queen Street within the set limits per the Environmental Study Report (ESR) submitted to the Ministry of Environment and Climate Change (MOECC) in August 2017.

It is anticipated that in spring 2018, the Region of Peel will begin construction of Phase 1 of a multi-phase project that will replace aging infrastructure, reline existing sanitary sewers, and install new watermain and sanitary sewers. The original intent was for the Region to include the City's streetscape works as part of the tender in order to mitigate the disruption in the downtown area.

Current Situation:

After filing the ESR for the mandatory 30-day public review period, the MOECC notified the City of receiving two Part II Order requests. In October 2017, the City responded to the request for information made by the MOECC and are currently waiting for the Minister's decision on the file.

Although the Part II Order requests will delay the completion of the environmental assessment process and detailed design of the streetscape project, staff have consulted and coordinated with Region staff and recommend that the Region revise their

11.3-5

anticipated tender date from February 2018 to July 2018 in order to include the streetscape work. The benefits of this recommendation include

- Improved Traffic Management Plan – better planning of detour routes, closures, wayfinding for the parking garages and construction staging
- Enhanced Communication Plan – increase project awareness through the use of social media, project websites, advertisements, store front events, CN bridges, and other marketing tools
- Additional Public Engagement – excite residents and businesses through open houses and/or workshops where input can be received on the “look and feel” of the streetscape
- Expected cost and time savings – combining the projects will avoid unnecessary timing breaks between the two separate contracts and the warranties can be preserved

Some of the risks associated with this approach include

- The risk of watermain breaks due to aging infrastructure increases the longer it takes to complete the replacement.
- The inclusion of the streetscape design in a summer tender is contingent upon receiving direction from the MOECC in early January. If the decision from the MOECC is received later and/or requires further action to the EA, staff will need to report back to Council on a revised timeline.

The estimated cost savings of integrating the tenders ranges between \$1M - \$1.25M. This cost is mainly due to having to install temporary finishes for one contract until that contractor is completely finished. Those temporary finishes will need to be removed and replaced with the permanent finishes at a later date causing unnecessary disruption to the businesses and residents of the downtown area. The streetscape work is highly specialized and in order to receive a quality product, a single contractor can better plan and coordinate underground utility work, subgrade preparation with the ground level finishes.

Corporate Implications:

Financial Implications:

Funding for this project is available in the following Capital Project:

<i>Project #</i>	<i>Program #</i>	<i>Original Budget*</i>	<i>Expenditures and /or Commitments to Date</i>	<i>Balance Available</i>	<i>Required Amount</i>	<i>Balance Remaining</i>
183866	001	\$30,000,000		\$30,000,000		\$30,000,000

* Construction Cost for the streetscape portion of the downtown is \$25M and Tunnel remediation is estimated at \$5M.

Legal Implications:

Legal Services will work with Capital Works staff to develop an acceptable joint capital project agreement with the Regional Municipality of Peel. Legal Services will approve the joint capital project agreement as to form.

Other Implications:

Capital Works staff will work with Economic Development and Culture Division staff to coordinate the downtown festivals and events in the area accordingly. Staff will continue to keep the BIA updated on the project timelines.

Strategic Plan:

This report achieves the Strategic Plan priorities through Move and Connect and Strong Communities by investing in new infrastructure, maintaining a state of good repair and creating connected spaces in the heart of the city for people to live, work and play.

Conclusion:

Staff recommends that the work for both the Region's Downtown Capital Project Phase 1 and the City's Downtown Reimagined streetscape be combined as one project with the Region administering the contract and that the Region delay the tender for its project to allow for such integration.

Original signed by:

Original signed by:

Inderjit Hans, P.Eng.,
Senior Project Engineer,
Capital Works

Jayne Holmes, P.Eng.,
Director, Capital Works

Report authored by: Inderjit Hans, P.Eng.

**ITEMS RELATED TO
HEALTH**

This page is
intentionally left blank

For Information

DATE: February 5, 2018

REPORT TITLE: **SLEEP AND WELL-BEING AMONG CHILDREN AND YOUTH**

FROM: Nancy Polsinelli, Commissioner of Health Services
Dr. Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

OBJECTIVE

To provide an overview of sleep as an emerging public health issue among children and youth, including health outcomes associated with sleep, and to identify public health's role.

REPORT HIGHLIGHTS

- As part of the 24-Hour Movement Guidelines for Children and Youth, sufficient sleep is recognized as essential for children and youth (aged 5 to 17) for achieving optimal health.
- Among children and youth, longer sleep duration is associated with favourable health outcomes, including better emotional regulation, better academic achievement, better quality of life/well-being, and lower body fat.
- Recent data indicates that approximately one-third (36 per cent) of Peel students in Grades seven to 12 report getting eight or more hours of sleep on an average school night.
- Effective January 1, 2018, the modernized Ontario Public Health Standards: Requirements for Programs, Services, and Accountability recognize sleep as part of the Chronic Disease Prevention and Well-Being Standard.
- To address the issue of sleep, the Region of Peel-Public Health will:
 - Promote optimal sleep within the 24-hour movement spectrum;
 - Integrate sleep into existing public health programming to reduce risk factors for inadequate sleep and increase protective factors for optimal sleep; and,
 - Continue to monitor the health status of Peel children and youth.

DISCUSSION
1. Background

Optimal sleep is fundamental to overall health and quality of life for all ages. It is a vital process linked to the repair and maintenance of the body and brain. Inadequate sleep duration on a regular basis is associated with adverse health outcomes, including: overweight and obesity; diabetes; hypertension and stroke; depression and anxiety; and premature death. It is also one of many shared risk and protective factors for chronic disease and injury, with important implications amenable to public health intervention.

SLEEP AND WELL-BEING AMONG CHILDREN AND YOUTH

The Canadian 24-Hour Movement Guidelines for Children and Youth (aged 5 to 17) recommends uninterrupted nine to 11 hours of sleep per night for those aged 5 to 13 years, and 8 to 10 hours per night for those aged 14 to 17 years, with consistent bed and wake-up times.

Inadequate sleep results when sleep is insufficient to support alertness, performance, and health, either because of reduced total sleep time (i.e., sleep quantity) or fragmentation of sleep by brief awakenings (i.e., sleep quality).

There are many factors that can promote or disrupt sleep. Factors specific to youth may include exposure to second-hand smoke, prescription and over-the-counter medication use, the sleep environment, physical activity, screen time, sedentary behaviour, nutrition, napping activity, travel, stress, pain, anxiety and other medical conditions.

2. Health Outcomes

Evidence suggests that among children and youth (aged 5 to 17), shorter sleep duration is associated with adverse physical and mental health outcomes, including:

- Higher adiposity (i.e., body fat) indicators;
- Poorer emotional regulation (e.g., stress, anxiety, depressive symptoms and mental health);
- Lower academic achievement (i.e., lower grades); and
- Lower self-reported quality of life and well-being.

The associations between sleep and anxiety are complex. Chronic sleep deprivation can diminish the ability to regulate symptoms of anxiety as well as be a stressor that contributes to anxiety.

3. Peel Data

Ontario and Peel specific data on sleep behaviour is limited. The Ontario Student Drug Use and Health Survey (2015) indicates that approximately one-third (36 per cent) of Peel students in Grades 7 to 12 report eight or more hours of sleep on an average school night¹. Therefore, most students are not getting at least eight hours of sleep on an average school night.

At a national level, various population surveys have recently included measures of sleep. The Canadian Health Measures Survey (2012/13) reports:

- 33 per cent of children aged 5 to 13, and 45 per cent of youth aged 14 to 17 have trouble falling asleep or staying asleep at least some of the time²;

¹ See Council Report titled the *Ontario Student Drug Use and Health Survey 2015* (February 23, 2017) with reference to sleep.

² Self-reported by selecting from the following options: Never, Rarely, Sometimes, Most of the time or All of the time. The statement "...at least some of the time" includes all responses of Sometimes, Most of the time and All of the time.

SLEEP AND WELL-BEING AMONG CHILDREN AND YOUTH

- 36 per cent of 14 to 17 year olds find it difficult to stay awake during the day at least some of the time; and
- 31 per cent of school-aged children and 26 per cent of adolescents are sleep deprived.

4. Role of Public Health

Effective January 1, 2018, the modernized Ontario Public Health Standards: Requirements for Programs, Services, and Accountability – Chronic Disease Prevention and Well-Being Program Standard requires all Ontario Boards of Health to consider sleep as an area of public health intervention, as informed by local needs.

Sleep is one of many risk and protective factors for chronic disease prevention and well-being; as such, the Region of Peel-Public Health will:

- Promote optimal sleep within the 24-hour movement spectrum;
- Integrate sleep into existing public health program areas (e.g., active living, healthy eating, school health, family health, and mental well-being) through the recognition of sleep as essential for optimal health among children and youth; and
- Continue to monitor the health status, including sleep, of Peel children and youth, for example by including sleep as an indicator in the 2018 Comprehensive Health Status Report.

CONCLUSION

Sufficient sleep is recognized as essential for children and youth (aged five to 17) in achieving optimal health, and inadequate sleep is associated with adverse physical and mental health outcomes. Recent data indicates the majority of students in Peel are not meeting the Canadian 24-Hour Movement Guidelines recommendations for sleep on an average school night. To address sleep among Peel's children and youth, the Region of Peel-Public Health will promote optimal sleep within the 24-hour movement spectrum, integrate sleep into existing public health programming, and continue to monitor the health status of Peel children and youth.



Nancy Polsinelli
Commissioner of Health Services



Dr. Jessica Hopkins, MD MHScc CCFP FRCPC
Medical Officer of Health

SLEEP AND WELL-BEING AMONG CHILDREN AND YOUTH

Approved for Submission:



D. Swarc, Chief Administrative Officer

For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, Ext. 2013.

Authored By: Manu Maheru, Analyst, Research & Policy, Chronic Disease and Injury Prevention

Ministry of Health
and Long-Term Care

Office of the Minister

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

Ministère de la Santé
et des Soins de longue durée

Bureau du ministre

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



JAN 24 2018

iApprove-2017-01523

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

RECEIVED
January 29, 2018
REGION OF PEEL
CLERKS DEPT.

Dear Mr. Dale:

I am pleased to advise you that the Ministry of Health and Long-Term Care will provide the Board of Health for Peel Public Health up to \$16,000 in additional base funding and up to \$20,486 in one-time funding for the 2017-18 funding year to support the enhanced provision of Needle Exchange Program Initiative in your community.

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

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

Yours sincerely,

Dr. Eric Hoskins
Minister

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

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

This page is
intentionally left blank

**ITEMS RELATED TO
HUMAN SERVICES**

This page is
intentionally left blank

DATE: February 14, 2018

REPORT TITLE: **SOCIAL HOUSING APARTMENT IMPROVEMENT PROGRAM -
REQUESTING AUTHORITY TO PARTICIPATE AND AWARD FUNDS**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That participation by the Region of Peel in the provincial Social Housing Apartment Improvement Program (SHAIP) be approved;

And further, that the Ministry of Housing Transfer Payment Agreement and any related amendments and extensions (the "Transfer Payment Agreement"), together with such further agreements and ancillary documents that may be required for participation in and delivery of the SHAIP, be executed by the Region of Peel's Commissioner of Human Services, provided the Transfer Payment Agreement and any such further agreements and ancillary documents are in a form satisfactory to the Regional Solicitor;

And further, that the Commissioner of Finance and Chief Financial Officer (CFO) be authorized to increase the 2018 gross capital budget by \$14,937,759 as a result of the additional provincial funding allocation;

And further, that an increase of \$42,691,116 to the 2018-2027 Capital Plan funded from SHAIP funding, be approved;

And further, that the Commissioner of Finance and CFO and Commissioner of Human Services be authorized to allocate up to \$14,937,759 in SHAIP funding - Funding Year 1 (2017-2018) upon confirmation;

And further, that staff be authorized to follow a competitive application process to identify eligible projects for the receipt of SHAIP funding – Funding Years 2 to 4 (2018-2021);

And further, that the Commissioner of Finance and CFO, and the Commissioner of Human Services be authorized to award up to \$42,691,116 in SHAIP funding – Funding Years 2 to 4 (2018-2021) for eligible projects following the completion of a competitive application process as described in this report;

SOCIAL HOUSING APARTMENT IMPROVEMENT PROGRAM - REQUESTING AUTHORITY TO PARTICIPATE AND AWARD FUNDS

REPORT HIGHLIGHTS

- The Social Housing Apartment Improvement Program (SHAIP) is a program for repairs and retrofits of social housing designed to improve living conditions and fight climate change.
- SHAIP is funded by proceeds from the province's carbon market auctions, held four times per year. Therefore the timing of the installments of the funding will be after carbon market auctions and provincial approvals.
- The award of SHAIP funds will increase the energy efficiency and financial sustainability of existing social housing providers, as well as reducing greenhouse gases.
- The Region of Peel was conditionally allocated \$57,628,875 under SHAIP. \$14,937,759 for the 2017-18 Funding Year; the remaining \$42,691,116 is for Funding Years 2018-19 to 2020-21 to be confirmed as carbon market auctions occur.
- It is anticipated by the Ministry of Housing that Council approval will be obtained based on the total conditional amount for four funding years 2017-18 to 2020-21. Therefore this report is requesting approval to allocate funding as it is received in confirmed installments for Funding Years 1 to 4.
- Funding Year 1 is focused on buildings with 150 units or more, while Funding Years 2 to 4 target buildings with 100 units or more.
- In order to enable compliance with program deadlines, it is recommended that authority be delegated to the Commissioner of Finance and CFO, and the Commissioner of Human Services to award funding for eligible projects in compliance with the competitive application process as outlined in this report.

DISCUSSION

1. Background

On October 6, 2017, the Provincial Minister of Housing announced new funding under the Social Housing Apartment Improvement Program (SHAIP) for repairs and retrofits to social housing to improve living conditions and fight climate change. This investment, part of Ontario's Climate Change Action Plan, is funded by proceeds from the province's carbon market auctions, held four times per year.

The Region of Peel has received a conditional allocation of \$14,937,759 for the 2017-18 funding year for social housing high-rise apartment buildings with 150 units or more. The Region is required to enter into a Transfer Payment Agreement with the province by March 16, 2018 in order to access funding under SHAIP.

The Region of Peel has received a conditional allocation of \$42,691,116 for the 2018-19 to 2020-21 funding years for social housing high-rise apartment buildings with 100 units or more.

The total conditional allocation is \$57,628,875 for 2017-18 to 2020-21. After each carbon market auction and provincial approvals, the Ministry of Housing (the "Ministry") will, by letter, advise the Region of Peel of the confirmed installment amount. To date, the confirmed allocation is \$10,082,988 for the 2017-18 funding year with an expectation that the remaining funding for Year 1 will be finalized by March 16, 2018. This report is requesting approval to allocate funding as it is received in confirmed installments for Funding Years 1 to 4.

SOCIAL HOUSING APARTMENT IMPROVEMENT PROGRAM - REQUESTING AUTHORITY TO PARTICIPATE AND AWARD FUNDS

2. SHAI P Benefits

Investing in energy efficiency upgrades in high-rise apartment buildings will help to reduce greenhouse gas emissions, improve the financial sustainability of social housing stock in Ontario and enhance the quality of life for tenants.

3. SHAI P Requirements

SHAI P funding will be allocated to social housing providers governed by the *Housing Services Act, 2011* (the "HSA"). All housing providers must remain affordable for a ten year period after the completion of their project funded under SHAI P, including a minimum of five years as social housing providers under the HSA.

In order to receive funding under SHAI P, the Region of Peel will require social housing providers in Peel to adapt or extend the requirement of taking applicants from the Region of Peel's Centralized Wait List to ten years past the end of mortgage and/or operating agreement in order to ensure minimal loss of units to the system.

Social Housing projects may be eligible to receive funding if they meet the following criteria:

- Must be a single high-rise apartment building;
- Must contain 150 units or more for Year 1 (2017-18) and 100 units or more for Funding Years 2 to 4 (2018-19 to 2020-21) unless otherwise approved through a business case;
- Must be elevator-serviced; and
- Must be social housing.

SHAI P funds must go towards renovations or retrofits that will provide reductions in greenhouse gas emissions, and include:

- Replacing building heating and/or cooling systems, equipment, and associated sub-components of these systems including items such as mechanical system insulation;
- Upgrading exterior or interior building insulation;
- Solar walls;
- Upgrading building windows and/or exterior doors;
- Upgrading building lighting systems including converting to light-emitting diode (LED) lighting systems, lighting controls, and sensors;
- Re-cladding or upgrading building envelopes;
- Retrofits that utilize latest low-carbon and carbon-free energy technologies/systems; and
- The costs of building energy audits.

All projects must be completed within two years as indicated below.

Funding Year	Completion Date
2017 - 2018	March 31, 2020
2018 - 2019	March 31, 2021
2019 - 2020	March 31, 2022
2020 - 2021	March 31, 2023

SOCIAL HOUSING APARTMENT IMPROVEMENT PROGRAM - REQUESTING AUTHORITY TO PARTICIPATE AND AWARD FUNDS

In accordance with SHAIIP guidelines each Service Manager is required to implement their own local selection process to identify eligible buildings for the receipt of funds.

i) Funding Year 1

To determine project eligibility for Year 1 funding, staff reviewed existing information from Building Condition Assessments and Energy Audits. For buildings with 150 units or more, the conditional allocation of \$14,937,759 covers all eligible SHAIIP projects within social housing. Subject to Regional Council's approval of this report, housing providers will be informed of their allocation, which is contingent on confirmation by the Ministry of Housing of the total Year 1 funding.

In order to ensure the funding for Year 1 is completely utilized, staff also completed a business case to the Ministry to approve \$500,000 for a building of 143 units; this business case is based on Building Condition Assessments and Energy Audits and is in compliance with the SHAIIP requirements. At the time of writing this report, staff is awaiting the Ministry's response.

ii) Funding Years 2 to 4

The determination of eligible projects of social housing buildings with 100 units or more will be conducted through a competitive application process based on the results of the completed Building Condition Assessments and Energy Audits and in compliance with the eligibility criteria stated in the SHAIIP guidelines.

The initial process is unchanged from Year 1 funding; however, to maximize the reduction of greenhouse gas emissions, an additional review will be undertaken by a team of multidisciplinary regional staff to prioritize retrofits that target building heating and/or cooling equipment and applications that seek to combine several retrofits.

FINANCIAL IMPLICATIONS

The Region of Peel has received a conditional allocation of \$14,937,759 for the 2017-18 funding year. The Ministry will advise, after each carbon auction and provincial approvals, by letter the confirmed allocation. For the 2017-18 funding year, the confirmed allocation to date is \$10,082,988.

It is recommended that the 2018 capital budget be increased by \$14,937,759 with no net impact to the Region as a result of additional provincial funding. It is further recommended that the 2018-2027 capital plan be increased by \$42,691,116 funded from SHAIIP funding.

Staff will report back to Regional Council upon program completion.

SOCIAL HOUSING APARTMENT IMPROVEMENT PROGRAM - REQUESTING AUTHORITY TO PARTICIPATE AND AWARD FUNDS

CONCLUSION

The award of SHAIIP funds will increase the energy efficiency and financial sustainability of existing social housing providers, as well as reducing greenhouse gases. In order to take full advantage of this program and to enable achievement of program deadlines, delegation of authority to the Commissioner of Finance and CFO, and Commissioner of Human Services to award funding as it is received in confirmed installments for Funding Years 1 to 4 is being requested.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Aileen Baird, Director, Housing Services, ext. 1898, aileen.baird@peelregion.ca.

Authored By: Jennifer McLaughlin, Manager, Housing Programs

Reviewed in workflow by:

Purchasing
Financial Support Unit
Legal Services

DATE: February 14, 2018

REPORT TITLE: **THE REDEVELOPMENT OF PEEL HOUSING CORPORATION'S EAST AVENUE SITE, CITY OF MISSISSAUGA, WARD 1**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That Capital Project 175033 in the amount of \$32,000,000 be revised with funding in the amount of \$25,939,516 from Regional Housing Reserves (R1160) and \$6,060,484 from the Investment in Affordable Housing (IAH) Extension Year 6 funds;

And further, that the Commissioner of Human Services be authorized, in accordance with the conditions outlined in the Memorandum of Understanding dated November 1, 2016 signed between the Region and Peel Housing Corporation, to enter into and execute a Forgivable Regional Loan Agreement, with Peel Housing Corporation in the amount of up to \$25,939,516, together with such further ancillary documents deemed necessary or advisable and satisfactory to the Commissioner of Human Services and the Regional Solicitor to partially fund the redevelopment of the East Avenue site, located at 958 and 960 East Avenue, City of Mississauga;

And further, that the duly authorized signing officers of the Region be authorized to execute an Investment in Affordable Housing 2014 (IAH) Extension Contribution Agreement, together with any further ancillary documents necessary, with the Peel Housing Corporation, to provide partial funding for the project in the amount of \$6,060,484, on terms satisfactory to the Commissioner of Human Services and the Regional Solicitor.

REPORT HIGHLIGHTS

- In July 2016, Regional Council approved a notional allocation of \$32 million of funding to Peel Housing Corporation (PHC) to support regeneration projects that create new affordable housing units;
- In December 2016, PHC hired MHBC Planning Consultants to carry out an initial feasibility analysis of their site at 958/960 East Avenue in Mississauga.
- In September 2017, the PHC Board reviewed MHBC's analysis and approved the site for redevelopment.
- In October 2017, the Region received a formal business case from PHC requesting \$32 million in funding to advance the process for redevelopment of the East Avenue site.
- The purpose of this report is to secure Regional Council approval to provide PHC with \$32 million; of which \$25.9 million will be Regional reserve funding and \$6 million will be Investment in Affordable Housing (IAH) Extension Year 6 funds.

THE REDEVELOPMENT OF PEEL HOUSING CORPORATION'S EAST AVENUE SITE, CITY OF MISSISSAUGA, WARD 1

DISCUSSION

1. Background

In July 2016, Regional Council approved an updated Housing System Investment Framework to align with its Term of Council Priorities. This included a notional allocation of \$32 million of funding to Peel Housing Corporation (PHC) to support regeneration projects on existing land and/or the creation of new affordable housing units for applicants from the Centralized Waiting List (CWL), with a target for this funding to create a minimum of 100 new units.

Subsequently, a Memorandum of Understanding (MOU), dated November 1, 2016, between the Region of Peel and PHC was executed, which outlined a number of conditions that apply to PHC's use of the funding, including the submission of a business case to the Service Manager to secure the funds.

In December 2016, PHC hired MHBC Planning Consultants to carry out an initial feasibility analysis of their site at 958/960 East Avenue in Mississauga.

On September 7, 2017, the PHC Board reviewed MHBC's analysis and approved the site for redevelopment. One of the recommended options is to create a seven-storey building consisting of up to 156 units (subject to an Official Plan and Zoning By-law amendments); with a mix of one, two and three-bedroom units. On October 26, 2017, the Region received a formal business case for the project from PHC.

The purpose of this report is to seek Regional Council's approval to provide funding in the amount of \$32 million (\$25.9 million from the Regional Housing Reserve and \$6 million from the Investment in Affordable Housing (IAH) Extension Year 6 funds) to PHC to advance the process for redevelopment of the East Avenue site.

2. Proposed Redevelopment of the 958/960 East Avenue Site

a) The East Avenue Site

The site, 958/960 East Avenue at Lakeshore Rd East, Mississauga, owned by PHC, consists of two, two-story walk-up buildings, built in 1967, with a total of 30 units (16 bachelor and 14 one-bedroom units). While predominantly Rent-Geared-to-Income (RGI) units, there are a few market rent units and units rented to "Services and Housing in the Province" (SHIP, formerly known as "Supportive Housing in Peel").

b) Preliminary Project Costs

MHBC Planning Consultants were retained by Peel Housing Corporation to undertake planning studies to identify several design concepts. Altus Cost Consultants were utilized by MHBC to provide cost estimates for the preliminary design concepts. Out of this work, PHC established a preliminary project estimate of \$45 million, noting that final project costs could increase as planning and design considerations are finalized.

THE REDEVELOPMENT OF PEEL HOUSING CORPORATION'S EAST AVENUE SITE, CITY OF MISSISSAUGA, WARD 1

Upon receipt of the recommended \$32 million, PHC will initiate further development planning. Final site design, cost estimates and funding sources will be brought forward to the PHC Board and Regional Council at a future date, including recommendations about the amount of debt financing the project can carry. Minimum debt requirements at this time are estimated at \$13 million.

RISK CONSIDERATIONS

The current buildings at the East Avenue site are 50 years old; initial financial viability work performed by an external vendor for PHC indicated that East Avenue should be considered for redevelopment. The site is under-utilized and is sufficient for redevelopment that could add affordable housing units (beyond the current 30) to meet community needs.

FINANCIAL IMPLICATIONS

In the 2017 Budget, Regional Council approved a capital business case for the PHC notional allocation that was funded through development charge reserve funds. Through the evolution of the Housing Investment Framework and the alignment of development charge funds to other Regional capital housing projects, staff recommends that the funding for the East Avenue redevelopment project (capital project 175033) be provided through \$25.9 million from Regional reserves and \$6 million through the IAH Extension, Year 6 allocation. Once final design and project cost estimates are complete, PHC may return to Regional Council for additional funding, including debt financing for a minimum of \$13 million.

CONCLUSION

On September 7, 2017, the PHC Board approved their site at 958/960 East Avenue in Mississauga for redevelopment. The purpose of this report is to secure Regional Council's approval for funding in the amount of \$32 million to PHC – \$25.9 million from Regional reserves and \$6 million from the Investment in Affordable Housing (IAH) Extension Year 6 funds. These funds will enable PHC to advance the process for redevelopment of the East Avenue site. Redevelopment will increase the supply of affordable rental housing for households from the CWL and for middle income households.



Janice Sheehy, Commissioner of Human Services

THE REDEVELOPMENT OF PEEL HOUSING CORPORATION'S EAST AVENUE SITE, CITY OF MISSISSAUGA, WARD 1

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

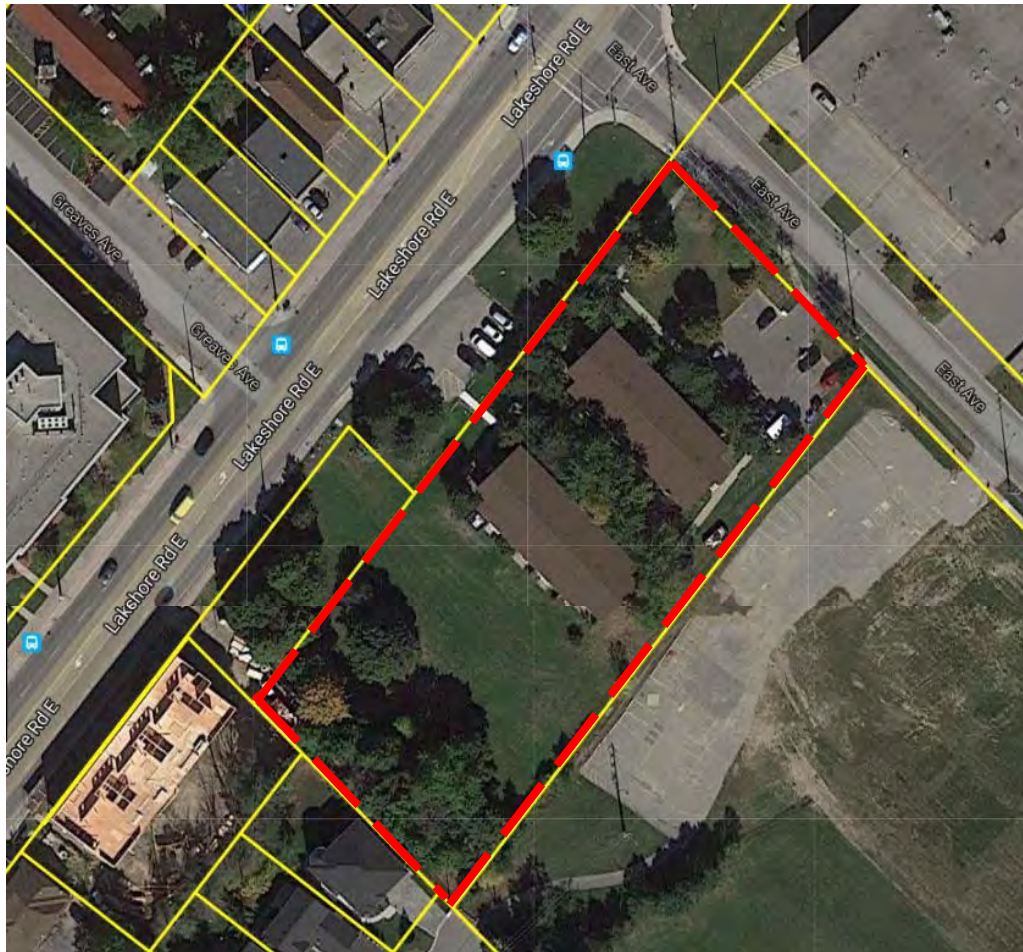
Appendix I - Site Map of 958/960 East Avenue, Mississauga

For further information regarding this report, please contact Aileen Baird, Director, Housing Services Division, at Aileen.Baird@peelregion.ca or at 905-791-7800, Ext: 1898.

Authored By: Archana Vyas, Specialist, Design and Development, Housing Services Division

**APPENDIX I
THE REDEVELOPMENT OF PEEL HOUSING CORPORATION'S EAST AVENUE
SITE, CITY OF MISSISSAUGA, WARD 1**

Site Map of 958/960 East Avenue, Mississauga





Chief Administrative Office
City Clerk

January 18, 2018

Region of Peel

10 Peel Centre Drive, Suite A and B
Brampton, ON L6T 4B9

City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

The following recommendation of the Planning and Development Committee Meeting of November 20, 2017 was approved by Council on November 22, 2017:

- PDC217-2017
1. That the presentation by Daniella Balasal, Policy Planner, Planning and Development Services, to the Planning and Development Committee Meeting of November 20, 2017, re: **Development of a Framework for the City of Brampton's Affordable Housing Strategy: Housing Brampton – City Wide** be received; and,
 2. That the report from Daniella Balasal, Policy Planner, Planning and Development Department, dated October 11, 2017, to the Planning and Development Committee Meeting of November 20, 2017, re: **Development of a Framework for the City of Brampton's Affordable Housing Strategy: Housing Brampton – City Wide**, be received;
 3. That Council endorse the proposed framework for the Affordable Housing Strategy: *Housing Brampton*.
 4. That Council direct staff to establish an affordable housing advisory committee, which shall include members of Council, and an internal working group to facilitate the development of the City's affordable housing strategy; and,
 5. That a copy of the report be forwarded to the Region of Peel, City of Mississauga, and Town of Caledon for information purposes.

RECEIVED

JAN 25 2018

Region of Peel
Clerks Dept.

REFERRAL TO **Human Services** _____
RECOMMENDED _____

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

Shauna Danton

Shauna Danton
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2116 Fax: 905-874-2119
e-mail: shauna.danton@brampton.ca

(PDC-6.1, 7.3)

cc: R. Elliott, Commissioner, Planning and Development Services
D. Waters, Director, Policy Planning, Planning and Development Services
D. Balasal, Policy Planner, Planning and Development Services



Report
Planning & Development Committee
 The Corporation of the City of Brampton
 2017-11-20

Date: 2017-10-11

Subject: **Development of a Framework for the City of Brampton's Affordable Housing Strategy: Housing Brampton**

Contact: Daniella Balasal, Policy Planner, Planning and Development Services, 905-874-2061, daniella.balasal@brampton.ca

Recommendations:

1. That the report from Daniella Balasal, Policy Planner, Planning and Development Department, dated October 11, 2017, to the Planning and Development Committee Meeting of November 20, 2017, re: **Development of a Framework for the City of Brampton's Affordable Housing Strategy: *Housing Brampton, Ward – City Wide***, be received;
2. That Council endorse the proposed framework for the Affordable Housing Strategy: *Housing Brampton*, contained herein;
3. That Council direct staff to establish an affordable housing advisory committee, which shall include members of Council, and an internal working group to facilitate the development of the City's affordable housing strategy; and,
4. That a copy of this report be forwarded to the Region of Peel, City of Mississauga, and Town of Caledon for information purposes.

Overview:

- In 2016, approximately 3,250 Brampton households were on Peel Region's Centralized Wait List, 400 Brampton individuals benefitted from Peel's Preventing Homelessness Program, and 2,400 local residents accessed emergency shelters.
- Given current housing affordability challenges, the City of Brampton is leading the development of an affordable housing strategy, entitled *Housing Brampton*, to respond to the varying housing needs of its residents.
- The Strategy will give consideration to federal housing programs,

provincial and regional policy documents, and the City's 2016-2018 Strategic Plan.

- **Housing Brampton will be formed around four primary themes: increasing affordable housing supply; policies and initiatives to encourage housing diversity; communication and advocacy; and, monitoring and measuring progress.**
- **As the Region of Peel is a Housing Service Manager, Brampton's housing strategy will focus primarily on stimulating the supply of market rental and affordable ownership units, while strategic partnerships and advocacy efforts will support housing needs across the entire housing continuum.**
- **The development of the Second Units Registration Program in 2015, along with the Seniors' Housing study currently underway represents the City's first implementation phase of its housing strategy.**
- **It is recommended that an affordable housing advisory committee and internal technical working group be established to facilitate the development of the City's housing strategy.**
- **It is recommended that Council endorse the proposed framework, work program and associated timelines for *Housing Brampton*, detailed within this report.**

Background:

The City of Brampton is positioning itself for the future, with an understanding that a mix and range of housing options is necessary for residents to have a high quality of life. Safe and adequate housing has been long linked to improved health and well-being, and is fundamental to the physical, economic, and social well-being of individuals, families and communities.

Given the current housing affordability challenges faced across the Greater Toronto Area, Brampton acknowledges the need for an affordable housing strategy to respond to ongoing increases in housing costs. *Housing Brampton* will be a "Made-in-Brampton" approach for responding to housing challenges that reflect the local context and unique qualities of the City's neighbourhoods.

The City strongly believes senior levels of government have important roles to play in addressing local housing challenges.

Federal Government

The federal government will be releasing its National Housing Strategy in the Fall 2017, which aims to increase the supply of rental housing by up to 80,000 units, and to modernize 250,000 units over the next 11 years. The Strategy includes a funding commitment of more than \$11 billion over this period, which was committed within the

2017 Federal Budget. The Canada Mortgage and Housing Corporation (CHMC) will deliver the Housing Strategy along with funding commitments.

Province of Ontario

There has been a recent movement by the Province of Ontario to address growing housing affordability challenges and concerns through updates to provincial policies and programming requirements for service managers. A summary of pertinent initiatives is provided in Appendix A, *An Overview of Provincial Housing Policies and Programs*, and Appendix B provides a detailed summary of the Province's 2017 Fair Housing Plan.

Region of Peel

Peel's Housing and Homelessness Plan & Housing Strategy

The Region of Peel's 10-Year Housing and Homelessness Plan (PHHP) was approved in 2013, and addresses a wide spectrum of needs along the entire housing continuum, including the provision of supportive housing, rent subsidies, and incentives for affordable housing developments. The Plan's explicit goal is to eliminate homelessness in Peel. A 3-year update of the plan was presented to Regional Council in late 2016. Refer to Appendix C, *Peel's Housing and Homelessness Plan: Year 3 Update 2016*.

In 2016, approximately 3,250 Brampton households were on the Region's Centralized Wait List. In addition, approximately 400 individuals in Brampton benefitted from Peel's Preventing Homelessness program, while about 2,400 residents accessed emergency shelter during this period.

Region of Peel Official Plan

The Peel Region Official Plan (ROP) contains policies that relate to affordable housing, such as the legalization of secondary suites, regulating the conversion of residential rental to ownership units, and, prohibiting the demolition of rental units. The ROP policies also identify annual affordable housing targets for the entire Region, including Brampton. Those annual housing targets are provided below:

	Social Housing Target	Affordable Rental Target	Market Rental and Affordable Ownership Target	Market Ownership Target
Brampton	16%	3%	37%	44%

An assessment conducted by the Region indicates that of all new housing units constructed in Brampton in 2015, only 22% percent were affordable ownership units, while the remaining 78% of units constructed represent market ownership units. No additional subsidized or affordable rental units were created in Brampton during 2015. The Region is currently working on the assessment of 2016 housing data with respect to the achievement of annual housing targets.

City of Brampton

Brampton's existing policy framework identifies the importance of affordable housing in contributing to the formation of strong communities and neighbourhoods. Provided below is an overview of existing local policy documents and regulations relating to housing.

2016-2018 Strategic Plan

In accordance with the City's Strategic Plan goal of providing for affordable and accessible housing options, *Housing Brampton* will take direction from the Strategic Plan in seeking to manage growth in a manner that supports the development of complete communities. The Strategy will help define the City's role in achieving the affordable housing targets identified within the Peel Housing Strategy and the Region of Peel Official Plan.

City of Brampton Official Plan and Zoning By-Law

Brampton's Official Plan encourages the development of a range of housing types and densities to meet the City's housing needs. However, an amendment to the City's Official Plan would be required to bring policies into conformity with Provincial plans and to support affordable housing objectives that emerge from this Strategy. More specifically, Policy 4.2.5 of the Official Plan identifies the need for the City to adopt a housing strategy that establishes housing targets as required by the Province. It is noted that a comprehensive review of Brampton's existing policy framework will be undertaken as part of the benchmarking requirements of the Housing Strategy.

Second Units

The City's Second Units Registration Program was adopted in 2015 to permit the creation of a second unit within single and semi-detached dwellings, as well as townhouses. The program represents Brampton's first phase of implementing its housing strategy. To date, the City has registered approximately 284 second units under the new registration program, and has received a total of 1,272 applications. The City recognizes the importance of second units in contributing to local rental housing stock and will update its Official Plan policies to permit second units within accessory structures as part of the Housing Strategy. However, compliance, and right of entry

restrictions remain an ongoing concern for the City in regulating the presence of illegal second units.

The City of Brampton has partnered with the Region of Peel to administer a Peel Renovates program, which provides a grant to low-income families that are seeking to construct a second unit or renovate an existing dwelling to improve accessibility. Over 58 Brampton families benefited from the Peel Renovates program in 2016, and the Region plans to continue the implementation of this program into the following fiscal year.

Seniors Housing

At the July 6, 2016, Council meeting, a work program was endorsed for staff to investigate and identify specific sites for seniors' housing within the City's built-up area. The seniors' housing study is further to specific direction from Council in March, 2016, to undertake such efforts.

Staff is currently undertaking an assessment of vacant and underutilized properties within the City's built-up area that are adjacent to complementary uses and amenities, which will result in a recommendation to Council regarding the ability to designate sites for seniors housing. Staff will report back to Council in Q1 2018 with the results of the study which is being incorporated into the first phase of the City's housing strategy.

Current Situation:

Developing a Housing Strategy Framework

The corporation is advancing a City-wide Affordable Housing Strategy, *Housing Brampton*, which will identify action items needed to meet the varying housing needs of local residents. The Strategy will take guidance from provincial and regional policy documents, in addition to the City's current Strategic Plan. The Strategy will also give consideration to federal housing programs.

The Social Housing Reform Act, 2000, resulted in the transferring of social housing responsibilities from the Province of Ontario to local governments. The Region of Peel is the Local Housing Authority that receives social housing capital funding for the municipalities of Brampton, Mississauga, and Caledon. As the Region of Peel is a Housing Service Manager, it provides affordable rental units through the administration of various programs, including rent-geared-to-income and subsidized units. Refer to Appendix D, *Housing Continuum*.

Brampton's housing strategy will focus on improving the creation of affordable units. Given the City's jurisdiction over land use planning matters through powers granted by the *Planning Act*, the City has the greatest ability to impact the development of market

rental and affordable ownership units. Notwithstanding its authority respecting zoning regulations and land use policies, the City will also focus its efforts along the lower end of the housing spectrum through proactively seeking to develop innovative partnerships and undertake extensive engagement with local housing providers, community stakeholders, residents, and upper-levels of government, including the Region, to support the development of an holistic and multi-faceted housing strategy that effectively responds to the current and future needs of its residents.

The City acknowledges the challenges with respect to minimal opportunities for receiving funding from upper levels of government for affordable housing and having limited authority over the service delivery for affordable housing, which will be further examined as part of the Strategy.

Brampton's Affordable Housing Strategy will be formed around the following four themes, to guide project deliverables and expectations:

- Increasing Affordable Housing Supply;
- Policies and Initiatives to Encourage Housing Diversity;
- Communication and Advocacy; and,
- Monitoring and Measuring Progress.

Appendix E: Housing Brampton: Strategy Action Items, attached hereto, provides a detailed overview of the four themes of the Housing Strategy, along with specific tasks related to each.

Work Plan and Timelines

It is recommended that the Strategy be developed through a work program consisting of several phases. A breakdown of the proposed strategy components, by phase, is provided below:

PHASE 1 (Q4 2017- Q2 2018):

- Affordable Housing Strategy Framework – this report brings forward the rationale for the development of a framework for a City-wide affordable housing strategy;
- Benchmarking – research and policy scan to determine best practices relating to increasing the supply and protection of existing affordable housing units;
- Housing Needs Assessment – identifies the housing needs throughout the City, including determining the level of affordability for local residents, based on market trends and existing policy framework. A review of the Region of Peel's

affordable housing targets may be required as part of the housing needs assessment;

- Seniors Housing Study – to identify list of available and underutilized sites well suited to seniors' housing developments, having close proximity to local amenities and supportive services. Study is currently underway;
- Protection policies and regulations - for rental units and conversion of condominium units.

PHASE 2 (Q3 2018 – Q1 2019):

- Second Units within Accessory Structures – updating official plan policies to permit second units within accessory structures, such as granny flats and coach houses, where appropriate;
- Student Housing – to examine the potential for student housing policies in relation to the proposed post-secondary institution in Brampton;
- Tools and Incentives – identifying potential financial/ non-financial tools and incentives that support the development of affordable housing, such as inclusionary zoning, to support the strategy's implementation. A financial assessment of the cost implications of key tools and incentives may be required.

PHASE 3 (Q2 – Q4 2019):

- Community Engagement – development of a fulsome engagement and communications plan to identify opportunities for meaningful engagement among residents and stakeholders to support the Strategy's development and implementation;
- Implementation – Finalize Housing Strategy, and drafting of Official Plan policies, including holding of a statutory public meeting to present draft planning amendments.

It is recommended that Council endorse the above *Housing Brampton* work program and project timelines. Staff will report to Council upon completion of the various phases of the housing strategy.

It is also recommended that an affordable housing advisory committee, and an internal technical working group be established to facilitate the development of the City's housing strategy. The ad hoc advisory committee would be comprised of key

stakeholders, such as developers, not-for-profit agencies and housing providers, and Region of Peel staff and Brampton Councillors.

Opportunities for Tools and Incentives

Specific financial and regulatory tools worth considering as part of the Strategy include inclusionary zoning and requirements for housing assessments in accordance with provincial policy. Other considerations may include prioritizing affordable housing projects when assessing opportunities for City and Regionally-owned surplus lands, along with waiving or deferring fees such as development charges. Community Improvement Plans and Community Permit Planning System policies, density bonusing under Section 37 of the *Planning Act*, and Tax Increment Financing are other options worth investigating as part of *Housing Brampton*.

It is worth noting that a Community Improvement Plan for the City's Central Area currently exists. The CIP came into force in 2008, and established a toolbox of programs designed to support specific planning objectives. A review of the CIP will be explored through this strategy to ensure affordable housing goals are incorporated into the Plan, and that a framework is established that supports the implementation of various tools that promote the development of affordable housing. Under the existing CIP, individual incentive programs are established when needed by way of approval of Implementation Guidelines and a corresponding budget.

The City is currently undertaking a Planning Vision to guide the City's future growth, which includes refinement of policies for its Urban Centres. Such work will be aligned with efforts pertaining to the housing strategy to support the creation of affordable units within transit-supported, well-served areas of the City.

Monitoring and Measuring Progress

Measuring the success of the housing strategy will require ongoing efforts. City staff will report periodically to Council on the progress towards rental and ownership targets, affordability gaps, uptake of housing programs and market conditions.

Partnerships and Advocacy

Housing Brampton will help to draw attention to Brampton's housing needs with other levels of government. In addition, the City continues to advocate for upper-levels of government to provide financial contributions toward the development of local affordable housing units. The City will continue its advocacy efforts for funding opportunities that connect to housing priorities within Brampton and across the Region. Collaborative partnerships with all levels of government and agencies will also be fundamental to the success of the Strategy and achievement of its goals.

The City participated in consultation regarding updates to the Province's Long-Term Affordable Housing Plan, and is currently monitoring the implementation of the provincial Fair Housing Plan. Through active participation as a member of the Federation of Canadian Municipalities' Big City Mayors Caucus (BCMC), the City has worked to push the debate on a national housing strategy that supports a scaling-up of efforts, as low and moderate income households increasingly struggle to afford housing costs.

Corporate Implications:

Financial Implications:

At this time, staff will prepare the strategy and will also utilize data collected by Peel's housing consultant (SHS Consulting) undertaking the Region's current housing needs assessment. Should it be determined that consulting services are required to assist staff in developing key aspects of the Strategy, staff will submit a funding request as part of a future budget cycle.

Other Implications:

No other corporate implications have been identified at this time.

Strategic Plan:

The development of an affordable housing strategy supports the 2016-2018 Strategic Plan priority of Smart Growth to manage growth to achieve societal and economic success, and the associated goal of building complete communities to accommodate residents.

Conclusion:

It is recommended that Council endorse the proposed framework for the Affordable Housing Strategy: *Housing Brampton*, and that City staff be directed to proceed with undertaking the development of the strategy, its associated components, and project phases identified herein.

Original Approved by:

David Waters, MCIP, RPP, PLE
Director (Interim), Planning Policy
Planning & Development Services

Original Approved by:

Rob Elliott, MCIP, RPP, MBA
Commissioner, Planning & Development
Planning & Development Services

Attachments:

- APPENDIX A: An Overview of Key Provincial Housing Policies and Programs
- APPENDIX B: Backgrounder on Ontario's Fair Housing Plan
- APPENDIX C: Peel's Housing and Homelessness Plan: Year 3 Update 2016
- APPENDIX D: Housing Continuum
- APPENDIX E: Housing Brampton: Strategy Action Items

Report authored by: Daniella Balasal, Policy Planner III

Date: January 30, 2018
To: Helena West
Legislative Specialist, Region of Peel
From: S. Pacheco

RECEIVED
January 30, 2018
REGION OF PEEL
CLERKS DEPT.

Further to my letter dated January 18, 2018, please note that Recommendation CW003-2018, passed by the Committee of Council on January 17, 2018, was approved by Council on January 24, 2018:

- CW003-2018
1. That the delegation from Rod Rice, Chair, Board of Directors, and Ted Brown, Executive Director, Regeneration Outreach Community, to the Committee of Council Meeting of January 17, 2018, re: **Provision of Supportive Affordable Housing for the Homeless and Nearly Homeless of Brampton**, be **referred** to staff with direction to work with the Region of Peel and the Regeneration Outreach Community to seek ways to assist the Regeneration Outreach Community generally, and specifically in relation to the breakfast program at Grace United Church on Main Street, and in relation to the potential use of surplus lands for the Regeneration Outreach Community as affordable housing; and
 2. That the City Clerk be requested to send Committee's direction on this matter to the Regional Clerk, Regional Chief Administrative Officer, and appropriate Region and Peel Living staff for consideration at a future Regional Council meeting and impending staff level meetings.

Thank you,

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

(CW – 5.2)

REFERRAL TO Human Services
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



Chief Administrative Office
City Clerk

January 18, 2018

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

Sent by e-mail

RECEIVED

January 25, 2018
REGION OF PEEL
CLERKS DEPT.

Re: Provision of Supportive Affordable Housing for the Homeless and Nearly Homeless of Brampton

The following recommendation was passed by the Committee of Council at its meeting of January 17, 2018, and is pending approval by Council on January 24, 2018:

Recommendation CW003-2018:

1. That the delegation from Rod Rice, Chair, Board of Directors, and Ted Brown, Executive Director, Regeneration Outreach Community, to the Committee of Council Meeting of January 17, 2018, re: **Provision of Supportive Affordable Housing for the Homeless and Nearly Homeless of Brampton**, be referred to staff with direction to work with the Region of Peel and the Regeneration Outreach Community to seek ways to assist the Regeneration Outreach Community generally, and specifically in relation to the breakfast program at Grace United Church on Main Street, and in relation to the potential use of surplus lands for the Regeneration Outreach Community as affordable housing; and
2. That the City Clerk be requested to send Committee's direction on this matter to the Regional Clerk, Regional Chief Administrative Officer, and appropriate Region and Peel Living staff for consideration at a future Regional Council meeting and impending staff level meetings.

A copy of the delegation materials presented by the Regeneration Outreach Community is attached for reference.

Yours truly,

A handwritten signature in blue ink, appearing to read "Sonya Pacheco".

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

(CW – 5.2)

Encl.

cc: David Szwarc, Chief Administrative Officer, Region of Peel
Janice Sheehy, Commissioner of Human Services, Region of Peel
Mayor Jeffrey and Members of City Council

REGENERATION OUTREACH COMMUNITY

DEPUTATION TO COMMITTEE, 17 JANUARY 2018

Executive Summary

Regeneration Outreach Community is a charitable not for profit corporation which has served the needs of the homeless and nearly homeless in downtown Brampton for nearly fifteen years. We offer our guests food, dignity and hope. It is on behalf of them that this presentation is hereby submitted to Committee and Council.

For those fifteen years Regen's volunteers and staff have advocated on behalf of one of Brampton's most vulnerable populations; namely, those who are down on their luck, without a steady job, or suffering from mental disorders or chemical addictions. Sadly, every large City, including Brampton, is tasked with meeting the needs of people like our Guests.

We serve 57,000 meals last year. We offer counselling, health care, arts and crafts. We provide haircuts, laundry services and showers. As we do these things, we involve the community in our efforts. Volunteers, students, social service personnel, corporations, churches, and first responders all play key roles in helping us to serve the unloved. These fine people all recognize that poverty is an issue that must be addressed by the community, and by the City.

It is Regen's intent to provide supportive housing for some of our guests. The attached documentation will show that we have involved the community in fashioning our plan for housing a few of those who are right now without a home. To provide supportive housing is far less expensive than to respond to crises in our guests' lives. Any involvement by the City in what we propose is in fact an investment which will benefit all.

Regen is asking the City of Brampton to partner with us as we address the critical need for supportive housing. More specifically, we ask Committee and Council to recognize that it can play an important and necessary role in the development of such housing. Indeed, it will be important for the City to see itself as a partner in any undertaking that we make as we apply for affordable housing through the Regional Municipality of Peel.

We ask that staff be directed to locate surplus lands owned by the City which could be utilized in support of our proposal.

Regeneration Outreach Community Housing Initiative



+



APPROACH

We've come a long way in the past year...

1

Community consultation and engagement

2

Needs assessment and market analysis

3

Project vision and concept

4

Financial feasibility analysis

5

Organizational structure

6

Implementation plan

APPROACH

Our community was highly involved in the design process.



APPROACH

Our community was highly involved in the design process.

Live survey and world café with Regeneration guests

Focus group and service design exercise with Regeneration volunteers

Regeneration Board strategic planning and visioning session

Focus group and service design exercise with Regeneration staff

Business model innovation session with community stakeholders

THE OPPORTUNITY

There is an opportunity to provide many of Regeneration's current guests with nurturing, supportive, and affordable living environments in the Brampton community.

These individuals include those who are or are at risk of experiencing homelessness and who require varying levels and types of supports to maintain successful tenancies.

NEEDS ASSESSMENT

There is a growing need for affordable housing in Peel Region.

\$30,840

household income required to afford the average price of a bachelor apartment in Brampton West

18,635

households who could not afford the average price of a bachelor apartment in Brampton West

We see an even greater affordability gap for one-bedroom apartments in Brampton West.

NEEDS ASSESSMENT

There is a growing need for supportive housing in Peel Region.

2,396 individuals in Peel Region waiting for supportive housing

This includes individuals with:

- Physical disabilities
- Acquired brain injuries
- Intellectual disabilities
- Autism spectrum disorder
- Frail health
- Mental illnesses
- Substance abuse and addictions
- Dual diagnosis
- Concurrent disorders
- Co-morbidities

NEEDS ASSESSMENT

Many of Regeneration's current guests would benefit from this housing initiative.

The housing initiative would target rents, as close as possible, to the Ontario Works and/or Ontario Disability Support Program shelter allowances.

	Shelter Allowance
Ontario Disability Support Program	\$479
Ontario Works	\$376

THE INITIATIVE

The Regeneration housing initiative envisions flourishing living space, co-designed with the Regeneration community, that promotes a supportive atmosphere and self-sufficiency.

The organization hopes to provide permanent affordable housing with supports for the many deserving guests that Regeneration staff and volunteers serve daily.

THE INITIATIVE

The Regeneration housing initiative envisions flourishing living space, co-designed with the Regeneration community, that promotes a supportive atmosphere and self-sufficiency.

The project will be infused with Regeneration's core values:

1. Serving with love
2. Working together
3. Restoring dignity

THE INITIATIVE

The project vision will result in a unique project that will:

- Include a **support service component**, uniquely tailored to the Regeneration clientele;
- Adopt a **housing first approach** to provide a tangible solution in housing individuals whose housing needs are not currently being met in Brampton;
- Involve **collaborations with other agencies** who supported and participated in one of the project's community meetings;
- Leverage Regeneration's **long-standing track record** and deep understanding of the perspective of its potential residents;
- Incorporate a strong desire and mission to **kick-start a successful life transition** for Regeneration guests; and
- Provide a **financially-viable prototype** for future housing developments in Peel Region and beyond for housing individuals at risk of homelessness.

THE INITIATIVE

The housing development will be designed as a traditional apartment building, with emphasis on community cohesion and connection to Regeneration's existing outreach programs.

Building form

- Low-to-mid-rise apartment building
- Approximately 20 units

Private units

- Modest bachelor apartments
- Private kitchen and bathroom

Shared space

- Exploring a few scenarios for communal space for programs and outreach services, based on land and funding

Accessibility

- Compliance with AODA requirements

THE INITIATIVE

The housing development will be designed as a traditional apartment building, with emphasis on community cohesion and connection to Regeneration's existing outreach programs.

Green space

- Outdoor space for residents

Parking

- Proposing 10 parking spaces, assuming most residents will not own cars

Storage

- Exploring the possibility of individual storage lockers for residents and Regeneration guests

Environmental impact

- Incorporating efficient space design and energy efficiency measures

THE INITIATIVE

A preliminary space analysis was prepared based on feedback to date.

SCENARIO 1

Space	Total Floor Area (ft²)
Bachelor apartments	7,560
Modified apartment	900
Administration	500
Resident shared space	450
Maintenance	1,502
Outreach	0
Total building area	10,012

SCENARIO 2

Space	Total Floor Area (ft²)
Bachelor apartments	7,560
Modified apartment	900
Administration	600
Resident shared space	450
Maintenance	1,749
Outreach	1,300
Total building area	11,659

THE INITIATIVE

Several site characteristics must be considered.

Size of building

- The building will require a site roughly ½ acre in size

Neighbourhood

- Within reasonable proximity to the existing outreach program at Grace United Church in downtown Brampton

Site search strategy

- Reaching out to community partners
- Engaging a realtor
- Approaching local developers
- Placing an advertisement in the paper
- Meetings with Region of Peel staff

THE INITIATIVE

A preliminary financial analysis was conducted for the development.

CAPITAL COST BUDGET ITEM	SCENARIO 1	SCENARIO 2
Soft Costs		
Including professional building fees, site-related studies, legal and organizational expenses, financing costs, fees and permits, and contingency (10% of soft costs)	\$1,614,646	\$1,650,441
Hard Costs		
Land costs	\$861,225	\$861,225
Construction costs (includes contingency of 10%)	\$2,313,692	\$2,791,532
HST		
HST on Capital Costs	\$502,272	\$568,962
Total Capital Costs	\$5,291,834	\$5,872,159

THE INITIATIVE

A preliminary financial analysis was conducted for the development.

CAPITAL COST BUDGET ITEM	SCENARIO 1	SCENARIO 2
Total overall cost per unit	\$264,592	\$293,608
CONTRIBUTIONS		
Affordable Housing Capital Grant	\$3,000,000	\$3,000,000
HST Rebate (PST and GST)	\$350,045	\$396,523
Equity Contribution	\$1,500,000	\$2,050,000

THE INITIATIVE

The success of the project will require support from our community partners.

Federal, Provincial, and Municipal funding

- An affordable housing grant could provide up to \$150,000 for the creation of an affordable rental unit
- Access to surplus government lands
- Rent supplements to reduce rents

Private sector

- Contributions to fundraising campaigns and in-kind donations
- Pro-bono development services
- Advocating on our behalf

Not-for-profit collaborators

- Access to land
- Collaboration on support services

THE INITIATIVE

Regeneration is well-positioned to take on the challenge.

Board of Directors

The members of the Regeneration Board of Directors have extensive experience in:

- Property management
- Accounting
- Real estate
- Seniors housing
- Long-term care homes

Development Consultant

SHS Consulting was engaged to help develop the business plan for the proposed housing initiative

Regeneration Staff

Regeneration Staff have unique capabilities in understanding the complex needs of their guests

10 MINUTES

Our Deputation at Council on Wednesday January 17th, 2018

“COUNCIL TO SUPPORT IN PRINICIPLE THE EFFORTS OF REGENERATION OUTREACH COMMUNITY TO PROVIDE SUPPORTIVE HOUSING & TO DIRECT STAFF TO SOURCE OUT SURPLUS LANDS WHICH WOULD BE MADE AVAILABLE IN SUPPORT OF ANY APPLICATION BY REGENERATION TO OBTAIN FUNDING FOR AFFORDABLE HOUSING.”

16.1-1
Summary

Title	Province Not Moving Forward with Highway for GTA West Corridor
Author(s)	Ontario Government
Publisher	Ontario Newsroom
Publication Date	February 13, 2018
Subject Area	Ontario Government
Link to Article	https://news.ontario.ca/mto/en/2018/02/ontario-not-moving-forward-with-highway-for-gta-west-corridor.html?utm_source=digest&utm_medium=email&utm_campaign=p

Summary

On February 9, 2018, the Ministry of Transportation announced that it will not move forward with a highway for the GTA West Corridor. Instead, it will protect from development an area that is approximately one third the width of the corridor identified through the GTA West Corridor Environmental Assessment (the “Focused Analysis Area”) while it determines what infrastructure, such as new transit or utilities, will be needed to support the growing region through the Northwest GTA Corridor Identification Study¹.

The province’s decision was based on the GTA West Advisory Panel’s recommendation² that a proposed highway in the GTA West corridor is not the best way to address changing transportation needs and the trend towards more compact urban growth as directed by the Growth Plan.

The province has indicated that it will evaluate the transportation needs of the corridor from a regional perspective through the Greater Golden Horseshoe Transportation Plan³.

Key Considerations for Peel

For several years, the Region of Peel, the City of Brampton, and the Town of Caledon have advocated for a highway in the GTA West Corridor, which was also envisioned to include a dedicated transit right-of-way and a hydro corridor.

The Province’s decision may have significant consequences for Peel and the local municipalities in terms of long-term transportation and land-use planning. As a result of this announcement, the mandatory Public Meetings related to the Growth Management and Transportation Regional Official Plan Amendments (ROPAs), scheduled for February 22, 2018, have been postponed as the decision to cancel the GTA West Corridor could affect policies and growth allocations in the draft ROPAs that may need to be revisited before being released to the public for comment, prior to final consideration by Council and the Province.

The GTA West Corridor would have supported a smoother flow of people and goods throughout the region by diverting trips from local roads and alleviating congestion on other corridors, such as the 401. This decision may mean that Regional and area municipal roads will need to carry more inter-regional and inter-

¹ <http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>

² <http://www.mto.gov.on.ca/english/publications/gta-west-report/gta-west-report.shtml>

³ <https://www.gghtransport2051.ca/>

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

16.1-2 Summary

municipal traffic to support growth. It may also mean a further evaluation of employment strategies, which rely on the planning and development of a new goods movement corridor linking Highways 400, 427 and 410 to Highway 401 and possibly Highway 407.

As part of the announcement regarding the GTA West Corridor, the Ministry of Transportation also indicated it has initiated the Northwest GTA Corridor Identification Study. This study aims to identify infrastructure needs in the area and is being conducted together with the Independent Electricity System Operator and is expected to take 9-12 months. This study is not being conducted as an environmental assessment, and any infrastructure development in the area would require the completion of an applicable environmental assessment.

Peel's stance is that a highway is required, not only for transportation capacity, but also as a catalyst for further economic growth in Peel Region. Further, there may be direct financial impacts to the Region of Peel, local municipalities and taxpayers as a result of this decision due in part to previous Ontario Municipal Board decisions related to transportation requirements for Northwest Brampton that were to be satisfied by the proposed GTA West Corridor.

Staff have begun to engage in discussions with Provincial staff and will continue to do so to fully understand the Advisory Panel recommendations and exact limits of the new corridor, and to ensure that thorough consideration is given to the potential impact of this decision on one of the fastest growing regions in Ontario.

Peel will continue to work with municipal partners on the best approach to land-use and transportation planning issues in the Northwest GTA Corridor area. Advancing work on the GTA West Corridor was one of the Region of Peel's 2018 provincial election priorities, and it will advocate for the need to consider a highway in the Northwest GTA Corridor area to the major provincial political parties.

A report providing further detail on the impact of the provincial decision on the GTA West Corridor will be brought to Regional Council in the coming months.

TOCP Connection:

- Improve Goods Movement
- Plan and Manage Growth

Contact Information for the Summary

Name	Sonia Mistry, Tina Detaramani
Email address	Sonia.Mistry@peelregion.ca , Tina.Detaramani@peelregion.ca
Date of Summary	February 13, 2018

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**



Items Related to Other Business
- Item 16.2

February 21, 2018

Ms. Kathryn Lockyer
Regional Clerk
Region of Peel
10 Peel Centre Drive
Brampton ON L6T 4B9

RECEIVED

February 22, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer:

Re: Mississauga Municipal Appointment for Ward 1 to fill the vacancy of the Council of the City of Mississauga and the Council of the Regional Municipality of Peel

In accordance with section 232(3) of the *Municipal Act, 2001*, I hereby certify that the following individual was appointed to the Mississauga City Council and for the Council of the Regional Municipality of Peel is hereby appointed as Councillor for Ward 1 in the City of Mississauga and appointed to the Regional Council for the term expiring on November 30, 2018.

David Cook, Councillor Ward 1

Please note that this member of City Council, took the Declarations of Office in the Council Chamber at today's Council Committee meeting.

Regards,

Diana Rusnov
Director of Legislative Services and City Clerk
905-615-3200 ext. 5421

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0043-2018

A by-law to fill the vacancy of the Council of the City of Mississauga and the Council of the Regional Municipality of Peel

WHEREAS the death of Councillor Jim Tovey, on January 15, 2018, created a vacant seat on both Council of The Corporation of the City of Mississauga and of The Regional Municipality of Peel;

AND WHEREAS City Council passed Resolution 0018-2018 (January 24, 2018) declaring the office of the Municipal Councillor, Ward 1, vacant;

AND WHEREAS in accordance with Section 263 of the *Municipal Act*, the Council of the City of Mississauga is required to appoint a successor to sit on City Council and as a member of the Regional Municipality of Peel Council;

AND WHEREAS in accordance with Section 263(a) of the *Municipal Act*, Council, by resolution, resolved to fill such vacancy by appointment and advertised for interested candidates to make submissions through a publicized process;

AND WHEREAS Council, in considering the best interests of the residents of the municipality, has nominated _____ to fill the vacancy who consented to accept the office if appointed to do so;

AND WHEREAS David Cook is a person qualified to hold office as member of both Councils and has consented to accept the office.

NOW THEREFORE the Council of The Corporation of the City of Mississauga enacts as follows:

1. That David Cook is hereby appointed as Councillor for Ward 1 in the City of Mississauga for the term expiring on November 30, 2018, and shall also represent the City of Mississauga as a member of the Regional Municipality of Peel for the term expiring on November 30, 2018.

ENACTED and PASSED this 21st day of February, 2018.

Bonnie Crombie
MAYOR

[Signature]
CLERK

APPROVED
AS TO FORM
City Solicitor
MISSISSAUGA
[Signature]
Date 20 02 18