CHAIR:

N. IANNICCA

MEMBERS:

P. BROWN

G. CARLSON

B. CROMBIE

D. DAMERLA

S. DASKO

G. S. DHILLON

J. DOWNEY

C. FONSECA

P. FORTINI

A. GROVES

J. INNIS

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

R. SANTOS

I. SINCLAIR

R. STARR

A. THOMPSON

P. VICENTE

Region of Peel
working with you

The Council of the

Regional Municipality of Peel

Date: Thursday, February 14, 2019

Time: 9:30 AM

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

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

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

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Region of Peel
Council Agenda
Thursday, February 14, 2019

1. ROLL CALL

2. DECLARATIONS OF CONFLICTS OF INTEREST

3. APPROVAL OF MINUTES

3.1. January 10, 2019 Regional Council meeting

3.2. January 31, 2019 Regional Council Budget meeting

4. APPROVAL OF AGENDA

5. PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL

6. CONSENT AGENDA

7. DELEGATIONS

8. STAFF PRESENTATIONS

8.1. Recent Calls for the Elimination of Water and Wastewater Development Charges
Presentation by Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

8.2. Service Delivery Options for TransHelp Passenger Assistant Program
Presentation by Steven Fantin, Director, TransHelp

8.3. Public Health Introduction and 2014-2019 Strategic Priority Status (For information)
Presentation by Dr. Jessica Hopkins, Medical Officer of Health

9. <u>ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT</u>
Chaired by Councillor M. Palleschi or Vice-Chair Councillor A. Thompson

9.1. North West Brampton Shale Resources Policy Review Request to Proceed to a Public Meeting

9.2. Comments on Bill 66: *Restoring Ontario's Competitiveness Act, 2018* and the Proposed Open-for-Business Planning Tool (Related to 10.1 to 10.4 inclusive)

9.3. Response to Provincial Increasing Housing Supply in Ontario Consultation

9.4. Application by Seafood City Supermarket for Exemption under the *Retail Business Holidays Act* for Holiday Openings - 800 Boyer Boulevard, City of Mississauga, Ward 11

10. COMMUNICATIONS

10.1. **Tamara Chipperfield, Corporate Secretariat, Credit Valley Conservation (CVC),** Email dated January 4, 2019, Providing a Copy of a CVC Report titled "Bill 66 and the Implications for Conservation Authorities" (Receipt recommended) (Related to 9.2, 10.2 to 10.4 inclusive)

10.2. **Tamara Chipperfield, Corporate Secretariat, Credit Valley Conservation (CVC),** Email dated January 22, 2019, Providing a Copy of a CVC Resolution and Report titled "Bill 66 Comments to Environmental Registry of Ontario" (Receipt recommended) (Related to 9.2, 10.1, 10.3 and 10.4)

10.3. **Steve Clark, Minister of Municipal Affairs and Housing,** Letter dated January 24, 2019, Regarding Bill 66, the Proposed *Restoring Ontario's Competitiveness Act, 2018* (Receipt recommended) (Related to 9.2, 10.1, 10.2 and 10.4)

10.4. **Ryan Wright, President, Peel Federation of Agriculture,** Letter dated January 20, 2019, Regarding Bill 66, the Proposed *Restoring Ontario's Competitiveness Act, 2018* (Receipt recommended) (Related to 9.2, 10.1 to 10.3 inclusive)

11. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

11.1. Internal Chargeback Fees for Members of Council (Related to 11.2) **(Deferred from the June 28, 2018 Regional Council meeting)**

11.2. Mobile Sign Program (Related to 11.1)

11.3. 2018/2019 Dedicated Provincial Gas Tax Funds (Related to By-law 17-2019)

11.4. 2019 Borrowing Limit and Syndicate Approval

11.5. Vacant Unit Rebate Program Update Report (For information)

12. COMMUNICATIONS

12.1. **Rob Flack, President and Chairman of the Board, The Royal Agricultural Winter Fair Association,** Letter dated January 8, 2019, Regarding a Request to Appoint One Representative to the Royal Agricultural Winter Fair Association's Board of Governors for the 2019 Year (Direction required)

13. ITEMS RELATED TO PUBLIC WORKS
Chaired by Councillor A. Groves or Vice-Chair Councillor P. Fortini

13.1. Lakeview and Lorne Park Water Treatment Plants - Purchase of Replacement Membrane Filtration Equipment

13.2. Laboratory Sample Analysis Services on an As Required Basis, Document Number 2019-032N

13.3. *Clean Water Act* Requirements - Amendments to the Assessment Reports and Source Protection Plan (Related to 14.1)

13.4. Amendments to the Region of Peel Traffic By-law 15-2013 to Implement Lane Designations, Lane Restrictions for Heavy Trucks and Left Turn Signals at Various Regional Intersections, City of Brampton, Wards 2, 4, 6, 8 and 10 and Town of Caledon, Ward 5 (Related to By-law 19-2019)

14. COMMUNICATIONS

14.1. **Jennifer Stephens, Program Manager, Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Region,** Letter dated October 29, 2018, Regarding Amendments to the CTC Source Protection Plan Under Section 34 of the *Clean Water Act, 2006* (Receipt recommended) (Related to 13.3)

14.2. **Andy Manahan, Executive Director, Residential and Civil Construction Alliance of Ontario (RCCAO),** Email dated January 24, 2019, Providing a Copy of a Joint Letter from RCCAO and the Ontario Good Roads Association to the Minister of the Environment Regarding the Municipal Class Environmental Assessment Reform (Receipt recommended)

14.3. **Stephanie Smith, Legislative Coordinator, City of Mississauga,** Email dated January 25, 2019, Providing a Copy of City of Mississauga Recommendation GC-0027-2019 Regarding the Crossride at Winston Churchill Boulevard and Britannia Road (Receipt recommended)

15. ITEMS RELATED TO HEALTH
Chaired by Councillor J. Downey or Vice-Chair Councillor D. Damerla

16. COMMUNICATIONS

17. ITEMS RELATED TO HUMAN SERVICES
Chaired by Councillor M. Medeiros or Vice-Chair Councillor G.S. Dhillon

17.1. 2018 Update on Refugee and Refugee Claimant Use of Peel Adult Shelters

18. COMMUNICATIONS

19. OTHER BUSINESS

20. NOTICE OF MOTION/MOTION

20.1. **Motion from Councillor Groves** Regarding Highway 427 Extension to Highway 9 and Beyond

21. BY-LAWS

Three Readings

By-law 17-2019: A by-law to authorize the Regional Chair and the Chief Financial Officer to execute a Letter of Agreement between the Province of Ontario and The Regional Municipality of Peel related to funding provided by the Province of Ontario to The Regional Municipality of Peel under the Dedicated Gas Tax Funds for Public Transportation Program for 2018/2019. (Related to 11.3)

By-law 18-2019: A by-law to amend By-law 43-2002 titled the "Fees By-law" and to repeal By-law 55-2017.

By-law 19-2019: A by-law to amend Parts 16, 17 and 21 of Schedule A of By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel, to implement additional lane designation signs; left turn signals; and, lane restrictions for heavy trucks at various Regional locations. (Related to 13.4)

By-law 20-2019: A by-law to accept, assume and dedicate lands for public highway purposes.

22. IN CAMERA MATTERS

22.1. January 10, 2019 Regional Council Closed Session Report

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

24. ADJOURNMENT

THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
January 10, 2019

Regional Chair Iannicca 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:	**P. Brown**	**J. Kovac**
	G. Carlson	**M. Mahoney**
	B. Crombie	**S. McFadden**
	D. Damerla	**M. Medeiros**
	S. Dasko	**M. Palleschi**
	G. Dhillon	**C. Parrish**
	J. Downey	**K. Ras**
	C. Fonseca	**R. Santos**
	P. Fortini	**I. Sinclair**
	A. Groves	**R. Starr**
	N. Iannicca	**A. Thompson**
	J. Innis	**P. Vicente**
Members Absent:	**P. Saito**	**Due to personal matters**

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

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

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* See text for arrivals
◆ See text for departures
★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. December 13, 2018 Regional Council meeting

Moved by Councillor Groves,
Seconded by Councillor Fortini;

That the minutes of the December 13, 2018 Regional Council meeting be approved.

Carried 2019-1

In response to a question from Councillor Parrish, the Regional Clerk advised that the Council Policies and Procedures Committee, established at the December 13, 2018 Regional Council meeting, would report to Regional Council for approval of its recommendations. She stated that, should Regional Council not be supportive of such a committee, it could be disbanded by a majority vote of Council. She also stated that more members could be added to the committee membership by a majority vote.

Councillor Crombie stated that the Council Policies and Procedures Committee's membership currently includes two local municipal Mayors and the Regional Chair, who are also members of the Peel Regional Police Services Board. She noted that the Committee would be considering applications for the citizen member appointment on the Peel Police Services Board and suggested that those who are Members of the Board should not be involved in the nomination process.

Regional Chair Iannicca suggested that the mandate and composition of the Council Policies and Procedures Committee be considered at the January 17, 2019 Regional Council Budget meeting.

4. APPROVAL OF AGENDA

Moved by Councillor Thompson,
Seconded by Councillor Crombie;

That the agenda for the January 10, 2019 Regional Council meeting include an additional communication regarding water fluoridation recommendations, to be dealt with under Items Related to Health – Item 13.1;

And further, that recommendation #41 contained within In Camera Matters – Item 21.3 listed on the January 10, 2019 Regional Council agenda be withdrawn;

And further, that all staff presentations listed on the January 10, 2019 Regional Council agenda be brought forward, to be dealt with immediately following Delegations;

And further, that the agenda for the January 10, 2019 Regional Council meeting be approved, as amended.

Carried 2019-2

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

6. CONSENT AGENDA

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the following matters listed on the January 10, 2019 Regional Council Agenda be approved under the Consent Agenda:

8.3. Overview and Update on the Status of Reserves

8.4. Delegation of Tax Ratio Setting Authority

8.5. Temporary Borrowing Report

8.6. Transfer of Region of Peel Federal Gas Tax Allocation - 2019-2023

8.10. Region of Peel 2018 Municipal Elections Accessibility Follow-Up Report

8.11. Continuous Improvement Program Update

8.12. Amendment to the Interim Period Approvals Committee By-law 62-2014

10.2. Coordination of Water and Wastewater Infrastructure Works with Various Ontario Ministry of Transportation Projects - Project Update, City of Mississauga, Wards 1, 2, 5, 7, 8, 9 and 11

10.4. *The Weed Control Act* - Appointment of Area Weed Inspectors by the Region of Peel

10.6. Amendment to the Region of Peel Traffic By-law 15-2013 to Extend the Community Safety Zone on Regional Road 22 (Old Church Road) to Regional Road 7 (Airport Road) in Caledon East, Town of Caledon, Ward 3

13.1. Christine Massey, Fluoride Free Peel, Letter dated January 9, 2019 regarding Recommendations related to Water Fluoridation

17.1. Greg Taylor, Director and General Manager, Square One Shopping Centre, Letter dated November 20, 2018, Regarding the Region of Peel Retail Business Holiday Shopping By-law 34-2018

In Favour	P. Brown; G. Carlson; B. Crombie; D. Damerla; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 23
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	P. Saito	1

Carried 2019-3

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

8.3. **Overview and Update on the Status of Reserves**

Received 2019-4

8.4. **Delegation of Tax Ratio Setting Authority**

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the tax ratio setting authority for both lower-tier and upper-tier purposes for 2019, be delegated by the Region of Peel to its lower-tier municipalities, as authorized under section 310 of the *Municipal Act, 2001*;

And further, that the necessary by-law inclusive of the methodology to apportion the Regional levy, be presented for enactment.

Carried 2019-5

Related to Resolution 2019-32

8.5. **Temporary Borrowing Report**

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the necessary by-law, authorizing the temporary borrowing of monies to meet 2019 operating expenses of the municipality pending receipt of revenues in accordance with section 407 of the *Municipal Act, 2001,* as amended, be presented for enactment.

Carried 2019-6

Related to Resolution 2019-32

8.6. **Transfer of Region of Peel Federal Gas Tax Allocation - 2019-2023**

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the future federal gas tax allocations scheduled to be received by the Region of Peel for the 2019, 2020, 2021, 2022 and 2023 fiscal years be substantially allocated to the Cities of Brampton and Mississauga and the Town of Caledon based on the allocation method identified in the report of the Commissioner of Finance and Chief Financial Officer, titled “Transfer of Region of Peel Federal Gas Tax Allocation - 2019 - 2023”;

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

And further, that the indemnity agreements that form Schedule A to the by-law be executed by the duly authorized signing officers of the Regional Corporation to enable the transfer of the funds to the local municipalities;

And further, that the future federal gas tax allocations to be retained by the Region of Peel are used to fund the delivery of TransHelp service and the Active Transportation Plan as well as other applicable eligible project categories as prescribed by the Municipal Funding Agreement for the Transfer of Federal Gas Tax Funds between the Association of Municipalities of Ontario and the Region of Peel, dated April 1, 2018.

Carried 2019-7

Related to Resolution 2019-32

8.10. **Region of Peel 2018 Municipal Elections Accessibility Follow-Up Report**

Received 2019-8

8.11. **Continuous Improvement Program Update**

Received 2019-9

8.12. **Amendment to the Interim Period Approvals Committee By-law 62-2014**

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the proposed revisions to By-law 62-2014, as generally outlined in the report of the Commissioner of Corporate Services titled "Amendment to the Interim Period Approvals Committee By-law 62-2014", be approved;

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

Carried 2019-10

Related to Resolution 2019-32

10.2. **Coordination of Water and Wastewater Infrastructure Works with Various Ontario Ministry of Transportation Projects - Project Update, City of Mississauga, Wards 1, 2, 5, 7, 8, 9 and 11**

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the budget for Capital Project 18-1496 for the Highway 401 Widening project be increased from $2,000,000 to $7,050,000, financed from the Ministry of Transportation, in order to conduct third-party investigations in support of detailed design;

And further, that the contract (Document 2018-575N) for the Highway 401 Widening project between the Region of Peel and CH2M Hill Canada Limited be extended to provide additional detailed design in the estimated amount of $500,000 (excluding applicable taxes) under Capital Project 18-1946, for a total commitment of $1,999,290 (excluding applicable taxes) in accordance with Procurement By-law 30-2018;

And further, that the contract (Document 2018-787N) for Geotechnical and Environmental Site Assessment Investigation Services for the Highway 401 Widening project be awarded to Golder Associates Limited in the estimated amount of $2,600,000 (excluding applicable taxes) under Capital Project 18-1946, in accordance with Procurement By-law 30-2018;

And further, that the budget for Capital Project 18-1394 for Queen Elizabeth Way Widening Impacts on Water be increased from $500,000 to $1,500,000, financed from The Ministry of Transportation in order to support design and construction by the Region of Peel;

And further, that the budget for Capital Project 18-2394 for Queen Elizabeth Way Widening Impacts on Wastewater be increased from $1,200,000 to $2,200,000,

financed from the Ministry of Transportation in order to support design and construction by the Region of Peel.

Carried 2019-11

10.4. ***The Weed Control Act*** **- Appointment of Area Weed Inspectors by the Region of Peel**

Received 2019-12

10.6. **Amendment to the Region of Peel Traffic By-law 15-2013 to Extend the Community Safety Zone on Regional Road 22 (Old Church Road) to Regional Road 7 (Airport Road) in Caledon East, Town of Caledon, Ward 3**

Moved by Councillor Carlson,
Seconded by Councillor Dhillon;

That the existing Community Safety Zone on Old Church Road be extended from the current westerly limit which is 600 metres east of Innis Lake Road further westerly to Regional Road 7 (Airport Road);

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

And further, that the Ontario Provincial Police Caledon Detachment and Town of Caledon be advised.

Carried 2019-13

Related to Resolution 2019-32

Additional Item – 13.1.

13.1. **Christine Massey, Fluoride Free Peel,** Letter dated January 9, 2019 regarding Recommendations related to Water Fluoridation

Received 2019-14

17.1. **Greg Taylor, Director and General Manager, Square One Shopping Centre, Letter dated November 20, 2018,** Regarding the Region of Peel Retail Business Holiday Shopping By-law 34-2018

Referred to Public Works 2019-15

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS/STAFF PRESENTATIONS

7.1. **Lorrie McKee, Director, Public Affairs and Stakeholder Relations and Michele McKenzie, Board Member, Greater Toronto Airports Authority**, Providing an Update on Toronto Pearson's Initiatives and Community Programs

Received 2019-16

Lorrie McKee, Director, Public Affairs and Stakeholder Relations and Michele McKenzie, Member, Board of Directors, Greater Toronto Airports Authority (GTAA), highlighted the growth the GTAA has experienced over the past two decades, as well as the anticipated future growth. They noted that Toronto Pearson International Airport (PIA) is a crucial economic engine for the Region of Peel and Canada, with 49,000 people employed at PIA, 25,000 of whom live in Peel Region; and an additional 86,000 jobs are generated or facilitated by PIA. The delegates advised that PIA is contributing 1 per cent of its net revenue to support community based organizations through a community investment program called the Propeller Project.

In response to a question from Councillor Vicente, Lorrie McKee advised that the groups who have received funds from the Propeller Project are primarily located in Brampton, Mississauga and Toronto and that applications may be submitted through PIA's website.

7.2. **Pam Banks, Executive Director, Research Innovation and Commercialization (RIC) Centre,** Requesting the Region of Peel's Funding Support to Enable Resources to Meet the Growing Demand for Entrepreneurial Services in the Region of Peel

Received 2019-17

Related to Resolution 2019-18

Pam Banks, Executive Director and Shirley Speakman, Chair, Board of Directors, Research Innovation and Commercialization (RIC) Centre, provided an overview of the supports for start-up companies that are available through the RIC Centre and advised that as of September 2018, 637 start-ups had received support. The RIC Centre has made significant impact on clients' business performance by accelerating the process of creating products and services, and granting patents.

Amir Azhari, Chief Operating Officer, AOMS Technologies, advised that AOMS was accepted in RIC's incubation centre in 2016 and he described the support received that helped the company overcome challenges experienced in its infancy.

Pam Banks stated that the RIC Centre receives only a fraction of the municipal funding support received by similar organizations in other municipalities and an increase in demand has largely outstripped the supply of available resources. The delegate requested Regional Council's

support for annual, ongoing funding in the amount of $150,000 to expand their services to meet the growing demand in Peel Region.

Councillor Crombie noted that economic development is not within the Region of Peel's jurisdiction and that staff in the City of Mississauga's Economic Development office were unaware of the request being made to Regional Council. She advised that Mississauga's Entrepreneurship and Innovation Study would be completed in Spring 2019 and suggested that the RIC Centre's funding request is premature and should be directed to the local municipalities.

In response to a question from Councillor Ras, Pam Banks advised that local municipal Economic Development staff are members of the RIC Centre's Board of Directors.

Members of Regional Council discussed the need for additional information to ensure coordination with local Economic Development Offices.

Item 8.8 was dealt with.

8.8. **Research Innovation and Commercialization (RIC) Centre Funding Request**

Moved by Councillor Ras,
Seconded by Councillor Crombie;

That the Research Innovation and Commercialization (RIC) Centre's funding request be referred to the local municipalities for the RIC Centre to work with Economic Development Office staff.

In Favour	G. Carlson; B. Crombie; D. Damerla; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 22
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	P. Brown; P. Saito	2

Carried 2019-18

Related to Resolution 2019-17

Items 12.1, 8.1, 8.2, 8.13, and 10.1 were dealt with.

12.1. **Community Safety and Well-Being Plan Initiative**
Presentation by Dr. Kate Bingham, Associate Medical Officer of Health

Received 2019-19

Related to Resolution 2019-20

Moved by Councillor Crombie,
Seconded by Councillor Thompson;

That one member of Regional Council from each of the Cities of Brampton and Mississauga and the Town of Caledon be appointed to the Extended Leadership Committee to inform the development of the Region of Peel Community Safety and Well-Being Plan;

And further, that the Regional Chair be an ex-officio member of the Extended Leadership Committee to inform the development of the Region of Peel Community Safety and Well-Being Plan;

And further, that Councillors Downey, Palleschi and Saito be appointed to the Extended Leadership Committee for a term ending November 14, 2022 or until successors are appointed by Regional Council.

In Favour	B. Crombie; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; M. Palleschi; C. Parrish; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 19
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	P. Brown; G. Carlson; D. Damerla; K. Ras; P. Saito	5

Carried 2019-20

Related to Resolution 2019-19

Kate Bingham, Associate Medical Officer of Health, advised that the *Police Services Act, 2018* includes new requirements for Regional Councils within a two-tiered structure to develop and implement a community safety and well-being plan (Plan) by January 1, 2021. The Plan must:

- Identify and prioritize community risk factors
- Identify strategies to reduce the prioritized risk factors
- Include a sustainable system to monitor, evaluate and report on the effect of the Plan;

- Be reviewed and revised at regular intervals
- Be supported by an advisory committee with legislated membership

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

Using evidence-based research, and sustainability assessments, the Plan will build on areas of strength through more effective alignment and coordination of regional and community programs, services and strategies already supporting the needs of residents. The Plan provides an opportunity to enhance the safety and well-being of the community through the identification of priority issues and neighbourhoods and the development of additional programs and services if needed.

The development of the Plan is a complex undertaking which will require dedicated, evidence-based, and focused effort to work inclusively with partners, including the public.

8.1. **The Changing Economic Environment and Implications for Peel**

Presentation by Judith McWhinney, Economic Advisor, Financial Policy and Strategic Initiatives

Received 2019-21

Judith McWhinney, Economic Advisor, Financial Policy and Strategic Initiatives, provided an update on macroeconomic changes and trends that are expected to impact services provided by the Region of Peel.

The Region of Peel's unemployment rate is projected to fall for the sixth consecutive year although the youth unemployment rate is expected to remain above the provincial average.

Many companies have joined the Region's business sector in recent years; however, businesses without employees are out-growing small, medium and large businesses. This shift is consistent with the long-term trend of job creation in Peel falling short of the Official Plan forecast.

The Region of Peel continues to focus on maintaining fiscal strength to manage identified risks and staff are refreshing the Long Term Financial Planning Strategy to assess and mitigate long term financial risks. The strategy continues to provide a robust framework which supports the Region's long term financial flexibility and sustainability and will position the Region of Peel to continue to support a growing region in which residents and businesses can live and thrive.

Judith McWhinney undertook to provide Councillor Dhillon with information related to precarious employment.

Councillor Thompson requested information regarding the number of people who work from home.

Councillor Fonseca requested information related to the tax ratios for condo dwellers and renters.

8.2. **Enterprise Asset Management Program**

Presentation by Sam Sidawi, Director, Enterprise Asset Management and Norman Lum, Director, Business & Financial Planning

Received 2019-22

Related to Resolution 2019-23

Moved by Councillor Damerla,
Seconded by Councillor Ras;

That the amendments to the asset classes and asset levels of service, outlined in Appendix III of the report from the Commissioner of Finance and Chief Financial Officer, titled "Enterprise Asset Management Update," be approved.

In Favour	P. Brown; G. Carlson; D. Damerla; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 22
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	B. Crombie; P. Saito	2

Carried 2019-23

Related to Resolution 2019-22

Sam Sidawi, Director, Enterprise Management and Norman Lum, Director, Business and Financial Planning, provided an overview of Asset Management at the Region of Peel and its relationship to the Long Term Financial Planning Strategy. The Region of Peel owns and maintains over $27 Billion in assets and is projected to grow by another $9 Billion by 2041. As assets age, their condition will shift to fair or poor condition over the next 20 to 30 years and more repairs will be required resulting in increased funding pressure and growth in the funding gap.

Using a 20 year horizon, analysis projects that the Region of Peel will have a reserve shortfall of $1.6 Billion when compared to the assets that will need to be replaced. In order to support the state of good repair and meet long term capital needs, tax supported reserve contributions will need to increase by the equivalent of one per cent of the net tax levy this year and for each of the next six years. The tax supported infrastructure levy supports capital works such as the

maintaining of Regional Roads, Paramedic facilities, waste infrastructure, affordable housing stock and long term care homes. With the increased funding, the Region of Peel will:

- Have adequate matching dollars to leverage federal and provincial infrastructure funding
- Have enhanced flexibility to manage unanticipated capital requirements
- Be positioned better to sustain capital projects in 2019 and beyond
- Manage the risk of exceeding a key indicator (capital deficit) used by credit rating agencies.

In advance of future budgets, staff will assess and report to Regional Council on the adequacy of reserves, taking into account positive developments in federal and provincial funding.

Councillor Ras inquired as to how the Region of Peel is protecting bike lane infrastructure, noting that bike lanes are not a protected asset and other utility companies tend to encroach on their rights of way.

The Commissioner of Public Works undertook to report to a future meeting of Regional Council with information regarding the protection of bike lane infrastructure in the Region of Peel.

In response to a question from Councillor Ras, the Commissioner of Finance and Chief Financial Officer undertook to provide information on how funding gaps may be addressed, in future infrastructure update reports to Regional Council.

In response to a question from Councillor Damerla, the Chief Administrative Officer, advised that Region of Peel staff work closely with local municipal staff and the Building Industry and Land Development (BILD) to plan population and employment growth which is then funded through development charges.

8.13. **Land Acquisition Process (Oral)**

Presentation by Gayle Gorman, Manager Real Estate, Capital Acquisitions and Gary Kocialek, Director, Transportation

Received 2019-24

Gayle Gorman, Manager, Real Estate, Capital Acquisitions and Gary Kocialek, Director, Transportation, provided an overview of the land acquisition process for infrastructure projects, including the types of property interests that are acquired and how compensation is determined. They also provided information on the process that applies when lands are acquired through expropriation.

In response to questions from Councillor Palleschi, Gayle Gorman advised that discussions with landowners commence at public meetings and during the Environmental Assessment process. Staff make every effort to negotiate at every opportunity while ensuring that construction time lines are met.

In response to a question from Councillor Parrish, the Chief Administrative Officer advised that while the Region of Peel obtains possession of properties earlier, the settlement of compensation issues can take up to ten years.

Regional Council recessed at 12:41 p.m.

Regional Council reconvened at 1:17 p.m.

Members Present:	**P. Brown**	**J. Kovac**
	G. Carlson	**M. Mahoney**
	B. Crombie	**M. Medeiros**
	D. Damerla	**M. Palleschi**
	S. Dasko	**C. Parrish**
	G. Dhillon	**K. Ras**
	J. Downey	**R. Santos***
	C. Fonseca	**I. Sinclair**
	P. Fortini	**R. Starr**
	A. Groves	**A. Thompson**
	N. Iannicca	**P. Vicente**
	J. Innis	
Members Absent:	**S. McFadden**	**Due to other municipal business**
	P. Saito	**Due to personal matters**

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

10.1. **Overview of Water and Wastewater Services and Programs**
Presentation by Andrew Farr, General Manager, Water and Wastewater

Received 2019-25

Councillor Santos arrived at 1:27 p.m.

Andrew Farr, General Manager, Water and Wastewater, advised that the Region of Peel owns and operates one of the largest and most complex water and wastewater systems in the country and its responsibility also extends to protecting the source waters of Lake Ontario and the groundwater in Caledon. Regional staff manage $24 billion in infrastructure assets in a highly regulated industry and comply with or exceed all applicable regulations. He noted that a key focus over the past six years has been the volume of storm water making its way into the sanitary sewer system during rainfall events. Peel's sanitary sewer system is built to convey wastewater, not storm water. To address this challenge, continued investment in infrastructure is required. In 2018, a wide-reaching inflow and infiltration strategic plan was completed and Region of Peel staff are working with local municipal and conservation authority staff to

efficiently implement solutions across the Region of Peel. Staff will be reporting to Regional Council prior to Summer 2019 with a progress update.

There is also a need to plan for growth in the Region of Peel working with local municipal colleagues to develop comprehensive Capital programs which mitigate the financial risks associated with managing growth. A good asset management plan allows the Region of Peel to proactively maintain or fix assets so that costly, unexpected repairs and service disruptions can be avoided. Andrew Farr highlighted coordination with partners such as Metrolinx and the Conservation Authorities to ensure projects are planned and executed as seamlessly as possible to maximize value and minimize disruption.

The decision to establish utility rate funded capital reserves has placed the Region of Peel in a good position to manage the ongoing and future costs of replacing aging infrastructure; however, a shortfall of $1.6 B is projected to fund the current state of good repair plan over the next 20 years. Andrew Farr explained how capital budgets are planned and spent, noting that typically 20 per cent of the capital budget is approved early in a project for environmental assessments and design, while the balance of the funding is approved by Regional Council prior to construction.

Andrew Farr described the pressures on water and wastewater services that are driving the need to make wise investments, such as population growth, aging infrastructure, climate change and coordinating with partners by fast tracking some investments to minimize disruptions to communities.

In response to a question from Councillor Ras, Andrew Farr undertook to provide her with information related to the number of watermain breaks in Ward 2 of Mississauga.

Andrew Farr undertook to meet with Councillor Fortini to discuss issues associated with sanitary and storm sewers in older neighbourhoods.

Councillor Dasko expressed interest in receiving a detailed briefing on the wastewater treatment plant in south Mississauga.

8. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

8.1. The Changing Economic Environment and Implications for Peel

Presentation by Judith McWhinney, Economic Advisor, Financial Policy and Strategic Initiatives

This item was dealt with under Resolution 2019-21

8.2. Enterprise Asset Management Program

Presentation by Sam Sidawi, Director, Enterprise Asset Management and Norman Lum, Director, Business & Financial Planning

This item was dealt with under Resolution 2019-23

8.7. **2018/2019 Dedicated Provincial Gas Tax Funds**

Withdrawn 2019-26

8.8. **Research Innovation and Commercialization (RIC) Centre Funding Request**

This item was dealt with under Resolution 2019-18

8.9. **Update on Low Income Supports Provided in the Form of Rebates/Subsidies to the Residents of Peel**

Received 2019-27

Councillor Parrish requested that Appendix II to the report titled "Update on Low Income Supports Provided in the Form of Rebates/Subsidies to the Residents of Peel" include the 2016 and 2017 total costs for each mandatory and discretionary program.

8.13. **Land Acquisition Process (Oral)**

Presentation by Gayle Gorman, Manager Real Estate, Capital Acquisitions and Gary Kocialek, Director, Transportation

This item was dealt with under Resolution 2019-24

9. COMMUNICATIONS - Nil

10. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor A. Groves

10.1. **Overview of Water and Wastewater Services and Programs**

Presentation by Andrew Farr, General Manager, Water and Wastewater

This item was dealt with under Resolution 2019-25

10.3. **Update on Watermain and Sanitary Sewer Construction and Streetscaping in Downtown Brampton, City of Brampton, Wards 1, 3, 4 and 5**

Moved by Councillor Santos,
Seconded by Councillor Brown;

That Region of Peel Request for Tender Document 2018-522T be cancelled, in response to City of Brampton Council Resolution C293-2018;

And further, that staff report back to Regional Council with recommendations for the completion of the Regional water and wastewater infrastructure works identified in the Brampton downtown core.

In Favour	P. Brown; G. Carlson; B. Crombie; D. Damerla; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 22
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	S. McFadden; P. Saito	2

Carried 2019-28

The Commissioner of Public Works undertook to determine whether the water and wastewater infrastructure work planned for downtown Brampton could be structured in phases.

Councillor Brown noted that the Region of Peel is a critical part of the City of Brampton's effort to revitalize its downtown and expressed his appreciation to Region of Peel staff for working closely with City of Brampton staff to manage complications.

10.5. **Widening and Reconstruction of Mississauga Road, Projects 02-4090, 06-4025 and 12-4040, Document 2016-155T, City of Brampton, Wards 5 and 6**

Moved by Councillor Palleschi,
Seconded by Councillor Medeiros;

That the contract (Document 2016-155T) for the widening and reconstruction of Mississauga Road from Williams Parkway to Bovaird Drive, and the widening of Bovaird Drive at Mississauga Road in the City of Brampton, between the Region of Peel and Varcon Construction Corporation be extended in the estimated amount of $899,912.45 (excluding applicable taxes) for a total contract commitment of $19,876,510.83 to complete the construction of the above works under Capital Projects 02-4090, 06-4025, and 12-4040, in accordance with Procurement By-law 30-2018.

In Favour	P. Brown; G. Carlson; B. Crombie; D. Damerla; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 21
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	S. McFadden; K. Ras; P. Saito	3

Carried 2019-29

11. COMMUNICATIONS - Nil

12. ITEMS RELATED TO HEALTH
Chaired by Councillor J. Downey

12.1. **Community Safety and Well-Being Plan Initiative**
Presentation by Dr. Kate Bingham, Associate Medical Officer of Health

This item was dealt with under Resolution 2019-20

12.2. **The Butterfly Model - Supporting Person-Centred Care for People Living with Dementia**

Received 2019-30

The Chief Administrative Officer stated that ongoing funding for the Butterfly Model at each long term care home would be highlighted in annual budgets.

13. COMMUNICATIONS

This item was dealt with under Consent Agenda.

14. ITEMS RELATED TO HUMAN SERVICES - Nil

15. COMMUNICATIONS - Nil

16. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

Chaired by Councillor M. Palleschi

16.1. Considering Changes to the Proposed Planning Advisory Committee

Moved by Councillor Thompson,
Seconded by Councillor Palleschi;

That the membership composition of the Region of Peel Planning Advisory Committee ("Advisory Committee") be comprised of up to nine (9) members of the public appointed for two-year terms to a maximum of two consecutive terms, and excluding members of Regional Council;

And further, that the Terms of Reference of the Advisory Committee, as outlined on Appendix I of the report of the Commissioner of Public Works, titled "Considering Changes to the Proposed Planning Advisory Committee", be amended accordingly and approved, as amended;

And further, that Regional staff proceed with the public membership recruitment and selection process for the Advisory Committee, as outlined on Appendix II of the subject report;

And further, that staff report back to Regional Council with the recommended public members and work plan of the Advisory Committee, for approval.

In Favour	P. Brown; G. Carlson; B. Crombie; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 20
Opposed		
Abstain *(counted as a no vote)*	D. Damerla	1
Absent *(from meeting and/or vote)*	G. Dhillon; S. McFadden; P. Saito	3

Carried 2019-31

In response to concerns raised by Councillor Medeiros, Steve Jacques, Chief Planner, stated that applications for membership on the Planning Advisory Committee would be screened to ensure applicants have no conflicts of interest.

In response to a question from Councillor Innis, Steve Jacques undertook to report to Regional Council with a work plan that includes milestones that need to be achieved by 2021 that could serve as a reference document for recruiting the Advisory Committee members.

17. COMMUNICATIONS

This item was dealt with under Consent Agenda.

18. OTHER BUSINESS - Nil

19. NOTICE OF MOTION/MOTION - Nil

20. BY-LAWS

Three Readings

By-law 1-2019: A by-law to designate a Community Safety Zone on Regional Road 22 (Old Church Road) from 600 metres east of Innis Lake Road to Regional Road 7 (Airport Road); and to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

By-law 2-2019: A by-law to delegate the tax ratio setting authority to each lower-tier municipality and to provide a method to determine the portion of Regional levies that will be raised in each lower-tier municipality.

By-law 3-2019: A by-law to authorize the temporary borrowing of monies to meet operating expenses of the municipality pending receipt of revenues.

By-law 4-2019: A by-law to allocate federal gas tax revenue funds to the City of Brampton, the City of Mississauga and the Town of Caledon for the year 2019, 2020, 2021, 2022 and 2023.

By-law 6-2019: A by-law to amend By-law 62-2014 being a by-law to continue the Interim Period Approvals Committee delegating to it Council's powers as authorized by sections 23.1 and 275(6) of the Municipal Act, 2001, c.25, as amended, during a Council hiatus of more than 21 days.

Moved by Councillor Thompson,
Seconded by Councillor Sinclair;

That the by-laws listed on the Regional Council agenda, being By-laws 1-2019 to 4-2019 inclusive, and By-law 6-2019 be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2019-32

Related to Resolutions 2019-5, 2019-6, 2019-7, 2019-10 and 2019-13

Councillor Carlson departed at 2:13 p.m.

21. IN CAMERA MATTERS

At 2:15 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Ras,
Seconded by Councillor Parrish;

That Council proceed "In Camera" to consider the December 13, 2018 Regional Council Closed Session report and Council reports relating to the following:

- December 13, 2018 Regional Council Closed Session Report
- Appointment of Non-Elected Members to the Region of Peel Accessibility Advisory Committee (Personal matters about an identifiable individual, including municipal or local board employees)
- Commencement of Expropriation Proceedings - Mayfield Road Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Advice that is Subject to Solicitor and Client Privilege (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)
- Collective Agreement Negotiations (Labour relations or employee negotiations)

Carried 2019-33

Moved by Councillor Crombie,
Seconded by Councillor Dasko;

That Council proceed out of "In Camera".

Carried 2019-34

Council moved out of closed session at 2:23 p.m.

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That the December 13, 2018 Regional Council Closed Session report be received;

And further, that the recommendations contained within the confidential reports relating to items 21.2 to 21.4 inclusive and 21.6, listed on the January 10, 2019 Regional Council agenda, be approved and become public upon adoption.

In Favour	P. Brown; B. Crombie; D. Damerla; S. Dasko; G. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; K. Ras; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 20
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	G. Carlson; S. McFadden; C. Parrish; P. Saito	4

Carried 2019-35

21.1. **December 13, 2018 Regional Council Closed Session Report**

Received 2019-36

21.2. **Appointment of Non-Elected Members to the Region of Peel Accessibility Advisory Committee (Personal matters about an identifiable individual, including municipal or local board employees)**

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That the non-elected appointees to the Region of Peel Accessibility Advisory Committee (AAC) for a term ending November 14, 2022, or until their successors are appointed by Regional Council, be as follows:

- Chamila Belleth
- Carol-Ann Chafe
- Raj Chopra
- Paula Crawford-Dickinson
- Mary Daniel
- Naz Husain
- Azhar Karim
- Anu Misar

And further, that notwithstanding having reached the maximum limit of two consecutive terms, as laid out in the AAC's Terms of Reference, that the reappointment of Raj Chopra and Naz Husain, be approved;

And further, that due to the lack of applications from the Town of Caledon, that the requirement that each local municipality have at a minimum, one non-elected member, as laid out in the AAC's Terms of Reference, be waived.

Carried 2019-37

21.3. **Commencement of Expropriation Proceedings - Mayfield Road Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board) Presentation by Gayle Gorman, Manager, Capital Acquisitions, Real Estate and Gary Kocialek, Director of Transportation**

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That the recommendations attached in Appendix II to the report of the Commissioner of Corporate Services and the Commissioner of Public Works titled "Commencement of Expropriation Proceedings – Mayfield Road Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) – City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5, be approved.

Carried 2019-38

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That the contract (Document 2017-586Q) for the provision of legal survey services associated with the widening of Mayfield Road from Airport Road to Coleraine Drive, in the City of Brampton and the Town of Caledon, by Young & Young Surveying Inc., be extended for additional services related to reference and expropriation plans, in the estimated amount of $168,440.00 (excluding applicable taxes), for a total contract commitment of $322,382.50 (excluding applicable taxes), under Capital Projects 11-4075 and 13-4065, in accordance with Procurement By-law 30-2018;

And further, that the Commissioner of Finance and Chief Financial Officer, upon the advice of the Regional Solicitor, be authorized to approve Direct Negotiations for further retention of other professional services, including appraisal services, that may be required, under Capital Projects 11-4075 and 13-4065, for the completion of the necessary property acquisition and expropriation proceedings.

Carried 2019-39

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38381, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-40

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38387, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-41

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38388, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land

and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-42

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38412, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-43

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38744 for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-44

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38432, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-45

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 1, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38414, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-46

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional

Municipality of Peel, designated as Part 1 on Reference Plan 43R-38447, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-47

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38449, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-48

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38448, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-49

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38676, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-50

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38454, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-51

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38468, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-52

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38455, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-53

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional

Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38466, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-54

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38491, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-55

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38486, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-56

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38487, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-57

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38471, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-58

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38489, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-59

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38534, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-60

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional

Municipality of Peel, designated as Part 1 on Reference Plan 43R-38469, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-61

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38464, for the purpose of Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-62

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38470, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-63

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38465, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-64

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38532, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-65

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38500, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-66

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38498, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-67

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional

Municipality of Peel, designated as Part 1 on Reference Plan 43R-38490, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-68

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38485, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-69

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38516, 1for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-70

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2, 3, 4, 5 and 6 on Reference Plan 43R-38677, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-71

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38514, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-72

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38607, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-73

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38605, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-74

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part

of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38618, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-75

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38599, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-76

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2, 3 and 4 on Reference Plan 43R-38633, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-77

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

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

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-78

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38602, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-79

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38611, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Withdrawn 2019-80

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38617, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land

and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-81

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38612, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-82

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38631, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-83

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38610, for the purpose of widening Mayfield Road and works ancillary thereto;

Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-84

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38619, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-85

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional

Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38651, for the purpose of widening Mayfield Road and works ancillary;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-86

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38616, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-87

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38636, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional

Municipality of Peel, designated as Parts 2 and 3 on Reference Plan 43R-38636, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-88

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38635, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-89

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38623, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-90

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38637, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-91

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38646, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land

and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-92

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38639, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-93

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38638, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-94

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38632, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act.*

Carried 2019-95

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

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

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land

and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-96

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of the Original Road Allowance between former Townships of Albion and Toronto Gore (closed by Instrument VS102577), Concession 1, City of Brampton, Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38517, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of the Original Road Allowance between former Townships of Albion and Toronto Gore (closed by Instrument VS102577), Concession 1, City of Brampton, Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38517, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-97

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of the Original Road Allowance between former Townships of Albion and Toronto Gore (closed by Instrument Number VS120841), City of Brampton and Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference

Plan 43R-38519, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-98

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of the Original Road Allowance between former Townships of Albion and Toronto Gore (closed by Instrument Number 120841VS), City of Brampton and Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38520, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-99

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38526, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-100

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Registered Plan 43M-724, City of Brampton, Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38540, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-101

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38562, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 8 Northern

Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-38562, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-38562, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-102

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38666, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 8 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2, 4 and 5 on Reference Plan 43R-

38666, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-103

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

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

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-104

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 12, Registered Plan M-153, City of Brampton, Regional Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38672, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-105

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38648, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2, 4 and 5 on Reference Plan 43R-38648, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-106

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38585, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-107

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38604, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 3 on Reference Plan 43R-38604, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-108

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2 and 3 on Reference Plan 43R-38580, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in

gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times in, on, over, through, under, above, along and upon the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38580, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of pole support wires, down guys and anchors and overhead electrical transmission equipment and transmission lines including telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-109

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38584, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-110

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Registered Plan 406 and Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38746 for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 1, Registered Plan 406 and Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38746 for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-111

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 2, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan

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

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-112

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 3, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38664, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 3, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38664, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not

limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-113

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 4, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38661, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 4, Registered Plan 406, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38661, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-114

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 3 on Reference Plan 43R-38667, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-38667, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-115

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38756 for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery, supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2 and 4 on Reference Plan 43R-38756 for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-116

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38650, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-117

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38742 for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-118

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 3 on Reference Plan 43R-38743 for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-119

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38657, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-120

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38703, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38703, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-121

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38700, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38700, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-122

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township

of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38682, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-123

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-11783, being All of PIN 14348-0198(LT), for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-124

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-11783, being All of PIN 14348-0199(LT), for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-125

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-6578, being All of PIN 14348-0424(LT), for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-126

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38541, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-127

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, as in RO1151791, being All of PIN 14215-0087, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-128

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, as in TG4681, save and except VS79380, being All of PIN 14215-0086, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-129

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

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

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-130

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of a free, uninterrupted and unobstructed permanent easement in gross or rights in the nature of a permanent easement in gross to enter, occupy and re-enter by any public authority, utility or telecommunications company together with all associated authorized users, including, but not limited to, servants, agents, employees, contractors, sub-contractors and workers thereof, with all necessary material, including, but not limited to, vehicles, machinery,

supplies and equipment at all times over, through, above and along the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38699, for the municipal purpose of widening and improving Mayfield Road and associated works including, but not limited to, the accommodation, construction, installation and/or relocation of aerial electricity transmission equipment and distribution lines and any telecommunications facilities forming a part thereof, and all related appurtenances and accessories thereto together with all rights necessary for the proper and efficient operation, maintenance, inspection, repair, alteration, removal, replacement, reconstruction, extension or enlargement of said works, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 17, Concession 9 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-38699, for the purposes of entering upon and occupying the land with all necessary vehicles, machinery, equipment and material required to facilitate the widening and improving of Mayfield Road, grading and other works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-131

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That expropriation proceedings be commenced regarding the widening of Mayfield Road from Airport Road to Coleraine Drive, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Block M, Registered Plan M-153, City of Brampton, Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-38672, for the purpose of widening Mayfield Road and works ancillary thereto;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land

and recommendation of any inquiry be reported to Council for its consideration and decision as the approving authority under the *Expropriations Act*.

Carried 2019-132

21.4. **Advice That is Subject to Solicitor and Client Privilege (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

This report is provided in conjunction with a report of the Commissioner of Public Works on the public agenda for Regional Council's January 10, 2019 meeting entitled "Update on Watermain and Sanitary Sewer Construction and Streetscaping in Downtown Brampton". The purpose of this report is to provide legal advice respecting the exposure of the Region to litigation resulting from the cancellation of the procurement described and recommended in the public report.

Carried 2019-133

21.6. **Collective Agreement Negotiations (Labour relations or employee negotiations)**

Moved by Councillor Mahoney,
Seconded by Councillor Innis;

That the Memorandum of Settlement for the renewal of the Collective Agreement between The Regional Municipality of Peel and the Canadian Union of Public Employees Local 966 (CUPE Local 966) be approved;

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

Carried 2019-134

22A. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 7-2019: A by-law to authorize an application for approval to expropriate all right, title and interest (fee simple), limited interests in perpetuity (permanent easement) and temporary limited interests (temporary easement) in lands in the City of Brampton and the Town of Caledon, in the Regional Municipality of Peel, as more particularly described in Schedule "A" to this by-law.

Moved by Councillor Damerla,
Seconded by Councillor Crombie;

That the by-law relating to In Camera Item 21.3 being By-law 7-2019, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2019-135

22B. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Fortini,
Seconded by Councillor Fonseca;

That By-law 8-2019 to confirm the proceedings of Regional Council to this point of the meeting held on January 10, 2019, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the corporate seal be affixed thereto.

Carried 2019-136

At 2:25 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Dhillon,
Seconded by Councillor Downey;

That Council proceed "In Camera" to consider:

- Peel Region Ethics and Integrity Framework (A workshop held for the purpose of educating or training members)

Carried 2019-137

Moved by Councillor Sinclair,
Seconded by Councillor Mahoney;

That Council proceed out of "In Camera".

Carried 2019-138

Council moved out of closed session at 3:36 p.m.

21.5. **Peel Region Ethics and Integrity Framework (A workshop held for the purpose of educating or training members)**

Received 2019-139

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Dhillon,
Seconded by Councillor Dasko;

That By-law 9-2019 to confirm the proceedings of Regional Council at its meeting held on January 10, 2019, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the corporate seal be affixed thereto.

Carried 2019-140

24. ADJOURNMENT

The meeting adjourned at 3:37 p.m.

Regional Clerk

Regional Chair

THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
January 31, 2019

Regional Chair Iannicca called the Regional Council Budget meeting to order at 9:33 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

1. ROLL CALL

Members Present:	**P. Brown***	**M. Mahoney**
	G. Carlson	**M. Medeiros**
	B. Crombie*	**M. Palleschi**
	S. Dasko	**C. Parrish**
	G. Dhillon*	**K. Ras**
	J. Downey	**P. Saito***
	P. Fortini	**I. Sinclair**
	A. Groves*	**R. Starr**
	N. Iannicca	**A. Thompson**
	J. Innis	**P. Vicente**
	J. Kovac	
Members Absent:	**D. Damerla**	**Due to personal matters**
	C. Fonseca	**Due to illness**
	S. McFadden	**Due to personal matters**
	R. Santos	**Due to personal matters**

Also Present: D. Szwarc, Chief Administrative Officer; C. Matheson, Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; J. Smith, Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; N. Polsinelli, Commissioner of Health Services; Dr. J. Hopkins, Medical Officer of Health; K. Lockyer, Regional Clerk and Director of Legal Services; T. Ivanyshyn, Legislative Specialist; S. Valleau, Legislative Technical Coordinator; H. Gill, Legislative Technical Coordinator

2. DECLARATIONS OF CONFLICTS OF INTEREST

Councillor Saito arrived at 9:41 a.m. and declared a conflict of interest with respect to the non-union salary portion of the Region of Peel Budget, as a family member is employed with the Region of Peel.

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* See text for arrivals
◆ See text for departures
★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. January 24, 2019 Regional Council Budget meeting

Moved by Councillor Thompson,
Seconded by Councillor Palleschi;

That the minutes of the January 24, 2019 Regional Council Budget meeting be approved.

Carried RCB-2019-32

4. APPROVAL OF AGENDA

Moved by Councillor Mahoney,
Seconded by Councillor Kovac;

That the agenda for the January 31, 2019 Regional Council Budget meeting be approved.

Carried RCB-2019-33

5. DELEGATIONS/PRESENTATIONS - Nil

6. REPORTS

6.1. Regional Budget Summary (Oral)

Presentation by Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Received RCB-2019-34

Councillor Dhillon arrived at 9:38 a.m.
Councillor Groves arrived at 9:40 a.m.
Councillor Saito arrived at 9:41 a.m.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, provided a brief update on the 2019 Operating and Capital budget based on the Living, Thriving and Leading themes.

The 2019 Budget represents $3.8B in investments to advance Council's current and long-term objectives.

The Commissioner stated that the proposed budget has a net tax levy increase of 3.3 per cent, 1.5 per cent of which is to maintain base level services, and 1.8 per cent for other priorities recommended for inclusion. He noted that the proposed increase for utility rate supported

programs is 6.5 per cent, and provided the impacts of phasing in the grant for the Malton Community Youth Hub.

6.2. **2019 Operating and Capital Budget**

Moved by Councillor Thompson,
Seconded by Councillor Vicente;

That the salary portion of the 2019 Regional Budget which includes a 1.75 per cent non-union salary band adjustment, be approved.

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

Carried RCB-2019-35

Related to Resolution 2019-38

Moved by Councillor Thompson,
Seconded by Councillor Starr;

That the 2019 Operating Budget at a total value of $2,502,064,311 as set out in Summary I of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II) to the report of the Commissioner of Finance and Chief Financial Officer, titled “2019 Operating and Capital Budget”, be approved;

And further, that the appropriate by-law to apportion the $1,090,968,025 net levy funding required, be presented for enactment;

And further, that the 2019 Capital Budget for Property Tax and Utility Rate Supported Services totaling $1,270,891,000 as set out in Summary VI (a) of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II), be approved;

And further, that the Consolidated 10 Year Capital Plan totaling $7,454,900,000 as summarized in Summary VII of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II) be approved, in principle, for planning purposes;

And further, that the changes to the user fees and charges proposed in Summary VIII of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II), be approved to take effect in accordance with the associated By-law;

And further, that the Water, Wastewater and Waste Management System fees and charges as outlined in Summary IX of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II), be approved to take effect in accordance with the associated By-laws;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to carry out any necessary technical adjustments and present the necessary levy By-law for enactment;

And further, that the necessary User Fee By-laws be presented for enactment.

Councillor Parrish placed the following motion:

Moved by Councillor Parrish,
Seconded by Councillor Dhillon;

That this Council supports the conversion of the abandoned Lincoln Alexander S.S. Pool to a youth hub;

And further, that the $6 million currently in a placeholder in the 2019 Budget be removed and deferred such that $3 million be placed in the 2020 Regional Budget proposal and $3 million into the 2021 Regional Budget proposal;

And further, that Region and City of Mississauga staff jointly report at a future meeting of Regional Council, on the Malton Community Hub, including a full business plan, the services that will be offered and who the tenants will be;

And further, that the staff report back to a future meeting of Regional Council on community hubs and the Region's role in the development of hubs, from the perspective of ownership, capital development and operations.

In Favour	G. Carlson; S. Dasko; G. Dhillon; J. Downey; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 18
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	P. Brown; B. Crombie; D. Damerla; C. Fonseca; S. McFadden; R. Santos	6

Carried RCB-2019-36

Related to Resolution 2019-38

Councillor Brown arrived at 9:52 a.m.
Councillor Crombie arrived at 9:52 a.m.

Councillor Dasko placed the following motion:

Moved by Councillor Dasko,
Seconded by Councillor Ras;

That expenditures related to capital project 19-5215 for Corporate Furniture with a value of $2.188 million be approved in the 2019 Capital Budget but the spending of any such budget allocation be deferred pending completion of the Provincial review of Regional Government.

In Favour	P. Brown; G. Carlson; B. Crombie; S. Dasko; G. Dhillon; J. Kovac; M. Mahoney; M. Medeiros; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; P. Vicente	**Total** 14
Opposed	J. Downey; P. Fortini; A. Groves; J. Innis; M. Palleschi; A. Thompson	6
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	D. Damerla; C. Fonseca; S. McFadden; R. Santos	4

Carried RCB-2019-37

Related to Resolution 2019-38

The main motion, as amended, was voted upon.

Moved by Councillor Thompson,
Seconded by Councillor Starr;

That the 2019 Operating Budget at a total value of $2,496,064,311 as set out in Summary I of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II) to the report of the Commissioner of Finance and Chief Financial Officer, titled “2019 Operating and Capital Budget”, be approved;

And further, that the appropriate by-law to apportion the $1,084,968,025 net levy funding required, be presented for enactment;

And further, that the 2019 Capital Budget for Property Tax and Utility Rate Supported Programs totaling $1,270,891,000 as set out in Summary VI(a) of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II), be approved;

And further, that the Consolidated 10 Year Capital Plan totaling $7,454,900,000 as summarized in Summary VII of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II) be approved, in principle, for planning purposes;

And further, that the changes to the user fees and charges proposed in Summary VIII of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II), be approved to take effect in accordance with the associated By-law;

And further, that the Water, Wastewater and Waste Management System fees and charges as outlined in Summary IX of the 2019 Consolidated Operating and Capital Budget (attached as Appendix II), be approved to take effect in accordance with the associated By-laws;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to carry out any necessary technical adjustments and present the necessary levy By-law for enactment;

And further, that the necessary User Fee By-laws be presented for enactment;

And further, that expenditures related to capital project 19-5215 for Corporate Furniture with a value of $2.188 million as approved in the 2019 Capital Budget be deferred pending clearer direction from the Province regarding the Regional Governance review.

In Favour	P. Brown; G. Carlson; B. Crombie; S. Dasko; G. Dhillon; J. Downey; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 20
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	D. Damerla; C. Fonseca; S. McFadden; R. Santos	4

Carried RCB-2019-38

Related to Resolutions 2019-35 to 2019-37 inclusive and 2019-40

7. COMMUNICATIONS - Nil

8. OTHER BUSINESS

8.1. Council Policies and Procedures Committee

Moved by Councillor Parrish,
Seconded by Councillor Saito;

That the membership of the Regional Council Policies and Procedures Committee, for a term ending November 14, 2022, or until their successors are appointed by Regional Council, include the following additional Regional Councillors:

Pat Fortini
Michael Palleschi
Carolyn Parrish
Pat Saito
Ian Sinclair

In Favour	P. Brown; G. Carlson; B. Crombie; S. Dasko; G. Dhillon; J. Downey; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; A. Thompson; P. Vicente	**Total** 20
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	D. Damerla; C. Fonseca; S. McFadden; R. Santos	4

Carried RCB-2019-39

9. NOTICES OF MOTION - Nil

10. BY-LAWS

By-law 11-2019: A by-law to amend By-law 14-2007 titled the "Water Consumption Fees and Charges By-law" and to repeal By-law 58-2017.

By-law 12-2019: A by-law to amend By-law 15-2007 titled the "Wastewater System Fees and Charges (Sewer Charge Rates) By-law" and to repeal By-law 57-2017.

By-law 13-2019: A by-law to amend By-law 16-2007 titled the "Sewer Surcharge Rate and Sewer Waste Disposal Charge By-law" and to repeal By-law 56-2017.

By-law 14-2019: A by-law to amend By-law 17-2007 titled the "Waste Management System Fees and Charges By-law" and to repeal By-law 59-2017.

Moved by Councillor Kovac,
Seconded by Councillor Fortini;

That the by-laws listed on the Regional Council Budget agenda, being By-laws 11-2019 to 14-2019 inclusive, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried RCB-2019-40

Related to Resolution 2019-38

11. IN CAMERA MATTERS - Nil

12. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Thompson,
Seconded by Councillor Crombie;

That By-law 16-2019 to confirm the proceedings of Regional Council at its meeting held on January 31, 2019, to deliberate the 2019 Budget and other business 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 RCB-2019-41

13. ADJOURNMENT

The meeting adjourned at 10:03 a.m.

Regional Clerk

Regional Chair

Region of Peel
working with you

REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 14, 2019

REPORT TITLE: **RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES**

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

RECOMMENDATION

That the position of the Municipal Finance Officers Association (MFOA), the Ontario Regional and Single Tier Treasurers (ORSTT) and the Association of Municipalities of Ontario (AMO), opposing the elimination of water and wastewater infrastructure costs from Development Charges (DCs), be adopted;

And further, that the Regional Chair write, on behalf of Regional Council, to the Minister of Municipal Affairs and Housing, the Premier of Ontario, local MPPs and local municipalities to convey the Region's position.

REPORT HIGHLIGHTS

- C.D. Howe Institute calls for the elimination of water and wastewater infrastructure costs from Development Charges (DCs) to improve housing affordability.
- Research shows that house prices are not driven by DCs. Prices are influenced by a number of factors including population growth, housing supply, interest rates and income growth.
- Municipalities, including the Region of Peel, have limited sources of revenue: DCs, Property Taxes, User Fees and Federal and Provincial Funding.
- DCs are a critical source of municipal revenue, underpinning the Region's 'Growth pays for Growth' philosophy, funding the infrastructure needed for residential and business growth. In reality, DCs cover only 80 per cent of growth-related costs.
- Reducing DCs could inhibit new housing supply by reducing funding for necessary infrastructure to support growth.
- Regional staff modelling indicates that eliminating water and wastewater DCs would lead to an increase to the residential utility rate of an estimated 72 per cent (or $515) in 2019. For the Region's top five businesses, this would translate to an increased cost of $800,000 to $2.4 million dollars in additional charges in 2019.
- Eliminating water and wastewater infrastructure costs from DCs would result in unacceptable increases to the user fees of all Region of Peel residents and businesses.

RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

DISCUSSION

1. Background

Municipalities, including the Region of Peel, have limited sources of revenue: Development Charges (DCs), Property Taxes, User Fees, and Federal and Provincial funding. For growing municipalities, DCs are an essential source of revenue, used to recover the cost of growth-related infrastructure. DCs underpin the Region's 'Growth pays for Growth' philosophy, funding the infrastructure necessary for residential and business growth across Ontario. DCs only represent 5-7 per cent of the cost of a new home. Water and wastewater DCs, in particular, are crucial to the creation of serviced land for housing.

According to the Watson and Associates' 2010 study, *Long-term Fiscal Impact Assessment of Growth: 2011-2021*, for the Town of Milton, DCs fund approximately 80 per cent of the costs related to growth. Municipalities must recover the remaining 20 per cent (approximately) of growth-related infrastructure costs through other sources of revenue. This is due to exemptions, discounts, loopholes, omissions, and other restrictions, many of which were introduced when the *Development Charges Act* was amended in 1997. As reported to Council, the 2019-2028 Capital Plan highlights $414M to be subsidized by rate payers. Appendix I provides the history of why development charges have increased.

2. C.D. Howe and Alternative Perspectives Recognizing the Importance of DCs

The C.D. Howe Institute's *Hosing Homebuyers: Why Cities Should Not Pay for Water and WasteWater Infrastructure with Development Charges,* calls for the elimination of water and wastewater infrastructure costs from DCs. The former C.D. Howe Associate Director for Research, Benjamin Dachis, is now the Director of Policy, Budget and Fiscal Planning in the Office of Premier Ford.
The assertions made in *Hosing Homebuyers* are as follows:

- Housing will be more affordable if water and wastewater DC costs are eliminated.
- DCs levied on developers are passed onto home buyers, resulting in the increased cost of housing.
- A utility rate financing model relying on user fees to charge the full cost of infrastructure is preferable to DCs.
- Creation of "special-purpose bodies" to consolidate individual water utilities will achieve useful economies of scale and potentially open the door to privatization.

Although C.D. Howe questions the necessity of DCs, there are a number of alternative perspectives that recognize the importance of DCs to finance growth related infrastructure:

- IMFG says DCs are the right tool because they recover growth-related capital costs through the levying of a one-time charge when growth occurs. Otherwise, the burden of new infrastructure is shifted to existing rate payers.

- The Municipal Finance Officers Association (MFOA), The Ontario Regional and Single Tier Treasurers (ORSTT) and the Association of Municipalities of Ontario (AMO) advocate that house prices are not driven by DCs, but by market demand. Any reduction in DCs will be absorbed into developer profit margins. Please see Appendix II, the MFOA and ORSTT's December 7th letter to the Minister of Municipal Affairs and Housing

in which Regional staff supported the development and positioning put forward. MFOA also developed a helpful infographic explaining how DCs subsidize the cost of growth (see Appendix III). Regional staff also support the position of AMO, articulated in the Provincial Housing Consultation, *Increasing Housing Supply in Ontario*, (see Appendix IV).

- The Fraser Institute argues it is "unwise to focus on any single element of housing demand when trying to explain rapid price growth … fundamentals include population growth, income growth, housing supply and interest rates."

- The Pembina Institute, in a joint study with RBC, stipulates that "development charges in the GTA increased … However, the increase in these charges accounts for only a small fraction of the increase in home prices."

- Altus Group, in a study undertaken for the Building Industry and Land Development (BILD) Association finds the largest government-imposed fee (for new home buyers) is the Harmonized Sales Tax (HST), along with the federal Land Transfer Tax. These are charged directly to the home buyer, unlike DCs, which are charged to the developer.

- Watson and Associates explain (see Appendix V), that "It would be short-sighted to eliminate DCs in order to stimulate a marginal increase in housing … while possibly causing many marginal income home owners to lose their homes due to the increased tax/rate charges.

Regional staff are in agreement with the above perspectives and submitted a response to the Province, through the housing consultation, advocating the critical role of DCs.

3. Financial Implications Should the Province Adopt C.D. Howe's Recommendation of Reducing or Eliminating DCs

As water and wastewater infrastructure must be in place prior to development, removing its costs from DCs will result in immediate and significant user fee increases for residents, businesses and other public sector organizations.

Impact on the Region of Peel:

- Eliminating water and wastewater from DCs would create stranded infrastructure debt. The Region currently has $1.4 billion in DC-supported infrastructure debt. It is scheduled to spend a further $7.5 billion between 2019 and 2041 to support Provincial growth plans.

- Eliminating dedicated growth funding and relying on the same funding source for the maintenance of existing assets could create competition between new growth and existing asset management plans (due to mandatory asset management requirements in the *Infrastructure for Jobs and Prosperity Act)*.

- This forced prioritization could further slow the supply of serviced land available to developers and as a result, increase house prices.

RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Impact on Residents:

- Regional staff, in collaboration with York Region and the City of Ottawa, modelled the impact of eliminating water and wastewater from DCs. Elimination would increase the average annual residential user fee by an estimated 72 per cent or $515.

- The extent of the cost transfer to rate payers may be tempered by opposition to new growth, as those rate payers realize new development will now result in higher rates.

- Higher rates will reduce housing affordability for seniors and lower income residents (as demonstrated in the Watson and Associates submission to the Province).

Impact on Businesses:

- The Region's top five businesses will receive a user fee rate increase of 74 per cent. For the Region's top five businesses, this would result in between $800,000 and $2.4 million dollars in additional charges per year.

Impact on Other Public Sector Organizations:

The Canadian Centre for Economic Analysis report, *Region of Peel Economic Study: Water and WasteWater Infrastructure Investment beyond 2031,* indicates that for every dollar in municipal revenue generated by the Region's post-2031 water and wastewater infrastructure investment ($4B), the Provincial government will receive between $1.59 and $1.77 in revenue. The Federal government will receive between $1.26 and $1.50 in revenue.
Eliminating water and wastewater from DCs risks eliminating these revenues for the Provincial and Federal government, as the Region may be forced to prioritize existing asset management at the expense of the revenue generating new growth. This could also slow the supply of serviced land to developers, ultimately increasing the cost of housing.
In addition, the reduction and/or elimination of DCs will mean:

- Peel School Boards will be charged an additional $2.7 million per year in rate charges.

- Hospitals in Peel will be charged an additional $1.2 million per year in rate charges.

- Greater Toronto Airports Authority will be charged an additional $2.1 million per year in rate charges.

As demonstrated above, eliminating DCs from water and wastewater costs would have significant impact on the Region, households, businesses and other public sector organizations. It is therefore unfair for home owners and businesses to subsidize the cost of growth. Existing rate and tax payers, as well as governments, already subsidize growth, recovering only 80 per cent (approx.) of new growth costs from DCs.

4. Consequences of Eliminating DCs

There is no evidence that DC cost savings would pass from developers directly to home buyers. DC reductions transfer infrastructure costs to existing home owners (including low income families and seniors, as well as businesses and the public sector) through unacceptably high user fees.

Increased user fees could cause opposition to new growth as home owners and businesses realize that growth is causing increases to their water rates.

Existing DC-backed debt relying on future development charge revenues could be threatened by the elimination of water/wastewater DC.

Regional staff advise against a policy that would shift these charges from developers onto rate payers as it would not lower the market price of housing.

5. Actions Taken to Date & Recommended Next Steps

The Region has already taken a number of steps in response to these calls for the elimination of water and wastewater from DCs, such as:

1. Collaboration with MFOA and ORSTT on December 7th letter to the Minister of Municipal Affairs and Housing.
2. Partnered to model the costs of the user fee increase resulting from the potential Provincial change on DCs.
3. Provided detailed input to the Government of Ontario's *Increasing Housing Supply in Ontario* consultation (January 25th deadline) around the importance of DCs.

Regional staff are recommending the following:

> Pass a Council Resolution in support of the position adopted by the MFOA, ORSTT and AMO opposing the elimination water and wastewater infrastructure costs from Development Charges, and send a letter to Minister of Municipal Affairs and Housing, the Premier on Ontario, local MPPs, and local municipalities.

6. Conclusion

Proposals to eliminate water and wastewater infrastructure costs from DCs would result in unacceptable increases of user fees to households, businesses and public sector organizations in Peel. Implementing such proposals will not increase housing affordability. Its effect will only be to expand the profit margins of developers and dis-incentivize further growth.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

APPENDICES

1. Appendix I - A Brief History of Why Development Charges Have Increased
2. Appendix II - MFOA and ORSTT Letter to the Minister of Municipal Affairs and Housing
3. Appendix III – MFOA DC Infographic
4. Appendix IV – AMO Submission to the Ministry of Municipal Affairs and Housing
5. Appendix V – Watson and Associates Letter to the Ministry of Municipal Affairs and Housing

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

Authored By: Todd Julie

APPENDIX I
RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

A Brief History of Why Development Charges Have Increased

- Provincially-funded water and wastewater infrastructure was built with excess capacity in the 50's and 60's.
- The exhaustion of that "free" excess capacity in the mid-2000's was a huge driver of the increase in the Region's rates.
- Provincially mandated population and employment growth targets, require the Region to invest in the upfront costs of infrastructure needed ahead of development.
- Resulting debt financing costs have added a further 12% to current (2015) DC rates.
- Higher standards on water/wastewater treatment and monitoring (Environmental Assessment, design and engineering) also increase costs.
- Construction costs including land, asphalt and metal prices, have outpaced both the Consumer Price Index and the index used to increase DC rates.
- GTAH municipalities are growing further from the lake, making water and wastewater investments more costly, as we need to upscale plants at the lake and transmission from the lake to new developments further from the lake.

Peel is experiencing rising household densities (more persons on average are occupying residential units) in direct contrast to other municipalities across the GTAH. A higher "Persons Per Unit" results in larger DC increases across residential DC categories.

APPENDIX II
RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Ministry of Municipal Affairs and Housing
Office of the Minister
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5

December 7, 2018

Dear Minister Clark,

In view of the launch of consultations with respect to the government's Housing Supply Action Plan, we are writing to respond to a recent proposal to eliminate water and wastewater development charges coming from a C.D Howe report titled *Hosing Homebuyers: Why Cities Should Not Pay for Water and Wastewater Infrastructure with Development Charges*.

We are sending this letter on behalf of two organizations: The Municipal Finance Officers' Association of Ontario (MFOA) and the Ontario Regional and Single Tier Treasurers group (ORSTT). Our organizations represent the chief financial officers of the largest municipalities in Ontario and a broad spectrum of municipal finance professionals throughout Ontario.

Our view is that this proposal relies on three inaccurate assumptions:

- Development charges are passed through to homebuyers, resulting in higher prices and higher up-front costs for purchasers;
- Housing prices would be lower if development charges did not exist; and
- Existing residents benefit from development-charge-funded infrastructure without paying for it.

These assumptions reflect a misunderstanding of how municipal finance works. Eliminating water and wastewater development charges would simply shift the cost of growth to existing homeowners, resulting in higher user fees or taxes for most people.

Home prices are the result of the interplay of supply and demand forces in the market, including interest rates, mortgage accessibility rules, immigration levels, economic growth, raw land values, foreign investment, inter-generational wealth transfers, the emergence of Airbnb and the like.

These are the factors that ultimately determine the level of housing prices, not development charges. Development charges represent about 5-7% of new home prices, and that portion has stayed fairly constant over time. Water and wastewater development charges typically account for just 2-3% of new home prices.

Whether development charges are passed through to homebuyers depends on market conditions. In normal housing market conditions, the cost of development charges would

usually be shared in some fashion between land owners, developers and builders. Even in the relatively rare market conditions where development charges may be passed through, homebuyers would not face significantly higher up-front costs. They would have higher mortgage payments, but their houses would also be worth more.

It is also highly unlikely that housing prices would fall if water and wastewater development charges were eliminated. Instead, developers' profits or land values would rise, and prices would stay the same. For example, if developers expect to pay development charges, as is the case in the GTHA, the effect would be to decrease the amount they are willing to pay for land. Prices are determined by overall market forces and not necessarily by the cost of individual inputs.

Furthermore, contrary to the contention in the C.D. Howe paper, existing homeowners do not benefit from growth-related infrastructure they have not paid for. The Development Charges Act requires that the value of any portion of growth-related infrastructure that benefits existing development be deducted from development charges. The development industry is assiduous in ensuring that municipalities adhere to this requirement.

The purpose of development charges is to fund the infrastructure necessary for residential and business growth. This growth is an important contributor to the Province's economy. If water and wastewater development charges were eliminated, there would be at least three adverse consequences:

- **Firstly, water rates** would **have to rise significantly to make up for the lost revenue.** People would see this as equivalent to a tax increase. They would also see this increased cost as unfair, as they would be paying for infrastructure that benefits new homebuyers and does not benefit them.

- **Secondly, municipalities' investments in keeping their water and wastewater infrastructure in good condition could be compromised.** Municipalities are part way through a long-term process of raising water rates to adequately fund their asset management needs. If they are forced to raise water rates to fund growth-related infrastructure, the rate increases that would be necessary for both purposes would be unacceptable to taxpayers.

- **Thirdly, as existing homeowners become aware that new development will mean a significant increase in their water rates, their opposition to growth will increase.** Municipal councils have a variety of means at their disposal to delay or stop development in response to citizens' concerns. It is in the province's economic interest for municipalities to continue investing in the infrastructure needed for growth, but that infrastructure needs to be funded by those who benefit directly from it.

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

In conclusion, we ask that you reject the idea of eliminating development charges for water and wastewater infrastructure, and instead consider strengthening the Development Charges Act to ensure that new development pays the full costs of the infrastructure needed to service it.

MFOA and ORSTT would be pleased to elaborate on any of the issues included in this letter, as well as contribute to the Ministry's consultations on the Housing Supply Action Plan. Should Ministry staff wish to follow up, please contact MFOA's Executive Director, Donna Herridge, by phone (416-362-9001 ext. 233) or by email (donna@mfoa.on.ca).

Yours truly,

Sandra Zwiers
President
Municipal Finance Officers' Association of Ontario

Stephen VanOfwegen
Chair
Ontario Regional and Single Tier Treasurers

cc.
The Honourable Victor Fedeli, Minister of Finance
The Honourable Monte McNaughton, Minister of Infrastructure
The Honourable Rod Phillips, Minister of the Environment, Conservation and Parks

RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Who Pays For Growth?

With Changes To Development Charges, It Could Be You

If you're a growing municipality, chances are you need new infrastructure to accommodate new people and businesses.

That's because when most hard infrastructure was put in the ground, no one could predict the astronomical rates of growth experienced by some towns and cities.

A pipeline meant for a population of 10K can't handle more without making changes or building new.

These changes cost money.

How is growth-related infrastructure paid for?

PAST	PRESENT	FUTURE
Provincial government Federal government	Developers Existing taxpayers	**With low development charges:** YOU as the municipal taxpayer and business owner

In the past, the provincial and federal governments paid for infrastructure upgrades, but in the late 1980s the other governments mostly got out of the local infrastructure game.

In the late 1990s, the province changed legislation which transferred **20%** of costs to existing town residents with **80%** coming from developers.*

*Watson & Associates' 2010 study, "Long-term Fiscal Impact Assessment of Growth: 2011-2021," for the Town of Milton.

Now the province is exploring changes to legislation. If these changes lead to lower development charges, then existing residents and businesses will pay **higher** property taxes and utility rates.

Reducing development charges does not make housing more affordable. Instead, it would be:

ONE

EXPENSIVE

- Reducing development charges does not decrease the cost of growth-related infrastructure.
- It transfers the cost to existing homeowners, which includes low-income families and seniors. Significant increases in housing costs would be unaffordable for many.

TWO

INEFFICIENT

- House prices are set through market demand.
- No evidence that shows reductions in development charges being passed directly to homebuyers through drops in house prices.

THREE

INEFFECTIVE

- Higher property taxes and utility rates for municipalities with new development.
- Disincentive for residents to support new housing.
- Taxpayers and ratepayers would have to cover funds for infrastructure not recovered by development charges.

FOUR

COUNTERPRODUCTIVE

- Municipalities may not have the funds available to put the infrastructure in place needed for development to occur in a timely way.
- Growth projects would compete with other municipal projects and increase pressure on property taxes.
- Reducing development charges would reduce growth.

If the province wants growth, someone is going to have to pay for it.

Growth doesn't come for free.

MFOA | MUNICIPAL FINANCE OFFICERS' ASSOCIATION OF ONTARIO

The Importance of Development Charges

Submission to the Minister of Municipal Affairs and Housing on "Increasing Housing Supply in Ontario" consultations

January 31, 2019

The government has launched a consultation to, "increase the supply of housing in Ontario" and to "address barriers getting in the way of new ownership and rental housing." According to the government, one of the key barriers to new housing supply is "Cost: Development costs are too high because of high land prices and government-imposed fees and charges." Any added restrictions on the use of development charges (DCs) will have major implications for municipal governments.

Development charges are a major source of revenue for **cost recovery** that funds the infrastructure needed for Ontario's growing communities. In 2017, 197 municipal governments collected about $2.3 billion in development charge revenue.

At present, development charges only cover about 80% of the costs of growth-related capital. They are used throughout Ontario and especially in high growth areas. That means property taxes are currently subsiding the cost of growth and municipalities are currently falling short of achieving the principle, "growth should pay for growth." As a recent paper from the Institute on Municipal Finance and Governance at the University of Toronto noted, "[the] burden on existing ratepayers is not only inequitable, but also leads to inefficiently low municipal service levels and other related problems for municipalities and the development industry."

Inadequate DC revenue will have negative consequences for the province, not just municipalities. The Association of Municipalities of Ontario urges the government to consider these three key points:

1. Development charges are not a root cause of the affordable housing and supply challenge in Ontario. Even further to the point, DCs only apply to only a small part of the housing market – new homes. DCs represent between 5 – 7% of the cost of a new home.

2. A reduction in development charge collections will increase the cost of public services for all residents. This will increase pressure from taxpayers to constrain growth and to constrain demands on the already stretched property tax dollar.

3. Municipal governments and current property taxpayers do not have means to subsidize developers in building new homes. Changes that reduced development charges has never resulted in reduced housing prices.

The affordability question

1. Development charges are not a root cause of the affordable housing and supply challenge in Ontario.

Where used, development charges only account for between 5-7% of the price of a new home. The cost of lumber and supplies, interest rates, economics, land costs, and developer profits are significant factors when it comes to the cost of a new home. A recent study by the Royal Bank and the Pembina Institute concluded that, with respect to DCs, "the increase in these charges accounts for only a small fraction of the increase in home prices."

In addition, experience has taught that DC reductions are not passed on to the home buyer. For example, Ottawa experimented with offering DC concessions in a specific area. The concessions offered did not lower the price of housing compared to other areas in the city. In the GTA, on the border of two municipalities, with different development charge programs, the municipality with

lower DCs in fact has higher housing prices. These examples add to the embedded skepticism that exists about the interests and actions of the industry to reduce house prices.

Lowering DCs will not lower housing prices nor increase land supply. Reducing DCs could exacerbate housing issues and create further barriers to long-term municipal financial sustainability.

Taxpayer Equity and Municipal Sustainability

2. A reduction in development charge collections will increase the cost of public services for all residents. This will increase pressure from taxpayers to constrain growth to constrain demands on the already stretched property tax dollar.

Reducing DCs does not decrease the cost of growth-related infrastructure. Instead, it transfers the cost to existing homeowners, which includes low income families and seniors. Significant increases in the whole cost of housing, through increased annual property taxes, would be unaffordable for many. Existing taxpayers and ratepayers would have to fund the cost of infrastructure not recovered through DCs. This would result in higher property taxes and utility rates for municipalities with new development and create a disincentive for residents to support new housing.

If more municipal operating revenues are needed to cover the cost of growth, it will be at the expense of maintaining existing capital assets, services, or current property tax and user rates. Shortchanging the public services that the people of Ontario depend on is no way to build the communities people want to live in. Development charges are the right tool to fund the services needed for growth in Ontario.

Specific to the issue of water and wastewater infrastructure, it has been suggested that DCs should not be used to recover growth-related capital costs associated with water and wastewater infrastructure. This is a poorly thought out suggestion which would have the following impacts:

- It will reduce a municipality's ability to finance the essential infrastructure needed for growth to occur;
- It will reduce the supply of serviced land;
- It will unfairly affect existing homeowners, who would see large increases in their water rates to pay for infrastructure that does not benefit them;
- Municipal efforts to properly fund asset management plans would likely be compromised because the rate increases necessary for both growth and asset management would likely be unacceptable;
- Opposition to growth may increase as homeowners become aware that growth is causing increases in their water rates;
- There would be significant transitional issues as many municipalities have issued debt that is funded by future development charge revenue; and
- Higher water rates would reduce affordability for the people of Ontario, including seniors and lower income residents.

Cumulative Impact

3. Municipal governments and current property taxpayers do not have means to subsidize developers in building new homes.

As noted above, property taxpayers are already subsiding growth. Ontarians already pay the highest property taxes in county. What ancillary impacts will be further placed on others in a community? How much higher should property taxes go? How high is too high?

We also have to consider the perspectives of Ontarians:

- Six in ten say improving the state of roads, bridges, and transit is a high priority.
- Seven in ten say they are concerned that current property taxes will not cover the cost of local infrastructure and municipal services.
- More than eight in ten Ontarians say they would be concerned if the province placed new demands on municipal governments that result in higher property taxes.

Ontarians understand the limits of the property tax system and they understand that an infrastructure gap exists in their community. Much of what makes Ontario an attractive place to live, start a family and open a local business is public infrastructure.

AMO estimates municipal governments need an additional $4.9 billion per year for ten years to continue delivering today's services and to close the infrastructure gap. This need is on top of inflation-adjusted property tax and user fee increases over the next ten years.

Mandating reductions in the collection of DCs will compound existing municipal financial challenges. Reductions would hamper the aspirations of Ontarians to continuously improve the state of infrastructure in their communities and close the gap.

Conclusion

AMO was pleased to make presentations to the Minister of Municipal Affairs and Housing on the importance of development charges as a financial underpinning of municipalities, and especially high growth communities. AMO and the Municipal Finance Officers Association were pleased to recently assemble treasurers from a wide assortment of municipal governments, to inform the provincial government's deliberations on this issue, at two different occasions.

The Municipal Finance Officers Association has provided a very detailed paper to the government on this issue. Similarly, the Institute on Municipal Finance and Governance at the University of Toronto has also recently published a paper on development charges. A key quote from that paper bear mentioning: "Both municipalities and the development industry are stronger when growth-related capital costs are recovered by DCs set within well-structured municipal funding regimes."

We urge the government to consider the above points and submissions. The government must ensure that unintended consequences of a policy change do not exacerbate the availability and supply of housing in Ontario, nor existing municipal financial challenges.

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

January 25, 2019

Ms. Rachel Simeon
Director, Market Housing Branch
Ministry of Municipal Affairs and Housing
14th Floor, 777 Bay Street
Toronto, Ontario
M5G 2E5

Dear Ms. Simeon:

Re: Development Charges and Housing Affordability

At the outset, we would like to thank the Ministry for the invitation to participate in the "Development Charges and Housing Affordability Technical Consultations" undertaken as part of the Province's Housing Supply Action Plan. The undersigned participated in both the Municipal Consultation held on January 9, 2019 and the Municipal/Developer Technical Consultation Wrap-up held on January 21, 2019. We would, by way of this letter, summarize our perspectives advanced during those discussions.

Watson & Associates Economists Ltd.

Watson & Associates Economists Ltd. is a firm of municipal economists, planners and accountants which has been in operation since 1982. With a municipal client base of more than 250 Ontario municipalities and utility commissions, the firm is recognized as a leader in the municipal finance/local government field. The firm's Directors have participated extensively as expert witnesses on development charge (D.C.) and municipal finance matters at the LPAT/O.M.B. for over 37 years.

Our background in D.C.s is unprecedented including:

- Having undertaken over one-half of the consulting work completed in Ontario in the D.C. field during the past decade; and
- Provided submissions and undertook discussions with the Province when the *Development Charges Act* (D.C.A.) was first introduced in 1989 and with each of the amendments undertaken in 1997 and 2015.

Development Charges and Land Supply

Within the provincial consultation document "Increasing Housing Supply in Ontario," the Province has identified five broad-themed barriers to new housing supply. The third

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barrier, "Costs: Development Costs are Too High Because of High Land Prices and Government Imposed Fees and Charges," presents that:

- New housing development requires access to serviced land;
- Land prices are driven up by lack of serviced land available for development; and
- Government-imposed fees and D.C.s make it expensive to develop new housing.

The following provides our comments and perspectives on these matters.

D.C. Rates in Ontario

As a starting point, we would provide a summary of the municipal and education D.C.s across Ontario as of late 2018 (Appendix A). Based on this data, the following summary is provided:

Table 1 - Development Charges in Ontario

Development Charge for Single Detached House[1]			
Area of Ontario	High	Median	Low
GTA	$113,600	$68,200	$42,700
Central	$66,800	$25,700	$11,200
Western	$36,300	$12,000	$300
Eastern	$37,200	$7,200	$1,000

[1] Rounded

Table 2 - Development Charges - Number of Municipalities in Each Range

Development Charge for Single Detached House						
Area of Ontario	100,000 +	80,000 - 100,000	60,000 - 80,000	40,000 - 60,000	20,000 - 40,000	0 - 20,000
GTA	1	9	4	11	-	-
Central	-	-	2	2	24	16
Western	-	-	-	-	19	42
Eastern	-	-	-	-	4	46

From the above data, the G.T.A. has the highest rates with the combined charges ranging from $42,700 to $113,600 and a median charge of $68,200. All other areas in the Province have charges under $40,000 with the exception of Central Ontario which has four municipalities in the $40,000 to $80,000 range.

Development Charges as a Source of Revenue

Appendix B provides the total municipal D.C. collections by service years (2013 to 2017). The following summarizes the total collections by category along with an averaged annual collection amount.

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Table 3 - Development Charge Collections - 2013 to 2017

Service Category	Total Collections 2013 - 2017	Annual Average Collections	Percentage of Total
Water, Wastewater & Stormwater	3,890,337,560	778,067,512	38.8%
Roads & Transit	3,870,082,284	774,016,457	38.6%
Fire, Police & EMS	239,969,124	47,993,825	2.4%
Parks, Recreation & Library	1,305,415,069	261,083,014	13.0%
Provincial - Go Transit	47,415,065	9,483,013	0.5%
All Other	683,259,230	136,651,846	6.8%
Total	**10,036,478,333**	**2,007,295,667**	**100.0%**

As presented:

- Water, wastewater and stormwater services account for 39% of the D.C. funds collected. These services are essential to the creation of serviced land for housing and employment;
- Roads and Transit account for another 39% of the D.C. collections. These services are essential to goods movement and for employment; and
- The remaining collections go towards protection, health and well-being. Note that the Province receives 0.5% of the total municipal collections for GO Transit service.

Development Charges as a Percentage of House Prices

Over the past five years, infrastructure costs have risen. Factors that have influenced these increases include:

- Increases in tender prices to construct infrastructure;
- Increased regulatory requirements (e.g. increased quality treatment for water/wastewater, enhanced technology requirements);
- Increased land prices; and
- Enhanced approval process (environmental assessments, public engagement, etc.).

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While the D.C. rates have increased, housing prices have increased as well. The following information was presented by BILD in their 2013 and 2018 documents "Government Charges and Fees on New Homes in the Greater Toronto Area."

Table 4 - Summary of Development Charges for Selected G.G.H. Municipalities - 2013

Item	Town of Oakville	City of Brampton	City of Markham	Town of Bradford West Gwillimbury	Town of Ajax	City of Toronto
Average New Home Price 36' lot	$590,000	$490,000	$600,000	$410,000	$460,000	$540,000
Lower-Tier/Single-Tier D.C.s	$18,957	$25,351	$19,950	$29,024	$12,020	$19,412
Upper-Tier D.C.s	$35,275	$35,532	$40,107	$6,172	$20,940	
Education D.C.s	$3,665	$2,146	$2,020	$1,088	$1,964	$544
Total Municipal D.C.s	$54,232	$60,883	$60,057	$35,196	$32,960	$19,412
Total D.C.s	$57,897	$63,029	$62,077	$36,284	$34,924	$19,956
D.C.s as a % of Housing Price	**9.8%**	**12.9%**	**10.3%**	**8.8%**	**7.6%**	**3.7%**

Source: Government Charges and Fees on New Homes in the Greater Toronto Area, Revised Final Report, July 23, 2013. Altus Group.

Table 5 - Summary of Development Charges for Selected G.G.H. Municipalities - 2018

Item	Town of Oakville	City of Brampton	City of Markham	Town of Bradford West Gwillimbury	Town of Ajax	City of Toronto
Average New Home Price 36' lot	$1,200,000	$655,000	$1,200,000	$570,000	$600,000	$930,000
Lower-Tier/Single-Tier D.C.s	$33,688	$29,417	$33,687	$25,106	$16,087	$60,739
Upper-Tier D.C.s	$40,277	$52,407	$48,330	$8,983	$28,360	n/a
Education D.C.s	$6,633	$4,567	$6,407	$1,759	$2,735	$1,493
Total Municipal D.C.s	$73,965	$81,824	$82,017	$34,089	$44,447	$60,739
Total D.C.s	$80,598	$86,391	$88,424	$35,848	$47,182	$62,232
D.C.s as a % of Housing Price	**6.7%**	**13.2%**	**7.4%**	**6.3%**	**7.9%**	**6.7%**

Source: Government Charges and Fees on New Homes in the Greater Toronto Area. May 2, 2018. Altus Group.

As presented, over the past five years D.C.s as a % of average new house prices have decreased in Oakville, Markham and Bradford West Gwillimbury, increased marginally (.3%) in Brampton and Ajax and significantly (3%) in Toronto.

Tables 6 and 7 present the increases in housing prices and D.C.s over the five-year period.

Table 6 - Summary of Housing Price Increase for New Homes for Selected G.G.H. Municipalities

	Town of Oakville	City of Brampton	City of Markham	Town of Bradford West Gwillimbury	Town of Ajax	City of Toronto
Average New Home Price 36' lot (Percentage Increase)	**103%**	**34%**	**100%**	**39%**	**30%**	**72%**

Source: Government Charges and Fees on New Homes in the Greater Toronto Area. Altus Group - 2013 vs. 2018

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Table 7 - Summary of Municipal and Education Development Charge Increase for New Homes for Selected G.G.H. Municipalities

Item	Town of Oakville	City of Brampton	City of Markham	Town of Bradford West Gwillimbury	Town of Ajax	City of Toronto
Municipal D.C.s	36%	34%	37%	-3%	35%	213%
Education D.C.s	81%	113%	217%	62%	39%	174%
Total D.C.s	**39%**	**37%**	**42%**	**-1%**	**35%**	**212%**

Source: Government Charges and Fees on New Homes in the Greater Toronto Area. Altus Group - 2013 vs. 2018

In other jurisdictions, D.C.s as a percentage of new home prices are lower than the G.T.A.:

Table 8 - Development Charges as a Percentage of New Home Prices for Selected Municipalities - 2018

Item	City of Barrie	City of Hamilton	City of Kitchener	City of Windsor	City of Kingston	City of Ottawa
Average New Home Price	$778,715	$770,212	$714,253	$550,110	$454,755	$562,898
Total Municipal D.C.s	$49,184	$36,769	$33,041	$22,358	$18,468	$35,047
Education D.C.s	$1,759	$1,924	$1,691	$305	$124	$2,157
Total D.C.s	$50,943	$38,693	$34,732	$22,663	$18,592	$37,204
D.C.s as a % of Housing Price	**6.5%**	**5.0%**	**4.9%**	**4.1%**	**4.1%**	**6.6%**

Source: House Prices - CMHC Market Absorption Survey

Impacts of Loss of Development Charges on the Tax and Rate Payers

The revenue sources available to municipalities to fund capital infrastructure are limited.

- **External sources** – Includes D.C. contributions, grants, *Planning Act* contributions (parkland dedications, section 37 contributions) and donations.
- **Financing** – Debt and P3 (public/private partnerships) are financing tools and assist in spreading the burden over periods of time; however, the payments are ultimately made by the tax/rate payer.
- **Internal** – Property taxes, water/wastewater/stormwater rates, user fees, reserves (note that these funds are accumulated from past taxes and rates).

As noted in Table 3, removal of D.C. revenues would have a direct and immediate impact on property taxes and user rates to fund the $2 billion annual loss. Water and wastewater alone accounts for 39% of the collections and is crucial to the creation of serviced land to supply housing and employment. A recent report released by the CD Howe Institute (dated August 14, 2018) recommended the removal of the water and wastewater D.C.s. This loss of over $780 million per year in external funding would have a major impact on water and wastewater customers. Ottawa, Peel and York Region considered the impacts of this recommendation and identified the following immediate impacts on their water/wastewater customers:

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Table 9 - Impact on Water/Wastewater Bills Due to Loss of Development Charges

Municipality	Average Household Bill			User Rate Percentage Increase
	Bill Before Change	Bill After Loss of D.C. Revenue	Increase to Bill	
City of Ottawa	$826	$1,693	$837	106%
Region of Peel	$691	$1,206	$515	72%
Region of York[1]	$888	$1,417	$529	85%

[1] Includes the impact on the Region's bill only - does not include lower tier's component

The above impact on rates must be considered in conjunction with potential added capital expenditures arising from the mandatory asset management requirements of the *Infrastructure for Jobs and Prosperity Act*. Under this legislation, municipalities have four years to comply in implementing long-term capital plans for rehabbing or replacing existing assets. Given that most Ontario municipalities have existing water/wastewater capital investments per customer of $25,000-$35,000, the ability to absorb the added costs for new infrastructure without D.C. revenue would be financially unaffordable for most municipalities.

The Cost of Growth

The impact of development on a municipality is not often understood clearly. Appendix C provides a schematic overview of the different components of the municipal finance regime and how development impacts property taxes (and rates). On average, residential development creates more expenditures than it does revenue, placing upward pressure on taxes. As noted in the schematic, the purple boxes denote the need for infrastructure and the (partial) recovery from D.C.s leaving a net financial impact on the municipality. Should D.C.s be further reduced, there is a further and direct impact on taxes and rates.

Fiscal Impact Case Studies – Milton and Barrie

Our firm has undertaken numerous fiscal impact assessments to evaluate the overall impact of growth on municipalities. Most often, these are undertaken as part of an Official Plan Review in order to provide direction on the timing and phasing of development (from an affordability perspective) along with financial policies to manage the financing of the infrastructure. Two examples of the impacts of growth are provided below:

Town of Milton – Located in the G.T.A. West, it is identified as a key growth area. In 2000, it had a population of 31,500 and was "planned" to grow to approximately 175,000. The early building projections were to grow at about 1,000 units per year which has increased significantly, reaching well over 2,000 units per year for a number

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of years. At present, the Town's population is approximately 130,000. Planning for this municipality to grow almost six times its size required significant investment in both infrastructure and operating costs. From the fiscal impacts undertaken for each secondary plan, growth was deemed unaffordable. Observations arising from the studies included:

- D.C.s only contributed to about 75% of the growth-related costs (due to mandatory exemptions, reductions, deductions and averaging of historical service standards;
- Debt capacity would exceed 50% placing it well above the provincial limit of 25%; and
- Tax rate increases averaging approximately 10% per year were anticipated over the planning period.

Based upon the above challenges facing the Town, the growth would have to be slowed to approximately 30% of the growth targets in order to maintain financial affordability. The municipality, however, was able to negotiate with the development community to assist in mitigating the impacts. By agreement, capital contributions (in addition to the D.C. payments) were made to reduce the debt borrowing requirements (thus reducing the debt to below the capacity limits) along with the direct impact on property taxes.

City of Barrie – Located north of the G.T.A., Barrie also achieved rapid growth in the 1990s and subsequently sustained moderate growth thereafter. In 2010, the City had annexed 5,700 acres of land from Innisfil which was targeted primarily for residential development. Within the City's existing built boundary, there was significant residential lands along with employment lands to be developed. The landowners within the annexed area wished to proceed with the Secondary Plan process and potentially proceed to advance the development of the area. In addition to the financial costs of providing infrastructure to the existing built boundary area, the City was facing significant financial challenges to address replacement of aging water, wastewater, roads and other infrastructure. In attempting to address the financial infrastructure requirements within the existing built boundary along with layering the growth within the annexation lands, the City would have to consider the following impacts:

- D.C.s only contributed to about 75% of the growth-related costs (due to mandatory exemptions, reductions, deductions and averaging of historical service standards;
- Debt capacity would exceed 46% placing it well above the provincial limit of 25%; and
- Tax rate increases averaging 6% per year.

Similar to Milton, the City negotiated capital contributions to assist with reducing the debt capacity below the mandatory limit and the direct impact on property taxes (4% per year).

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Note that the capital contributions mentioned for Milton and Barrie were to directly fund growth-related capital costs which were not D.C. recoverable as a result of the reductions, deductions and limitations set out in the D.C.A. Without these contributions, housing supply would have been reduced and staged to maintain affordability and sustainability. Note that with the changes imposed through the *Smart Growth for Our Communities Act, 2015* (Bill 73), the Province has sought to provide limitations in this area.

Housing Affordability in Ontario and the G.T.H.A.

Housing costs are typically the most significant household expenditure and the costs associated with housing relative to household income can have a significant impact on household well-being. Measuring affordability typically involves comparing housing costs to household income.

"Affordability," as defined in this context, is continually changing and is based on a number of parameters, including the dynamics of the housing market (supply and demand), mortgage costs (determined by interest rates), operating costs, characteristics of households (household income, position in life cycle, lifestyle choices) and government policy. Affordable housing includes both low-cost market housing for homeowners and renters, as well as non-market housing available at subsidized rates.

An analysis is provided in Appendix D. The analysis presented therein suggests that over the 2006 to 2016 period, erosion in housing affordability has been largely in the rental market, and not in the owner-occupied segment.

While new home prices have risen over the period, there are a number of factors that help explain why housing affordability in the ownership market has remained relatively steady over the period:

- The decline in interest rates over the period, which has reduced borrowing costs for mortgages and helped manage carrying costs;
- A significant shift in new housing mix to more affordable housing products – increasing absorption of townhouse and condo units as a share of total; and
- An increase in multi-generational living and other non-traditional living arrangements (largely occurring in the G.T.H.A.).

Meeting the needs of rental and affordable housing requires a significant emphasis to be placed on expanding the purpose-built rental inventory to meet growing market demand. While the secondary market and non-profit housing continue to be important suppliers of rental housing in the market, it is recognized that to significantly increase the supply of rental housing will likely require greater participation by the private-sector development community to construct purpose-built rental housing.

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Conclusions/Observations

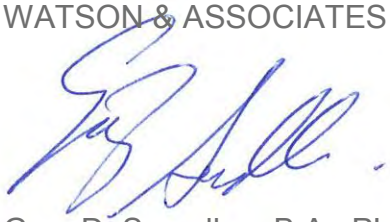
From the discussion session undertaken with members of the development/building community, and the review provided herein, it is acknowledged that there are challenges for the development/building community to address the housing needs for certain sectors of the housing market. Rental housing is one example of an area where the low profit margins and high risks may limit participation by developer/builders; however, there clearly does not appear to be a Province-wide concern with D.C. rates which would warrant a wholesale reduction/elimination of D.C.s for any particular service.

As identified by Ottawa, Peel and York, the elimination of water/and wastewater D.C.s could have a very significant impact on annual customer billings impacting existing low-income households and affecting their ability to continue to afford their present homes. It would be short-sighted to eliminate D.C.s in order to stimulate a marginal increase in housing for potential new residents while possibly causing many marginal income homeowners to lose their homes due to the increased tax/rate charges. As well, the loss of this external funding source would reduce the creation of serviced lands for housing and employment.

To best address the Province's objectives, select segments of the housing market should be considered for assistance. Aid to the developer/builder should be performance-based in order to ensure that the desired actions for that housing market segment are carried out. Assistance could come in the form of grants funded by provincial/municipal funding sources. Other forms of assistance could be considered as well (low/no interest loans, delayed payments for municipal and senior level government fees and charges).

Yours very truly,

WATSON & ASSOCIATES ECONOMISTS LTD.



Gary D. Scandlan, B.A., PLE
Director

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Appendices

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Appendix A
Development Charges in Ontario

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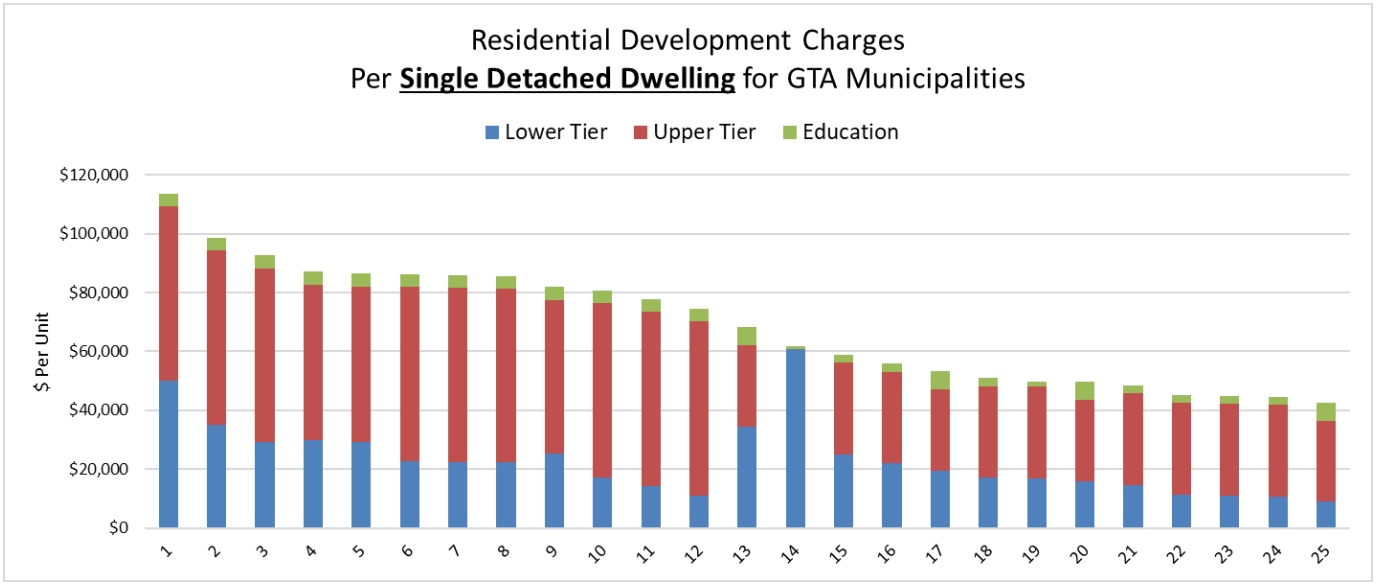
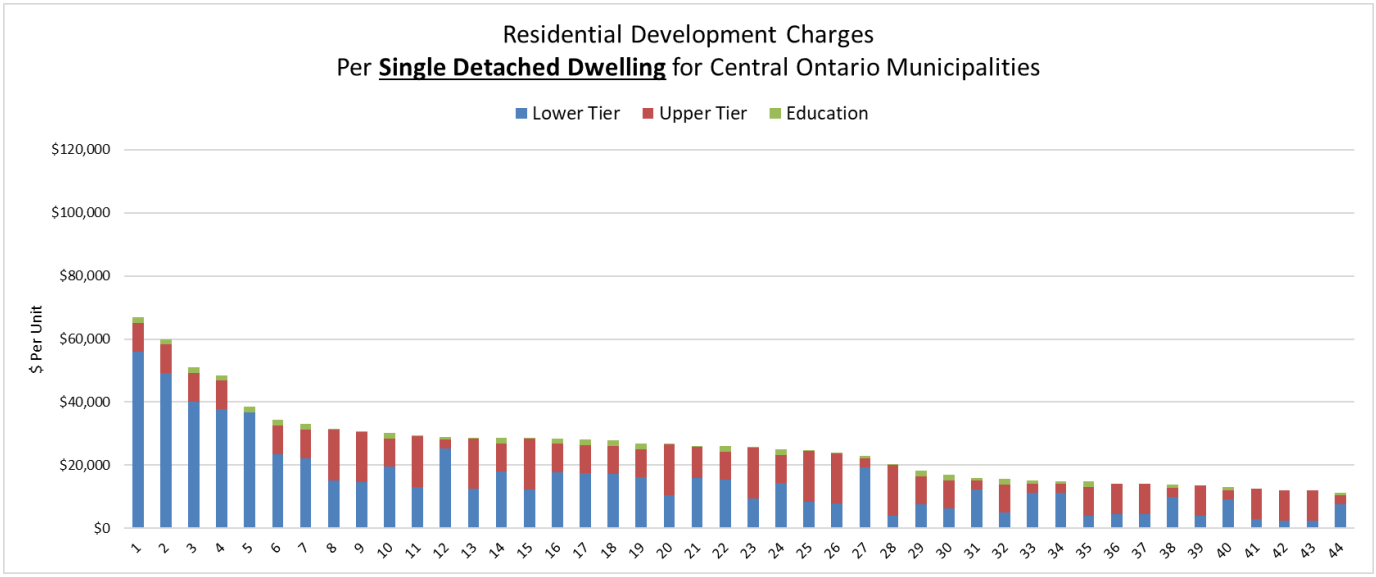
RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Appendix A: Development Charges in Ontario





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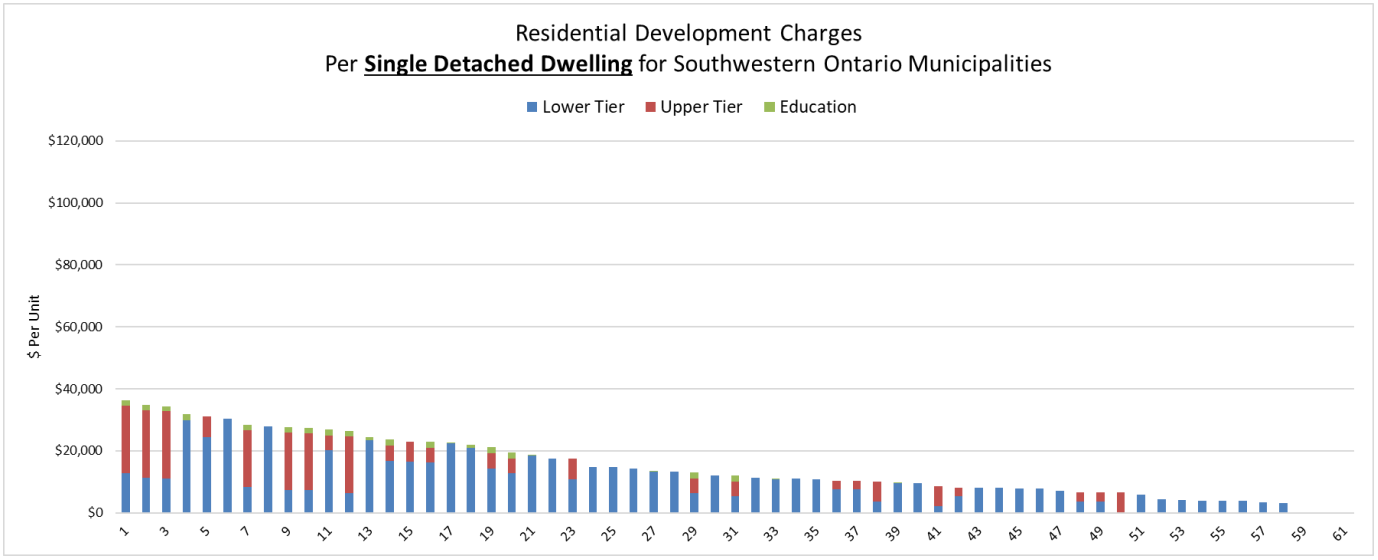

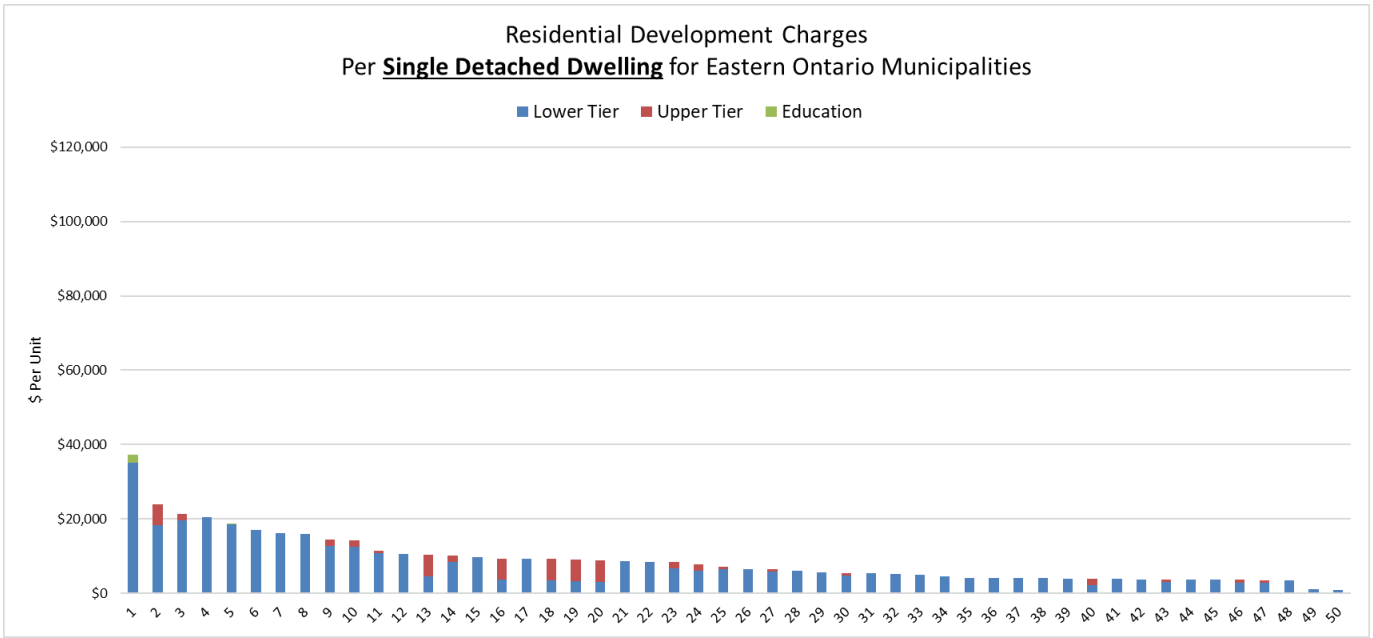

Appendix B
Development Charge Collections 2013 to 2017

APPENDIX V
RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Appendix B: Development Charge Collections 2013 to 2017

Development Charge Collections - 2013 to 2017

Service	2013	2014	2015	2016	2017	Total	Average Annual
General Government	12,050,045	12,270,754	12,829,713	21,443,520	8,654,142	**67,248,174**	13,449,635
Fire Protection	19,100,753	23,624,512	24,765,253	27,313,942	26,978,473	**121,782,933**	24,356,587
Police Protection	16,473,155	18,511,592	20,652,998	18,378,613	20,548,089	**94,564,447**	18,912,889
Roads and Structures	459,358,776	612,034,803	690,333,195	779,050,973	719,779,061	**3,260,556,808**	652,111,362
Transit	76,809,022	132,348,600	130,908,057	132,489,696	136,970,102	**609,525,477**	121,905,095
Wastewater	226,276,592	326,853,930	366,627,394	442,003,774	377,008,100	**1,738,769,790**	347,753,958
Stormwater	35,407,598	37,192,646	36,127,040	52,679,456	53,577,620	**214,984,360**	42,996,872
Water	249,052,732	324,843,966	373,922,202	474,822,033	513,942,477	**1,936,583,410**	387,316,682
Emergency Medical Services	3,112,736	4,765,936	5,128,696	4,840,840	5,773,536	**23,621,744**	4,724,349
Homes for the Aged	3,073,247	2,939,550	3,743,039	3,595,331	4,297,427	**17,648,594**	3,529,719
Daycare	2,499,810	3,301,019	3,088,376	1,760,689	2,473,840	**13,123,734**	2,624,747
Housing	17,947,287	18,658,790	19,786,738	16,116,747	21,684,247	**94,193,809**	18,838,762
Parkland Development	64,269,835	88,966,081	84,900,635	73,762,908	87,751,688	**399,651,147**	79,930,229
GO Transit	7,594,651	9,005,572	10,515,931	9,837,550	10,461,361	**47,415,065**	9,483,013
Library	28,579,595	33,673,639	32,963,569	33,161,869	34,690,844	**163,069,516**	32,613,903
Recreation	113,885,296	139,822,233	162,878,471	165,794,581	160,313,825	**742,694,406**	148,538,881
Development Studies	6,785,229	7,539,525	9,634,244	9,536,538	11,607,836	**45,103,372**	9,020,674
Parking	1,906,154	3,594,036	4,821,705	3,986,887	3,947,438	**18,256,220**	3,651,244
Animal Control	18,224	16,511	44,952	23,839	15,205	**118,731**	23,746
Municipal Cemeteries	38,942	69,614	55,007	170,736	108,145	**442,444**	88,489
Other	100,284,812	88,219,453	84,354,637	82,829,254	71,435,996	**427,124,152**	85,424,830
Total	**1,444,524,491**	**1,888,252,762**	**2,078,081,852**	**2,353,599,776**	**2,272,019,452**	**10,036,478,333**	**2,007,295,667**

Source: Financial Information Returns - 2013 - 2017

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Appendix C
The Cost of Growth

Appendix C: The Cost of Growth

Figure C-1 provides a schematic overview of the impact of growth on capital and operating expenditures and revenues, which is described as follows:

- Pink Boxes – denote the anticipated development within a municipality to their Official Plan buildout.
- Fuchsia Boxes – denote the capital infrastructure needs to service the anticipated development. The capital requirements to support the servicing needs (water, wastewater, roads, fire, parks and recreation, etc.) will often be identified through growth-related studies and service master plans. Financing methods for funding the infrastructure are then considered in light of external financing recoveries (including D.C.s) and internal recoveries (reserves, transfers from operating). Any shortfalls in annual funding of the capital infrastructure is often cash flowed by the use of debt financing (the debt financing will then be included in annual operating budgets to service the principal and interest payments).
- Orange Boxes – denote the additional operating expenditures anticipated over time. These costs have been assessed on two different bases: operating costs related to infrastructure; and operating costs related to population/employment. The former identifies the specific operating costs anticipated to be incurred as additional infrastructure (i.e. treatment plants, roads, facilities, etc.) is constructed. The latter identifies program expenditures that are linked to population and employment growth.
- Blue Boxes – denote anticipated operating revenues commensurate with growth. The upper box identifies the additional assessment anticipated as residential, commercial and industrial building activity occurs over the forecast period. This new assessment gives rise to additional property tax revenue. The lower box identifies non-tax revenues such as user fees, permits, licences, etc., which are anticipated to grow in concert with population and employment growth.
- Yellow Box – denotes the overall financial impact on property taxes and rates over the forecast period. It is this impact that Council will have to consider in the future as secondary plans are approved and development approvals come forward.

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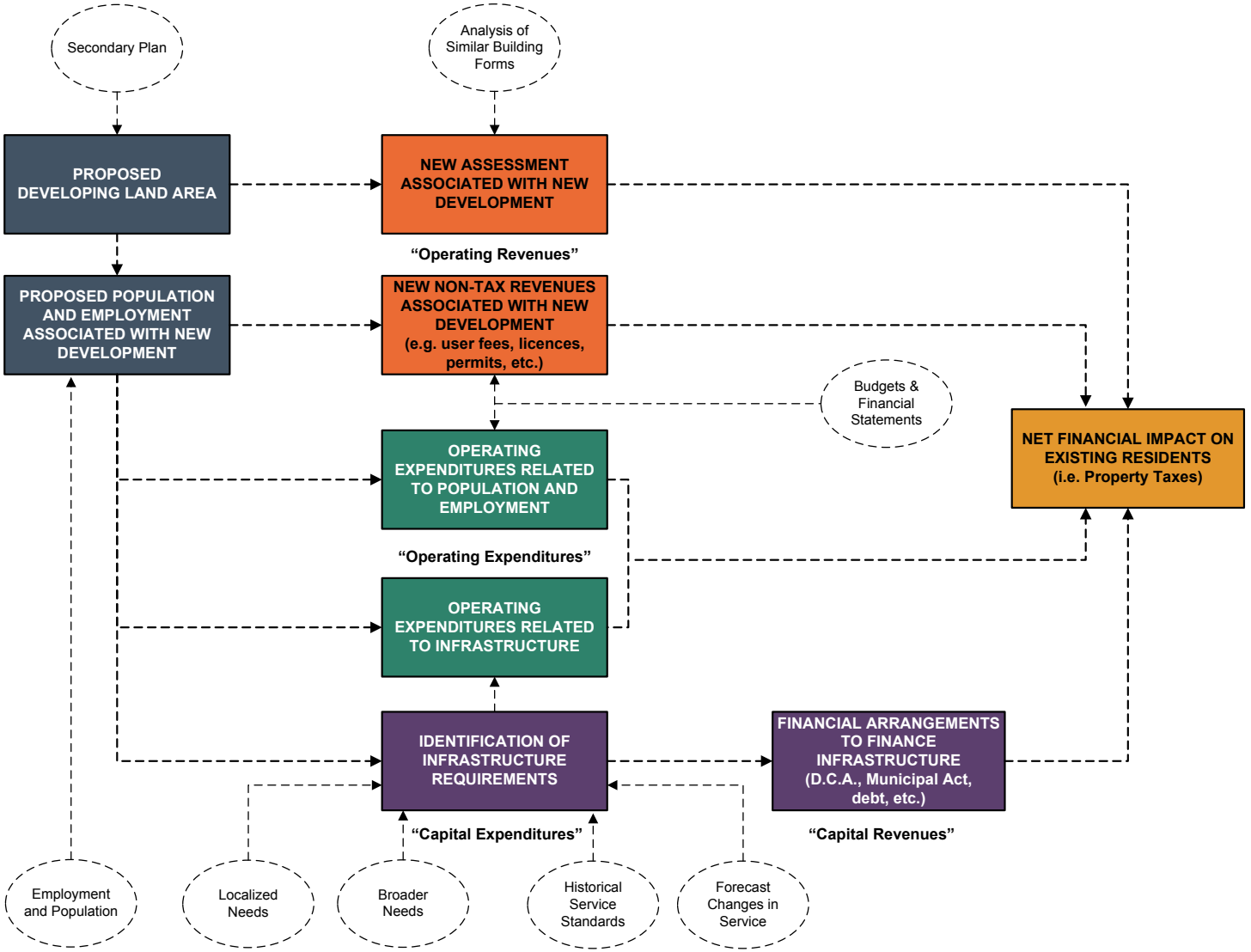
Figure C-1
Overview of the Financial Impact of Growth



Appendix D
Development Charges and Affordable Housing

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Appendix D: Development Charges and Affordable Housing

Housing costs are typically the most significant household expenditure and the costs associated with housing relative to household income can have a significant impact on household well-being. Measuring affordability typically involves comparing housing costs to household income.

"Affordability," as defined in this context, is continually changing and is based on a number of parameters, including the dynamics of the housing market (supply and demand), mortgage costs (determined by interest rates), operating costs, characteristics of households (household income, position in life cycle, lifestyle choices) and government policy. Affordable housing includes both low-cost market housing for homeowners and renters, as well as non-market housing available at subsidized rates.

Change in Household Income vs. Shelter Costs, 2006 to 2016

- Figures 1 and 2 summarize the percentage change in average household income and average shelter costs for owner-occupied and renter-occupied households in Ontario and the G.T.A. over the 2006 through 2016 periods, based on Census data. Key observations:
    - Owner-occupied household income has generally kept pace with increases in shelter costs over the period in the Province of Ontario and in the G.T.A.; and
    - Renter-occupied shelter costs have increased more over the past decade than household income, suggesting that there has been erosion in rental housing affordability over the period.

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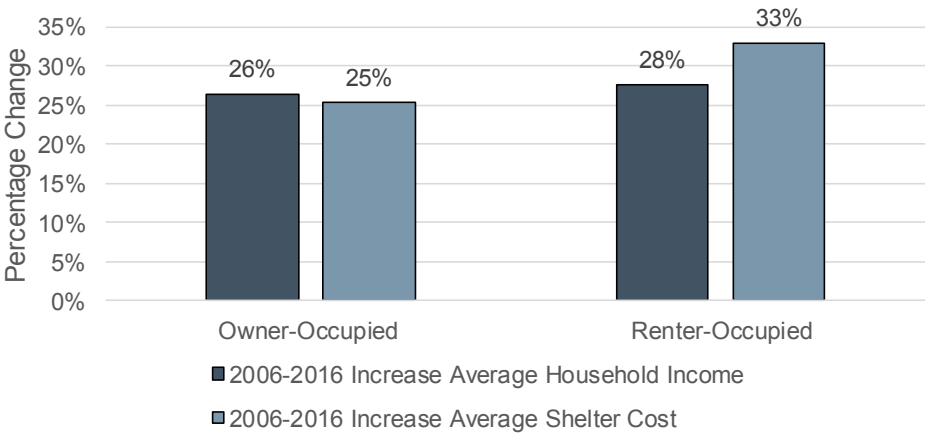
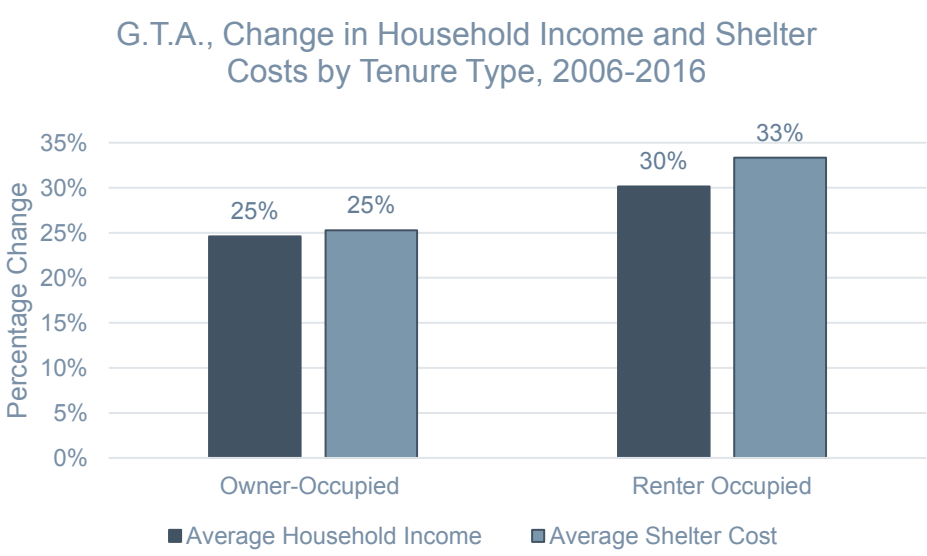
Figure 1



Source: Derived from Statistics Canada Census, 2006 & 2016, by Watson & Associates Economists Ltd., 2019.

Figure 2



Source: Derived from Statistics Canada Census, 2006 & 2016, by Watson & Associates Economists Ltd., 2019.

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

Share of Households Spending 30% or more on Shelter Costs

In Canada, housing affordability is often measured through the shelter cost-to-income ratio. A ratio of 30% is commonly accepted as the upper limit for affordable housing. Households spending more than 30% on housing are generally considered in need of more affordable housing alternatives. This measure is applicable to both owner-occupied and rental dwellings.

Figures 3 through 6 illustrate the share of households in Ontario spending 30% or more of household income on shelter costs. This data provides insight into the relative affordability challenges by geographic location, housing tenure and how affordability has changed over the past decade (2006 to 2016). Key observations:

- In 2016, 27.6% of Ontario households spent more than 30% of their household income on shelter costs. The share of households spending more than 30% of household income on shelter costs was higher in the G.T.H.A. than elsewhere in the Province (32.0% vs. 23.2%);
- 45% of renter-occupied households in Ontario are spending 30% or more of household income on shelter costs – a significantly higher share than owner-occupied households. There is minimal variation between the G.T.H.A. and the rest of Ontario with respect to this metric;
- 20% of owner-occupied households in Ontario are spending 30% or more of household income on shelter costs. The share is notably higher in the G.T.H.A. vs. elsewhere in the Province (25% vs. 15%). The share of households is higher when considering only owner-occupied households with mortgages. In the G.T.H.A., 30% of owner-occupied households with mortgages are spending 30% or more of household income on shelter costs. This is compared to 16% in the rest of the Province;
- The share of owner-occupied households with mortgages spending more than 30% of household income on shelter costs has declined marginally between 2006 and 2016. This trend has been observed in both the G.T.H.A. and in the rest of the Province; and
- With respect to renter households, the share of households spending more than 30% of household income on shelter costs has increased marginally between 2006 and 2016; this increase has been observed both provincially and in the G.T.H.A.

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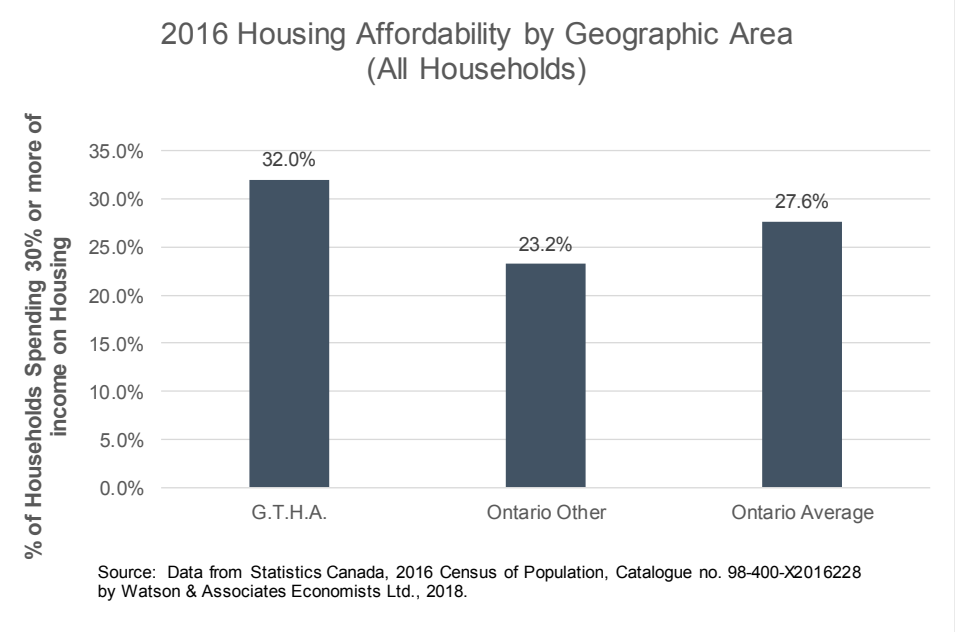
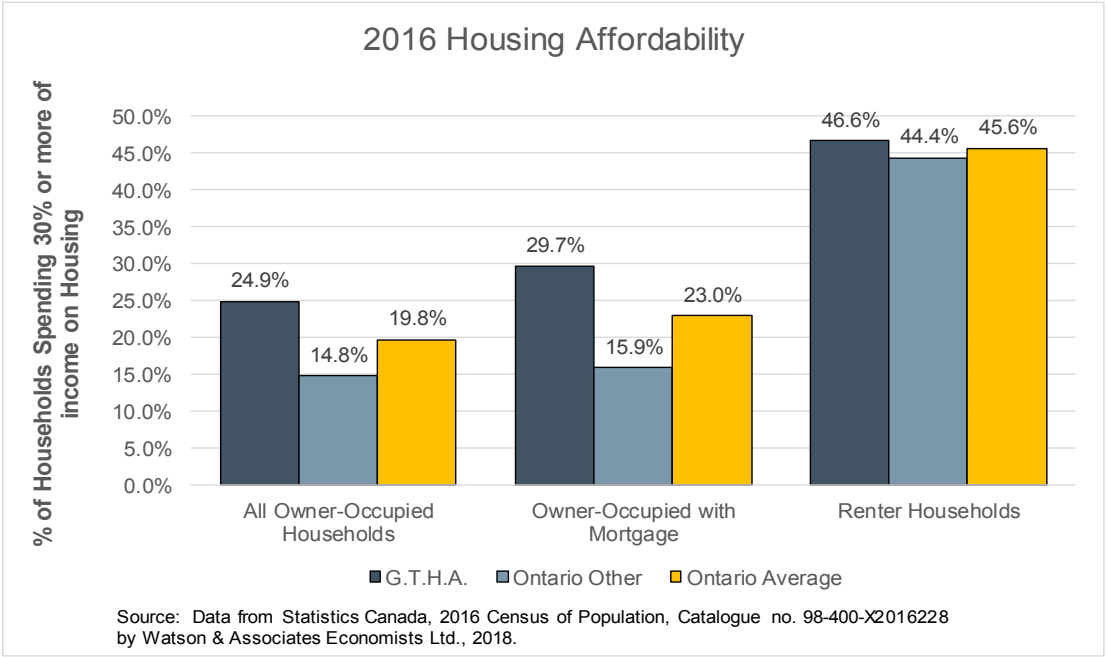
Figure 3
Share of Households Spending 30% or More of Household Income on Shelter Costs, 2016



Source: Data from Statistics Canada, 2016 Census of Population, Catalogue no. 98-400-X2016228 by Watson & Associates Economists Ltd., 2018.

Figure 4
Share of Households Spending 30% or More of Household Income on Shelter Costs, 2016



Source: Data from Statistics Canada, 2016 Census of Population, Catalogue no. 98-400-X2016228 by Watson & Associates Economists Ltd., 2018.

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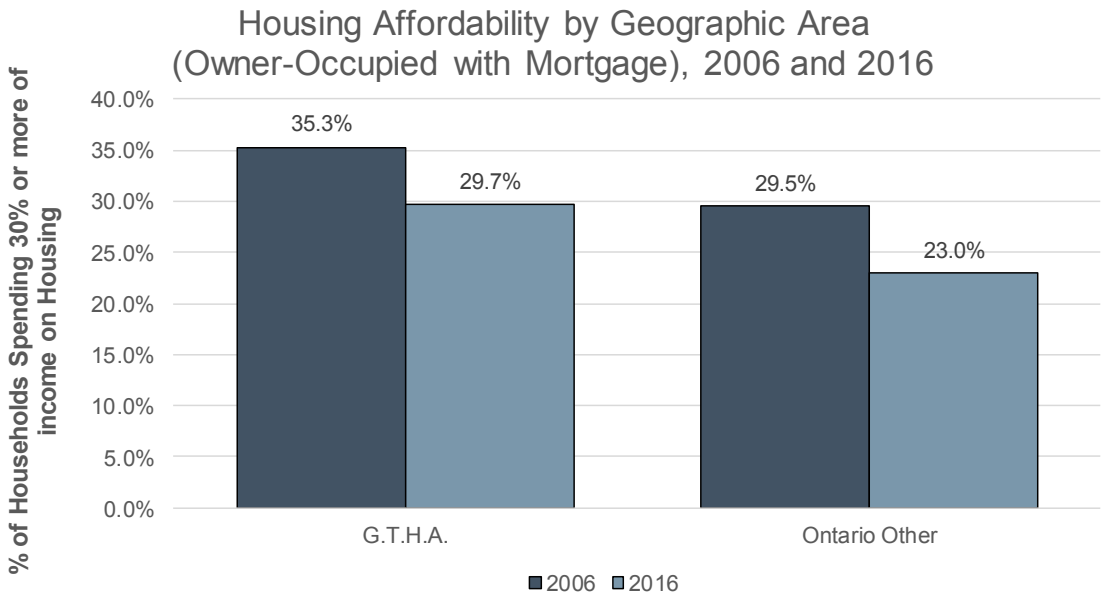
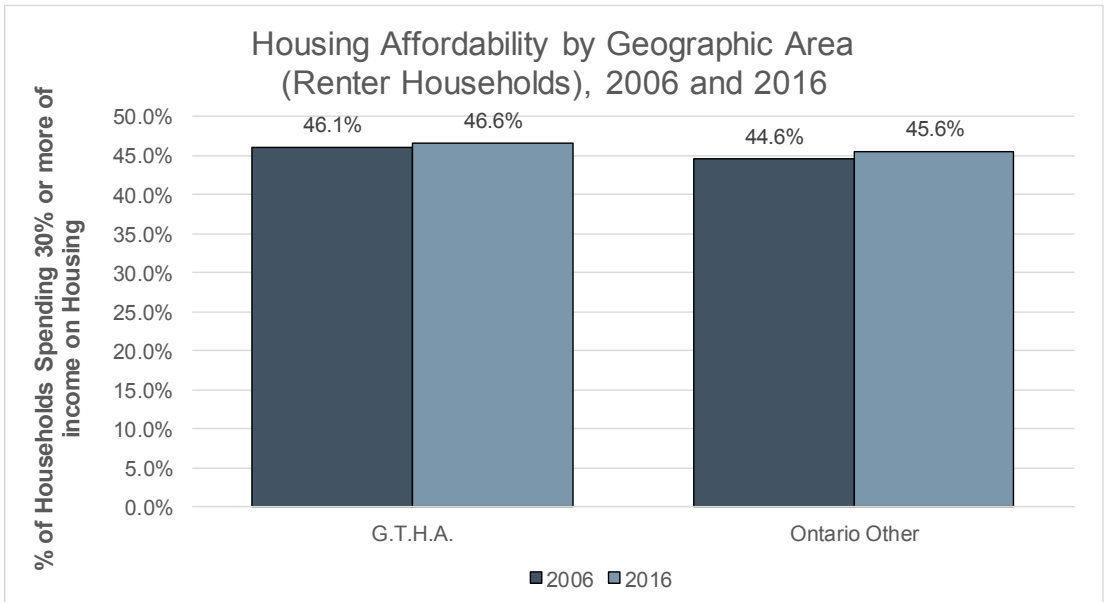
Figure 5



Source: Data from Statistics Canada, 2006 and 2016 Census of Population, Catalogue no. 97-554-XCB2006038 and 98-400-X2016228 by Watson & Associates Economists Ltd., 2018.

Figure 6



Source: Data from Statistics Canada, 2006 and 2016 Census of Population, Catalogue no. 97-554-XCB2006038 and 98-400-X2016228 by Watson & Associates Economists Ltd., 2018.

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Observations

The analysis presented herein suggests that over the 2006 to 2016 period, erosion in housing affordability has been largely in the rental market, and not in the owner-occupied segment.

While new home prices have risen over the period, there are a number of factors that help explain why housing affordability in the ownership market has remained relatively steady over the period:

- The decline in interest rates over the period, which has reduced borrowing costs for mortgages and helped manage carrying costs;
- A significant shift in new housing mix to more affordable housing products – increasing absorption of townhouse and condo units as a share of total; and
- An increase in multi-generational living and other non-traditional living arrangements (largely occurring the G.T.H.A.).

Need for Affordable Rental Housing

To maintain a well-balanced, strong community and ensure long-term sustainability, it is vital that municipalities offer a wide range of housing options for a broad range of income groups, including a provision for rental housing and affordable housing.

Market demand for rental housing has been increasing due to a number of factors, including a growing population, the erosion in housing ownership affordability**,** and changing demographics (e.g. aging population). Despite this, there has been a limited supply of new purpose-built rental housing developed in the past 15 years. Instead, the majority of new rental units has come through the secondary market – condominium units rented by owners and second suites – as well as non-profit housing development.

Meeting the needs of rental and affordable housing requires a significant emphasis to be placed on expanding the purpose-built rental inventory to meet growing market demand. While the secondary market and non-profit housing continue to be important suppliers of rental housing in the market, it is recognized that to significantly increase the supply of rental housing will likely require greater participation by the private-sector development community to construct purpose-built rental housing.

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RECENT CALLS FOR THE ELIMINATION OF WATER AND WASTEWATER DEVELOPMENT CHARGES

The limited supply of new purpose-built rental housing in the G.T.H.A., combined with increasing demand, has driven the vacancy rate to record lows. Currently, the average vacancy rate for purpose-built rental units in the G.T.H.A. is 1.3%. This is compared to a 3% vacancy rate typically observed in a balanced rental market, suggesting that the G.T.H.A. is constrained with respect to supply.

The preference for condominium developments (as opposed to purpose-built rentals) by developers has been largely driven by financial considerations. Unlike condominium projects, which usually require large down payments from unit buyers in advance (pre-sale of units), rental apartments require the developer to cover most of the initial construction costs. The risk can often dissuade builders from investing in these projects. Further, the developer must often rely on a rental revenue stream over a longer time period to recoup initial investment, compared to selling units immediately after project completion in a condominium development. There is also more uncertainty in rental revenue streams due to government rent controls and potential vacancies which can negatively impact future cash flow.

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RECENT CALLS FOR THE ELIMINATION OF WATER and WASTEWATER DEVELOPMENT CHARGES

Stephen VanOfwegen, CPA CMA
Commissioner of Finance and CFO, Region of Peel

February 2019

Region of Peel
working with you

C.D. Howe claims that DCs are Hosing Homebuyers

C.D. Howe recently released, *Hosing Home Buyers: Why Cities Should Not Pay for Water and WasteWater Infrastructure with Development Charges.*

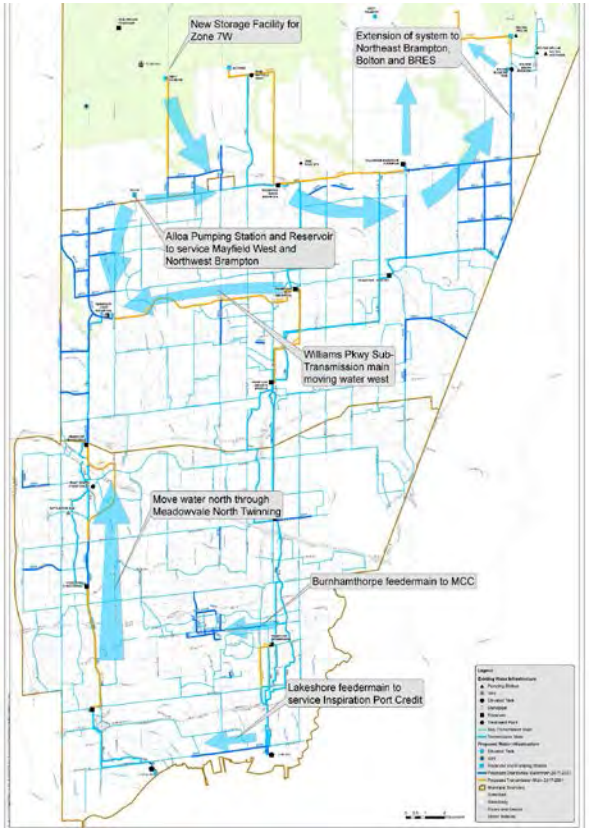
Benjamin Dachis (former Associate Director of Research at C.D. Howe) is now the Director of Policy, Budget and Fiscal Planning for Premier Ford.

C.D. Howe Claims DCs are Too High

- Housing will be more affordable if water and wastewater DC costs are eliminated.
- DCs levied on developers are passed onto home buyers, raising the price of housing.
- Utility Rate financing model relying on user fees to charge the full cost of infrastructure is preferable to DCs.
- Creation of “special-purpose bodies” to consolidate individual water utilities will achieve useful economies of scale and potentially open the door to privatization.

Region of Peel
working with you

A Brief History of Why DCs Have Increased



- Provincially-funded infrastructure with excess capacity built in 50's/60's.
- Exhaustion of "free" excess capacity a huge cost driver.
- Provincial growth targets require investment ahead of development.
- Debt financing costs add 12% to current (2015) DCs.
- Higher standards and monitoring increase costs.
- Construction costs have outpaced CPI and the index used for DC rates.
- GTAH municipalities are growing further from the lake.
- Peel experiencing rising intensification.

Region of Peel
working with you

Perspectives Recognizing the Importance of DCs

IMFG
Institute on Municipal Finance & Governance

MFOA
MUNICIPAL FINANCE OFFICERS' ASSOCIATION OF ONTARIO

FRASER INSTITUTE

AMO Association of Municipalities Ontario

- DCs are the right tool. They recover growth-related capital costs through the levying of a one-time charge when growth occurs.
- House prices are not driven by DCs, but by market demand. Any reduction in DCs will be absorbed into developer profit margins.
- It is "unwise to focus on any single element of housing demand when trying to explain rapid price growth … fundamentals include population growth, income growth, housing supply and interest rates."
- DCs are not a root cause of the affordable housing and supply challenge in Ontario. DCs apply to only a small part of the housing market – new homes and represent between 5 – 7% of the cost of a new home.

Cont'd Perspectives Recognizing the Importance of DCs

- "Development charges in the GTA increased … However, the increase in these charges accounts for only a small fraction of the increase in home prices.

- The largest government-imposed fee (for new home buyers) is the Harmonized Sales Tax (HST) and the federal Land Transfer Tax.

- Short-sighted to eliminate DCs in order to stimulate a marginal increase in housing … while causing marginal income home owners to lose their homes.

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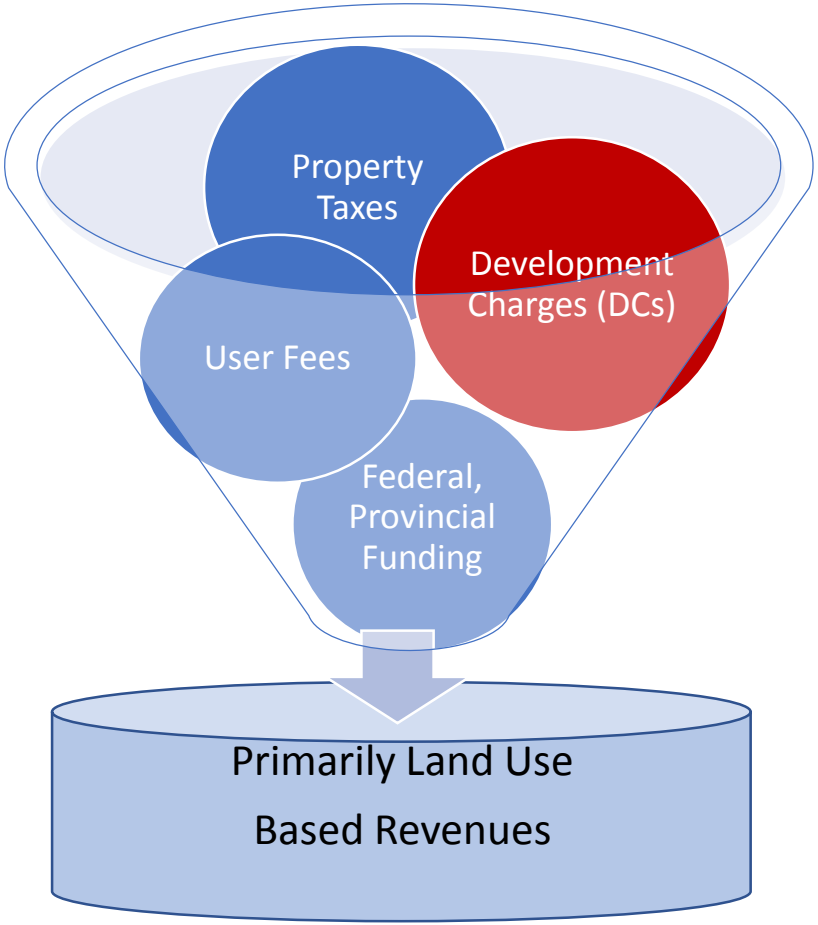
Senior Government charges are Paid directly by the Homebuyer, unlike DCs which are Paid by the Developer

Altus Study of Government Fees and Charges on New Homes in the GTA, 2018	Largest Cost Elements (Example: Brampton)		
	Total Government Costs	Municipal Development Charges	HST and Land Transfer Tax
Developers (50%)	$96,445	$81,824	-
Home Owners (50%)	$96,445	-	$69,668

Limited Sources of Revenue



- In principal, 'Growth pays for Growth'.
- In reality, Growth does not pay for Growth - DCs only cover approx. 80% of growth-related costs.*
- 2019-2028 Capital Plan highlights $414M to be subsidized by rate payers

*Watson and Associates' 2010 study, *Long-term Fiscal Impact Assessment of Growth: 2011-2021*, for the Town of Milton

What it means for The Region of Peel

- Stranded infrastructure debt ($1.4B current, $7.5B projected).
- Competition between new growth and existing assets.
- Slow supply of serviced land for developers and higher house prices.

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Utility Bills would Increase by 72-74%

Municipalities will be forced to increase user fees ...

Per Household

$515

Top 5 Businesses

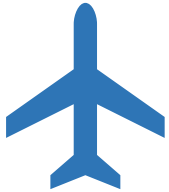
$800K - $2.4M

School Boards

$2.7M

Hospitals

$1.2M



GTAA

$2.1M

Provincial and Federal Revenues at Risk

Investments in water and wastewater are necessary. Municipalities are required to make important risk-based investments in the economy.

Regional investments in water and wastewater are key to economic growth.

*The Canadian Centre for Economic Analysis report, *Region of Peel Economic Study: Water and WasteWater Infrastructure Investment beyond 2031*

The Consequences of Eliminating DCs

- DC reductions transfer growth infrastructure costs to existing homeowners.
- Municipal asset management plan funding at risk.
- Opposition to growth as home owners realize growth increases in their rates.
- Existing DC-backed debt?
- Higher water and wastewater rates.

DCs Pay for Growth

- It is unfair for home owners and businesses to subsidize the cost of growth.
- No evidence that DC cost savings would pass from developers to homebuyers.
- DC reductions transfer infrastructure costs to existing home owners (including low income families and seniors, as well as businesses and public sector).
- Existing rate and tax payers, as well as governments, already subsidize growth.

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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 5, 2019

REPORT TITLE: **SERVICE DELIVERY OPTIONS FOR TRANSHELP PASSENGER ASSISTANT PROGRAM**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That staff transition all current Passenger Assistant Program (the Program) passengers to TransHelp and move to discontinue the Program effective June 30, 2019;

And further, that the contract (Document 2018-759N) for the provision of the Program services for TransHelp between the Region of Peel and CANES Community Care be extended in the estimated amount of $350,000 (excluding applicable taxes), for a total contract commitment of $1,100,000 (excluding applicable taxes), for the continuation of the Program until June 30, 2019, in accordance with Procurement By-law 30-2018.

REPORT HIGHLIGHTS

- The Passenger Assistant Program (Program), which started in 2009, provides a support person for passengers with cognitive disabilities that are unable to travel independently. These passengers were not eligible for TransHelp based on *Accessibility for Ontarians with Disabilities Act* (AODA) legislation which at the time did not recognize cognitive disabilities as a barrier to travel.
- AODA legislation changes in 2017 now recognize cognitive disabilities as a barrier to travel, and therefore TransHelp now provides transportation to residents with cognitive disabilities.
- In anticipation of the AODA changes, in 2016 Council directed staff to maintain the existing Program and explore other long-term options.
- Today, approximately 2,000 TransHelp passengers require a mandatory support person to accompany them during their travels. In these cases, with the exception of the Passenger Assistant Program, passengers are responsible for providing and funding their own support person. As a result, there are currently two different levels of service.
- Three options were discussed with the Accessible Transportation Master Plan Council Advisory Group: (i) maintain the separate Program for existing passengers, (ii) end the Program and transfer all passengers to TransHelp, (iii) grow the Program to meet the needs of all Peel residents.
- Based on these discussions, it is recommended that all Passenger Assistant Program passengers be transitioned to TransHelp and the current service be discontinued as of June 30, 2019 to align with the contract expiry with one of the Region of Peel's Passenger Assistant Program delivery partners.

SERVICE DELIVERY OPTIONS FOR TRANSHELP PASSENGER ASSISTANT PROGRAM

DISCUSSION

1. Background

The Provincial *Accessibility for Ontarians with Disabilities Act* (AODA) develops, implements and enforces standards for accessibility related to goods, services, facilities, employment, accommodation and buildings. The target date for reaching this goal is no later than January 1, 2025.

TransHelp was required to make several program changes by January 2017 to meet AODA compliance standards that came into place at that time. The most significant policy shift and cost driver anticipated from the AODA was the revision to the eligibility policy. On April 14, 2016, Regional Council adopted the report titled, "TransHelp Eligibility Policy" (Resolution 2016-278) to allow TransHelp to provide service for a broader range of disabilities other than physical and mobility aids. The revised eligibility policy adopts a new definition of disability as defined by the Human Rights Tribunal, where "Disability" covers a broad range and degree of conditions, some visible and some not visible. A disability may have been present from birth, caused by an accident, or developed over time. There are physical, mental and learning disabilities, mental disorders, hearing or vision disabilities, epilepsy, mental health disabilities and addictions, environmental sensitivities, and other conditions (Human Rights Code). This would include persons with cognitive disabilities. Cognitive disability is a term used when a person has certain limitations in mental functioning and in skills such as communicating, taking care of him or herself, and social skills. Clinical diagnoses of cognitive disabilities include autism, down syndrome, traumatic brain injury, and dementia. Therefore, the AODA requires eligibility for TransHelp to be based on persons who, due to a physical or cognitive disability, are unable to take conventional transit some or all of the time.

The Passenger Assistant Program (Program), which began as a pilot in 2009, provides transportation as well as a support person to carry groups of individuals with cognitive disabilities to Day Programs. The Program was originally created as a result of TransHelp's mandate prior to January 2017, which did not include cognitive disabilities. This was consistent with the AODA at the time. Today, the Program serves 80 passengers and is delivered by CANES Community Care (CANES) in Mississauga and Brampton, and Caledon Community Services in Caledon. The current passengers vary in age from 26 to 65 and the average age is 39. All vehicles delivering the Program are equipped with both a driver and a support person onboard to address any non-transportation needs that arise during travel such as medical care and behavioural needs. Providing a support person is not a requirement of the AODA, and it is not a service provided by other transit agencies in the Greater Toronto Area (GTA). A support person is normally provided by the passenger when required for travel. As a result, with the existence of the separate Passenger Assistant Program, the Region is the only GTA transit agency offering these two different levels of service.

Prior to the AODA legislation coming into effect in 2017, it was anticipated the majority of these passengers would continue to receive service by transferring to TransHelp once the new legislation was in place. In 2016, Council directed (Resolution 2016-635) that the current Program remain in effect and explore other options.

SERVICE DELIVERY OPTIONS FOR TRANSHELP PASSENGER ASSISTANT PROGRAM

2. Current State

Since July 2016, staff have been working with the Mississauga Halton LHIN to develop an alternative program to be managed and funded by the LHIN, as an extension of health care. Since 2009, The Canadian Red Cross (Red Cross) had delivered Passenger Assistant Program trips on behalf of TransHelp, however in November 2017 the Red Cross informed the Region of Peel it was exiting from transportation services to focus on programs aligned with its core areas of expertise. This decision made by Red Cross has made delivering the Program even more challenging.

The Mississauga Halton LHIN initially planned to take ownership of the Program, with service to be delivered by CANES. However, upon further review by the Mississauga Halton LHIN, it was determined that Program passenger profiles did not align with their mandate, which is focused on seniors. As a result, they cannot fund the program. In the short term, CANES has agreed to service the program until June 30, 2019 which allows time to determine a long term solution.

To ensure the residents in the City of Brampton and City of Mississauga continue to be provided access to the Program's transportation services to the end of March 2019, Chief Financial Officer approval was received during Regional Council recess in the fall of 2018, to contract directly with CANES in the amount of $750,000 (excluding applicable taxes). CANES has confirmed with TransHelp that in the interim, and as the future of the Program is determined by the Region, they will continue to provide transportation to those requiring the service until June 30, 2019, at an additional cost of $350,000 (excluding applicable taxes).

In accordance with Procurement By-law 30-2018, Section 5.5.2, and approval authorities outlined in Purchasing Procedure F35-05 Purchase Orders and Vendor Contracts; the process to increase the contract with CANES requires Regional Council approval.

There have been significant changes in the Passenger Assistant Program since the Council review in 2016:

- Since 2016, the Program's clients have been reduced from 128 to 80 presently. While some of this reduction is from natural attrition, staff have partnered with the Day Program agencies and families to identify passengers that are able to use TransHelp without a support person, and subsequently transferred them to TransHelp. Staff will continue to work to reduce the number of Program passengers further.
- With the eligibility changes to the AODA of January 2017, TransHelp currently has approximately 20 percent of total passengers registered with a cognitive disability.
- TransHelp has approximately 2,000 passengers requiring a mandatory support person to accompany them during their travels. In these cases, with the exception of the Passenger Assistant Program, passengers are responsible for providing and funding their own support person. As a result, there are currently two different levels of service.

SERVICE DELIVERY OPTIONS FOR TRANSHELP PASSENGER ASSISTANT PROGRAM

3. Future Options for the Passenger Assistant Program

There are three options that were reviewed by the Accessible Transportation Master Plan Council Advisory Group:

(i) Maintain the Program for existing passengers and allow the Program to end over time through natural attrition.

This option would ensure individuals who have a need for the Program maintain it without the financial and logistical complexity of providing their own support person. However, as noted above, there would continue to be two different service levels as TransHelp passengers are required to provide their own support person. The estimated cost of running two programs is $1.2 million annually. It is also anticipated that the Program may not become less expensive as passenger volumes reduce as there will be limited opportunities to find efficiencies due to the smaller group of passengers. Natural attrition could also potentially span over several years as the youngest passenger is 26 years old and the oldest being 65. Staff will also need to find a provider after contract expiry with CANES on June 30, 2019. Given the low volume of passengers, it may be challenging to secure a provider willing to take on this service.

(ii) Transfer all passengers to TransHelp and end the Program.

Under this option, there would be one consistent level of service for all passengers, which aligns from not only an equity perspective, but it also allows for optimal service delivery by having one delivery model for all passengers. Preliminary estimates suggest this service can be delivered within the existing budget. There are opportunities to deliver these trips with additional savings as they integrate with daily trips TransHelp already provides. Lastly, this option is compliant with the AODA and is also consistent with all the GTA transit partners.

However, by unifying to one common level of service for all residents, existing Program passengers would now be required to provide their own support person. This could present a hardship for families and potentially a reputational risk for the Region.

(iii) Grow the Program to meet the needs of all Peel residents

In this option, it is unknown what the entire need for the Program is across the Region. At minimum, there are over 2,000 passengers currently registered for TransHelp who require a mandatory support person and another 1,200 who use a support person for some of their travels. Growing this program would entail offering it to these individuals as well as any others in the community who are not TransHelp passengers. Preliminary estimates suggest the cost would be in excess of $15 million annually. From an equity point of view this would ensure all transportation needs are met in the community. However, this option is beyond the mandate of the AODA and public transit, and no other GTA transit agency is providing this type of service.

RECOMMENDATION

Based on the discussions at the Accessible Transportation Master Plan Council Advisory Group, it is recommended that all the Program's passengers be transferred to TransHelp and the Program ceases by June 30, 2019 (Option ii). This option ensures that there is one consistent level of service for all Peel residents. Also, this option operates within AODA legislation, it is consistent with other GTA transit partners, and is the most financially sustainable. Staff will work with the current providers, to establish a set transition window and support families in this change period. It is suggested that this window not exceed June 30, 2019 to align with the CANES agreement expiry.

SERVICE DELIVERY OPTIONS FOR TRANSHELP PASSENGER ASSISTANT PROGRAM

FINANCIAL IMPLICATIONS

Sufficient funds are available in the 2019 operating budget to deliver the recommended option.

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Steven Fantin, Director, TransHelp, extension 4438, steven.fantin@peelregion.ca.

Authored By: David Margiotta, Manager Performance Measurement and ATMP Implementation, TransHelp and Rhiannon Oliveira, Supervisor Quality and Planning, TransHelp.

Reviewed in workflow by:

Financial Support Unit
Purchasing
Legal

Region of Peel
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Passenger Assistant Program

February 14, 2019
Regional Council

Steven Fantin
Director, TransHelp
Region of Peel

Passenger Assistant Program

- Passenger Assistant Program (the Program) provides an attendant on board vehicles to help passengers as needed during travel

- Developed in 2009 to ensure passengers with cognitive disabilities had transportation to and from day/work programs only

Passenger Assistant Program - History

- Beyond TransHelp's role as a specialized public transit service

- New AODA legislation in 2017 now enables individuals with cognitive disabilities to be eligible for TransHelp

- Council direction in 2016 to continue the Program to current passengers, and return with a future plan for the Program
    - ➢128 passengers were receiving service

Where We Are Now

- CANES delivering service to Brampton/Mississauga Program passengers until June 30, 2019
- Caledon Community Services delivers the Program in Caledon
- Council direction required in February to plan a transition for passengers prior to June 30th
- Staff working collaboratively with Community Living Partners, Caledon Community Services and other agencies to identify passengers that don't require a support person to move to TransHelp
  - 24 identified to date
- 80 remaining Program clients, and may decline further if more passengers transfer to TransHelp

Where We Are Now

- 20% of TransHelp passengers have a cognitive disability as a result of expanded AODA legislation

- 2,000 TransHelp passengers currently require and provide their own support person
  - Two different levels of service

Options

1. Continue the Program for existing passengers and allow the Program to shrink through natural attrition.

2. Transfer all passengers to TransHelp and end the Program.
   - passengers to provide own support person when required

3. Grow the Program to meet the needs of all Peel residents.

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Options

Option	Pros	Cons	Annual Cost
1) Continue the Program for Existing Passengers	• Remaining passengers continue with the same level of service • Passengers not requiring a support person can still transfer to TransHelp	• Two different levels of service • Potential difficulty to find partner to deliver the service • Less efficient service delivery • ~15 to 50 years for 100% natural attrition	$1.2 million
2) Transfer Passengers to TransHelp and End the Program (Recommended)	• One consistent level of service • Most efficient service delivery • Higher service levels compared to new Program partner • Consistent with other GTA transit partners	• Passenger required to provide support person when needed • Reputation risk	< $800k
3) Grow the Program	• All residents that currently require a mandatory support would be eligible	• Two different levels of service • Financial impact to tax base	$15 million+

Questions?

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REPORT
Meeting Date: 2019-02-14
Regional Council

For Information

DATE: February 4, 2019

REPORT TITLE: **PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS**

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

OBJECTIVE

To provide an overview of Public Health to the Board of Health (Regional Council) with an update on progress around 2014-2019 Strategic Plan and 2018 year-end activities.

REPORT HIGHLIGHTS

- Regional Council is the Board of Health for Peel Region and delegates the authority for the day to day management of Public Health to the Medical Officer of Health.
- Public Health provides a range of programs and services including assessment and surveillance, health promotion and policy development, health protection, disease prevention, and emergency management, often in collaboration with other Regional Departments, municipalities and many other partners.
- Public Health's 2014-2019 strategic program priorities are Living Tobacco Free, Supportive Environments for Healthy Living; and Nurturing the Next Generation, and relevant progress is reviewed in this report.
- A new Comprehensive Health Status Report is near completion, and the development of a new 2020-2030 Public Health Strategic Plan has started.

DISCUSSION

1. Background

This report provides an overview of Public Health and updates on the status of the 2014-2019 Public Health priorities. Highlights from 2018 services are provided in Appendix I, as per annual performance reporting requirements. The report also outlines organizational risks and next steps for Public Health.

In Peel, Regional Council serves as the Board of Health, as mandated by the Ontario *Health Protection and Promotion Act (HPPA),* which provides the legal mandate for public health. The Ontario Public Health Standards ('the Standards'*),* issued under the *HPPA* by the Ministry of Health and Long-Term Care ('the Ministry'), prescribe the requirements for programs, services, and accountability for the provision of mandatory health programs and services. Appendix II summarizes the Standards' Public Health Accountability Framework. The Board of Health is accountable to the Ministry and a key role of the board is to oversee

the governance of the public health unit. Board of Health members must be aware of their roles and responsibilities and emerging issues and trends.

The Board of Health delegates the authority for the day-to-day management of Public Health to the Medical Officer of Health (MOH). With the Commissioner of Health Services, the MOH is legally accountable to lead the health unit in achieving board-approved directions. The *HPPA* specifies that the MOH reports directly to the Board of Health on all public health matters that are of concern or deemed to be a health hazard, and acts as the main spokesperson on all public health issues.

Section 5 of the *HPPA* requires that the Board of Health must superintend, provide or ensure the provision of public health programs and services in specified areas as follows:

- Community sanitation and the prevention or elimination of health hazards
- Provision of safe drinking water by small drinking water systems
- Control of infections and diseases of public health significance, including providing immunization services to children and adults
- Health promotion, health protection, and disease and injury prevention
- Family health
- Collection and analysis of epidemiological data
- Such additional health programs and services as prescribed by regulations

The Board of Health may also deliver additional programs and services in response to local needs identified within their communities, as acknowledged in Section 9 of the *HPPA*.

2. Population Health Approach

The Standards mandate public health work to be grounded in a population health approach, which focuses on upstream efforts to promote health and prevent diseases to improve the health of populations and address differences in health among and between groups. This approach moves beyond the traditional focus on disease and disability, taking into account mental and social well-being and quality of life.

Within a population health approach, Public Health works to shape and modify community contexts to enable residents to start life healthy and stay healthy for as long as possible. Public health also delivers strategic services that contribute to individual and community level disease prevention. Core public health functions are population health assessment and surveillance; health promotion and policy development; health protection; disease prevention and emergency management. Working in partnership with other Region of Peel departments, local municipalities and other sectors is central for population health impact.

3. 2014-2019 Public Health Strategic Priorities

Under the *HPPA*, public health units in Ontario are mandated through the Standards to have a strategic plan. From 2014 to 2019, the Public Health identified three program priorities that contribute to the Thriving area of focus within the Region of Peel Strategic Plan: 1 - Living Tobacco-Free; 2 - Nurturing the Next Generation; and 3 - Supportive Environments for Healthy Living.

PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS

Three enabling or infrastructure priorities also focus on developing public health practice capacity to support achievement of these program priorities: 1 - Serving an Ethno-Culturally Diverse Community (Health Equity); 2 - Workforce Development; and 3 - End-to-End Public Health Practice. These priorities altogether allow Public Health to identify focus areas for concentrated action, while maintaining excellent service in all other mandated programs. Detailed information on program priority progress is in Appendix III. Highlights of the 2014-2019 public health program priorities include:

a) **Living Tobacco Free**

The objectives of this priority are that fewer residents of Peel start smoking, more quit smoking, and there is less exposure to second-hand smoke. In Peel, there was a decrease in current cigarette smokers from 20 per cent in 2000/1 to 11 per cent in 2013/14.[1] Exposure to second-hand smoke at home declined from nine per cent in 2003 to close to three per cent in 2013/2014.[1] Peel has also seen a decline in smoking-related chronic diseases, though youth smoking initiation remains a concern.

Since 2014, some key public health action highlights include:

- Peel residents protected from second-hand smoke exposure through a number of initiatives, including:
  - A Smoke-Free Multi-Unit Housing Policy, 2018, which benefits more than 16,000 residents in Peel Living properties.
  - A Peel Waterpipe Smoking By-Law*, 2016*, which prohibits waterpipe smoking in settings where tobacco is prohibited.
  - With municipalities, strengthened smoke-free and vaping bylaws.
- Implementation of a Smoke-Free Movies social marketing campaign to increase parent and youth awareness on smoking initiation and tobacco marketing.
- Continued tobacco enforcement initiatives, including a refresh of test shopper protocols and inspection of water pipe premises.

b) Nurturing the Next Generation

The goal of this priority is to support the optimal development and wellbeing of Peel's children from the preconception period to school age. The importance of this priority is highlighted by the fact that in 2016, 33 per cent of Peel mothers entered pregnancy overweight or obese, thereby increasing health risks to both mother and baby. [2] In terms of nutrition, only 67 per cent of mothers who initiate breastfeeding continued to do so by six months.[3] Research demonstrates that key foundations of health that influence long term outcomes are the environment of relationships; physical, chemical and built environments; nutrition; and healthy growth and development. Details documenting this strategic priority work are available in the Nurturing the Next Generation Strategic Directions 2018-2023 report (2018).

Since 2014, key public health action highlights include:

- Improved identification of families in vulnerable situations and participation in the Healthy Babies Healthy Children targeted home visiting program.
- Shifted to a home visiting model to support infant feeding.

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[1] Source: Canadian Community Health Survey, 2000 - 2013/14.
[2] Source: Public Health Unit Analytic Reporting Tool (Cube), BORN Information System (BIC), Ontario.
[3] Source: Peel Infant Feeding Survey Annual Summary Report, 2016

- Developed child care menus in partnership with child care owners, operators, supervisors and cooks.
- Developed effective social marketing and just in time messaging interventions to reduce second-hand smoke exposure in homes.

c) Supportive Environments for Healthy Living

This priority envisions that all Peel residents live in an environment that supports physical activity and healthy eating. Over half of Peel residents aged 12 years and older report being inactive in their leisure time, and 62 per cent do not eat five or more servings of fruits and vegetables per day.[4] The proportion of trips done by walking, cycling or transit remains low and has changed little since 2006.[5] Physical activity and healthy eating remain important factors to prevent chronic diseases, which are among the main causes of mortality in Peel. Strong research evidence indicates that providing information alone is insufficient to achieve behavior change on a wide scale basis. Healthy behaviours are more likely to be adopted by creating healthy surroundings that naturally lead to healthy decisions.

Since 2014, key public health action highlights include:

- In collaboration with Public Works,
  - Supported the adoption of the *Regional Official Plan Amendment 27*, which requires a formal health assessment on applicable development applications.
  - Co-developed Transportation Demand Management and New Development Guidelines (2016).
- Implemented the High-impact, Easy Approach Leading To Healthier Youth (HEALTHY) Pledge Program, in partnership with the Peel District School Board and Dufferin-Peel Catholic School Board. This initiative targets healthy eating and physical activity interventions in the school setting.

4. Risk Assessment for Region of Peel-Public Health

A new accountability requirement introduced in 2018 mandates public health units to report to the Ministry on risk assessment and mitigation strategies. The critical risks identified for Public Health are listed in Appendix IV.

5. Provincial Funding for Public Health

In Ontario, funding for many public health programs is cost shared 75 per cent by the Province and 25 per cent by the Municipality. However, the current cost share for mandatory public health programs between the Province and the Region of Peel is approximately 63 per cent and 37 per cent, respectively, as a result of population growth and historical provincial underfunding. In 2013, Public Health was identified as having the lowest provincial per capita funding among public health units in Ontario.

In 2017, the previous Peel Regional Council, in its capacity as the Board of Health, advocated to the Province to use a needs-based formula for public health funding.

[4] Source: Canadian Community Health Survey, 2013/14.
[5] Source: Transportation Tomorrow Survey, several years.

Investments in preventive and health promoting population health interventions are shown to reduce the economic burden of disease, often through health care system cost avoidance.[6]

6. Looking Ahead

Development of the 2020-2030 Public Health Strategic Plan is currently underway. The plan is being informed by numerous inputs, including the current policy environment, feedback from our staff and partners, as well as a Comprehensive Health Status Report, which outlines the state of health in Peel. The focus of the Strategic Plan will once again be on ongoing and emerging public health issues that require sustained focus. These could include areas such as nutrition and physical activity, associated health impacts of climate change, mental wellbeing, including substance use, and modifiable social disadvantages that can lead to preventable health disparities.

Updates regarding Public Health's Comprehensive Health Status Report and the 2020-2030 Public Health Strategic Plan will be shared with Regional Council in the coming months. In addition, work is already underway on the development of the Community Wellbeing and Safety Plan, as highlighted in the January 10, 2018 report to Regional Council.

FINANCIAL IMPLICATIONS

There are no financial implications as Public Health 2014-2019 Strategic Plan initiatives are already included in the Region of Peel budget.

CONCLUSION

In Peel, the Regional Council is the Board of Health for Region of Peel-Public Health. The Board of Health is accountable to the Ministry and a key role of the board is to oversee the governance of the public health unit. The MOH leads the public health unit and reports directly to the Board of Health on all public health matters that are of concern or deemed to be a health hazard.

The 2009-2019 Public Health Strategic Plan has been central to maximizing limited resources to address areas of need among Peel residents. It has also been a key foundation that allows Public Health to maximize its contribution to the 2015-2035 Region of Peel Strategic Plan vision, a Community for Life. Work on a Comprehensive Health Status Report is near completion, and the development of the 2020-2030 Public Health Strategic Plan has already started. Updates will be shared with Regional Council in 2019.

Nancy Polsinelli, Commissioner of Health Services

[6] Canadian Public Health Association (2013). Public Health Is The Ultimate Return On Investment.

PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS

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

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Highlights on 2018 Region of Peel-Public Health Activities
Appendix II - The Standards Public Health Accountability Framework
Appendix III - Additional Examples on Progress on 2014-2019 Priorities and Additional Areas of Work
Appendix IV - Risks identified as critical for Region of Peel-Public Health

For further information regarding this report, please contact Dr. Jessica Hopkins, Medical Officer of Health at 905-791-7800 extension 2856 or at Jessica.hopkins@peelregion.ca.

Authored By: Deepika Lobo and Fabio Cabarcas, extension 8363.

2018 PEEL PUBLIC HEALTH YEAR IN REVIEW

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TOBACCO ENFORCEMENT

458 mandatory youth access inspections-electronic cigarette

295 compliant-based inspections under the *Smoke Free Ontario Act* and relevant legislation

92 secondary school inspections for compliance with *Smoke Free Ontario Act*

649 mandatory annual tobacco vendor display and promotion inspection

1,267 mandatory youth access inspections *Smoke Free Ontario Act*

HARM REDUCTION

509,012 sterile needles distributed, together with education and referrals

892 naloxone kits distributed

10,720 safer inhalation kits distributed

OTHER PROGRAMS

Nearly **97,000** children provided with free dental screening

11,800 children were identified with urgent dental conditions requiring treatment by a dental professional

318 Peel families received Public Health Nurse support through the Families First program

NURTURING THE NEXT GENERATION

2,250 breastfeeding home visits

400 trained child care providers on-line or in-person on physical literacy

660 engaged families to accept the Healthy Babies Healthy Children program

SUPPORTIVE ENVIRONMENTS

261 Healthy Pledges signed by schools to work on health promoting areas

80% of 63 development applications that underwent a health assessment met or exceeded a pass score

Supported **221** Peel Student Nutrition Programs with nutrition and safe food handling training and consultation

Consulted on **seven** transportation-related Environmental Assessments

In partnership with Human Services, incorporated active design elements into **eight** affordable housing sites (total of 947 units)

INFECTIOUS DISEASE PREVENTION

128 outbreaks investigated (community and institutional settings)

62,000 immunizations administered

10,655 diseases of public health significance investigated by managing reported cases and tracing contacts to reduce the risk of transmission

736,814 doses of vaccine distributed

100% inspection rate of fridges storing publicly-funded vaccine

Provided service during **18,644** visits to healthy sexuality clinics

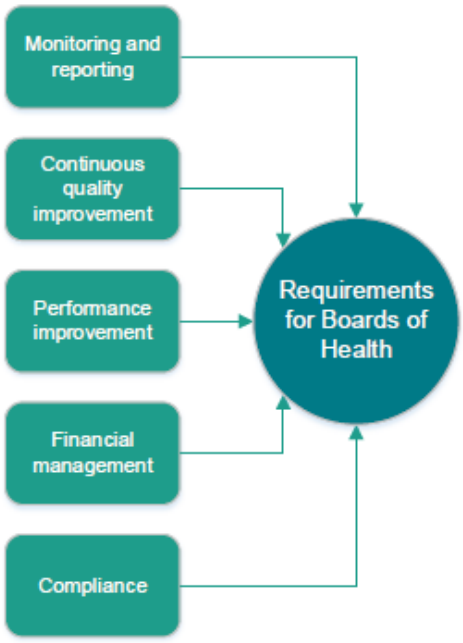
10,389 Completed food inspections to prevent foodborne illness

APPENDIX II
PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS

The Ontario Public Health Standards' Accountability Framework

The Accountability Framework is composed of four Domains				
Domain	**Delivery of Programs and Services**	**Fiduciary Requirements**	**Good Governance and Management Practices**	**Public Health Practice**
Objectives of Domain	Boards of health will be held accountable for the delivery of public health programs and services and achieving program outcomes in accordance with ministry published standards, protocols, and guidelines.	Boards of health will be held accountable for using ministry funding efficiently for its intended purpose.	Boards of health will be held accountable for executing good governance practices to ensure effective functioning of boards of health and management of public health units.	Boards of health will be held accountable for achieving a high standard and quality of practice in the delivery of public health programs and services.

Organizational Requirements incorporate one or more of the following functions:



The Accountability Framework is supported by:	
Accountability Documents	• **Organizational Requirements:** Set out requirements against which boards of health will be held accountable across all four domains. • **Ministry-Board of Health Accountability Agreement:** Establishes key operational and funding requirements for boards of health.
Planning Documents	• **Board of Health Strategic Plan:** Sets out the 3 to 5 year local vision, priorities and strategic directions for the board of health. • **Board of Health Annual Service Plan and Budget Submission:** Outlines how the board of health will operationalize the strategic directions and priorities in its strategic plan in accordance with the Standards.
Reporting Documents	• **Performance Reports:** Boards of health provide to the ministry regular performance reports (programmatic and financial) on program achievements, finances, and local challenges/issues in meeting outcomes. • **Annual Report:** Boards of health provide to the ministry a report after year-end on the affairs and operations, including how they are performing on requirements (programmatic and financial), delivering quality public health programs and services, practicing good governance, and complying with various legislative requirements.

APPENDIX III
PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS

Additional Examples on Progress on 2014-2019 Priorities

Area	Examples of Public Health Action
Living Tobacco Free	• Smoke-free Multi–Unit Housing Policy, which will benefit more than 16,000 residents (partnership with Peel Living) • Corporate Smoking in the Workplace Policy update (partnership with Region of Peel-Corporate Services) • Peel Waterpipe Smoking By-law, 2016 • Workplace inspection pilot program aimed at decreasing second-hand smoke • Smoke-Free Homes Pledge Strategy, where parents commit to making their homes smoke free • Smoke-Free Movies Social Marketing Campaign to increase parent awareness of tobacco marketing in movies • Webpage of current smoking cessation resources for health professionals • Cessation services provided to Regional employees and Peel Living tenants
Nurturing the Next Generation	• Theoretical and research evidence identified to inform action across four foundations of health: 1) Environment of Relationships, 2) Physical, Chemical & Built Environments, 3) Nutrition, and 4) Healthy Growth and Development • Walk-in service at infant feeding clinics; breastfeeding home visits, seven days per week hospital liaison, services available during holiday periods and contact centre enhancements • Increased screening, referrals and participation in the high risk home visiting program (Healthy Babies Healthy Children) • Support for Trillium Health Partners to achieve Baby Friendly Initiative designation • Sample child care menus, currently being tested and evaluated in select licensed child care centres in Peel (multiple partners) • Social marketing tools implemented as an effective intervention to reduce second-hand smoke exposure in homes • Physical Literacy Champions Network in Peel (partnerships with Region of Peel-Human Services, Child Development Resource Centre Peel and Sheridan College)

APPENDIX III
PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS

Supportive Environments for Healthy Living	• Regional Official Plan Amendment 27 for formal health assessment on applicable development applications (partnership with Region of Peel-Public Works and municipalities) • Transportation Demand Management and New Development Guidelines (partnership with Region of Peel-Public Works) • Environmental Assessments (EAs) and Transportation Impact Review to prepare Public Health comments concerning transportation infrastructure projects (partnership with Region of Peel-Public Works) • Streetscaping Toolbox was, updated in 2017 (collaborative project with Region of Peel-Public Works, and Credit Valley Conservation) • Walking Audit Tool, piloted between 2016-2018 (partnership with Region of Peel-Public Works and municipalities) • Region of Peel Vision Zero to prevent fatalities and injuries from motor vehicle collisions in Peel (partnership with Region of Peel-Public Works) • Peel Healthy Schools Partnership (partnership with the Dufferin-Peel Catholic District School Board and the Peel District School Board) • Active Designed Buildings and Healthy Food Served and Sold projects (2013-2016) at two main regional buildings (partnership with Region of Peel-Corporate Services) • Region of Peel-Public Health partnered to develop the Peel Food Charter and will partner with Region of Peel-Region of Peel-Human Services in forming the Peel Food Action Council; both projects of the Peel Poverty Reduction Strategy (2012- current) • Improvements to food environments, activity spaces and physical activity programming, in various community settings (on-going) • In partnership with the City of Mississauga, o infrastructure enhancements in parks aimed at increasing physical activity o changes to the food environments in the City's workplaces and recreation facilities, increasing access and promotion of healthy food and beverages (on-going) • Healthy Living Supports Program, launched in 2017, to provide funding to smaller scale infrastructure projects that create supportive environments for active living and healthy eating • Healthy Communities Initiative, launched in 2016, in partnership with the Central West Local Health Integration Network, City of Brampton, Region of Peel, William Osler Health System and other community partners. This targeted program identified sub-regions in northeast Brampton as having a high risk of diabetes. Healthy eating and physical activity interventions are delivered in the school setting

APPENDIX IV
PUBLIC HEALTH INTRODUCTION AND 2014-2019 STRATEGIC PRIORITY STATUS

Risks identified as critical for Region of Peel-Public Health

Risk Description	Key Risk Mitigation Strategy
Emerging Technology: limited ability to keep pace with emerging technologies to deliver client services, including implementation, staff training and ongoing IT support to improve Region of Peel-Public Health outputs and outcomes.	Region of Peel-Public Health plans to Implement the use of Electronic Medical Records (EMRs) in all public health programs. The Region of Peel is also currently implementing a digital strategy to support the needs of the organization. However, Region of Peel-Public Health is not able to fully mitigate the risk.
Priority population needs: limited ability to meet the changing needs of priority populations, due to changing environments and demographics. Limited data is available on priority populations. Limited resources are also a barrier for program changes.	A staff Health Equity Steering Committee has been formed to develop a vision and plan for Region of Peel-Public Health to decrease health inequities. A Health Status Report will be completed in 2019, providing information on priority populations to use in program and strategic plan development. However, limitations in data and resources remain.
Growing Population: limited ability to make program changes that meet the needs of the increasing number of Peel residents. The Ministry funding has not kept pace with the population growth.	Program capacity reviews and evaluation are continuously conducted to maximize efficiencies and effectiveness. Region of Peel-Public Health has reduced direct services and increased online services to increase reach. Region of Peel-Public Health continues to advocate for increased funding to serve the growing population as the risk is not fully mitigated.
Changing provincial governments: limited ability to achieve its strategic objectives and priorities in the context of changing provincial governments and policies that impact programs.	Based on effective public health practice (End-to-End Public Health Practice), Region of Peel-Public Health strategically allocates resources to participate in provincial government consultations that impact the health of Peel residents. Region of Peel-Public Health participates in professional groups with a collectively stronger voice when providing feedback to the Province.
Client engagement: limited ability to adequately engage the public to provide input into programs and services offered to meet the needs of residents for client satisfaction.	Residents provide their feedback through surveys and evaluations of programs and services. Region of Peel-Public Health will conduct focused community engagement during the development of the strategic plan and healthy equity strategy. Region of Peel-Public Health will further develop methods to seek residents' input to some programs, but more resources are needed.

(IT – Information Technology, the Ministry – Ministry of Health and Long Term Care)

Note: To conduct the risk assessment, Region of Peel-Public Health used a Ministry risk framework as a consultation tool with Directors and Managers. Potential risks were ranked according to likelihood of occurrence and impact in the population or programs.

Region of Peel
working with you

Region of Peel-Public Health

Dr. Jessica Hopkins
Medical Officer of Health

February 14, 2019

What is Region of Peel-Public Health?

Region of Peel
working with you

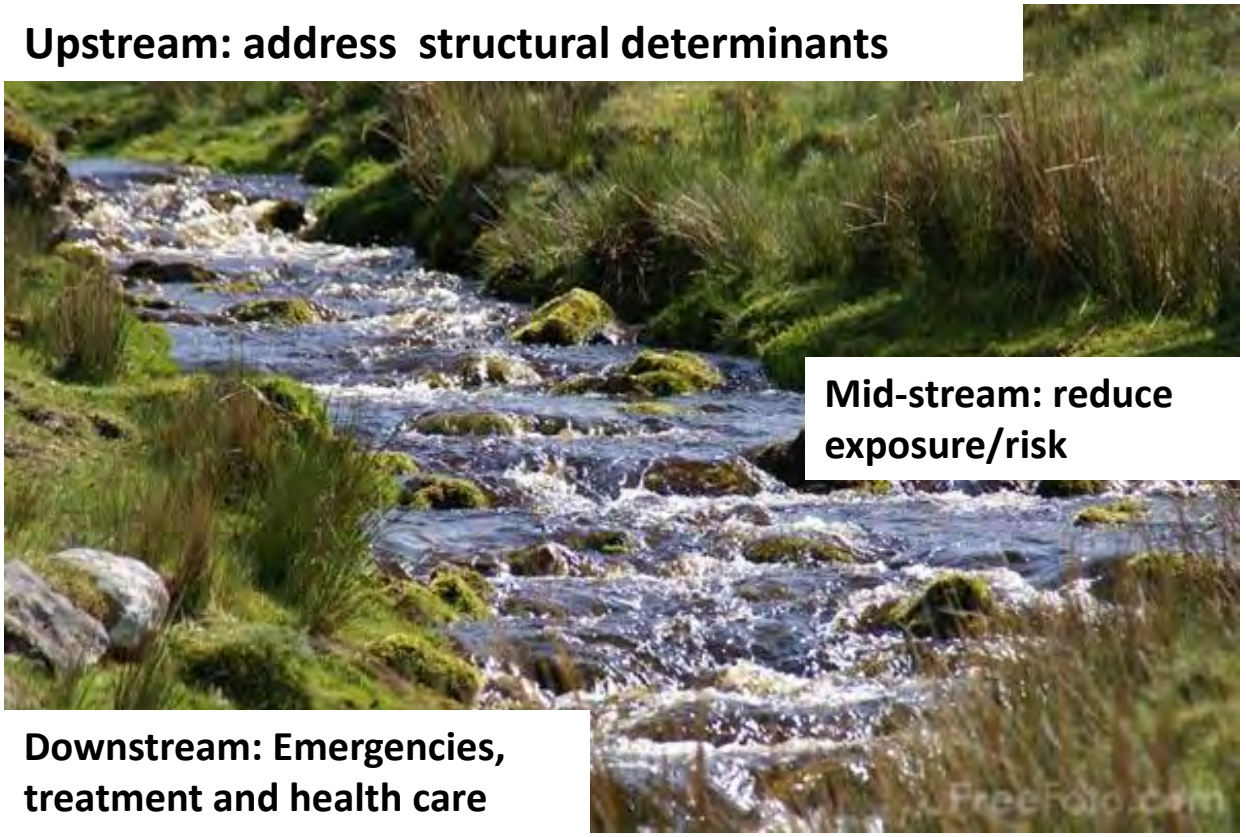
Peel Public Health Mandate

- Board of Health = Regional Council
  - The Medical Officer of Health
    - reports to the Board of Health
    - provides direction to the public health staff
    - is the main spokesperson on all public health issues
    - leads the health unit in achieving board-approved directions

Health Protection and Promotion Act
Ontario Public Health Standards

Peel Public Health Mandate

- A **population health approach** focuses on upstream efforts to promote health and prevent diseases



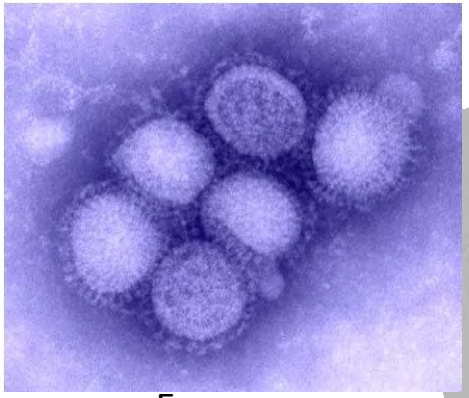
Core Public Health Functions

Assessment and Surveillance

Health Promotion and Policy Development

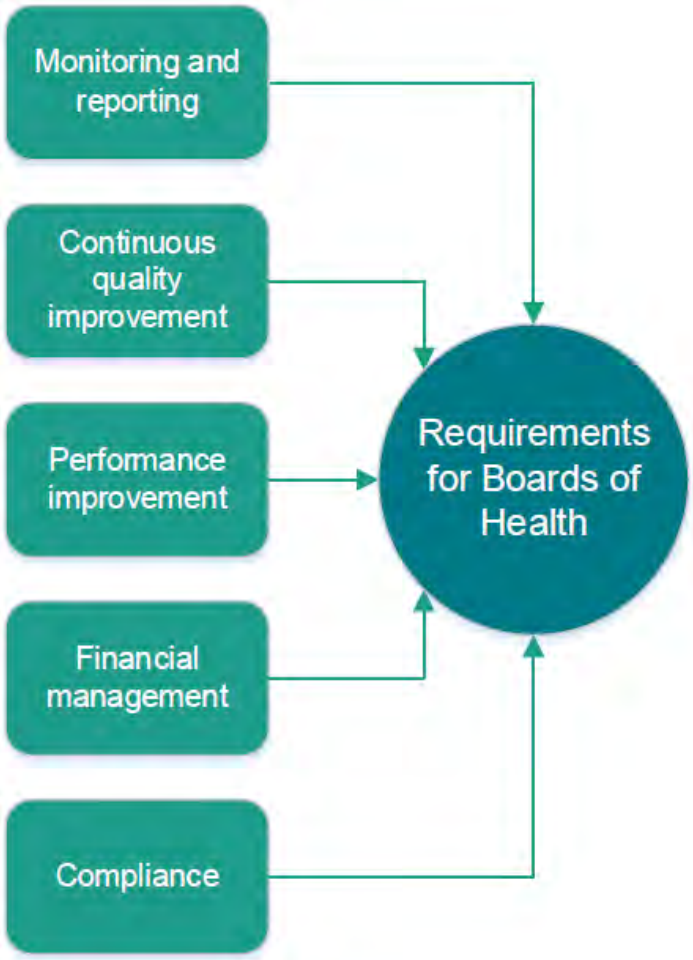
Health Protection

Disease Prevention



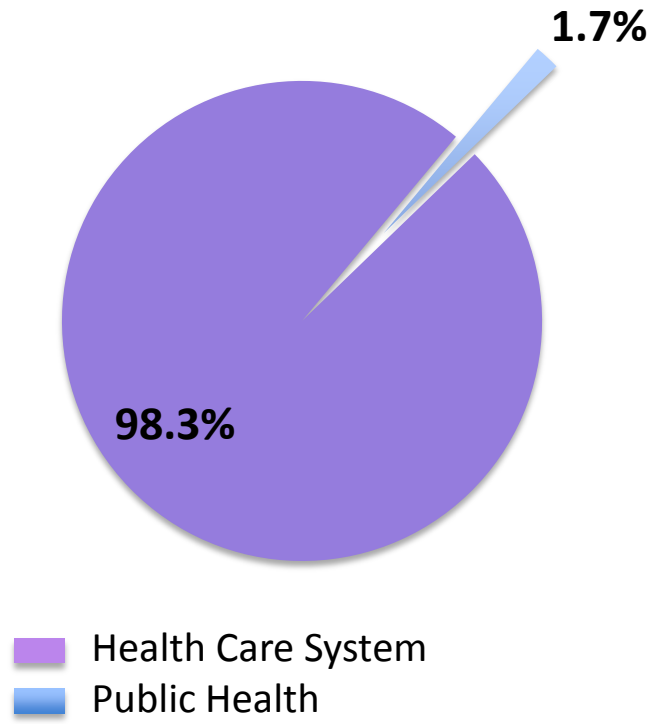
Emergency Management

Mandated Accountability



- Accountability Documents
  - Requirements
  - Agreements
- Planning Documents
  - Strategic Plan
  - Annual Service Plan
- Reporting Documents
  - Performance Reports
  - Annual Report

Provincial Underfunding



Source: Expenditure of the Ministry of Health and Long Term Care (2015). Treasury Board Secretariat.

Public Health investments are effective to reduce health care costs

2014-2019 Region of Peel-Public Health Priorities

Thriving	• Living Tobacco-Free • Supportive Environments for Healthy Living • Nurturing the Next Generation	Program
Living	• Serving an Ethno-Culturally Diverse Community (Health Equity)	Infrastructure
Leading	• Workforce Development • End-to-End Public Health Practice	

Population Health Highlights

Living Tobacco-Free

- Decline in current cigarette smokers:
- Youth initiation still a concern

Supportive Environments for Health Living

Over half of Peel residents are inactive in their leisure time

62% of Peel residents do not eat fruits and vegetables five or more times per day

Nurturing the Next Generation

67 % mothers who initiate breastfeeding continued to do so by six months

Working with you

Human Services	Public Works	Local Municipalities	Health Care and LHINs	School Boards
Dental care for social assistance clients	Healthy and age-friendly built environments	Walking audits	Healthy Communities Initiative	Free children free dental screenings
Physical literacy in child care centres	Air quality modelling	Health assessment on development applications	Health system leadership	Physical activity and healthy eating
Active design affordable housing	Vision Zero	Enhanced recreation infrastructure	Mental wellbeing	HEALTHY Pledge Program

Key Challenges Looking Ahead

- Mental wellbeing
- Substance use
- Health impacts of climate change
- Complete communities for active living and healthy eating
- Health inequities

Looking Ahead to 2019

- Funding restraints
- Comprehensive Health Status Report
- 2020-2030 Strategic Plan Development
- Community Safety and Wellbeing Plan

ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

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Region of Peel
working with you

REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 4, 2019

REPORT TITLE: **NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW REQUEST TO PROCEED TO A PUBLIC MEETING**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That a statutory public meeting be scheduled for March 28, 2019 pursuant to Section 17(15) of the *Planning Act* to inform the public and to obtain its input with respect to a draft Regional Official Plan Amendment related to the removal of shale resource protection policies in the North West Brampton Urban Development Area;

And further, that a copy of the draft Regional Official Plan Amendment attached as Appendices I and II to the report of the Commissioner of Public Works, titled "North West Brampton Shale Resources Policy Review Request to Proceed to a Public Meeting" be forwarded to appropriate agencies, the Ministry of Municipal Affairs and Housing, the Ministry of Natural Resources and Forestry, the Cities of Brampton and Mississauga, and the Town of Caledon for their review and comments.

REPORT HIGHLIGHTS

- This report recommends that a statutory public meeting be held on March 28, 2019 to inform the public of proposed amendments to the Region of Peel Official Plan.
- On June 9, 2016, Regional Council provided direction to initiate a review of shale protection policies applying to the North West Brampton Urban Development Area.
- The North West Brampton Policy Area Review Study Report was completed and reported to Council in June 2018. The staff report and accompanying study provided an assessment of shale protection options and recommended policy direction.
- On June 28, 2018, Regional Council directed staff to prepare a draft regional official plan amendment in accordance with the recommendations provided in the staff report in order to commence the public consultation process.
- The draft amendment proposes to:
  - delete policies that protect shale resources in the urban portion of the North West Brampton Urban Development Area; and
  - retain policies that protect provincially significant shale resources within the Provincial Greenbelt Plan Area adjacent to the North West Brampton Urban Development Area.
- Initial consultations on the draft policies have occurred with Regional staff, local municipal staff, provincial staff, landowners and the Shale Brick Industry.

**NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING**

DISCUSSION

1. Background

On June 9, 2016, Regional Council gave direction to initiate a review of the shale resource protection policies applying to the North West Brampton Urban Development Area in the Regional Official Plan. Meridian Planning was retained to undertake a study to determine if revisions to the shale protection policies were appropriate and whether shale protection should continue or be removed, in whole or in part.

A study report titled "North West Brampton Policy Area Review Study Report" (the Study) was submitted to Regional Council on June 28, 2018 providing an assessment of shale protection options and recommended policy direction. Further to the study report and recommendations, Regional Council directed staff to undertake the following through Council Resolution 2018-605:

- prepare a draft amendment to the Regional Official Plan to delete the shale protection policies and High Potential Mineral Aggregate Resource Area mapping within the North West Brampton Policy Area, excluding that portion within the Greenbelt Plan Area;

- report back to Regional Council for direction to initiate formal public consultation on the amendment in accordance with the *Planning Act*; and

- continue stakeholder consultations with the Province, brick industry representatives and interested landowners in the North West Brampton Policy Area in advance of reporting back to Regional Council.

The study report and findings are available on the Region of Peel Planning webpage: peelregion.ca/planning/bramptonshale/

The purpose of this staff report is to request authorization to hold a statutory public meeting to seek public input on a draft Regional Official Plan Amendment (ROPA). Formal circulation of the ROPA, giving of notice of the public meeting, and the holding of a statutory public meeting is required under section 17 of the *Planning Act* prior to adoption of the ROPA.

Regional Council is not being requested at this time to make a final decision on the recommended draft amendment. The purpose of the public meeting is to provide an opportunity for the public to comment on the draft amendment prior to making a final recommendation to Regional Council. A final recommendation regarding adoption of the amendment will be provided to Council upon conclusion of the public consultation.

2. Findings

a) Summary of North West Brampton Shale Review Study Findings

The North West Brampton Shale Review Study (the Study) analyzed the provincial policy direction related to shale protection and sustainable growth management in relation to the North West Brampton context. This analysis concluded that shale resources in the North West Brampton Urban Development Area are provincially significant and accessible and are

subject to the policy direction for mineral aggregate resources in the Provincial Policy Statement, 2014. The Study found that the feasibility of extracting shale from the Study area is remote due to land acquisition costs and the need to purchase and merge multiple sites into one parcel and that the Regional Official Plan policy protection for shale resources should be removed. A 10-year moratorium preventing land use approvals for urban development had been imposed when the Regional Urban Boundary was expanded to include Northwest Brampton in 2006. No quarry applications have been made within the urban portion of the study area prior to or during the 10-year moratorium and no sites within the North West Brampton Urban Development Area have been acquired for the purposes of making an application for a new licence.

The Study concluded that the development of urban uses in the North West Brampton Urban Development Area is in the greater long-term public interest than protecting these same lands for shale extraction.

In order to implement the Study's direction, it is recommended that the Regional Official Plan be amended by:

- Deleting the shale resources protection policies on all lands west of Mississauga Road within the North West Brampton Urban Development Area;

- Retaining shale resource protection within the Greenbelt Plan Area; and

- Amending Schedule C in the Regional Official Plan to remove the identification of High Potential Mineral Aggregate Resource Area on all lands west of Mississauga Road excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area.

Further background on the Study and policy review is provided in staff reports to Regional Council dated June 9, 2016 and June 28, 2018. Copies are available from the Office of the Regional Clerk or the Region of Peel website: peelregion.ca/planning/bramptonshale/

3. **Proposed Regional Official Plan Amendment**

A draft Regional Official Plan Amendment has been prepared based on the results of the *North West Brampton Shale Resources Policy Review* (see Appendix I).

The draft amendment proposes to remove all of the shale protection policies within the North West Brampton Urban Development Area west of Mississauga Road, excluding that portion outside the Regional Urban Boundary within the Provincial Greenbelt Plan Area.

It is also recommended that the mapping of High Potential Mineral Aggregate Resource Area on Schedule C in the Regional Official Plan be amended to remove the identification of High Potential Mineral Aggregate Resource Area on all lands within the North West Brampton Urban Development Area west of Mississauga Road, excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area. The identification of High Potential Mineral Aggregate Resource Area within the Greenbelt Plan Area is recommended to be retained and revised based on updated provincial mapping of shale resources in Peel, excluding areas where mineral aggregate extraction is prohibited in policy

3.3.2.3 of the Regional Official Plan. The changes to Schedule C are illustrated in Appendix I. Further information on the recommended mapping refinements to the High Potential Mineral Aggregate Resource Area on Schedule C is provided in Appendix II.

The new policy framework would continue to permit shale extraction to occur within North West Brampton, should a licence be sought, without an amendment to the Brampton Official Plan. These policies continue to be relevant to the implementation of the Provincial Policy Statement and are consistent with the 2005 Ontario Municipal Board Minutes of Settlement, and the more recent settlement agreement between the City of Brampton and Brampton Brick Ltd. The 2005 Ontario Municipal Board settlement agreement resolved issues between the Province, the Region and the City of Brampton regarding shale protection. Regional staff will further consider the need to include the exemption policy in the final drafting of the amendment upon review of comments received.

4. Conformity with Provincial Plans and Policies

A detailed analysis of the relevant Provincial Policy Statement, 2014 and Growth Plan, 2017 policies, in relation to the protection of aggregate resources and planning for growth, was undertaken by Meridian Planning and is provided in the Study Report. Based on this information, Regional staff confirm that the proposed amendment conforms with the applicable provincial plans and policies.

5. Relation to Other Strategic Initiatives

The shale protection policy framework impacts the overall planning for the Heritage Heights secondary planning area. Heritage Heights includes lands that overlap with the shale protection area. In October 2017, Regional Council endorsed a proposed allocation of population and employment for the Region to 2041 for consultation purposes as part of the current five-year review of the Regional Official Plan (Peel 2041) and a preliminary land budget which allocates additional growth to Heritage Heights to accommodate projected growth in the City of Brampton.

As the Region and City continue to study and plan for this area, a determination of shale protection in North West Brampton is required to provide greater certainty for planning growth in a comprehensive, integrated and efficient manner. The recommended Regional Official Plan Amendment addresses this need.

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

CONCLUSION

Through the public consultation process stakeholders will have the opportunity to provide comments on the proposed amendments to the North West Brampton Policy Area framework in the Regional Official Plan. Following the receipt of stakeholder feedback staff will evaluate the proposed policy. A report will then be brought to Regional Council with a request to adopt the Regional Official Plan Amendment.

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Draft Regional Official Plan Amendment to the Removal of Shale Resources Policies in the North West Brampton Urban Development Area
Appendix II – Recommended Mapping Refinements to the High Potential Mineral Aggregate Resource Areas in North West Brampton

For further information regarding this report, please contact Steve Jacques, Director, Regional Planning and Growth Management Division, extension 4625, Steve.Jacques@peelregion.ca

Authored By: Gail Anderson, Principal Planner
Mark Head, Manager, Research and Analysis

Reviewed in the workflow by:

Legal Services

APPENDIX I
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT NUMBER ___

AN AMENDMENT TO UPDATE THE SHALE RESOURCES PROTECTION POLICIES IN THE NORTHWEST BRAMPTON URBAN DEVELOPMENT AREA

APPENDIX I
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

THE CONSITUTIONAL STATEMENT

Part A, THE PREAMBLE, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendments to the Text, Schedules, and Figures of the Region of Peel Official Plan, constitutes Amendment Number ___ to the Region of Peel Official Plan.

APPENDIX I
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

PART A – THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to remove the policies that protect the provincially significant shale resources in the North West Brampton Urban Development Area and delete the High Potential Mineral Aggregate Resources Area identification on all lands west of Mississauga Road, excluding that portion outside the Regional Urban Boundary within the Provincial Greenbelt Plan Area.

Location:
This Amendment applies to lands in the City of Brampton legally described as Part of Lots 7 to 17, Concession 5 and Part of Lots 8 to 14, Concession 6 West of Centre Road (now Hurontario) as shown on Schedule A, attached to this amendment.

Basis:
Establishment of the North West Brampton Urban Development Area

On June 16, 2005, Regional Council adopted Regional Official Plan Amendment 15 (ROPA 15) which extended the Regional Urban Boundary to include all of the lands west of Mississauga Road, south of Mayfield Road, North of the Greenbelt Boundary and East of Winston Churchill Boulevard, known as the "North West Brampton Urban Expansion Area" within the Region's Urban System. ROPA 15 was appealed to the Ontario Municipal Board (OMB) and an OMB decision that implemented minutes of settlement among the parties was issued in December 2006. Through the Minutes of Settlement, the Region agreed to include shale protection policies in the Regional Official Plan to provide for the continued protection of shale resources in advance of urban development, recognizing that the population and employment forecasts that are the basis of the Regional Official Plan will ultimately require the development of all of North West Brampton to accommodate growth. The Region also agreed to insert official plan policies that prohibited any amendments to the NWBPA for a period of at least ten years following approval of the policy. The ten year moratorium on the review of the NWBPA policy expired on December 16, 2016 upon which the Region commenced a study to review the policies.

North West Brampton Shale Resources Policy Review Study

The North West Brampton Policy Area Review Study has been completed by Meridian Planning in Spring 2018. The study concluded that although shale resources in North West Brampton are provincially significant and accessible, the Regional Official Plan policy protection of shale resources for extraction should be removed. The study found that the feasibility of extracting shale from the study area is remote due to land assembly and land cost constraints. No quarry applications were made within the urban portion of the Policy Area prior to or during the 10-year moratorium and no sites within the North West Brampton Urban Development Area have been acquired for the purposes of making an application for a new licence.

The Study Report concluded that urbanization of the North West Brampton Urban Development Area serves a greater long-term public interest than protecting the lands for shale extraction. The report concluded that the North West Brampton Urban Development Area lands have been approved to accommodate growth to 2031 and are currently being planned to accommodate additional population

APPENDIX I
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

and employment growth to 2041 in accordance with policy direction in the Provincial Policy Statement and Growth Plan. It further concluded that servicing cost implications of continued shale protection scenarios varied and are potentially significant based on an economic analysis of impacts. There would be significant implications to the Region's growth management and infrastructure planning programs if shale resource protection policies continued because the planned population and employment growth within Heritage Heights would need to be accommodated elsewhere in the Region, along with associated servicing costs. Partial shale protection options were considered and were determined to have the highest potential infrastructure cost implications as new infrastructure would be required in other greenfield locations in order to accommodate growth displaced by shale protection and to service the population and employment that would continue to be located in North West Brampton. The study confirmed that extending urban development in Heritage Heights is logical and aligns with planned community, infrastructure and institutional investments.

The study's recommendations to remove shale protection would result in the release of all lands inside the Regional Urban Boundary in the Heritage Heights Secondary Plan Area for urban development thereby not resulting in financial implications to the Region's infrastructure programs as development would proceed in accordance with planned improvements.

Draft Regional Official Plan Amendment Policy Framework

The draft Regional Official Plan Amendment implements the direction of the North West Brampton Policy Area Review Study by deleting the shale protection policies on all lands west of Mississauga Road within the North West Brampton Policy Area excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area. The revisions to remove the shale protection policies would release the lands for urban development and allow the completion of planning approvals necessary to permit urban development to proceed in accordance with staging and phasing acceptable to the City and Region.

The implementation of the recommendations to release lands for urban development will require a corresponding amendment to Schedule C in the Regional Official Plan to remove the identification of High Potential Mineral Aggregate Resource Area on all lands west of Mississauga Road excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area. High Potential Mineral Aggregate Resource Area mapping within the Greenbelt Plan Area is recommended to be amended in accordance with updated shale resource mapping provided by the Province.

The draft amendment proposes to retain policies that permit shale extraction without an amendment to the City of Brampton Official Plan on all lands west of Mississauga Road. The policy continues to be relevant to the implementation of provincial policy direction for shale resources. Policies permitting shale extraction to proceed without an amendment to the Brampton Official Plan would continue to be subject to policies included in the Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning by-law, and subject to the approval requirements and the issuance of a licence under the Aggregate Resources Act.

APPENDIX I
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

PART B – THE AMENDMENT

Amendments to Text and Schedules

1. Chapter 5, Regional Structure, is amended by deleting Policy 5.3.4.1.6 is in its entirety and replacing it with the following:

   "5.3.4.1.6 To provide for the availability and use of shale resources within the North West Brampton Urban Development Area and provide for the continued protection and use of shale resources in the Greenbelt Plan Area adjacent to North West Brampton Urban Development Area."

2. Chapter 5, Regional Structure, is amended by deleting policies 5.3.4.2.2 f) and g) in their entirety and replacing them with the following:

   " 5.3.4.2.2 f) That shale extraction be permitted and that the protection of provincially significant shale resources identified as High Potential Mineral Aggregate Resource Area (HPMARA) on Schedule C of this Plan be continued in accordance with the following:

   i) The population, household and employment forecasts that are the basis of the Regional Official Plan require the utilization of all of the North West Brampton Urban Development area to accommodate growth;

   ii) Shale resources shall be protected, in accordance with the policies of Section 3.3 within the area identified as HPMARA on Schedule C in the Provincial Greenbelt Plan Area;

   iii) The extraction of shale shall be permitted to occur on all lands in the North West Brampton Urban Development Area and in the Provincial Greenbelt Plan Area without an amendment to the City of Brampton Official Plan, subject to policies to be included in the City of Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning by-law, and subject to the issuance of a licence under the Aggregate Resources Act;

   iv) Notwithstanding the permissions for shale resource extraction, the City of Brampton is permitted to undertake secondary planning for land-uses in the North West Brampton Urban Development Area, subject to studies to determine appropriate separation, buffering and mitigation of land uses adjacent to lands identified as HPMARA in the Provincial Greenbelt Plan Area or adjacent to sites within the North West Brampton Urban Development Area that are subject to an application for a licence, or are licensed, for extraction under the Aggregate Resources Act.

   v) The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation Corridor or alternatives for other infrastructure and transportation uses within the Northwest GTA Corridor Identification Study Area as identified by the Ministry of Transportation;

   vi) The establishment of land uses within the North West Brampton Urban Development Area adjacent to HPMARA which could preclude or hinder future shale extraction shall only be

APPENDIX I
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

permitted in accordance with the policies of Section 3.3 of this Official Plan and the applicable provincial policies.

vii) With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of Section 3.3 of the Region of Peel Official Plan shall continue to apply for the purpose of permitting shale extraction without an amendment to the City of Brampton Official Plan;

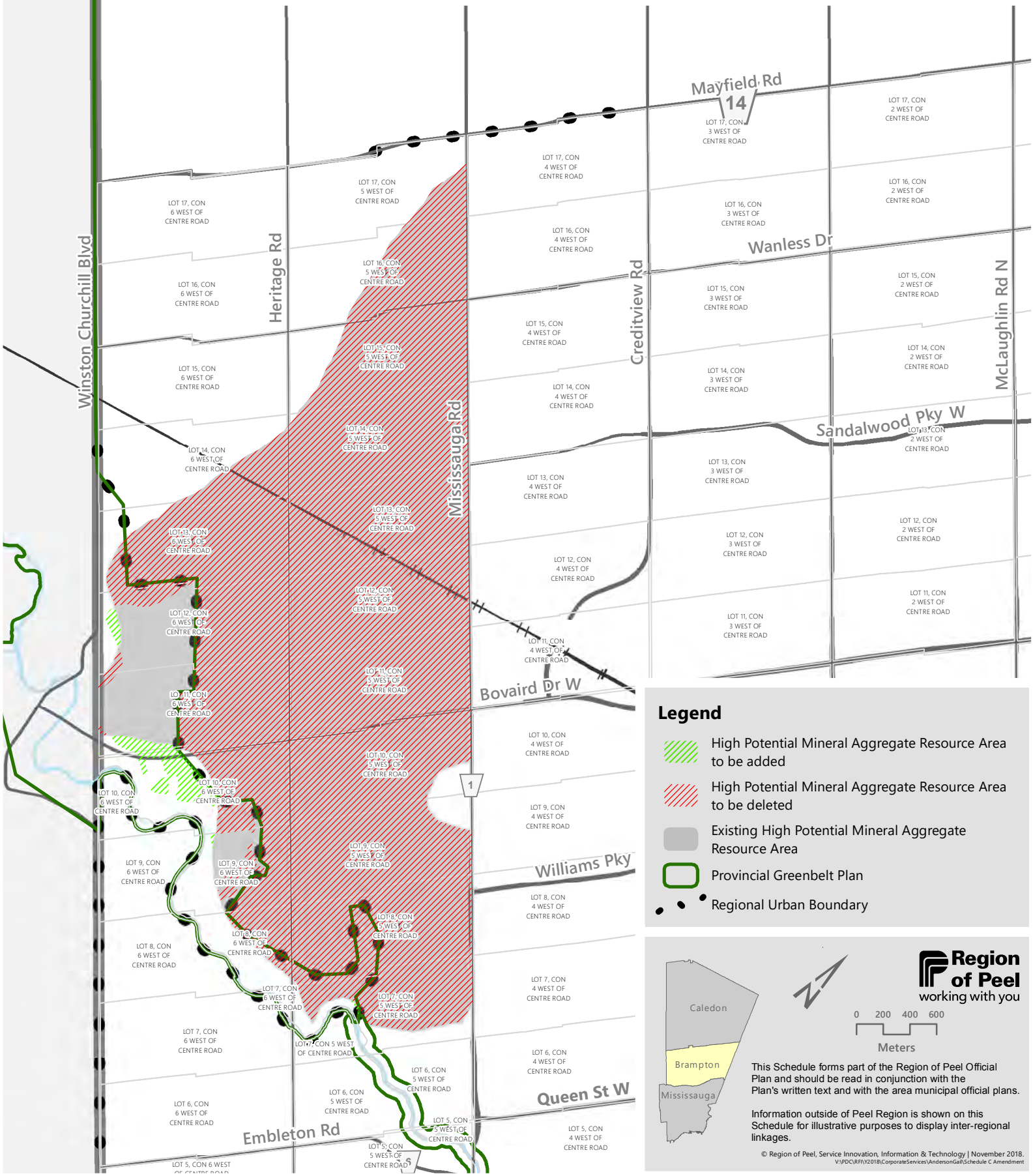
viii) The City shall reflect and designate the HPMARA as shown on Schedule C, as amended."

3. Schedule C, High Potential Mineral Aggregate Resource Areas (HPMARA) is amended by deleting the High Potential Mineral Aggregate Resource Areas shown in red hatching on Schedule A, attached hereto, adding in the High Potential Mineral Aggregate Resource Areas shown in green and by making such other housekeeping amendments to Schedule C of the Regional Official Plan to update the format and appearance of the Schedule.

Official Plan

Schedule A to the Regional Official Plan Amendment __ - Proposed Changes to the High Potential Mineral Aggregate Resources Area Shown on Schedule C to the Region of Peel Official Plan

November 2018



Legend

- High Potential Mineral Aggregate Resource Area to be added
- High Potential Mineral Aggregate Resource Area to be deleted
- Existing High Potential Mineral Aggregate Resource Area
- Provincial Greenbelt Plan
- Regional Urban Boundary

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This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

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APPENDIX II
NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
REQUEST TO PROCEED TO A PUBLIC MEETING

Methodology for Identifying High Potential Mineral Aggregate Resource Areas (HPMARA) in North West Brampton

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Methodology for Identifying High Potential Mineral Aggregate Resource Areas (HPMARA) in North West Brampton

Objective

The purpose of this report is to document the methodology that was used to update and refine the identification of High Potential Mineral Aggregate Resources Areas (HPMARA) mapping on Schedule C to the Regional Official Plan to implement the recommendations of the North West Brampton Shale Resources Policy Review. The proposed mapping refinements have been incorporated into the proposed schedule attached to the draft Regional Official Plan Amendment. The proposed revisions have also been incorporated into a proposed office consolidation version of Schedule C with updated formatting for information and reference purposes which is attached to this appendix.

Background

The Regional Official Plan identifies High Potential Mineral Aggregate Resource Areas (HPMARA) on Schedule C, in accordance with the Provincial Policy Statement, 2014 policy 2.4.2.1. The Regional HPMARA represents the lands which contain primary and secondary sand and gravel resource areas and selected bedrock resource areas that are not constrained by provincial or municipal policies which prohibit aggregate resources extraction.

The existing HPMARA on Schedule C was created in 2001. The criteria that were used to create the HPMARA identification in North West Brampton were updated through Regional Official Plan Amendment 21B in to reflect provisions in the Greenbelt Plan that prohibit new or expanding mineral aggregate extraction in significant natural heritage features. As a result the Official Plan, Schedule C must be amended to reflect these changes. The proposed amendment reflects changes to:

1. Provincial mapping of mineral aggregate bedrock resources (base map)
2. Regional mapping of the Core Areas of the Greenland System (constraints)
3. Areas of registered plans of subdivisions and/or settlement (constraints)

The methodology used to produce the amended Schedule C is provided below.

Amendment Methodology

Step 1: Identify the Existing North West Brampton HPMARA (2001) Base Data Layers

The base Geographic Information System (GIS) layer that was used to produce the original North West Brampton HPMARA (2001) is composed of a bedrock resources data set as provided by the Ministry of Northern Development and Mines (MNDM) through the Land Information Ontario (LIO) portal. The 2001 North West Brampton HPMARA excludes those areas which fall within the Core Areas of the Greenlands System, Escarpment Protection Areas (Niagara Escarpment Plan), registered plans of subdivision, and/or settlement areas in 2001.

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Step 2: Identify the Updated Provincial Mapping (base map)

In 2009, the Ontario Geologic Survey released new bedrock resources mapping data in an update to the Aggregate Resources Inventory Paper (ARIP) for Peel Region referenced as ARIP 165 – REV. The bedrock mapping data provided in the Provincial ARIP mapping reports prepared by the Ontario Geological Survey (OGS) from 1980 to 2015 were subsequently compiled and further refined in 2015 and released in a GIS data compilation referenced as The Aggregate Resources of Ontario—2015 (or ARO—2015). The ARO – 2015 data was obtained and used as the basis for updating HPMARA mapping in North West Brampton as it provides the most recent aggregate resources mapping data for Peel.

The mapping of the areal extent of bedrock formations contained in the ARIP/ARO data and that is considered potentially available for extraction is determined from bedrock geology maps, overburden drift thickness and bedrock topography maps, and from the interpretation of water well records, oil and gas well data and geotechnical test hole data. Areas where bedrock resources may be accessible are delineated based on depth of overburden (drift thickness). Areas where bedrock outcrops or is within 1 m of the ground surface are considered potential resource areas because of their easy access. Resource areas are also considered accessible where drift thickness is up to 8 m. Bedrock areas overlain by 8 to 15 m of overburden may provide resources which have extractive value only in specific circumstances. Outside of these delineated areas (<1m, 1m to 8m and 8m to 15m), the bedrock is assumed to be covered by more than 15 m of overburden, a depth generally considered to be too great to allow economic extraction (unless part of the overburden is composed of economically attractive deposits) (OGS ARIP 165 REV, 2009).

The North West Brampton Shale Policy Review Study reviewed the OGS ARIP reports and opinions obtained from the shale brick industry and concluded that bedrock areas having an overburden depth less than 8 m was preferred by the industry and have the greatest potential for shale extraction. For the purposes of refining the identification of HPMARA in the Greenbelt portion of Northwest Brampton, areas of bedrock overlain by drift thickness up to 8 m in depth were selected from the GIS data to identify areas with the greatest potential for extraction.

Step 3: Identify Policy Requirement Constraints

A constraints analysis was then completed in order to identify areas that are not available for future extraction based on current provincial and municipal policies (“take-outs”). The following policies which are applicable in North West Brampton identify features or areas that are off limits to aggregate extraction, and would prevent access to the aggregate resources:

a) Greenbelt Plan s.4.3.2(3)(a)

1. No new *mineral aggregate operation* and no new wayside pits and quarries, or any ancillary or accessory use thereto, shall be permitted in the following *key natural heritage features* and *key hydrologic features*:
    i. *Significant wetlands*;

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NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
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ii. *Habitat of endangered species and threatened species*; and
iii. *Significant woodlands*, unless the woodland is occupied by young plantation or early successional habitat (as defined by the Ministry of Natural Resources and Forestry). In this case, the application must demonstrate that sections 4.3.2.6 (b), (c) and 4.3.2.7 (c) have been addressed and that they will be met by the operation;

b) Region of Peel Official Plan s.3.3.2.3

Prohibit new or expanded mineral aggregate extraction sites and *wayside pits and quarries* or any ancillary or accessory uses thereto, in the following areas:

a) the Core Areas of the Greenlands System;
b) the Escarpment Protection Area of the Niagara Escarpment Plan;
c) the Natural Core Areas as designated within the Oak Ridges Moraine Conservation Plan Area;
d) Key natural heritage features and hydrologically sensitive features and the associated minimum vegetation protection zone, as defined by the Oak Ridges Moraine Conservation Plan, within the Oak Ridges Moraine Conservation Plan Area, except as permitted by the Oak Ridges Moraine Conservation Plan; and
e) *Significant woodlands* within the Greenbelt Natural Heritage System unless the woodland is occupied by *early successional habitat* or *young plantation*. The prohibition within *significant woodlands* within the Greenbelt Natural Heritage System applies only to new mineral aggregate extraction sites and *wayside pits and quarries* and their ancillary or accessory uses.
f) Approved settlement areas as designated in *area municipal official plans* in the Rural System, and registered plans of subdivision, unless permitted by the area municipality pursuant to Policy 3.3.2.2.

The Greenbelt Plan mapping, which delineates the features in which aggregate extraction is prohibited was produced by the Province and acquired by the Region. The datasets showing settlement areas, registered plans of subdivisions and the Core Areas of the Greenlands System is produced, and regularly updated, by the Peel Data Centre based on criteria provided in the Regional Official Plan. It should be noted that according to Regional Official Plan policy 2.3.2.3 *for the purpose of defining the Core Areas of the Greenlands System for mineral aggregate resource extraction uses within the Rural System, define Core woodlands as all woodlands that are a minimum of 30 hectares in size and exclude as Core valley and stream corridors all valley and stream corridors that have a drainage area of less than125 hectares*.

Step 4: Refinement of the HPMARA Mapping

Further refinement of the HPMARA was undertaken to address fragmentation of small parcels which are the result of the constraints analysis. The refinement criteria is based on the "Criteria for Refinement of Fragmented Caledon HPMARA Lands" as documented in the *Caledon Community Resources Study, 1999* (CCR 1999). The CCR 1999 was prepared to develop a model for the management of aggregate

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NORTHWEST BRAMPTON SHALE RESOURCES POLICY REVIEW
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resources in the Town of Caledon and was used to delineate and refine the Regional HPMARA aggregate resources mapping in the Town of Caledon Plan.

The CCR 1999 criteria for determining fragmented HPMARA lands, which would be subsequently removed, that would be applicable within North West Brampton include:

1. The area is too small in size to be economically viable for licensing as a pit or quarry.
2. Irregular or long narrow shape which is impractical to extract properly because of required setbacks, sloping, buffers, etc., of a normal licensed operation.
3. Isolated location from other aggregate resources areas or along (or straddling) a roadway.

Step 5: Update the North West Brampton HPMARA

The proposed amended Schedule C to the Official Plan was produced by:

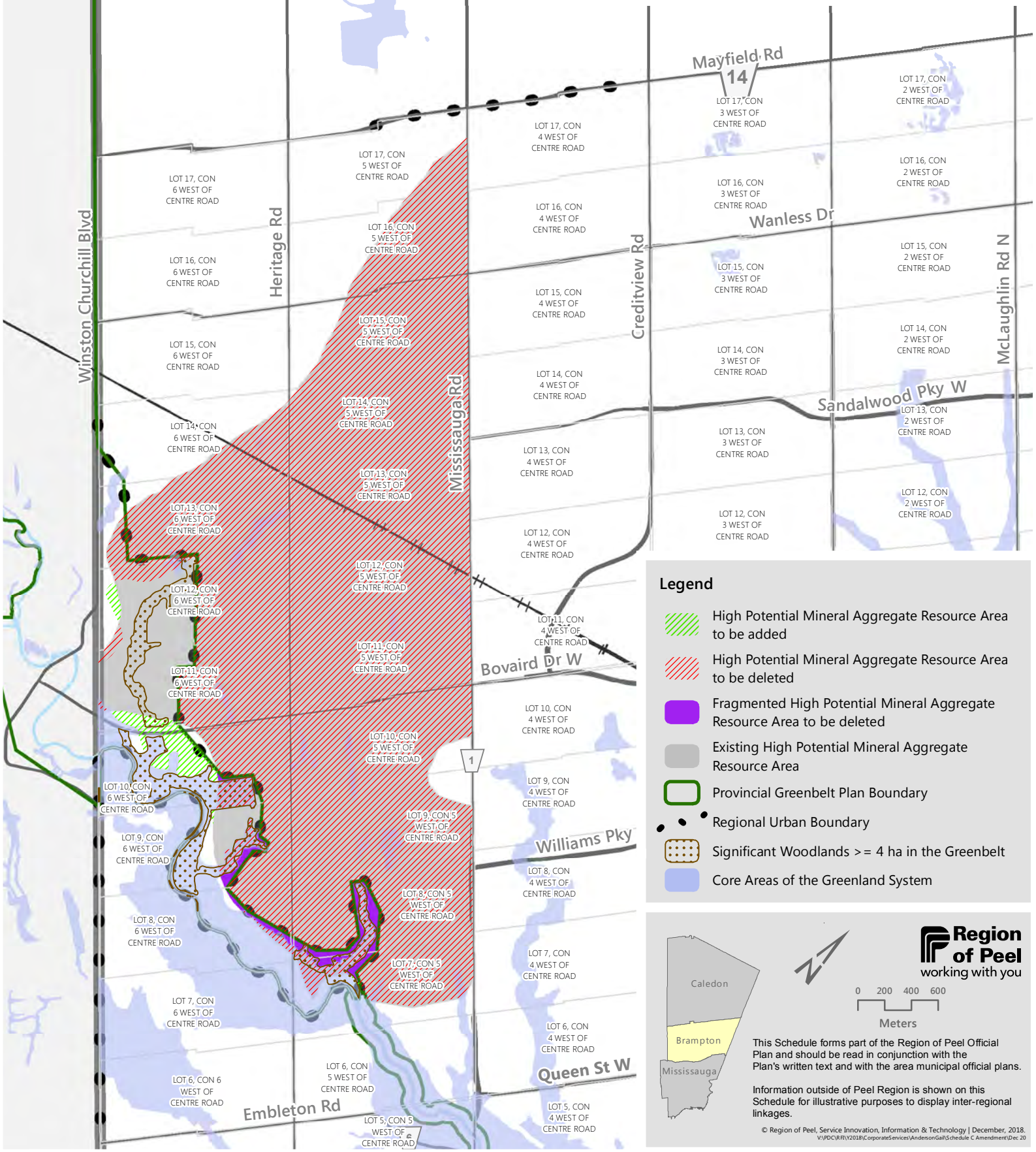
- Starting with the 2001 North West Brampton HPMARA data layer as a base layer (Step 1).
- Adding areas of newly identified provincially significant bedrock which was identified by MNDM in 2009 and 2015, which updated provincial mapping from the 2001 data layer (Step 2).
- Removing the areas of bedrock which are no longer identified as provincially significant bedrock by MNDM in 2009 and 2015 using updated provincial mapping data (Step 2).
- Removing areas which are identified in the Greenbelt Plan or the Regional Official Plan as not permitting aggregate extraction to occur (Step 3 policy constraints).
- Removing fragmented small areas of isolated resources which meet the refinement criteria (Step 4 final refinements).

Mapped Illustration of Additions and Deletions to HPMARA in North West Brampton (attached)

Official Plan

Map of Features and Areas where Aggregate Extraction is not Permitted, including Prohibited Features and Areas (Regional Official Plan Policy 3.3.2.3)

December 2018



Legend

- High Potential Mineral Aggregate Resource Area to be added
- High Potential Mineral Aggregate Resource Area to be deleted
- Fragmented High Potential Mineral Aggregate Resource Area to be deleted
- Existing High Potential Mineral Aggregate Resource Area
- Provincial Greenbelt Plan Boundary
- Regional Urban Boundary
- Significant Woodlands >= 4 ha in the Greenbelt
- Core Areas of the Greenland System

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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 5, 2019

REPORT TITLE: **COMMENTS ON BILL 66: *RESTORING ONTARIO'S COMPETITIVENESS ACT, 2018* AND THE PROPOSED OPEN-FOR-BUSINESS PLANNING TOOL**

FROM: Janette Smith, Commissioner of Public Works
Catherine Matheson, Commissioner of Corporate Services

RECOMMENDATION

That the comments outlined in the report of the Commissioner of Public Works and Commissioner of Corporate Services titled "Comments on Bill 66: *Restoring Ontario's Competitiveness Act, 2018* and the Proposed Open-for-Business Planning Tool" and contained in Appendix I, be endorsed;

And further, that a copy of the subject report be forwarded to the City of Brampton, the City of Mississauga, the Town of Caledon, the Ministry of Economic Development, Job Creation and Trade and the Ministry of Municipal Affairs and Housing.

REPORT HIGHLIGHTS

- On December 6, 2018, the Province released Bill 66: *Restoring Ontario's Competitiveness Act, 2018* for comment, which included proposed changes to a number of acts, including the *Planning Act*.
- Staff have reviewed the legislation and determined that changes proposed by Bill 66 will have limited Regional impact, with the exception of the changes that were proposed to the *Planning Act*.
- Regional staff provided comments to the Province on Bill 66 in advance of the comment deadline of January 20, 2019, including comments on proposed changes to three Acts of relevance to the Region as follows:
  1. *The Labour Relations Act*
  2. *The Child Care and Early Years Act*
  3. *The Planning Act*
- On January 24, 2019, the Minister of Municipal Affairs and Housing provided written correspondence to Council advising that when the legislature returns in February, they will not be proceeding with Schedule 10 of Bill 66, which is the schedule that proposed changes to the *Planning Act* to introduce Open-for-Business Planning By-laws.
- Although the comments provided to the Province on the proposed changes to the *Planning Act* are no longer applicable, staff's correspondence to the Province included comments on changes proposed to a number of acts, and therefore staff are seeking Council's endorsement of the comments through the recommendations of this report.
- The content of this report as it relates to providing a summary and staff comments on Schedule 10 of Bill 66 is provided for Council's information.

COMMENTS ON BILL 66: *RESTORING ONTARIO'S COMPETITIVENESS ACT, 2018*

DISCUSSION

1. Background

On December 6, 2018, the Province released Bill 66: *Restoring Ontario's Competitiveness Act, 2018,* for comment. Bill 66 proposes changes to a number of Acts. Staff have concluded that changes proposed to the *Planning Act* are the most significant, while other proposed legislative changes would have limited Regional impact.

Changes that were proposed to the *Planning Act* would permit local municipalities to pass Open-for-Business Planning By-laws. The Province also released details on a proposed Open-for-Business planning tool and proposed regulations to guide implementation of the Open-for-Business planning tool. These three documents were posted on the Ontario Environmental Registry with a commenting deadline of January 20, 2019.

Staff comments on the entirety of proposed Bill 66 were forwarded to the Ministry of Economic Development, Job Creation and Trade by the deadline. These comments are attached to this report as Appendix I. A second letter was provided to the Ministry of Municipal Affairs and Housing, which included only Regional staff's comments on Bill 66 as it relates the proposed changes to the *Planning Act*. Staff advised the Province that the comments were being provided on time to meet the deadline, but subject to subsequent Regional Council endorsement.

On January 24, 2019, the Minister of Municipal Affairs and Housing provided written correspondence to Council advising that when the legislature returns in February, they will not be proceeding with Schedule 10 of Bill 66. Schedule 10 included the proposed changed to the *Planning Act* to introduce Open-for-Business Planning By-laws.

2. Overview of Bill 66

Bill 66 proposes changes to a number of Acts, however five Acts have been identified as being relevant to the Region of Peel, and staff provided comments on changes proposed to three of the Acts. The five Acts are as follows, and information on the changes proposed to the Acts is provided below:

1. *Labour Relations Act* [Schedule 9]
2. *Child Care and Early Years Act*, 2014 and *Education Act* [Schedule 3]
3. *Long Term Care Homes Act, 2007* [Schedule 8]
4. *Employment Standards Act, 2000* ("ESA") [Schedule 9]
5. *Planning Act* [Schedule 10]

a)* Proposed Changes to the *Labour Relations Act

The proposed changes to the *Labour Relations Act*, *1995* are anticipated to have direct implications for the Region. Regional staff are in full support of the Bill's intended deeming of municipalities and other public sector entities to be non-construction

employers. Affirmation of non-construction employer status has been requested by municipalities for many years and fully accords with the appropriate treatment of public sector entities under the *Labour Relations Act* to ensure, among other matters, competitive public sector procurement of services by ensuring the Region is not inadvertently involved in unsuitable construction sector collective bargaining agreement obligations.

b) **Proposed Changes to the *Child Care and Early Years Act, 2014***

These proposed amendments do not directly affect Regional operations or the Region's role as a service system manager. They are however more permissive of care of a greater number of younger children in certain regulated settings and to that extent may be seen as not supportively aligning with the recommendations of the Ontario Ombudsman in the Ombudsman's report "Careless About Child Care" released October 22, 2014. The comments in Appendix I reflect this concern.

c) **Proposed Changes to the *Long Term Care Homes Act, 2007* and to the *Employment Standards Act, 2000.***

These proposed changes expand the authority of Provincial officials in one instance (to approve the provision of emergency capacity in long term care homes for up to one year) and remove the necessity of approval by Provincial officials in another instance (regarding certain agreements relating to overtime to be entered into between employers and employees/unions). Neither is the subject of comment in Appendix I.

d) **Proposed Changes to the *Planning Act* (Open-for-Business Planning By-laws)**

Schedule 10 of Bill 66 proposed changes to the *Planning Act*, which would permit local municipalities to pass Open-for-Business Planning By-laws, subject to Ministerial approval and meeting prescribed criteria. As mentioned previously, the Minister of Municipal Affairs has advised that they would not be proceeding with Schedule 10 of Bill 66 when the legislature returns in February. The information on the original intent and objectives of Schedule 10 has been provided for Council's information.

The Province advised that the main objective of an Open-for-Business By-law was to allow municipalities to remain competitive by providing a streamlined approach to quickly review development applications for large employers. Highlights of Bill 66 proposed changes to the *Planning Act* are as follows:

- Open-for-Business Planning By-laws would not have to adhere to certain provisions of the *Planning Act* and other Acts which would normally apply (e.g. The Growth Plan, *Clean Water Act* (2009), the *Oak Ridges Moraine Protection Act*, the *Metrolinx Act*, the *Greenbelt Act*, the *Great Lakes Protection Act*, Official Plans, and Zoning By-laws). The Niagara Escarpment Planning and Development Act continue to apply.

- The primary use of the development must be employment (manufacturing, research and development).

COMMENTS ON BILL 66: *RESTORING ONTARIO'S COMPETITIVENESS ACT, 2018*

- Municipalities could impose conditions for approval of the Open-for-Business By-law, however those conditions are limited to requirements that would be typical for site plan approval (e.g. drawings of the site including location and elevations of buildings, locations of walkways, lighting, loading areas, landscaping etc.)

- Upper-tier municipalities are limited to requesting conditions under Section 41(8) of the *Planning Act*, which only deals with roads and access abutting the subject lands.

- Municipalities would have the ability to impose conditions that are reasonable and necessary for the protection of public health and safety.

- Matters of Provincial public health and safety would be addressed through the review by the Ministry of Municipal Affairs and Housing.

- There would be no requirement for public notice or a public meeting, and Open-for-Business Planning By-laws would not be appealable to the Local Planning Appeal Tribunal.

3. Regional Concerns and Response

Staff comments on the entirety of proposed Bill 66, including comments on the proposed changes to the *Planning Act* through Schedule 10, were forwarded to the Ministry of Economic Development, Job Creation and Trade by the deadline. The comments are attached to this report as Appendix I.

Although staff generally supported the overall objective of the Open-for-Business Planning By-law related to providing a tool to allow municipalities to remain competitive and quickly review development applications for large employers, staff identified some significant areas of concern. These areas of concern were related to comprehensive planning, fiscal responsibility, service provision, healthy development, the protection of the environment and protection of other important Regional priorities. A summary of staff comments included in the letter to the Province pertaining to the changes that were being proposed to the *Planning Act* are as follows:

- That in providing Open-for-Business By-laws to the Minister for approval, municipalities be required to demonstrate how the By-law has regard for matters of Provincial interest, Provincial Plans and upper and lower tier official plans.

- That Open-for-Business By-laws be required to comply with the *Clean Water Act* and have regard for the Greenbelt Plan, Growth Plan and the Oak Ridges Moraine Conservation Plan.

- That Councils of upper-tier municipalities be provided a role in approving Open-for-Business By-laws.

- That the legislation more clearly state that the Open-for-Business By-law is only applicable for new major employment uses, as this is currently only outlined in the regulations.

COMMENTS ON BILL 66: ***RESTORING ONTARIO'S COMPETITIVENESS ACT, 2018***

- That the role of upper-tier municipalities be expanded to impose conditions related to fiscal sustainability, the efficient provision of infrastructure, the protection of the environmental and agricultural system, the protection of groundwater and achieving climate change resilience.

- That the legislation include a requirement that the local municipality consult with the upper- tier municipality and Conservation Authority when processing Open-for-Business By-laws.

- That Provincial mechanisms to reduce greenhouse gas emission from industrial sources (currently under review) should be considered when finalizing Bill 66. The regulations to provide a more streamlined planning approval process should also be effective at achieving medium and long term Provincial and Regional greenhouse gas emission reduction targets.

4. Next Steps

Upon Council endorsement of this report and the staff comments to the Province provided herein, copies will be provided to the local municipalities and the Ministry of Economic Development, Job Creation and Trade and the Municipal Affairs and Housing. Staff will continue to monitor Bill 66 as it continues to through the legislative process and provide an update to Council as appropriate.

Janette Smith, Commissioner of Public Works

Catherine Matheson, Commissioner of Corporate Services

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Staff Comments to the Province on Bill 66

For further information regarding this report, please contact Steve Jacques, MScPl, MCIP, RPP, Chief Planner & Director, Regional Planning and Growth Management, Extension 4625, Steve.jacques@peelregion.ca.

Authored By: Tara Buonpensiero

Reviewed in workflow by: Legal Services

APPENDIX I
COMMENTS ON BILL 66: RESTORING ONTARIO'S COMPETITIVENESS ACT, 2018 AND THE PROPOSED OPEN-FOR-BUSINESS PLANNING TOOL

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January 18, 2019

Michael Helfinger
Intergovernmental Policy Coordination Unit
900 Bay Street, Hearst Block, 7th floor
Toronto ON
M5H 4L1

Dear Mr. Helfinger

Re: **Bill 66 Restoring Ontario's Competitiveness Act (ERO #013-4293)**
Proposed Open-for-Business Planning Tool (ERO #013-4125)
New Regulation Under the Planning Act for Open-for-Business Planning Tool (ERO #013-4239)

Thank you for the opportunity to review and comment on the above noted Environmental Registry of Ontario postings. The following comments are provided by Region of Peel staff as input to the Ministry to consider regarding Bill 66. Comment provided herein responding to Environmental Registry numbers 013-4125 and 013-4239 related to the Open-for-Business Planning Tool and Regulation have been provided to Mr. Ken Peterson under separate cover. It is anticipated that a Report including these comments will be brought before Regional Council for endorsement in February. A copy of the Report and Council resolution will be forwarded to Ministry staff for further consideration at that time. Our comments here should be viewed as subject to Regional Council's endorsement.

Bill 66 Schedules 1-9

Regarding Schedule 3 and amendment of the *Child Care and Early Years Act, 2014,* Regional staff note and express concern that amendments permissive of the provision of care to a greater number of younger children in certain regulated settings do not supportively align with the recommendations of the Ontario Ombudsman in the Ombudsman's report "Careless About Child Care" released October 22, 2014.

Regarding Schedule 9 and amendment of the *Labour Relations Act*, 1995, Regional staff are in full support of the Bill's intended deeming of municipalities and other public sector entities to be non-construction employers. Affirmation of non-construction employer status has been requested by municipalities for many years and fully accords with the appropriate treatment of public sector entities under the *Labour Relations Act* to ensure, among other matters, competitive public sector procurement of services.

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Bill 66 – Schedule 10 Proposed Amendments to the Planning Act

Regional staff have concerns with Bill 66 and the potential impacts on matters of provincial and regional interest. We are particularly concerned about the potential risks to health and safety of municipal drinking water supplies. However, staff are generally in support of the objective of Bill 66 as it relates to introducing an Open-for-Business Planning By-law process which provides a streamlined approach to quickly review development applications for large employers and sustain competitiveness to attract these important employment uses in Ontario. Large employment developments are important in the Region of Peel to meet a number of objectives including: achieving the Region's employment targets, providing local jobs, contributing to the development of complete communities and providing development charge revenues to fund future infrastructure improvements.

While generally supporting the overall objective of the Open-for-Business Planning By-law, staff have identified some significant areas of concern related to comprehensive planning, fiscal responsibility, service provision, healthy development, and protection of the environment and other important Regional priorities. The proposed non-application of the Clean Water Act may lead to erosion of the multi-barrier approach, including the Source Water Protection program enforced through the Clean Water Act that has been established to prevent degradation of drinking water sources and to prevent the Walkerton event from happening again anywhere else in Ontario.

These concerns are organized into topic areas. Also included in the correspondence are recommended revisions to Bill 66 and the proposed Regulations which would help address these concerns, should the Province decide to move forward with Bill 66.

Provision of Infrastructure

Bill 66 proposes that an Open-for-Business Planning By-law would not be required to comply with a number of provisions of the Planning Act, some specified other Acts and the local or Regional Official Plan. This could result in an Open-for-Business By-law permitting development of a large employment use outside of the urban area and therefore not contemplated for development within the planning horizon of the local and regional municipalities. Such lands would not have been considered when forecasting and budgeting for the long range water and waste water plans, or transportation (including transit and active transportation) plans.

There is also the possibility that development could be proposed on lands that are within the urban area, but are not planned for development or may not have infrastructure immediately available.

Bill 66 as currently drafted does not provide upper-tier municipalities a role in imposing conditions, including conditions regarding the availability of servicing

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which would prevent proceeding with an application should the cost of providing services to the site be prohibitive or not economically feasible.

Comprehensive Planning

The Open-for-Business By-law proposed by Bill 66 has the potential to override important urban structure, growth management, climate change, healthy development, environmental, rural and agricultural policies and priorities important to the Region and its stakeholders.

As stated previously, an Open-for-Business By-law could permit development of a large employment use outside of the urban area, or within another area not planned for urban development. These lands may not have been subject to studies and master plans that would typically be required to be undertaken as part of a settlement boundary expansion review such as: subwatershed study, transportation assessment, agricultural impact assessments, archaeological assessment, heritage assessment, health assessment, mineral resource assessment and fiscal impact assessment.

Undertaking and implementing these studies and master plans is critical to ensure future planning proceeds in a comprehensive manner and proceeds with consideration given to all of the technical study areas identified above.

In addition, undertaking these studies would require that a proponent consider availability and suitability of land within an existing settlement area, before recommending that the employment use be located outside of the urban area.

Bill 66 as currently drafted, limits the studies that can be required to those typically associated with a site plan application, therefore not permitting an upper or lower tier municipality to require studies to address these technical matters.

Healthy Development

Major employment developments are key components of providing a healthy complete. It has been clearly demonstrated that urban form can significantly impact health outcomes in a community. Municipalities, including the Region of Peel and its local municipalities have taken steps to evaluate and implement healthy development and complete criteria as part of the development review process.

It is important that Bill 66 provide a role for upper-tier municipalities to impose conditions related to respecting or contributing to the Regional urban structure. This will ensure that new large employment developments consider healthy development matters, can be well integrated and connected to the community and contribute to good health outcomes.

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Environment and Climate Change

Bill 66 stipulates that Open-for-Business Planning By-laws do not require consistency or conformity with provincial policy statements or official plans and are not subject to specific sections of the Clean Water Act, Greenbelt Act and Oak Ridges Moraine Conservation Act.

For consistency and to protect the health and safety of the community, Open-for Business Planning By-laws should be required to comply with the Clean Water Act and demonstrate that consideration has been given to local and regional official plans, the Greenbelt Plan and Oak Ridges Moraine Conservation Plan. This demonstrates that regard has been given to these documents, even though formal processes to amend them will not be required. It is critically important to the health and safety of Peel residents that no development occur that could impact access to clean drinking water.

Should Bill 66 remain as currently drafted, there is the potential for development to be proposed within the Provincial Greenbelt, vulnerable drinking water source protection areas and within natural heritage and water resource system features and areas. It is important that upper-tier municipalities be provided with authority to impose conditions that direct development outside of significant natural heritage and water resource systems or ensure negative impacts to natural systems are minimized and mitigated as well as require consideration of source water protection plans and policies.

Depending on how it is implemented, the proposed non-application of the Clean Water Act may pose a risk to the health and safety of municipal drinking water supplies. The multi-barrier approach, including Source Water Protection program enforced through the Clean Water Act, has been established to prevent degradation of drinking water sources in Ontario. Surface water and groundwater used by municipal drinking water systems serve over 80 % of people in Ontario and we understand that safe drinking water remains one of the most significant priorities in the province.

The strong drinking water protection framework presented in the message from the Chief Drinking Water Inspector in the 2017-2018 Chief Drinking Water Drinking Water Inspector Annual Report highlights the Ontario government's role in ensuring "safeguards are in place to address all risks to the quality of drinking water and to identify potential issues before problems occur". The Chief Inspectors message also reaffirms that Ontario's drinking water is among the best protected in the world, which is accomplished by means of source-to-tap approach and implemented through strong laws and regulations, including the Clean Water Act.

Consideration should also be given as to how the review of Open-for-Business By-laws for major employment developments will be aligned with other Provincial initiatives related to regulating industrial greenhouse gas emitters and increasing resilience of municipal infrastructure and services to impacts of climate change and severe weather events.

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Public Consultation and No Ability to Appeal

Bill 66 does not require public notification or a public meeting as a pre-requisite to the enactment of an Open-for-Business By-law and also states that decisions on Open-for-Business By-laws are final and cannot be appealed to the Local Planning Appeal Tribunal.

Given these limitations, it is important that upper-tier municipalities are notified of Open-for-Business By-laws and be permitted to impose conditions on matters of Regional interest and to require Regional Council approval for Open-for-Business By-laws.

In addition, the Act and Regulation should clearly specify that consultation with the upper-tier municipality and area Conservation Authority is undertaken on Open-for-Business By-laws. Consultation should also be undertaken with adjacent upper and lower tier municipalities in instances where an Open-for-Business By-law is proposed in a location that may impact the neighbouring municipality. Potential examples of impacts to adjacent municipalities could be related to traffic, truck routes or land use compatibility. In order to ensure that this does not result in undue delay, the Regulation could provide a time limit, such as 90 days.

Clarity Regarding New Major Employment Uses

The proposed Regulation stipulates that the application for an Open-for-Business By-law must be for a major employment use, however the legislation only says that "an Open-for-Business Planning By-law shall not authorize the use of land, buildings or structures except for a prescribed purpose." In order to ensure the tool is available only for major employment uses, it would be beneficial to clearly state that in the legislation as well as the Regulation.

Matters to Consider Regarding Implementation

During Regional staff's review of Bill 66 and the proposed Open-for-Business Regulation, there are some terms referenced that would benefit from clear definitions or clarification being provided in the Regulation. Examples of these terms are as follows:

- **New Major Employment Use** – It is unclear if this includes only a new use or if this could include an expansion to an existing major employment use. It is suggested that the tool be available for expansions to major employment uses as well as new uses.
- The Regulation states that the **primary** use of land, buildings and structures can't be residential, commercial or retail. This implies that these uses can make up a portion of the development, but it is not clear if this is the intention and how the primary use will be determined.

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Lastly, it is unclear how the requirement to meet the job creation threshold will be calculated (part time and/or full time jobs) and maintained after an Open-for-Business By-law is passed.

Recommendations

To address the concerns identified above and recognize the important role provided by the Region in the provision of services and protection of agricultural and environmental resources across the Region, Regional staff are recommending the following revisions be considered:

- That in providing Open-for-Business By-laws to the Minister for approval, local municipalities be required to demonstrate how the By-law has had regard for matters of Provincial interest, Provincial Plans and upper and lower tier official plans.
- That Open-for-Business By-laws be required to comply with the Clean Water Act and have regard for the Greenbelt Plan, Growth Plan and the Oak Ridges Moraine Conservation Plan.
- That Councils of upper-tier municipalities be provided a role in approving Open-for-Business By-laws.
- That the legislation more clearly state that the Open-for-Business By-law is only applicable for new major employment uses, as this is currently only outlined in the regulations.
- That the role of upper-tier municipalities be expanded to impose conditions related to fiscal sustainability, healthy development, the efficient provision of infrastructure, the protection of the environmental and agricultural system, the protection of groundwater and achieving climate change resilience.
- That the legislation include a requirement that the local municipality consult with the upper- tier municipality and Conservation Authority when processing Open-for-Business By-laws.
- That Provincial mechanisms to reduce greenhouse gas emission from industrial sources (currently under review,) should be considered when finalizing Bill 66. The regulations to provide a more streamlined planning approval process should also be effective at achieving medium and long term Provincial and Regional greenhouse gas emission reduction targets.

Specific suggested revisions to the Act and regulations to help address the Region's interests and concerns are attached as Appendix I.

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We trust that these comments are of assistance to the Province. Regional staff would be pleased to discuss any clarifications or further comments.

Sincerely,

for

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APPENDIX I
COMMENTS ON BILL 66: RESTORING ONTARIO'S COMPETITIVENESS ACT, 2018 AND THE PROPOSED OPEN-FOR-BUSINESS PLANNING TOOL

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Appendix I – Suggested Revisions to the Act and Regulations to Address Regional Interests and Concerns

A. Section 2 – Conditions of the Act should be revised as follows to incorporate recognition that consideration be given to matters of Provincial policy in enacting Open-for-Business by-law and requiring upper-tier approval:

(2) A local municipality shall not pass an Open-for-Business Planning By-law unless the following conditions are satisfied:

1. The municipality has demonstrated how the Open-for-Business Planning By-law has had regard for matters of Provincial interest (Section 2 of the *Planning Act*), Provincial Plans and lower and upper-tier regional official plans to the satisfaction of the Minister
~~1.~~2. The municipality has received approval in writing by the Minister to pass an Open-for-Business Planning By-law.
3. The municipality has received a Council resolution from the upper-tier municipality that they have no objections to the Open-for-Business Planning By-law being passed.
~~2~~4. The prescribed criteria, if any, have been met.

B. Section 5 of the Act should be revised to clearly indicate that the purpose of an Open-for-Business Planning By-law is for new major employment uses and this important limitation should not be left to the regulations under the Act as follows:

(5) An Open-for-Business Planning By-law shall not authorize the use of land, buildings or structures except for a ~~prescribed purpose~~ new major employment use as prescribed by regulation.

C. Section 6 of the Act should be revised to recognize the importance of the Clean Water Act in protecting public health and safety by removing the Clean Water Act, 2006 as one of the Acts that Open-for-Business By-laws are not required to comply with.

D. Section 8 of the Act should be revised to expand the scope of conditions that could be applied by an upper-tier municipality as follows:

(8)3. Any condition that can be imposed by an upper-tier municipality under subsection 41(8) or matters related to fiscal sustainability, the efficient provision of infrastructure, the protection of the environmental and agricultural system and the protection of groundwater.

E. A new Section should be added regarding the need to consult with the relevant upper-tier municipality and the Conservation Authority. To recognize the need to prioritize the review of Open-for-Business By-laws, the

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Regulation could provide a time limit, such as 90 days. The Regulation could also include a requirement that the adjacent municipality be consulted if an Open-for-Business Planning By-law is submitted in proximity to a municipal boundary, such as within 1 km.

Section XX – Consultation

The municipality shall undertake consultation on Open-for-Business Planning By-laws with the relevant upper-tier municipality and the Conservation Authority. The municipality shall also undertake consultation with adjacent municipalities, if an Open-for-Business Planning By-law is proposed within the prescribed distance to a municipal boundary.

Regulations should provide details listing the prescribed bodies to be consulted and the required supporting information, studies, materials to be provided and commenting period.

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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: January 25, 2019

REPORT TITLE: **RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION**

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

RECOMMENDATION

That the comments outlined in the report of the Commissioners of Public Works, Human Services and Finance and Chief Financial Officer, titled "Response to Provincial Increasing Housing Supply in Ontario Consultation" and contained in Appendix I be endorsed;

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

REPORT HIGHLIGHTS

- In November, 2018 the Province launched the Increasing Housing Supply in Ontario consultation process, and requested comments by January 25, 2019.
- The input received will inform the development of a Provincial Housing Supply Action Plan.
- Regional and Local Municipal staff provided a response to the Province's consultation to meet the deadline. In responding to the Province, it was noted that the comments were subject to Regional Council endorsement.
- The Province is looking to address housing affordability and availability issues, through expanding housing supply in Ontario. However, in Peel there are already 30,000 units, or a five-year serviced land supply, in the planning process.
- The comments provided reflected the full scope of the Region's interest in affordable housing and supply, including the Region's role as Service Manager for housing and homelessness, its role in the land use planning and development process, and recent Regional housing policy direction.
- Staff will continue to monitor the progress of the Housing Supply Action Plan and update Council accordingly.

RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

DISCUSSION

1. Background

In November, 2018 the Ministry of Municipal Affairs and Housing initiated a consultation process titled Increasing Housing Supply in Ontario to gather input on issues related to housing availability and affordability. The Province advised that the comments obtained through the process will inform the development of a Provincial Housing Supply Action Plan. To guide the consultation process, the Province released a document with key themes and questions related to housing supply and affordability. Responses were requested by January 25, 2019.

Peel and Local Municipal staff reviewed the consultation document and provided a response to the Province prior to the comment deadline. The comments provided were comprehensive and demonstrated the Region's interest in housing affordability and supply, including its role as Service Manager for housing and homelessness, its responsibilities under the *Housing Services Act, 2011*, and its role in the land use planning and development process. The comments also reflected current Regional housing policy direction including the recently approved Peel Housing and Homelessness Plan (Plan). The Plan identifies a Regional role and strategies for supporting housing affordability across the housing continuum, including for middle income households.

This report provides an overview of the themes in the Provincial consultation document and a summary of staff responses. Staff advised the Province that the comments provided were subject to subsequent Regional Council endorsement.

2. Overview of Increasing Housing Supply in Ontario Consultation Document

The following five themes were identified in the Increasing Housing Supply in Ontario consultation document:

1. Speed: It takes too long for development projects to get approved.
2. Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.
3. Cost: Development costs are too high because of high land prices and government-imposed fees and charges.
4. Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.
5. Innovation: Other concerns, opportunities and innovations to increase housing supply.

3. Summary of Regional Staff Comments

Regional staff provided comprehensive comments on each of the above themes, which are summarized at a high level below:

- We are supportive of streamlining development processes and reducing 'red tape' to promote new housing opportunities, while ensuring principles of good planning are upheld.
- The Province is looking to address housing affordability and availability issues, through expanding housing supply in Ontario. However, in Peel there are already 30,000 units

or a five-year serviced land supply in the planning process. Also, the Region of Peel has identified and planned for the 2031 horizon and is currently planning for lands to 2041.

- Housing supply is just one factor contributing to the issue of housing affordability. The Province should continue working with all levels of government, the private and non-profit sectors to address a range of causes, including but not limited to population growth, market conditions, income growth, interest rates, land prices, speculation and rising construction costs. This is consistent with the Fraser Institute, which notes that it is "unwise to focus on any single element of housing demand when trying to explain rapid price growth."
- Solutions to the issue of housing affordability must go beyond the private sector, and the Province should consider public and non-profit affordable housing opportunities and supports especially to meet the needs of low income and vulnerable households.
- Development charges are necessary to fund vital infrastructure that will support the type of growth expected to occur in Peel Region over the next 25 years. The Province should not reduce or eliminate development charges because they are a required source of funding for infrastructure to support continued growth of housing supply.
- The Province should implement strategies for protecting tenants, supporting landlords, and increasing the availability of rental housing stock.
- The Province should support and ensure funding mechanisms are structured to provide for the many opportunities for incentives and tools that could play a key role in promoting affordable housing, including Inclusionary Zoning, Community Improvement Plans, down payment assistance programs, and other innovative housing forms.
- The Province should allow policy flexibility that recognizes municipal capacity and authority, and will contribute to affordable housing strategies that reflect local needs and contexts.

Full comments to the Province are available as Appendix I to this report.

4. Next Steps

Upon Council endorsement of this report and the staff comments to the Province provided in Appendix I, copies will be provided to the local municipalities and the Ministry of Municipal Affairs and Housing. Staff will continue to monitor the Province's progress as it develops the Housing Supply Action Plan and provide updates to Council as appropriate.

Janette Smith, Commissioner of Public Works

Janice Sheehy, Commissioner of Human Services

RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Regional Response to Provincial Increasing Housing Supply in Ontario Consultation

For further information regarding this report, please contact Steve Jacques, MScPl, MCIP, RPP, Director, Regional Planning and Growth Management and Chief Planner, Extension 4625, Steve.jacques@peelregion.ca.

Authored By: Naheeda Jamal and Madison Van West

APPENDIX I
RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

Region of Peel
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January 24, 2018

Via Email: housingsupply@ontario.ca

Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto ON
M5G 2E5

Dear Sir/Madam,

Re: **Consultation: Increasing Housing Supply in Ontario**

Thank you for the opportunity to comment on the *Increasing Housing Supply in Ontario* consultation document. The following comments are provided by Region of Peel staff for consideration as the Province develops a Housing Supply Action Plan. It is anticipated that a report including these comments will be brought before Regional Council for endorsement in February, and our comments here should be viewed as subject to Regional Council's endorsement. A copy of the report and Council resolution will be forwarded to Ministry staff for further consideration at that time.

The Region has an important role to play in creating a sustainable and integrated affordable housing system. Comments provided reflect the full scope of the Region's interest in housing affordability and supply. As Service Manager for housing and homelessness, the Region effectively manages the centralized wait list, creates new housing units, maintains existing stock, and supports housing operations. The Region also plays a key role in development approvals and policy planning processes, and through this work guides growth responsibly to reflect Provincial direction and local priorities. As an infrastructure provider, the Region builds the infrastructure needed to support growth while efficiently managing financial resources, including revenue from Development Charges (DCs).

As requested in the consultation document, the recommendations and suggestions provided support the development of "missing middle" affordable housing and in particular, purpose built rental and family sized units. Key recommendations include a continued Provincial focus on intensification, strengthening municipal decision-making powers, Provincial investments in higher-order transit along key corridors, allowing flexible policy implementation to support context-appropriate development, providing Provincial incentives and partnering to increase supply and encourage innovation, and providing for innovative housing forms and changes to funding mechanisms to allow programs such as down payment assistance programs and rent-to own models.

The Region understands that this consultation process focuses on housing supply and inefficiencies in the development process in relation to housing affordability. However, the Province is urged to recognize that meaningfully addressing the issue of housing affordability will require holistic solutions that also respond to the needs of people in crisis or living in poverty. We strongly recommend that the Province support and fund evidence-based strategies that provide for low income households in Peel (earning up to $57,000) and households that need supports to stay in suitable housing, which is a key focus for the

APPENDIX I
RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

Region's Service Manager role. Recommendations include providing allocation-based funding programs and flexible mechanisms to access operating and capital funding that will allow Service Managers to meet local needs. The Region's Peel Housing and Homelessness Plan (PHHP) includes working with partners to secure 20,000 units affordable to low and middle income households over the next 10 years. While the private sector is one important partner, only by continuing to build capacity and invest in people and the community housing sector will we achieve desired outcomes for housing affordability.

The Region has been efficient and effective in its development planning role, including providing sufficient land supply to accommodate growth. More than 50 percent of the lands designated to accommodate growth in Peel from 2006 to 2031 remain available for residential and employment uses, and we have 30,000 units or a five-year serviced land supply of residential units within the active development approval process. Despite having available supply, in some cases developable lands are being held and not brought forward to the market. There is no evidence that developers will provide more housing at affordable prices if additional supply were provided, and our planning, monitoring and measurement work suggests that the high cost of land is not solely linked to a housing supply issue.

Our proactive planning efforts are also demonstrated by the Region's approach to growth management, which integrates long-range transportation planning, water and wastewater master planning, asset management, updates to the Development Charge By-law, and policy planning. By managing growth comprehensively, the Region has reduced/deferred over $600 million in DC-related infrastructure costs. The Region does not support Provincial changes that would eliminate or reduce the role of DC revenue as a key source of funding that enables investment in infrastructure for future growth and development. DCs are one of only three revenue tools available to municipalities, and the right tool for financing the infrastructure required before new development can occur. In fact, eliminating or reducing DC revenue would reduce affordability for the people of Ontario, including seniors and lower income residents, raising issues of equity and fairness and leading to opposition to future growth and development. Further, because other potential sources of revenue to construct required infrastructure are not available, this would lead to an evaporation of the serviced land supply to support housing.

The Region understands the importance of planning for housing supply and the links to affordability. We also recognize the connection between housing affordability and other factors such as market conditions, interest rates, land prices, speculation and rising construction costs. Addressing this complex issue will require sharing responsibility and working in partnership with senior levels of government, the development industry, local municipalities and others.

In Appendix A, we provide detailed responses to the questions outlined in the *Increasing Housing Supply in Ontario* consultation document. This includes specific, actionable recommendations and suggestions to increase affordable housing in Ontario. Our recommendations are summarized here:

1.0 Speed: It takes too long for development to get approved.

- Recommend Provincial support in upholding municipal planning decisions at the Local Planning Appeal Tribunal
- Recommend the Province provide flexibility in implementation of Provincial policy to recognize local context and expertise through appropriately staged planning

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RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

2.0 Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.

- Recommend continued Provincial support and emphasis on building via intensification and redevelopment
- Recommend Provincial investment and support in higher order transit along key corridors
- Recommend Provincial investment and incentives for purpose-built rental housing
- Consider mandatory inclusionary zoning tools for the Greater Golden Horseshoe
- Recommend Provincial involvement in marketing, education and awareness to enable new and innovative housing types in existing neighborhoods
- Recommend the Province eliminate the need for some Provincial approvals when planning for employment areas within Major Transit Station Areas

3.0 Cost: Development costs are too high because of high land prices and government-imposed fees and charges.

- Strongly recommend the Province work to strengthen the *Development Services Act* in order to support municipalities investing in future infrastructure needed for growth and development
- Recommend the Province continue to work with all levels of government to streamline decision making processes and support housing data collection and research to address supply of developable land issues
- Recommend Provincial support to coordinate and provide a standardized approach to collecting and sharing housing data

4.0 Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.

- Recommend flexibility and reduced 'red tape' in requirements within housing legislation
- Recommend the Province consider incentives and less prescriptive provisions for landlords
- Recommend Provincial training and other resources for landlords on the *Residential Tenancies Act* and Landlord and Tenant Board processes and procedures
- Recommend Provincial funding mechanisms for tenant training on the *Residential Tenancies Act*
- Recommend Provincial clarity, access to information and other resources for tenants to navigate through the Landlord and Tenant Board
- Recommend the Province revisit rent control regulations
- Recommend Provincial dedicated funding to support the Peel Second Unit Program

5.0 Innovation: Other concerns, opportunities and innovations to increase housing supply.

- Recommend Provincial funding mechanisms for municipalities to incent builders to encourage innovation
- Provincial recommendation to provide separate, dedicated funding to enable municipalities to encourage builders to participate in a down payment assistance program
- Recommend Service Managers be provided Provincial funding mechanisms to support Community Improvement Plans
- Recommend Provincial research and study on existing rent-to-own models
- Recommend Provincial research and support to explore new approaches to housing forms

APPENDIX I
RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

- Recommend providing Provincial incentives to Service Managers to work with partners to capitalize on underutilized land or space to increase housing supply
- Recommend that the Province make use of public lands to increase the supply of new rental housing where appropriate
- Recommend the Province consider innovative and creative ideas to increase housing supply such as changes to funding rules to allow local innovation, expanding social programs, etc.
- Consider enhanced Provincial qualifications and transparency requirements for condos
- Recommend stronger Ontario Building Code requirements for lower energy operating costs and durability against climate change impacts
- Recommend enhanced Provincial restrictions on current pre-sale practices by developers
- Recommend the Province utilize Provincial financial tools to provide increased support and stability to new home buyers

Other Comments

- Recommend the Province make changes to funding rules and distribution mechanisms associated with the National Housing Strategy
- Recommend the Province provide municipalities with Non-Resident Speculation Tax funding to address affordable housing needs
- Recommend the Province research and consider new financial tools, mechanisms and funding streams to support municipalities to increase affordable housing supply and address local priorities

We look forward to working with you in partnership to increase housing supply and address the issue of housing affordability as we build complete communities now and in the future. We would appreciate being involved in continued dialogue and consultation on this issue and look forward to further opportunities to participate. Regional staff would be pleased to discuss any clarifications or provide additional comments as required. Our staff contact is Naheeda Jamal, Principal Planner, Regional Planning & Growth Management Division, 905-791-7800 ext. 4024; Naheeda.Jamal@peelregion.ca.

Sincerely,

for

Steve Jacques
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APPENDIX I
RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

Appendix A – Detailed Region of Peel Comments on Provincial Consultation: Increasing Housing Supply in Ontario

1.0 Speed: It takes too long for development to get approved.

- ***How can we streamline development approval processes, while balancing competing interests and the broader public interest?***

The Region is committed to an effective and efficient streamlined development application review process and we continue to take additional steps to advance this outcome including outlining clear and concise requirements for applicants and municipalities, availability of a Development Liaison, technology improvements to submit and review applications electronically and streamlining comments to ensure clear direction. However, municipal planning staff do recognize the importance of retaining authority to ensure that development conforms to local standards and priorities including obtaining approvals for critical infrastructure.

Recommend Provincial support in upholding municipal planning decisions at the Local Planning Appeal Tribunal

Regional staff requests the Province to continue supporting the objective of proactive planning to build complete communities, through the use of the planning process and tools available (including policy planning, master planning, secondary planning, zoning, etc.). These tools and processes enable municipal councils to make planning decisions based on consistency and conformity with Provincial direction, sound and acceptable planning principles and comprehensive local information. Given the above, in order to streamline the development process and move forward with review, approvals and permits, we request the Province to implement the current legislative direction, so that the Local Planning Appeal Tribunal upholds municipal planning decisions that meet the test of 'good planning.' In addition, we urge the Province to provide staff and other resources to the Local Planning Appeal Tribunal to enable efficiency and timely results supporting regional and local municipal decision making. This will assist in unnecessary delays in the planning process.

Recommend the Province provide flexibility in implementation of Provincial policy to recognize local context and expertise through appropriately staged planning

It is recommended that flexible Provincial policy be provided to enable municipalities to move forward with planning for growth to 2041 with staged implementation of Official Plan amendments, where appropriate, rather than holding back important community building policies from being implemented while other detailed, longer term studies are done. This will help bring new housing opportunities to market sooner, as outlined in our comments to the Province on Growth Plan implementation.

2.0 Mix: There are too many restrictions on what can be built to get the right mix of housing where it is needed.

- ***How can we make the planning and development system more effective to build the kind of housing people want, and can afford, in the right places with the right supports (e.g., schools, transit and other amenities)?***

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RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

Recommend continued Provincial support and emphasis on building via intensification and redevelopment

It is recommended that the Province continue with a land use policy emphasis that prioritizes housing development in existing urban boundaries, within strategic growth areas and focusing on existing neighborhoods including Major Transit Station Areas. These are areas that provide real opportunities for "missing middle" density housing and are already connected to municipal infrastructure, amenities, employment and other community facilities. There should be an emphasis on increasing housing supply by capitalizing on existing urban areas, rather than building in new greenfield areas or encroaching on environmentally significant areas where there is a lack of infrastructure, amenities, transit and other facilities. More importantly, developing in new greenfield areas is less cost-effective for municipalities and new homeowners.

Recommend Provincial investment and support in higher order transit along key corridors

It is important to recognize the priority of providing key infrastructure that will make the "missing middle" development practical and marketable. There is a Provincial role in providing funding for key transportation infrastructure to support communities, which enables such housing options to become more viable. Our work shows that higher order transit will be key to achieving these housing forms along key corridors such as Dundas Street in Mississauga, Queen Street in Brampton and Airport Road. These major corridors are an important link to job opportunities and housing. Providing Bus Rapid Transit and Light Rail Transit along such corridors will be important to unlocking the "Missing Middle" housing supply potential and this infrastructure cannot be funded through property taxes.

Recommend Provincial investment and incentives for purpose-built rental housing

It is recommended that Provincial incentives (e.g. income tax rebates) be considered to encourage developers to provide purpose-built rental housing. There needs to be more focus on increasing the supply of purpose-built rental housing (especially for larger families), as this tenure type is lacking as an available choice for middle-income Ontario residents. Provincial investment through financial incentives an be effective. For example, under the previous government's rebate program for purpose built rental housing, the Region witnessed interest in providing purpose-built rental (18 submissions were received through the joint Request for Expression of Interest process). We encourage the Province to reconsider the decision to cancel the program as continued commitment and support is essential to increase the supply of purpose-built rental housing in Peel.

Consider mandatory inclusionary zoning tools for the Greater Golden Horseshoe

On April 11, 2018, the Province released the final inclusionary zoning Regulations O.Reg. 232/18 and proclaimed into force the inclusionary zoning provisions of the *Planning Act* as amended by the *Promoting Affordable Housing Act, 2016*. The legislation enables municipalities to require affordable housing units or gross floor area to be provided in new development projects and to ensure affordable housing is maintained over time. Regional staff recognizes the potential of utilizing the inclusionary zoning planning tool to increase the supply of affordable housing stock and address needs in the community. It is recommended that the enabling legislation for inclusionary zoning remain in place and that consideration be given to making this a mandatory tool to be utilized across the Greater Golden Horseshoe to provide consistency across municipalities. The Province should not, however, introduce requirements for municipalities to provide financial incentives as part of inclusionary zoning implementation.

- ***How can we bring new types of housing to existing neighbourhoods while maintaining the qualities that make these communities desirable places to live?***

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Recommend Provincial involvement in marketing, education and awareness to enable new and innovative housing types in existing neighborhoods

Significant potential exists to increase the supply of affordable housing in existing neighbourhoods and encourage new types of housing, while maintaining the qualities and livability of those neighborhoods. In order to accommodate additional housing within existing neighborhoods, it is suggested that the Province support local municipalities to overcome issues related to perceived negative impacts and lack of awareness of the positive outcomes that new development can afford. Such perceptions can result in ill-considered objections that stop or delay otherwise positive projects that add housing supply. The Province can provide support to help address such challenges through providing marketing, education and awareness on the potential positive community building attributes of bringing new and innovative types of housing to existing neighborhoods (e.g. second units, co-housing, shared housing, gentle density, mixed use infill, walkability, etc.).

- ***How can we balance the need for more housing with the need for employment and industrial lands?***

Recommend the Province eliminate the need for some Provincial approvals when planning for employment areas within Major Transit Station Areas

In order to plan for complete communities, we must plan for both housing and employment uses. Major Transit Station Areas (MTSAs) create opportunities for mixed use communities that provide both employment and increased supply of "Missing Middle" forms of residential development. The Growth Plan currently requires the planning of MTSAs as part of a Municipal Comprehensive Review subject to Provincial approvals, which is restrictive to municipalities. To address this, the Province should provide municipalities with flexibility to convert employment lands within MTSAs to other uses without Provincial approval, if deemed appropriate as part of a comprehensive planning process.

3.0 Cost: Development costs are too high because of high land prices and government-imposed fees and charges.

We are concerned about the claim that 'development costs are too high' and that 'government imposed fees,' such as Development Charges (DCs), are a major contributor to increases in the cost of housing. A recent study by Royal Bank and the Pembina Institute examined factors affecting home prices in the GTA which concluded that, with respect to DCs, "the increase in these charges accounts for only a fraction of the increase in home prices."

The Canadian Center of Economic Analysis completed a study titled "Region of Peel Economic Study: Water and Wastewater Infrastructure Investment Beyond 2031". The findings indicate that the infrastructure investments by the Region will have positive economic impacts at the Peel, Ontario and national levels as measured by employment growth and activity (or Gross Domestic Product) which will in turn increase the revenue raising ability of each level of government. The study concludes that with respect to employment, economic growth and governments' revenue raising ability, this return on the Region's investment is maximized at the $4 to $4.5 billion investment level.

- ***How can we lower the cost of developing new housing while ensuring that funds are available for growth-related infrastructure (e.g., water and sewer systems, fire and police services, schools, roads and transit)?***

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RESPONSE TO PROVINCIAL INCREASING HOUSING SUPPLY IN ONTARIO CONSULTATION

In accordance with the principle that 'growth should pay for growth,' municipalities fund capital infrastructure primarily through the levying of upfront DCs, and provide infrastructure to service growth. Upwards of 75% of these DCs are for water and wastewater service systems that need to be in place before developers can begin a new project. Economic growth and housing development relies on this municipal investment in infrastructure to service land.

Municipalities are extremely limited in the tools they have available to pay for supporting infrastructure. In addition to DCs, the only other major sources of revenue are property tax, user fees and grants from other levels of government. Despite this, DCs continue to represent only 5 to 7% of the price of a new single-detached home in the GTA.

We acknowledge that the Province may be considering an elimination or reduction of water and wastewater charges within DCs. The Province is urged to recognize that there have been significant cost increases as projects advance from initial budget estimates, through the pre-construction process (Environmental assessment, design and engineering, etc.) to final construction. Further, as GTA municipalities grow, they grow further from the lake, making water and wastewater investments more costly (as we need to upscale plants at the lake and transmission from the lake to new developments further from the lake).

However, in order to accommodate Provincially mandated population and employment growth targets, the Region of Peel has continued to invest in the upfront costs of infrastructure that need to be in the ground years ahead of development, taking on debt to do so. The resulting debt financing costs have added 12% to the current (2015) DC rates.

The Region established a Planning and Growth Management Council Committee in 2013 to ensure optimal utilization of existing and planned Regional infrastructure. A key aspect of the new approach is integrating financing and servicing considerations into planning decisions early in the process. This was achieved through formal working groups established with local municipal staff and the development industry. Such actions have resulted in infrastructure debt avoidance of over $600 million. This work was undertaken from the premise that 'growth should pay for growth' and minimize the financial impact to residents and businesses. Benefits of this work will be reflected in the 2020 DC By-law.

Housing prices are driven by complex market demand dynamics. The link between DCs and housing affordability is therefore questionable, especially given housing prices are rising for both resale and new homes. The Fraser Institute notes that it is "unwise to focus on any single element of housing demand when trying to explain rapid price growth. Rather it helps to remember the fundamentals, which include population growth, income growth, housing supply and interest rates." Other broad economic factors that affect housing prices are buyer and seller confidence, availability of credit, and expectation of future price changes. The removal or reduction of Water and Wastewater DC's will not lower housing prices or increase land supply, on the contrary, it will have unintended consequences as detailed below:

- It will result in a significant rise in taxes and user fee rates for water and wastewater, to make up for the lost DC revenue. This will increase current user fee rates for water and wastewater by 72%, in the first year. That means an additional $515 annually added to the average regional household bill. Another result would be an annual bill increase for the Region's top five Industrial, Commercial and Institutional (ICI) accounts, ranging from $800,000 to $2.4 Million.

- Utilizing user fees rates to fund future growth creates a competition between new growth and existing asset management needs (rehabilitation and replacement), which are the current focus of user fees. Municipalities will not have the funds available to put new infrastructure in place for development to occur in a timely way. Therefore, reducing or further restricting DCs would have the effect of reducing housing supply, not increasing it.

- An increase in user fee rates or property taxes can also lead to negative public reaction; especially from homeowners who have previously paid DCs for their existing homes. Higher rates will reduce affordability for the people of Ontario, including seniors and lower income residents. These homeowners may have difficulty being able to afford their existing homes and less disposable income for other needs. These homeowners will raise issues of equity and fairness, and oppose future growth and development, knowing such development will raise their rates. A likely result is that municipalities will not have the funding available to put needed infrastructure in place in order for development to occur in a timely manner.

- Further, there is no guarantee that a reduction in DCs will be reflected in lowering new housing costs. Instead it is likely that any reduction will generally be a financial gain to the developer. Individual developers building new units are constrained by the price of existing housing in the surrounding area. They cannot raise their price based on an increase in DCs and will not lower prices based on a decrease in DCs. The average 2012 to 2016 increase in DCs is 7% per year, which includes approximately 2% per year for indexing. According to TREB Market Watch the average resale price for a detached home in the GTA for the 2012 to 2016 period, increased from $606,000 to $964,000 (69% or an average of 12% per year). This does not support the theory that DC's are a primary cause of the housing affordability crisis.

We do not support eliminating or making other changes to development charge legislation that can lead to unintended consequences and further exacerbate housing issues. To do so will reduce a municipality's ability to finance the essential infrastructure needed for growth to occur and reduce the supply of serviced land.

Given the above, Regional staff provide the following recommendations:

Strongly recommend the Province work to strengthen the *Development Services Act* in order to support municipalities investing in future infrastructure needed for growth and development

There should be no ineligible services under the *Development Services Act*. There should be no service discounts or reductions. Service levels should be forward looking and not based on historic service averages; and there should be no new mandatory development charge exemptions.

Recommend the Province continue to work with all levels of government to streamline decision making processes and support housing data collection and research to address supply of developable land issues

Issues related to the speed of the approvals process need to be viewed more broadly. Development approval timelines are overly lengthy, but so too are the timelines for various infrastructure approvals that municipalities must obtain. In cases where approvals are required for critical infrastructure, such as water or wastewater services, the lack of an approval, or a delay of an approval, can bring development to a virtual halt with obvious housing supply implications.

It is recommended that the Province consider the study conducted by the Canada Mortgage and Housing Corporation (Examining Escalating Housing Prices in Large Canadian Metropolitan Centres, 2017). Two of the following recommendations are adapted in the bullet points below:

- Provincial support for municipalities to pursue more integrated and comprehensive infrastructure planning;
- Work between the three levels of government that allows for streamlined decisions at the Regional level, increasing the supply of developable land and addressing bottlenecks.

- ***How can we make sure that serviced land is available in the right places for housing?***

Recommend Provincial support to coordinate and provide a standardized approach to collecting and sharing housing data

There is already available land supply in Peel; however these developable lands are being held in many instances, and not being brought forward to the market. It is a shared responsibility with partners to address housing supply issues including the development industry, municipalities and others. Consistent with Provincial policy direction and requirements, municipalities track and plan for an appropriate range and mix of land uses to meet projected need. For example, the *Provincial Policy Statement, 2014* requires municipalities to provide land with servicing capacity sufficient to provide at least a three-year supply of residential units available. Based on Region of Peel monitoring and tracking, we have 30,000 units or a five-year serviced land supply in the planning process. We also have lands identified and planned for to the 2031 planning horizon and we are currently planning for lands to 2041.

There is no evidence that developers will provide more housing to the market at affordable prices, especially given that additional supply is already provided. The current high cost of land is not solely linked to a housing supply issue, as evidenced by our planning work. Given the above, we recommend that the Province study all factors affecting housing price beyond land supply including monitoring and measurement of Growth Plan forecasts. This can occur through Provincial support to provide a coordinated, timely and standardized approach to housing data collection and sharing across municipalities and other organizations, along with the identification of consistent measures. Such efforts align with the Region of Peel's current practice of monitoring and measuring housing data. The CMHC study mentioned earlier also recommended 'Work between the three levels of government to develop forward looking housing data and market modelling to better anticipate short to medium term housing market imbalances.'

4.0 Rent: It is too hard to be a landlord in Ontario, and tenants need to be protected.

We urge the Province to focus on and be a partner in encouraging rental housing, especially purpose-built rental.

- ***How can we make the current system work better for landlords?***

Strongly recommend flexibility and reduced 'red tape' in requirements within housing legislation

The Region is the Service Manager supporting the development of an integrated system of housing and homelessness supports in Peel, and implementing key accountabilities and requirements associated with this role as outlined in the *Housing Services Act, 2011*. In carrying out this role, we urge the

Province to be a partner in assisting citizens to find and keep affordable housing. This partnership requires an ongoing, sustainable, comprehensive response from all levels of government. In order to overcome challenges, success is contingent on comprehensive solutions that address issues and challenges on both the housing supply and demand side of the problem. In order to be successful as Service Manager, it is strongly recommended that flexibility, authority and reduced 'red tape' be provided, in order to recognize our municipal context and implement local priorities. For example, the Region should be provided full flexibility to identify and address local priorities when managing the centralized wait list - local needs and priorities should be paramount. Provincial funding should be allocation-based with sustained funding for programs (operating) and new development (capital).

Recommend the Province consider incentives and less prescriptive provisions for landlords

It is recommended that the Province consider less prescriptive provisions, as well as direct incentives to landlords including tax breaks (providing attractive rebate and/or tax credit programs for affordable rental housing projects and working with Canada Revenue Agency on other tax incentives for landlord rental income). The Province should also encourage landlords that are looking to expand or improve their units (e.g. by providing Provincial funding to convert underutilized space).

In addition, in the current system when tenants default on utility payments (such as gas or electricity bill), landlords are made responsible to pay the arrears. Unfortunately, landlords are not made aware of the arrears until the utility has been in default for several months, and at that time the utility is transferred into the landlord's name. While the landlord is attempting to collect the payment from the tenant, the charges are added to the property tax which discourages landlords from continuing to provide housing. Utility costs are not currently recognized as rental arrears by the Landlord and Tenant Board, therefore evicting a tenant for faulting on utilities can take time and additional funds that the landlord may not have. The Province should consider changing legislation to include utility arrears as rental arrears that can be filed under an N4 eviction notice at the Landlord and Tenant Board. Furthermore, a fund could be made available to landlords who are left with utility arrears from an evicted tenant.

Recommend Provincial training and other resources for landlords on the *Residential Tenancies Act* and Landlord and Tenant Board processes and procedures

The Landlord and Tenant Board often favours tenants' rights, which can lead small landlords or second unit landlords who may not be as well versed in the *Residential Tenancies Act* or have the financial means to use paralegal professionals, to be in a position where they may be taken advantage of. The Province can consider providing free training to small/second unit landlords on the *Residential Tenancies Act* and the Landlord and Tenant Board's processes and procedures. Duty Council is available to provide free legal advice to tenants at all Landlord and Tenant Board hearings; it is recommended that the Province make Duty Council available to small/second unit landlords as well. In general, the Province should take a balanced approach between landlords and tenants in the *Residential Tenancies Act* and explore and address the key issues between both stakeholders.

- ***What additional protections should be provided for tenants?***

Recommend Provincial funding mechanisms for tenant training on the *Residential Tenancies Act*

It is recommended that the Province provide funding for tenant training on the *Residential Tenancies Act*, specifically the rights and responsibilities of both tenants and landlords. This service could be provided at Newcomer to Canada centers, shelters and through the Landlord and Tenant Board. The funds could flow through the housing departments of the various regional municipalities.

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Recommend Provincial clarity, access to information and other resources for tenants to navigate through the Landlord and Tenant Board

The Province should provide free and easily accessible translation services for those where English is a second language through the Landlord and Tenant Board. This service is already available within the court system. The Province should ensure that all information and forms on the Landlord and Tenant Board website is in plain language, similar to the new standard lease recently released by the Province. In addition, the standard lease recently released by the Province should have an additional section or an addendum outlining where and how tenants can seek help in their community.

The Province should consider implementing or providing funding for a mediation service that can be utilized by tenants/landlords prior to applying to the Landlord and Tenant Board. This will avoid additional filing fees being applied to the tenants account, contentious relationships with landlords and reduce the number of hearings that create a backlog at the Landlord and Tenant Board.

Recommend the Province revisit rent control regulations

The Province should consider new regulations to replace rent control that provides cost stability to renters without placing the burden on landlords. This may involve a Provincially-funded subsidy for eligible landlords to offset the cost of rent control when payments are below the market value. The most recent changes to rent control, where the rent increase guideline applies to existing units (rented prior to November 15, 2018), has resulted in some unintended consequences. There are some landlords looking to evict tenants, in order to charge a higher rent beyond the rent control guidance parameters. These landlords are aware that the rent increase guideline would not apply to new tenants and higher rent can be charged.

- ***How do we encourage homeowners to create legal second units and new rental supply?***

Recommend the Province provide dedicated funding to support the Peel Second Unit Program

The expenses associated with creating and maintaining legal second units can be quite costly, and many homeowners find the prospect of this too demanding for little return. The Region launched the second unit renovation assistance program in partnership with all three local municipalities (Mississauga, Brampton and Caledon) in 2015. The program was created to provide Regional funding to assist eligible homeowners with renovation costs to existing second units, in order to meet health and safety criteria set out by the local municipality and to ensure that the existing second units are safe and habitable.

Homeowners with an existing second unit can receive a forgivable loan of up to $25,000 for renovations required in order to register their second unit. The first $3,500 of approved funding is in the form of a grant and the homeowner must sign a promissory note for renovations of up to $15,000 which is forgiven over 10 years. For renovations over $15,000 and up to $25,000, homeowners and the Region must sign a Funding Agreement and security in the form of an interest-free mortgage is registered on title to the homeowner's property, which is also forgiven over a period of 10 years. If the homeowner sells their property, they pay back a prorated portion of the loan to the Region.

The Province should consider providing a dedicated funding stream to the Region to support the continuation of Peel's Second Unit program for homeowners to create or renovate second units for the rental market. Alternatively, the Province can consider increasing the funding provided through the current Investment in Affordable Housing to fund Second Unit programs. In addition, the Province

should consider tax credits for homeowners wishing to create a second unit and/or additional income tax incentives to ensure the unit is in rental tenure for a specific period of time.

5.0 Innovation: Other concerns, opportunities and innovations to increase housing supply.

- ***How do we encourage innovation in the building industry while maintaining high standards of safety and efficiency?***

Recommend Provincial funding mechanisms for municipalities to incent builders to encourage innovation

The Province should consider incenting or providing funding mechanisms for municipalities to provide to the building industry to encourage innovation, energy efficiency and new best practices in alignment with Regional and municipal design guidelines for housing. Current funding mechanisms often have limitations that mean funds cannot be applied to innovative programs.

- ***Are there any innovative forms of homeownership (e.g., shared ownership or rent-to-own models) that you feel could help make housing more attainable?***

Provincial recommendation to provide separate, dedicated funding to enable municipalities to encourage builders to participate in a down payment assistance program

Innovative homeownership programs and initiatives that address housing affordability relative to household income levels such as rent-to-own programs, second mortgages, shared ownership agreements, Community Land Trusts and housing cooperatives could help make housing more attainable for many people.

With provincial support, municipal governments could work with local developers to seek opportunities where the developer would deliver a down payment assistance program, funded by the Province, for qualified purchasers to buy new affordable units. This funding should be a dedicated, separate funding stream for this purpose only and not part of the Provincial/Federal funding (Investment in Affordable Housing – IAH Extension) envelope that requires Service Managers to pick and choose which components to offer, thus reducing funding available for the other components like rental housing capital funding. The down payment assistance funding could be branded to increase marketability with prospective purchasers, similar to the Daniels' "Boost Program."

Recommend Service Managers be provided Provincial funding mechanisms to support Community Improvement Plans

In order to encourage developers to address specific housing supply and affordability needs, the Province can provide funding mechanisms to Service Managers that can be utilized to incentivize development within appropriate locations using the Community Improvement Plan planning tool. This would enable municipalities to target specific objectives, levels of affordability and locations, for example larger family sized units for middle income households in urban growth centres.

Recommend Provincial research and study on existing rent-to-own models

The Province should investigate the outcomes realized with existing rent-to-own models operating in Ontario, such as the one the Habitat for Humanity Mississauga/Halton affiliate is pursuing in Halton Region. This will inform whether these approaches are helping to create complete communities and making housing more attainable for middle/moderate income households.

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- ***Do you have any creative ideas to make better use of existing homes, buildings and neighbourhoods to increase the supply of housing?***

Recommend Provincial research and support to explore new approaches to housing forms

The Province should research and provide support to municipalities to provide innovative forms of housing, such as rent-to-own, second unit designs, home sharing, co-housing and other approaches in the area of building design and materials. Further, the Province should raise awareness of innovative housing forms, building design and materials by supporting demonstration projects, pilot and providing public education.

- ***What other creative solutions could help increase the supply of housing?***

Recommend providing Provincial incentives to Service Managers to work with partners to capitalize on underutilized land or space to increase housing supply

Service Managers should be incented to work with existing affordable and social housing providers to identify underutilized land or space within their buildings for the creation of new housing supply, specifically targeted to the middle/moderate income households. This would help to increase supply while working with players who are already in the housing business whose main driver is not profit.

Recommend that the Province make use of public lands to increase the supply of new rental housing where appropriate

Increasing land prices often hinders new rental housing development. The Province and the Region could work together to use public lands to reduce the cost of development. Access to provincial lands, provided or sold below market rates to the local Service Manager would offer many opportunities. This is a timely consideration as the Province is considering an expedited sell-off of 240+ surplus properties as per the recent announcement: https://news.ontario.ca/mgs/en/2018/12/reducing-red-tape-and-accelerating-sales-of-surplus-government-properties.html.

Recommend the Province consider innovative and creative ideas to increase housing supply such as changes to funding rules to allow local innovation, expanding social programs, etc.

In addition to the above, the Province could also consider the following to help increase the supply of housing:

- Work together with the federal government to ensure funding is provided through allocations rather than on an application basis (e.g. funding for National Housing Strategy). This better meets the reality faced by private and public sector developers.
- Provide additional capital (per unit) and operational funding for affordable and supportive housing which will allow the Region to leverage established relationships with service providers to increase housing supply.
- Expand social programs to reduce economic burdens of households so they can afford housing: e.g. include pharmacare and dental care in OHIP coverage; eliminate tuition fees; forgive existing student debts; substantively increase OW/ODSP payments; expand CPP or supplement through an Ontario Pension Plan; introduce socialized childcare; expanded CCAC services for seniors/those in medical need.
- Shift the property demand curve in order to free up supply through additional taxes on foreign investment, local investors, speculation, vacancy tax, capital gains tax and taxation on multiple properties.

- Investigate online accommodation rental platforms such as Airbnb and HomeAway as they affect housing availability, affordability, rental supply and do not address the current low vacancy rates in Peel.
- Partially discount or eliminate property taxes and charges/fees for units in developments (rental, co-op, ownership) that commit to being classed as affordable for 25 years or more.

- ***What type of protections would help new home buyers?***

Recommend enhanced Provincial qualifications and transparency requirements for condos

The Province should require enhanced qualification requirements for condo board members and enhanced voting/election transparency requirements for condo elections. The Province should mandate publicly accessible records of maintenance plans, reserve funds, work undertaken/work planned, and current and historical and projected maintenance fees for all condo corporations. This action will ensure appropriate reserve fund management to counter unintended affordability issues.

Recommend stronger Ontario Building Code requirements for lower energy operating costs and durability against climate change impacts

Stronger Ontario Building Code requirements should be created to ensure lower energy operating costs and durability of product to try to mitigate the effects of known climate change/extreme heat/flood/extreme weather impacts.

Recommend enhanced Provincial restrictions on current pre-sale practices by developers

The Province should consider enhanced restrictions on current pre-sale practices by developers and require that they must pay back purchaser deposits plus average market increase if a development fails.

Recommend the Province utilize Provincial financial tools to provide increased support and stability to new home buyers

In order to provide for support and financial stability to new home buyers, the Province can increase the exemption threshold for Provincial land transfer taxes. In addition, the Province can work with the federal government to increase the period of a fixed mortgage rate for first time home buyers to a longer period (e.g. 15 years) and permit them to renew at a lower rate than what is being offered by banks.

Other Comments

Recommend the Province make changes to funding rules and distribution mechanisms associated with the National Housing Strategy

The Region looks forward to receiving funding flowing from the National Housing Strategy. It is recommended that programs being funded through this initiative are structured to enable flexibility for municipalities to identify and address local priorities and needs (rather than the Province outlining mandatory priorities). The Region has developed the Peel Housing and Homelessness Plan, as per *Housing Services Act* requirements. The Plan outlines our future direction over the next 10 years, including a detailed understanding of needs and priorities, and housing targets we aim to achieve in collaboration with system partners, strategies and actions.

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Recommend the Province provide municipalities with Non-Resident Speculation Tax funding to address affordable housing needs

The Province should investigate alternative funding sources to assist municipalities in delivering affordable housing such as providing a portion of the Non-Resident Speculation Tax. The 15% tax on the purchase or acquisition of a residential property by individuals who are not citizens or permanent residents of Canada or by foreign companies should be provided back to municipalities to fund affordable housing developments. The Ministry of Finance has reported that in Peel over $10 million has been collected between April 2017 and November 2017.

Recommend the Province research and consider new financial tools, mechanisms and funding streams to support municipalities to increase affordable housing supply and address local priorities

The Province (Ministry of Finance) should look at existing regulations related to land transfer tax, specifically when non-profits are purchasing a turn-key project (land and construction included). The land transfer taxes are considerably higher in a full turnkey arrangement versus the non-profit purchasing the land and construction separately. This issue was experienced in a Region of Peel agreement with a private developer for the purchase of 174 affordable rental units in Mississauga.

Region of Peel
working with you

REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 1, 2019

REPORT TITLE: **APPLICATION BY SEAFOOD CITY SUPERMARKET FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* FOR HOLIDAY OPENINGS - 800 BOYER BOULEVARD, CITY OF MISSISSAUGA, WARD 11**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the application by Seafood City Supermarket for an area exemption to permit retail business holiday opening be approved with opening hours from 9:00 a.m. to 10:00 p.m. as follows:

- **New Year's Day**
- **Good Friday**
- **Easter Sunday**
- **Victoria Day**
- **Canada Day**
- **Labour Day**
- **Thanksgiving Day.**

REPORT HIGHLIGHTS

- Seafood City Supermarket applied in February, 2018 to The Regional Municipality of Peel for an exemption under the *Retail Business Holidays Act* ("the Act") for their existing supermarket at 800 Boyer Boulevard in the City of Mississauga.
- The owner is requesting an exemption from the requirements of the Act that would permit the existing supermarket to remain open voluntarily from 7:00 a.m. until 10:00 p.m. as follows:
    - New Year's Day
    - Family Day
    - Good Friday
    - Easter Sunday
    - Victoria Day
    - Canada Day
    - Labour Day
    - Thanksgiving Day, and
    - Christmas Day.

APPLICATION BY SEAFOOD CITY SUPERMARKET FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* FOR HOLIDAY OPENINGS

- A public meeting in respect of the proposed exemption was held on September 13, 2018, with the exception of the oral submissions made by the Applicant and their consultants, no other oral or written submissions were received at the subject meeting.
- Regional staff recommends that Council approve the application without the provision to open on Family Day and Christmas Day and with amended opening hours of 9:00 a.m. to 10:00 p.m. to maintain consistency with other similar retail exemptions previously granted in the City of Mississauga.
- Should this application be approved it will be considered a grandfathered exemption under By-law 34-2018. It would be subject to any related future decisions Council may make regarding options to phase out existing grandfathered *Retail Business Holidays Act* exemptions.

DISCUSSION

1. Purpose and Effect of Application

Seafood City Supermarket (the "Applicant") has applied to The Regional Municipality of Peel for an exemption from the requirements of the Act that would permit the establishment to remain open, voluntarily, for business from 7:00 am until 10:00 pm on the following statutory holidays:

- New Year's Day
- Family Day
- Good Friday
- Easter Sunday
- Victoria Day
- Canada Day
- Labour Day
- Thanksgiving Day, and
- Christmas Day.

This request is seeking additional holiday opening exemptions for Family Day and Christmas Day and extended opening hours which have not been permitted through previous exemptions to similar retail establishments in Peel.

The retail business establishment is generally located on the northwest corner of Mavis Road and Britannia Road West, south of Boyer Boulevard as shown on Appendix I.

2. *Retail Business Holidays Act* and By-law 34-2018

Section 1.2 of the *Retail Business Holidays Act* (the Act) permits municipalities to enact a by-law establishing its own retail closure regime and declare the Act no longer applies.

On June 14, 2018 Regional Council by resolution adopted By-law 34-2018 based on Regional staff recommendations to declare that the Act no longer applies to The Regional Municipality of Peel and to establish a Region of Peel retail closure regime for all of Peel Region.

Transition Provision

By-law 34-2018, clause 6, states that applications received prior to May 31, 2018 shall be processed and considered by Regional Council in accordance with the provisions of the previous Regional By-law (By-law 18-1999) and of the Act, as though they continued to apply as they did prior to the enactment of By-law 34-2018. Further, should an application be approved by a resolution of Regional Council any retail business establishment holiday closing requirements shall be deemed to be a grandfathered exemption for the purposes of sub-section 4(9) of Schedule "A" to By-law 34-2018 without need for the enactment of any by-law, including the enactment of an amendment to By-law 34-2018.

Since this exemption application was filed with the Region on February 8, 2018 clause 6 of By-law 34-2018 is applicable and the review of this application is subject to provisions of the previous Regional By-law, By-law 18-1999, and the Act.

Potential Phase Out of Grandfathered Exemptions

When Regional Council approved By-law 34-2018 on June 14, 2018, it also passed a resolution directing staff to report back with options for including a sunset clause to phase out the businesses that have existing exemptions (grandfathered exemptions).

Regional staff will schedule consultation meetings for early 2019 with both the local municipalities and the businesses that currently have exemptions. Following consultation, staff will report back to Regional Council in a separate report with a recommended approach to address potential phasing out businesses with current exemptions.

If approved, the Seafood City Supermarket would be considered a grandfathered exemption and would be subject to any related future decisions Council may make regarding options to phase out existing grandfathered exemptions.

An overview of the current Retail Business Holiday closure regime in Peel can be found in Appendix II.

Previous Policy Framework and By-law 18-1999

This application by Seafood City is being processed under the requirements of By-law 18-1999.

As laid out in section 4(1) of the Act and By-law 18-1999 Regional Council has the authority to grant Tourist Exemptions. The Act requires that the exemption be for the maintenance or development of tourism, that Municipal Council take into account the principle that holidays should be maintained as common pause days and that an exemption may be granted if there is compliance with the Provincial tourism criteria found in Ontario Regulation 711/91 to the Act.

The Provincial Tourism Criteria, Section 2(1) identifies that an individual site exemption may be granted only if:

- It is located within two kilometres of a tourist attraction; and,
- It is directly associated with the tourist attraction or relies on tourists visiting the attraction for business on a holiday.

For the purposes of this section a tourist attraction is limited to natural attractions or outdoor recreational attractions; historical attractions; and cultural, multi-cultural or educational attractions.

3. Ontario Employment Standards Act

The *Ontario Employment Standards Act, 2000, S.O. 2000, c. 41* states that on public holidays the employer "shall give the employee the day off", with the exception of certain essential services. If an employer is permitted to open for business on a public holiday, then the employee can voluntarily work on that day and receive either an alternative day off, or receive premium pay ("time-and-a-half") for those hours worked. In addition to the above, the application supports voluntary retail business openings.

4. Consultant Report

Considering this application was filed prior to May 31, 2018 the application submission requirements are those identified in the former Region By-law 18-1999. By-law 18-1999 requires the submission of an application form and study to demonstrate whether or not the exemption request will comply with the Provincial Tourism Criteria.

In support of the subject application a report titled, *Application for Holiday Openings under: The Retail Business Holidays Act*, prepared by InterStratics Consultants Inc. and dated January 26, 2018 was provided. A copy of the report is attached as Appendix III.

The report concludes that Seafood City Supermarket, located at 800 Boyer Boulevard is a suitable candidate for exemption under the Act. The consultant references the following tourist attractions as being located within two kilometres:

- Kalayaan Cultural Community Centre; and,
- Fourteen parks of local and regional draw; and,
- Square One Shopping Centre

The consultant further indicates that tourist traffic and customer draw beyond the City of Mississauga represents a significant component of their sales and that there is a mutual relationship between Square One Shopping Centre and Seafood City Supermarket. Thereby, retail activity on statutory holidays at Seafood City Supermarket is associated with and reliant upon tourists visiting a tourist attraction.

5. External Circulation and Comments

The subject application was circulated to the Clerks, Economic Development and Planning departments at the City of Mississauga, City of Brampton and Town of Caledon as well as Peel Regional Police. Comments received advised of no objections to the proposed exemption.

6. Public Meeting

A public meeting for this exemption request was held on September 13, 2018, during which regional staff provided an overview of the application and highlighted key requirements of the Act and applicable criteria.

Nicholas Macos, Solicitor; Alex Arifuzzaman, Retail Consultant, and Matthew Go, Manager, Seafood City Supermarket, provided an overview of the Seafood City Supermarket application for tourism exemption and advised Council of the unique nature of the establishment and the products they offer in the market. Mr. Alex Arifuzzaman advised that the Seafood City Supermarket application meets the tourism criteria outlined in The Act, noting that approval of the application would contribute to tourism in the City and Region.

No written submissions from the public have been received to date. With the exception of the oral submissions made by the Applicant and their consultant, no other members of the public spoke to the exemption.

7. Guiding Policy Framework

Peel Region's Official Plan does not contain policies regarding the development or maintenance of tourism or provide an evaluative framework for the review of *Retail Business Holidays Act* applications. Similarly the Official Plans for Mississauga, Brampton and Caledon contain little direction in this regard. However, local Official Plans do identify areas for urban intensification, including tourism facilities.

CONCLUSION

Through the supporting materials and the public meeting presentation, the consultant for the Applicant has set out reasons in support of the individual site exemption to permit holiday shopping at Seafood City Supermarket at 800 Boyer Boulevard. Not being subject matter experts on tourism and retail markets, Regional staff has chosen to rely on the professional judgement of the Applicants' consultant, InterStratics Consultants Inc.

Staff has advised Regional Council of the requirements of the *Retail Business Holidays Act* and the applicable Provincial Tourism criteria. Expressly, that in making a decision on the application, Council is to take into account the principle that holidays should be maintained as common pause days and to ensure compliance with the Provincial Tourism criteria.

Staff recommends that Regional Council approve this *Retail Business Holidays Act* exemption application by Seafood City Supermarket with opening hours from 9:00 a.m. to 10:00 p.m. as follows:

- New Year's Day
- Good Friday
- Easter Sunday
- Victoria Day
- Canada Day
- Labour Day
- Thanksgiving Day

APPLICATION BY SEAFOOD CITY SUPERMARKET FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* FOR HOLIDAY OPENINGS

This recommendation is consistent with previous exemptions endorsed by Regional Council for similar retail establishments within the City of Mississauga. If approved, this exemption shall be deemed to be a grandfathered exemption for the purposes of sub-section 4(9) of Schedule A of the Region's new By-law 34-2018.

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Seafood City Supermarket exemption area
Appendix II: Overview: Retail Business Holiday Closure regime in Peel Region
Appendix III: Seafood City Supermarket Consultant Report

For further information regarding this report, please contact for further information regarding this report, please contact Christina Marzo at extension 4362 or by email at christina.marzo@peelregion.ca.

Authored By: Christina Marzo

APPLICATION BY SEAFOOD CITY SUPERMARKET FOR EXEMPTION UNDER THE RETAIL BUSINESS HOLIDAYS ACT FOR HOLIDAY OPENINGS – 800 BOYER BOULEVARD, CITY OF MISSISSAUGA, WARD 11

APPENDIX I

Seafood City Supermarket - Exemption Area

APPLICATION BY SEAFOOD CITY SUPERMARKET FOR EXEMPTION UNDER THE RETAIL BUSINESS HOLIDAYS ACT FOR HOLIDAY OPENINGS – 800 BOYER BOULEVARD, CITY OF MISSISSAUGA, WARD 11

APPENDIX II

Overview – Retail Business Holiday Closure Regime in Peel Region

- By-law 34-2018 replaces previous Retail Business Holidays Act By-law 18-1999.
- By-law 34-2018 acts on Section 1.2 of the Provincial Retail Business Holidays Act to create a Peel Retail holiday closure Regime.
- By-law 34-2018 no longer permits individual retail establishments to apply for exemption to holiday closures.
    - In order for a retail establishment to be permitted to open on a holiday it must be located within an identified Tourist area as established by the local municipalities. The City of Mississauga, City of Brampton and Town of Caledon are all in varying stages of developing a Tourism strategy for their respective municipalities.
- By-law 34-2018 recognizes exemptions previously granted in Peel as grandfathered exemptions.
- By-law 34-2018 provides a transition clause, clause 6, which states that any application received before May 31, 2018 requesting an exemption to the Retail Business Holidays Act shall be processed and considered under the previous Regional by-law, By-law18-1999 for Retail Business Holidays Act exemptions.
    - This applies to the Seafood City Supermarket exemption application as it was received in February 2018.
- Previous Regional By-law 18-1999, permitted retail establishments in Peel Region to apply for an exemption to the Retail Business Holidays Act for holiday openings.
- When By-law 34-2018 was presented for consideration to Regional Council there was considerable discussion regarding how to handle the grandfathered exemptions in light of the development of tourism strategies in each municipality which may not be in line with the locations of the existing exemptions.
    - As a result, Regional Council endorsed By-law 34-2018 as presented and in addition, directed staff to review the grandfathered exemptions and consider options for a sunset clause to be added to By-law 34-2018.

Seafood City Supermarket
800 Boyer Blvd. Mississauga
Application for Holiday Openings under:
THE RETAIL BUSINESS HOLIDAYS ACT

InterStratics Consultants Inc.
Jan 26th , 2018
#170701

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Executive Summary

Seafood City Supermarket, a newly opened full-service supermarket in Mississauga, is seeking a tourist exemption from Peel Region. An application was submitted by Seafood City Supermarket which specializes in speciality Filipino foods. This report identifies those factors which form the basis for approval of this application. Many of these factors are applicable to other tourist designated retailers.

These factors include:

- Within two km of Seafood City Supermarket, exist a number of tourist attractions which are specified within the tourist exemption criteria, including:
    - Various parks/green space
    - Mississauga Filipino Centre
- Holiday openings would benefit both tourists and retailers as the expenditures seen within the GTA by tourists are largely represented by retail sales including Square One Shopping Centre
- There is an increased demand for ethnic food retailers across Canada. Holiday openings would help to meet a need in the market which is currently not being addressed during the holidays and in Mississauga, in particular, there is an opportunity to create an ethnic food hub that is open for tourists on a holiday. More specifically, authentic Filipino foods are not readily available west of Mississauga (Waterloo, Hamilton, Oakville, Kitchener, Buffalo, etc..). People from these areas have to travel to the GTA to obtain these foods.
- Openings will support the maintenance and development of tourism in the Region of Peel and the common pause day principle will be addressed as set out in this report.
- Currently there are many Asian ethnic grocers that are exempt in our jurisdiction. There is no similar exemption for a supermarket in the west end that carries Filipino ethnic foods in the variety and capacity carried at Seafood City Supermarket.
- The client base of Seafood City Supermarket includes customers that have come as far as from Buffalo as there are no Filipino ethnic food stores near them.
- Seafood City Supermarket is involved in the Filipino community through classes, events and charity. These include events and charity for the disabled, Filipino language classes, singing classes, Filipino churches and a yearly Carassauga event.

Seafood City Supermarket has provided the necessary material to support a holiday exemption which they believe will not only benefit other local retailers but also area residents and tourists. A holiday exemption will give customers the opportunity to shop within the Mississauga area on designated holidays, thereby not exporting the spending to other jurisdictions.

Application

THE RETAIL BUSINESS HOLIDAYS ACTS (4).
ESTABLISHMENT OR AREA EXEMPTION APPLICATION

To be completed by all applicants applying for an establishment or an area exemption.

NOTE: Applicants applying for exemption for up to five holidays a year, during which a fair, festival, or other event is being held, use the separate application entitled "SPECIAL EVENT APPLICATION"

APPLICANT INFORMATION

1. Type of Exemption Application:

An applicant may apply for a by-law to permit one or more Retail Business Establishments to open on a holiday for the maintenance and development of tourism (an "exemption"). Except where an application is made on an area basis, a separate application and fee must be submitted for each retail business establishment for which an exemption is sought. Check one and complete the designated sections.

Establishment
Applicant applying for exemption for an individual retail business establishment. Complete Sections I, III, IV and Appendix 1.
✔ Area
Applicants applying for exemption on an area-wide basis. Complete Sections I, II, IV and Appendix 1.
If this is an **Application for Renewal**, provide previous exempting By-law Number 58-92 or 18-1999.

2. Municipality:

In which municipality in the Region of Peel is the retail business establishment or exemption area located:

✔ Mississauga
Brampton
Caledon

Indicate whether any of the following municipalities are located within one kilometre of the subject retail business establishment or area:

✔ Mississauga
Brampton
Caledon

3. Applicant Classification:

"Applicant" means: (please check one and provide information)

✓	i	person or persons, including a corporation, and a partnership carrying on a retail business in a retail business establishment in the Region of Peel. Provide name and address of such retail business establishment. *Retail Business Establishment:* *Fortune Marketplace ULC o/a Seafood City Supermarket* *Address:* 800 Boyer Blvd. Mississauga, ON L5V 2Y1
	ii	an association whether or not incorporated representing retailers carrying on business in the Region of Peel. Name of Association: _____
	iii	council of a local municipality (attach authorizing resolution).

4. Applicant Names:

a) List the name and address of each retail business establishment seeking exemption, or if the applicant is an association or council of a local municipality, list the name(s) and address(es) of each retail business establishment seeking an exemption which is represented by the association or council.

Fortune Marketplace ULC o/a Seafood City Supermarket
800 Boyer Blvd.
Mississauga, ON
L5V 2Y1

b) Provide name and address of the principle contact person, legal counsel, or authorized agent (if any) representing the applicant(s) to whom all correspondence will be addressed:

Name of Firm: Fortune Marketplace ULC o/a Seafood City Supermarket
Contact Person: Elewin Rebaya
Address: 800 Boyer Blvd.
Mississauga, ON
L5V 2Y1

Business Tel: **(909) 573-2478**
Business Fax: **(909) 525-9517**

5. Proposed Holiday Operations

a) Which Holidays?

All Holidays

Sundays Only

Seasonal, Specify

✔ Specific Holiday(s)

- New Year's Day
- Family Day
- Good Friday
- Easter Sunday
- Victoria Day
- Canada Day
- Labour Day
- Thanksgiving Day
- Christmas Day

Proposed Hours of Operation: 7am to 10 pm

6. Provide a **Key Plan** showing the retail business establishment or area for which the exemption is sought and the location of the qualifying tourist attraction(s).
Include the scale of the plan.

See enclosed report by InterStratics Consultants Inc.

7. Provide a **Study** establishing that the exemption requested will comply with the relevant criteria under the Act and Regulation and elaborating upon responses requested in this application form. The Study, prepared by a qualified person, must set out the qualifications of such person, the methodology employed, the relevant facts, reasons for conclusions drawn and describe how passing of a tourism exemption by-law will contribute to the maintenance or development of tourism. Provide any other information to establish that the requirements of Regional By-law Number 18-1999 are met. The Regional Municipality of Peel may require such further information as it deems necessary in order to assess this application. (Guidelines are available from the Region of Peel Clerk's office).

Please see enclosed report by InterStratics Consultants Inc.

SECTION I
TOURIST ATTRACTIONS

To be completed by all applicants.

1. a) Identify and briefly describe the tourist attraction(s) which is/are relied upon. [Where the retail business establishment(s) are located in the City of Mississauga or the City of Brampton the tourist attraction(s) must be located within two kilometres of the retail business establishment(s)).

Please see enclosed report by InterStratics Consultants Inc.

b) Is the tourist attraction seasonal in nature?

✓ *No*
Yes

If yes, explain the seasonal nature of the tourist attraction and the justification in relation to the seasonal nature for the time period for which the exemption is sought.

2. Under which category does the tourist attraction(s) fall?

✓ Natural Attractions, including those which draw visitors to the area to observe and focus on a unique natural feature or features.

✓ Outdoor Recreational Attractions, including those which provide visitors with opportunities to engage in leisure activities or outdoor recreational pursuits which are directly associated with the natural resources of a given area.

Historical Attractions, including those which portray the lifestyle, activities or events of a by-gone era. These may be preserved, developed, and promoted to commemorate, re-create and enhance understanding of the past.

✓Cultural Attractions, including those which draw visitors wishing to experience the fine arts or performing arts associated with local artists or with those of national or international prominence. Multi-Cultural Attractions, including those which feature displays or exhibits promoting an understanding of an appreciation of other traditions and cultures.

✓ Educational Attractions, including those which are an implicit or explicit part of all cultural and multi-cultural attractions.

Summary of Attractions

- Filipino Mississauga Centre
- Various parks/green space
- Cultural Filipino food and other items

Cultural Activities:

- Large display of exotic fruits and other foods from Southeast Asia

SECTION III
ESTABLISHMENT APPLICATION

To be completed by the applicant making an establishment application.

Note: Any retail business establishment which on days other than holidays normally uses 2,400 square feet or more for serving the public or normally has four or more employees serving the public must itself make a separate establishment application for exemption.

1. Complete Appendix 1, for the retail business establishment for which the application is made and provide the information requested. (If extra space is required on appendix, make blank photocopies of the form).

Appendix G
Notice Requirements

The Retail Business Holidays Act Tourism Exemption By-laws

NOTICE OF PUBLIC MEETING

(1) Notice under subsection 4(6) of the Retail Business Holidays Act, R.S.O. 1990, chapter R.30 as amended, of a public meeting for the purpose of informing the public in respect of a proposed by-law shall be given by the region in accordance with subsection (2) of these notice requirements.

(2) Notice under subsection (1), in a form similar to appendix 2, attached hereto, shall be given by:

(a) posting in the retail business establishments proposed to be exempted at least twenty days in advance of the proposed public meeting. Such notice shall be clearly visible and legible from a public place adjacent to each store and also in each store for the information of shoppers;

(b) publication in at least one newspaper which has general circulation in the region, at least 30 days before the meeting is to be held;

(c) prepaid first class mail to the applicant;

(d) prepaid first class mail to every person and agency that has given the Clerk of the Region a written request for such notice in respect of the proposed by-law, provided that such request shows the person's or agency's address;

(e) prepaid first class mail to the clerk of each area municipality within the Region of Peel any part of which is within one kilometre of the area to which the proposed by-law applies;

(f) prepaid first class mail to the policing authority having jurisdiction in the area to which the proposed by-law applies.

Report Authorship

This report has been prepared by InterStratics Consultants Inc. ("InterStratics") on behalf of Seafood City Filipino Themed Supermarket, its owners and property managers in Mississauga, Ontario.

InterStratics was founded in 2008 and specializes in bringing innovative analysis to benefit retail and shopping centre decision-makers. InterStratics offers best practices from major companies including Cadillac Fairview, Canadian Tire, Shoppers Drug Mart, Toyota as well as international best practices honed through first-hand experience at landmark projects. This depth of experience at the highest levels of successful organizations is among the best in Canada. InterStratics is based in Toronto, Canada (1 Yonge St., Suite 205, M5E 1E5).

Mr. Alex Arifuzzaman, MBA is a partner at InterStratics. Alex has extensive experience with retail and shopping centre development programmes. He has conducted market analyses for leading retail and shopping centre companies including LCBO, Canadian Tire and Cadillac Fairview. Since 2000, Alex has been doing similar work from within the consulting environment where he has led projects for Shoppers Drug Mart, Toyota, RioCan and numerous others. Alex has extensive international experience where he has worked on landmark shopping centre developments in Europe, Singapore, India, Dubai and Korea. Alex holds an MBA from the Rotman School of Management and an EMBA from the University of St. Gallen in Switzerland. Alex presented a report prepared on behalf of the Erin Mill Town Centre and Bramalea City Centre delegation before the Peel Regional Council meeting in September 2009 with respect to the application of Square One shopping centre to seek an exemption allowing it to open on certain holidays. He also authored similar reports for Garden Foods in Bolton, T&T in Mississauga and Toronto Premium Outlets in the Town of Halton Hills.

Purpose of Report

Seafood City Supermarket is seeking an exemption under section 2.(1) of the Retail Business Holidays Act to remain open during the following statutory holidays:

- New Year's Day
- Family Day
- Good Friday
- Easter Sunday
- Victoria Day
- Canada Day
- Labour Day
- Thanksgiving Day
- Christmas Day

The proposed hours of operation on these days would be 7:00 am to 10:00 pm. The extent of area proposed for exemption includes the supermarket located at 800 Boyer Blvd. and the parking areas at the same municipal address (Appendix 1).

This report supports the case for the Seafood City Supermarket "tourist exemption" application to the Ontario Retail Business Holidays Act ("RBHA"), and Seafood City Supermarket Peel Region By-Law No. 18-1999. Retail establishments that meet the RBHA exemption criteria will be allowed to remain open during the selected statutory holidays as specified by the application.

Per section 4 (1) of the RBHA, tourist exemptions are granted by Regional Council.

History of Seafood City Supermarket

The Heartland Town Center in Mississauga is about to be overwhelmed with crowds unparalleled in its history as Seafood City Supermarket opens September 28, 2017 with an exciting new concept and customer experience.

In 1989, the first Seafood City Supermarket opened in National City, CA. For the first time ever, there was an Asian grocery that Filipino-Americans could wander into and find exactly what they wanted. But Seafood City Supermarket's vision went beyond providing quality and authentic Filipino specialties at the most affordable prices. Inevitably, later became a "town hall" for Filipino Americans, to be a place where they could gather and truly feel at home. The Filipino-American community's over- whelming support for the first Seafood City Supermarket in San Diego, led to more stores openings in all over California. Today, Seafood City Supermarket has stores in California, Nevada, Washington, Hawaii, Chicago and Canada. They truly determined on spreading their flagship philosophy of "True Filipino Goodness" to even more states soon.

In 2011, more than 662,000 Filipino people lived in Canada, according to Statistics Canada's 2011 national household survey, making up about five per cent of the country's population.

In 2014, the Philippines pushed ahead of China and India as Canada's top source country for immigrants, according to the federal agency.
The Greater Toronto Area and Vancouver are home to the largest Filipino communities in Canada.

The Canadian Seafood City Supermarket includes Grill City, Noodle Street, Filipino Barbecue Fast-Food Joint and Crispy Town, which sells fried Filipino snack food.

Why is City Seafood Supermarket Seeking a Tourist Exemption?

The Heartland Town Center in Mississauga is about to be overwhelmed with crowds unparalleled in its history as Seafood City Supermarket opened September 28, 2017 with an exciting new concept and customer experience.

Seafood City is not just another big supermarket offering good products with great value for their customers. It is America's first and leading Filipino Asian supermarket chain with 24 stores in California, Nevada, Washington, Hawaii, and Chicago. To countless Filipinos in the US, it has been "home away from home", the place to go to for their basic food needs and wants, the source of products they miss from the Philippines, the center where they can gather with their fellow Filipinos.

True to its mission of *Celebrating True Filipino Goodness,* Seafood City will showcase the best of the Filipino products, people, culture and cuisine. Working with allied partners, Seafood City stores have become a destination center for *Pinoys*, a Filipinotown offering a one-stop hub for needed services and favorite products. Like its 24 other locations, Seafood City Toronto include well-loved Filipino brands such as Jollibee, Red Ribbon, Grill City, Noddle Street and Crispy Town.

Peel Region continues to welcome tourists, not only domestically but also from overseas. The key driver for tourism within Peel Region is the proximity to Pearson International Airport and the number of attractions and retailers available for tourists. The greater the number of retailers that receive a holiday exemption, the greater the potential draw. Ministry of Tourism report notes that 7.3% of all overseas trips to Ontario are destined for Peel region. This is more than visits to York Region, which currently has two large holiday exemption sites (Vaughan Mills & Pacific Mall).

Tourism is a key export industry that not only generates revenues for the municipality but also helps to create employment opportunities. As shopping trends have changed it has been noted that Ontarians are deciding to stay closer to home for their recreational/tourist activities. The concept of "staycations" is becoming more and more common. As a result, retailers are required to pull revenue opportunities from the local community rather than depending on outside tourism for increases in revenue.

More and more retailers have been seeking RBHA exemptions in order to support a tourist friendly ideal, one which multiple regional councils across the GTA have supported. Retailers such as The Eaton Centre, Square One Shopping Centre, Bramalea City Centre, T&T Grocery Stores, and Mississauga Chinese Centre have received exemption and are, as a result, helping keep and draw new consumers into the market. Seafood City Supermarket wishes to become part of this holiday draw for Mississauga and the Region of Peel.

Figure 1 – Location of Seafood City Supermarket

Methodology

InterStratics Consultants has reviewed the existing legislation, comparable retail exemption precedents, and Seafood City Supermarket's position as a retailer that caters to local area tourists in order to demonstrate why Seafood City Supermarket meets the criteria which an exemption should be granted.

Review of Existing Legislation

The following legislation was reviewed to build the case for Seafood City Supermarket exemption from the RBHA:

- Retail Business Holidays Act, R.S.O. Chapter 30
- Ontario Regulation 711/91
- Peel Region By-law 18-1999

Comparable Retail Exemption Precedents

Existing tourism exemptions in Peel, Toronto and York regions were analyzed for similarities to Seafood City Supermarket. Supporting data was obtained from the Ministry of Tourism, Seafood City Supermarket, on-line research and existing applications for exemption under the RBHA.

Seafood City Supermarket Proximity to Tourist Destinations

Seafood City Supermarket is centrally located between a number of prime tourist destinations in the region, making it a great potential stop for tourists and local community members. InterStratics Consultants ensured that consideration was given to all potential tourist destinations within the Mississauga area in relation to Seafood City Supermarket.

Current Businesses Exempt Under RBHA

Unless exempted by the legal authority of an upper-tier municipality, the RBHA requires businesses to be closed on the following statutory holidays:

- New Year's Day
- Family Day
- Good Friday
- Easter Sunday
- Victoria Day
- Canada Day
- Labour Day
- Thanksgiving Day
- Christmas Day

Note that the Act does not apply to the Civic Holiday in August, and therefore exemptions are not required for that day.

Within Peel, York and Toronto a number of businesses have already received holiday shopping exemptions, including Major Shopping Centres (e.g. Square One, Eaton Centre, Bramalea City Centre, T&T Supermarket, Mississauga Chinese Centre), Business Improvement Areas (e.g. Port Credit, Bloor-Yorkville), and Specialized Retail (e.g. Pacific Mall, Distillery District). A number of retail specific exemptions under section 2(1) of RBHA have also been granted, including exemptions for T&T, Yuan Ming and Garden Foods, all located in Mississauga.

Retail Business Holiday Act Exemptions

Retail Business Holidays Act provides for the following "holidays": New Year's Day, Family Day, Good Friday, Easter Sunday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day, Christmas Day and any other day proclaimed by the Lieutenant Governor. Table 2 and Figure 1 show the number of retail businesses that currently have exemption under the RBHA.

Table 2 - Examples Exemptions in Peel, York and Toronto

Date Enacted	Municipality	Businesses	Location	Holidays	Hours
Feb. 28, 2013	Bolton	Garden Foods	501 Queen St South	Good Friday, Victoria Day, Canada Day, Labour Day and Thanksgiving Day	8:00am to 6:00pm
Sept. 8, 2011 Amended Jan. 24, 2013	Brampton	Bramalea City Centre	Bramalea City Centre	New Years, Victoria Day, Canada Day and Thanksgiving Day	11:00am to 6:00pm
Nov. 23, 1995	East Gwillimbury	Brice's Sports Centre Limited	20287 Woodbine Avenue, Queensville	All, except Christmas Day	11:00am to 5:00pm
Nov. 23, 1995	East Gwillimbury	677957 Ontario Inc. c.o.b. as Vince's Country Market	19101 Leslie Street, Sharon	All, except Christmas Day and New Year's Day	9:00am to 7:00pm
Mar. 25 1999	East Gwillimbury	Old McDonald's Furniture and Appliances (SUBSTITUTION)	19937 Woodbine Avenue, Queensville	All, except Christmas Day and New Year's Day	9:00am to 6:00pm
Feb. 19, 2004	East Gwillmbury	Queensville Antique Mall	20091 Woodbine Avenue, Queensville	All, except Christmas Day and New Year's Day	10:00am to 6:00pm
Nov. 23, 1995	Georgina	All	Within the geographic boundaries of the Town of Georgina	All, except Christmas Day and New Year's Day	9:00am to 6:00pm
Nov. 23, 1995	Markham	All	OLD TOWN OF MARKHAM CORE: An area of the Old Town of Markham	All, except Christmas Day	9:00am to 6:00pm
Nov. 23, 1995	Markham	All	UNIONVILLE CORE: in the former Police Village of Unionville in the Town of Markham	All, except Christmas Day	9:00am to 6:00pm

Date Enacted	Municipality	Businesses	Location	Holidays	Hours
Aug. 31, 2000	Markham	Pacific Mall Heritage Town	4300 Steeles Ave East. South half of the second floor from Units A1-201, W2, W1. A1-222M to Units V2, F7 and V-1, inclusive Town of Markham	All	11:00am to 11:00pm
Oct. 26, 2000	Markham	Market Village Markham Inc.	4350 Steeles Ave East, Town of Markham	All	8:00am to 12:00 midnight
Jan. 18, 2001	Markham	York Region Condominium Corporation 890, c.o.b. Pacific Mall	4300 Steeles Ave East, Town of Markham	All	8:00am to 12:00 midnight
May. 17, 2012	Markham	Kennedy and Denison Centre	1661 Denison St., Town of Markham	All, except Christmas Day and Easter Sunday	8:00am to 12:00 midnight
Apr. 18, 2013	Markham	2197088 Ontario Inc. operating as Foody Mart	5221 Highway 7 East, Markham	All, except Christmas Day and Easter Sunday	9:00am to 12:00 midnight
Apr. 18, 2013	Markham	T&T Supermarket	8339 Kennedy Rd, Markham	All, except Christmas Day and Easter Sunday	9:00am to 10:00pm
Apr. 18, 2013	Markham	T&T Supermarket	7070 Warden Ave, Markham	All, except Christmas Day and Easter Sunday	8:00am to 10:00pm
Sep. 26, 2013	Markham	Guan Ye Limited operating as First Choice Supermarket	7866 Kennedy Road, Markham	New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day	9:00am to 9:00pm
Sep. 26, 2013	Markham	2308321 Ontario Inc. operating as Sunny Foodmart	770 Markham Road, Markham	New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day	9:00am to 10:00pm

Date Enacted	Municipality	Businesses	Location	Holidays	Hours
Oct. 8, 2009 Amended April 22, 2010	Mississauga	Square One Shopping Centre	100 City Centre Drive, Mississauga	New Years, Victoria Day, Canada Day, Labour Day and Thanksgiving Day	11:00am to 5:00pm
Jul. 5, 2012	Mississauga	Port Credit BIA	Port Credit BIA	New Years, Victoria Day, Canada Day, Labour Day and Thanksgiving Day	10:00am to 11:59pm
Jun. 25, 2015	Mississauga	T&T Supermarket	715 Central Parkway West	New Years, Good Friday, Easter Sunday, Victoria Day, Canada Day, Labour Day and Thanksgiving Day	9:00am to 10:00pm
Sep. 8, 2016	Mississauga	Yuan Ming Supermarket	1000 Burnhamthorpe Road West	New Years, Good Friday, Victoria Day, Canada Day, Labour Day and Thanksgiving Day	9:00am to 9:00pm
Jan. 11, 1996	Newmarket	All	NEWMARKET DOWNTOWN	All, except Christmas Day, New Year's Day and Good Friday	8:00am to 10:00pm
Sep. 26, 2013	Newmarket	Upper Canada Mall	17600 Yonge St, Newmarket	New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day	11:00am to 6:00pm
May. 19, 2011	Richmond Hill	Oak Ridges Foods Market	13144 Yonge St, Town of Richmond Hill	Good Friday, Victoria Day, Canada Day, Labor Day	8:30am to 6:00pm
Sep. 26, 2013	Richmond Hill	Hillcrest Mall	9350 Yonge St, Town of Richmond Hill	New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day	11:00am to 6:00pm
1995 Amended Dec. 10, 2008	Toronto	Toronto Eaton Centre and The Hudson's Bay	220 Yonge St, Toronto	All, except Christmas Day	10:00am to 6:00pm

Date Enacted	Municipality	Businesses	Location	Holidays	Hours
May. 23, 2002	Toronto	Downtown Yonge Street BIA	Bond St to the east, Grosvenor St to the north, Bay St to the west and Richmond St W to the South	All	
May. 20, 2004	Toronto	Bloor-Yorkville BIA	Church St to the east, Scollard St to the north, Avenue Rd to the West and St Mary St to the south	All, except Christmas Day	
Jul. 21, 2005	Toronto	Distillery Historic District	Cherry St to the East, Parliament St to the west, Mill St to the North and Railway tracks to the south	All	11:00am to 6:00pm
Nov. 23, 1995	Vaughan	All	KLEINBURG CORE	All, except Christmas Day	8:00am to 10:00pm
Nov. 18, 2004 Oct. 23, 2008 Dec. 16, 2009 Mar. 25, 2010	Vaughan	Vaughan Mills Mall Campus	VAUGHAN MILLS MALL CAMPUS, including Vaughan Mills Mall and the Outparcels	All, except Christmas Day, Good Friday and Easter Sunday	8:00am to 10:00pm
May. 30, 1995	Whitchurch-Stouffville	All	Within the geographic boundaries of the Town of Whitchurch-Stouffville	July 1 in each year	8:00am to 10:00pm

Figure 2 - Municipalities with Holiday Exemption Stores

The Mississauga Chinese Centre, Square One, Yuan Ming Supermarket, Pacific Mall, Garden Foods Market, and T&T Supermarkets in Markham are all retail locations comparable to Seafood City Supermarket that already have an exemption. Table 3 sets out a number of similarities between the retail exemptions and Seafood City Supermarket in terms of cultural similarities, type of retailer and tourist draw.

Table 3 – Examples of Area Basis Exemptions among Grocery Stores & Culturally Driven Retailers

	Seafood City Supermarket	Yuan Ming	Mississauga Chinese Centre	Pacific Mall	Garden Foods Market	T&T Supermarket (Mississauga)
Exemption Status	*Proposed*	Approved	Approved	Approved	Approved	Approved
Classification	*Filipino Grocery*	Asian Grocery	Themed Shops	Indoor Market	Grocery Store	Asian Grocery
Size (Square Ft)	*50,000*	50,000	100,000+	270,000	16,000	Various
Levels	*1*	1	1	2	1	1
Stores (on site)	*1*	1	70	500+	1	1
Offerings	*Grocery*	Grocery	Mixed (grocery 7 retail)	Mixed (grocery, clothing, electronics)	Mixed (grocer & garden)	Grocery
Reputation	*Local hospitality*	Local hospitality	"Chinatown of Mississauga"	Largest indoor Asian market in North America	"Pusateri's of the North"	Asian supermarket chain
Tourist Efforts	*- Specialty food and home products appealing to the Filipino and Asian community* *- Fresh seafood tank, fresh baked goods and hot prepared meals draw in locals and tourists alike*	- Specialty food and home products appealing to the Asian community - Live seafood tank, fresh baked goods and hot prepared meals draw in locals and tourists alike	- Holds festivals and events throughout the year (e.g. Chinese New Year, Chinese opera, Hong Kong festival)	- Large variety of specialty foods and herbal medicines appeals to GTA Chinese community, driving them from Toronto's downtown Chinatown to Markham - Extensive selection of electronics and differentiated "Asian" shopping experience draws weekend visitors from all over GTA	- Various holiday events/activities including: Easter Egg Hunt, Spring BBQ, Watermelon Festival, Back to School BBQ and a Thanksgiving Corn Roast.	- Speciality food offerings - Various holiday promotions

Like Seafood City Supermarket, these retailers provide a specialized shopping opportunity to their customers. Customers are able to find speciality grocery items whether they are of a higher end variety, as seen at Garden Foods, or native to a specific culture, as seen at the others. All of these retailers fill a need in the market that is in demand by local and tourist based customers alike. With Heartland Town Centre being the largest shopping area of the comparable exempt retailers, they all promote local cultural diversity and provide a shopping opportunity in which customers can experience foods from home or in some cases foods from another culture.

RBHA Exception Criteria

As excerpted from the Square One RBHA exemption application:

The delivery of merchandise and services to the general public in Ontario on statutory holidays is governed by the Retail Business Holidays Act, R.S.O. 1990, Chapter R.30 (referred to in this section as the "RBHA", or "the Act").

Section 4(1) of the Act enables the council of a municipality to enact a by-law allowing businesses to be open on holidays for the maintenance or development of tourism. Tourism maintenance or development can be defined to include activities undertaken to preserve existing tourist traffic, or to increase tourist visitation to an area. Such efforts would include preserving, creating, or supporting attractions and other infrastructure. The act also requires consideration of the common pause day principle, which is discussed in Appendix 4 of this report.

Section 4(3) of the Act requires that any exemptions granted must be done so in accordance with the specific tourism criteria set out in Ontario Regulation 711/91 - Tourism Criteria (referred to in this section as the "Regulations").

This report has been prepared by InterStratics on behalf of Seafood City Supermarket Mississauga in support of an application for an area exemption, pursuant to Section 2(1) of the Regulations. This application applies to Seafood City Supermarket in the City of Mississauga, Ontario.

Section 2(1) of the Regulations stipulates that an exemption may be granted if the business is,

(a) located within two kilometers of a tourist attraction; and
(b) is associated with the tourist attraction or rely on tourists visiting the attraction for business on a holiday

Section (3) of the Regulations states that a tourist attraction is limited to:

(a) Natural attractions or outdoor recreational attractions;
(b) Historical attractions; and
(c) Cultural, multicultural or educational attractions.

Why Seafood City Supermarket Meets the Exemption Criteria

Market Overview

The City of Mississauga has a total population of approximately 713,445, comprised of approximately 234,582 households with 27% of that population speaking a non-official language at home.

It can be seen that majority of the customers (57.9%) are from the Greater Toronto area (outside city of Toronto – *Mississauga, Brampton etc.*) and close to 30% of the customers are from the city of Toronto.
The results demonstrate that while many consumers would be considered local tourists, there is still a large group of consumers who travel a substantial distance in order to shop at Seafood City Filipino Themed Supermarket. What is concluded is that although the majority of customers travel from within the GTA, there are still a significant number of customers that travel into the community from farther destinations. Seafood City Supermarket is creating a draw for consumers that bring them into the Peel Market Region from which other retailers and the community as a whole may benefit. The local draw for the supermarket is strong however, as the results conclude, Seafood City Supermarket also has a large secondary market from which it receives customers. If Seafood City Supermarket were to receive an exemption and open on retail holidays these consumers would be more likely to travel into the market, thus providing a potential earning spike for the local community.

Tourist Attractions

Seafood City Supermarket is located at Heartland Town Centre within close proximity to some of Mississauga's leading tourist attractions, such as Kalayaan Cultural Community Centre in Mississauga and Square One Mall. Additionally, the location of Seafood City Supermarket is in the middle of a number of green spaces allowing it to become a destination for tourists visiting these sites (Figure 7). Seafood City Supermarket offers a mix of Asian and Filipino-influenced offerings with practical products to serve a diverse population. The supermarket features fresh seafood and meat departments, a wide selection of fresh produce, bakery, health and beauty, as well as quick grab-and-go options. It carries a wide selection of Filipino and Asian grocery items, as well as Canadian products that one would normally find in any supermarket. Seafood City Supermarket may promote very popular Filipino goods and packages at discount prices especially on statutory holidays and carry prepared foods which are convenient for local tourist activities.

Parks

- Sonoma Park
- Bancroft Park
- Swinbourne Meadows
- Credit Meadows Park
- Riverrun Park
- Brentwood Park
- Heatherleigh Park
- Stonebrook Park
- Century City Park
- Timothy Street Park
- Mighty Oak Park
- Ashwood Park
- Heritage Hills Park

- Century City Park

These parks not only provide beautiful natural spaces to be experienced, but also are home to a number of recreational areas providing opportunities for swimming, skating, baseball, and a number of other recreational programs for families and individuals alike. These facilities attract visitors from beyond the local communities and, as a result, opening Seafood City Supermarket for holidays will provide an additional amenity to meet the needs of these visitors.

Kalayaan Cultural Community Centre

The KCCC is a creation of the Kalayaan Filipino Cultural Organization, known simply as Kalayaan, the umbrella organization of Filipino associations in Mississauga. It was established in 1983 for the sole purpose of celebrating Philippine Independence Day every year. Kalayaan Centre offers rental spaces for small to medium size events. The types of events that can be hosted include birthday parties, weddings and anniversaries, religious celebrations, meetings and community gatherings.

Source: http://www.kalayaancentre.ca

The various attractions at the Mississauga Kalayaan Cultural Community Centre include:

- Grand Hall
- Golf Classic
- Corner Tower
- Covered Walkway
- Stele
- Stone Structures

Square One Shopping Centre

Located in the heart of Mississauga, Square One Shopping Centre offers a shopping experience for the local communities and tourists alike with 1.7 million square feet of retail space. Square One attracts approximately 24 million visitors a year with more than 350 retail stores and services. Since receiving exemption under the RBHA in 2009 Square One continues to expand with numerous renovations and the opening of new retailers.

Source: http://www.shopsquareone.com/

Seafood City Draw

Having opened only recently, the actual draw has confirmed what was anticipated. In fact, customer sign-ups to the online program are from a very wide area well beyond Mississauga. As the table below indicates, when tabulated by area code, only 22% come from the 905 or 289 area code. Of these, it can be reasonably concluded that many come from Brampton, Oakville or beyond. This would make the Mississauga percentage less han 20%.
A very high percentage (78%) registered from area codes beyond Mississauga which would include Toronto, the rest of Ontario and beyond.

The details are indicated below:

Seafood City Mississauga Customer Sign-Ups By Area Code

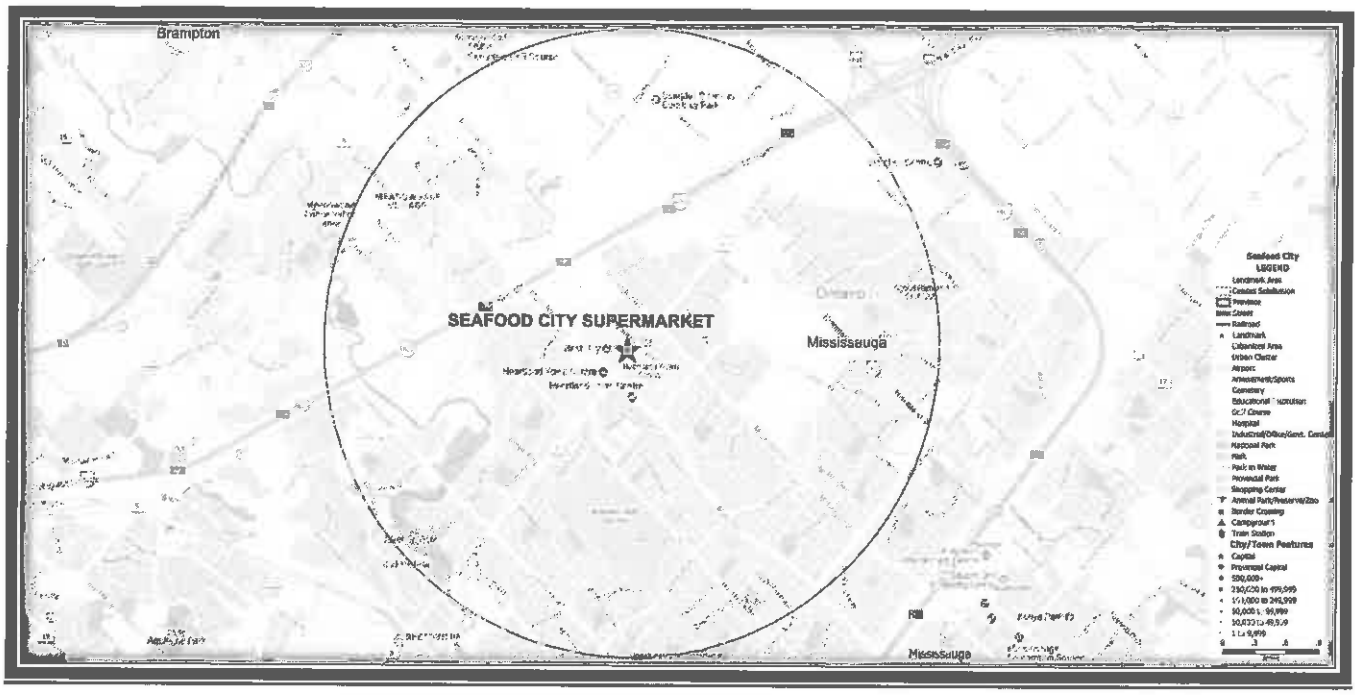
(Sept 2017 to January 2018)

Customer Phone Area Codes	Count	%
Toronto & Other	28,016	78%
905 / 289 (Mississauga & Non Toronto GTA)	7,936	22%
Total	35,952	100%

Source: Seafood City

Based on these numbers it can be concluded that Seafood City has a super-regional draw and is a destination due to it's unique to Canada offering. This is an unambiguous factor in support of it being a tourist destination.

Figure 4 - Tourist Attractions within 2 km of Seafood City Filipino Supermarket.



Planned Statutory Holiday Events

Seafood City Supermarket will continue to offer a number of discounts and promotions of the speciality food items it has available. It will continue to offer food products that are similar to what its consumers may have had at home. Seafood City Supermarket currently provides various deals and discounts around the holidays and will continue to do so if it receives holiday exemption. Special events will be developed for each holiday should an approval be granted.

How Exemption Will Promote the Maintenance & Development of Tourism

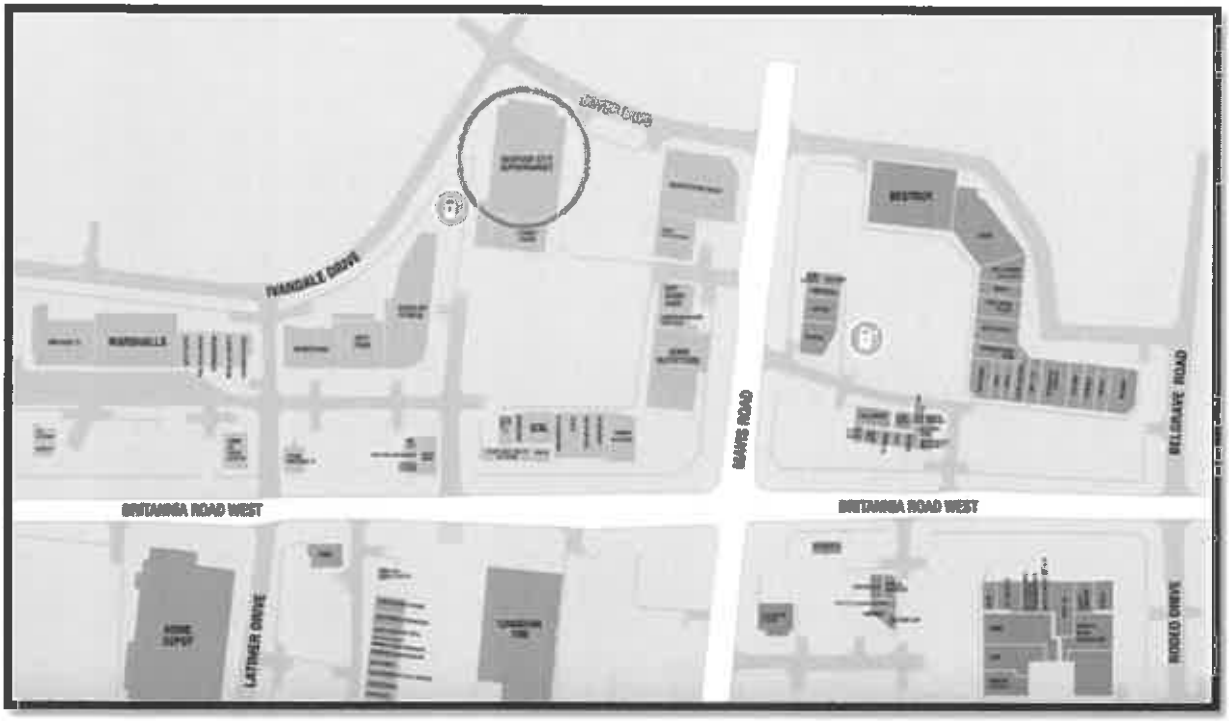
There is a growing trend towards consumer demand for ethnic based products. This trend falls in line with the rapidly growing number of visible minorities in Canada, a population base that is continuing to grow across the Country. The Chinese population in 2031 is projected to grow from 1.3 million (2006) to 2.4-3 million (Statistics Canada, 2010). A study by *LoyaltyOne* completed in August 2014 showed "86% of ethnic Canadian grocery shoppers feel that selection of ethnic food and ingredients is an important feature in choosing which grocery store(s) to shop at." (McVie, 2014). Additionally, out of those surveyed 67% also said that they often had to visit three or more stores in order to find the ethnic products they were looking for (McVie, 2014).

The number of products offered by Seafood City Supermarket will fulfill a need in the market that is only going to continue to grow. This 50,000-square foot grocery store will be able to provide a one stop shop for consumers looking for speciality products. Seafood City Supermarket will not only help to alleviate the frustrations consumers feel by needing to travel to multiple stores, but it will also create a driving force by which consumers travel into the Mississauga area.

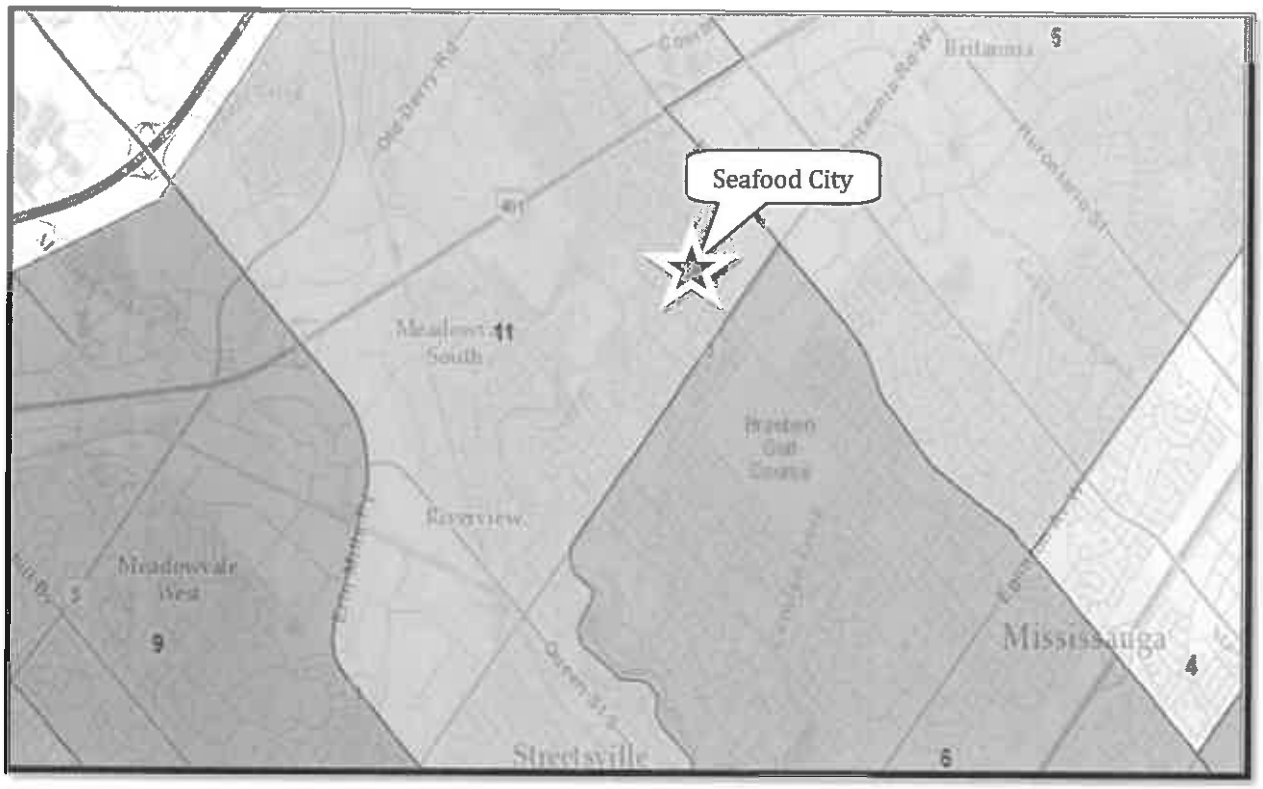
The proximity Seafood City Supermarket has to a number of local tourist attractions allows for it to cater to the needs of those visiting the area, as well as for locals on a daily basis. Mississauga is a growing community with an ever expanding tourist draw and therefore should encourage businesses which continue to help meet the needs and desires of the tourist population. If Seafood City Supermarket and the businesses in the area were to receive a retail business holiday exemption, Mississauga would continue to expand its customer draw while helping to ensure that vital tourist dollars are being spent within the local community.

Currently, there are many Asian grocers that are exempt. However, there is a growing demand and popularity for Filipino foods there is not much offered in the west (Oakville, Kitchener, Hamilton, Niagara, Buffalo, Waterloo, etc.). Seafood City Supermarket is a very important destination for Filipino and non-Filipino in these areas to purchase Filipino food. An exemption for a large Filipino grocer in the west end is much needed and will promote drawing those who would otherwise travel to the east end of the GTA for such Filipino fare.

Appendix 1 - Map of area applying for exemption



Appendix 2 – Mississauga – Ward 11 Map



Appendix 3 – Common Pause Day Principle

Common Pause Day Principle

Under the RBHA Council is required to consider the common pause day principle with respect to an application under the Act. In regard to respect for the common pause day principle, Seafood City Supermarket submits the following:

1. ***Employment Standards Act, 2000, S.O., C. 41***

Seafood City Supermarket is committed to ensuring that workers within Seafood City Supermarket understand their rights to refuse work on a statutory holiday. Under the *Employment Standards Act* it is illegal for an employer to coerce their workers into accepting shifts on a statutory holiday. Under the *Act*, an employee can refuse work, without reason, on any statutory holiday of their choosing and reprisals are expressly prohibited. The employees at Seafood City Supermarket are protected by the *Act* and it would be fully within their rights to refuse to work on a holiday. In fact, even if an employee agrees to work on a statutory holiday that employee can change his or her mind by providing at least 48 hours prior notice.

2. **Seafood City Supermarket's Commitment**

Seafood City Supermarket commits that notice would be posted or cause to be posted informing employees that while they may be requested to work on holidays, they may refuse, without fear of reprisal, by giving 48 hours' notice.

3. ***Seafood City Supermarket Employee Endorsement***

At Seafood City Supermarket employees have signed Holiday Opening Employee Form Consent Request. The form with employee signatures and names are available at Interstratics Consultants Inc.

Appendix 4 - Definitions

For purposes of this report, "tourism" is defined as:

- One or more nights away from home, or a day trip of from outside the mall's primary and secondary trade areas
- Includes foreign and domestic travellers
- Includes many industries servicing tourists, e.g. accommodation, attractions, food and beverage, recreation, culture, entertainment, transportation, and retail

Appendix 5 - Works Cited

McVie, G. (2014). *Canadian Grocery Shoppers Seeking Greater Selections of Ethnic Foods.*

Statistics Canada. (9 March 2010 r.). *Projections of the diversity of the Canadian Population*. Statistics Canada:

http://www.statcan.gc.ca/daily-quotidien/100309/dq100309a-eng.htm

Statistics Canada. (2011). *2011 Census of Population and 2011 National Household Survey.*

Appendix 6 - Notice Requirements

The Retail Business Holidays Act Tourism Exemption By-laws
NOTICE OF PUBLIC MEETING
(1) Notice under subsection 4(6) of the Retail Business Holidays Act, R.S.O. 1990, chapter R.30 as amended, of a public meeting for the purpose of informing the public in respect of a proposed by-law shall be given by the Region in accordance with subsection (2) of these Notice Requirements.
(2) Notice under subsection (1), in a form similar to Appendix 2, attached hereto, shall be given by:
(a) posting in the retail business establishments proposed to be exempted at least twenty days in advance of the proposed public meeting. Such notice shall be clearly visible and legible from a public place adjacent to each store and also in each store for the information of shoppers;
(b) publication in at least one newspaper which has general circulation in the Region, at least 30 days before the meeting is to be held;
(c) prepaid first class mail to the applicant;
(d) prepaid first class mail to every person and agency that has given the Clerk of the Region a written request for such notice in respect of the proposed by-law, provided that such request shows the person's or agency's address;
(e) prepaid first class mail to the clerk of each area municipality within the Region of Peel any part of which is within one kilometre of the area to which the proposed by-law applies;
(f) prepaid first class mail to the policing authority having jurisdiction in the area to which the proposed by-law applies.

Appendix 7 – Seafood City Flyer

Appendix 8 – Filipino Culture Center

Annual Golf Tournament

Annual KCCC Meeting

Flag raising ceremony was held at front of the KCCC office at Orbitor Dr. Mississauga to Commemorate 117 years of Philippine Independence.

Appendix 9- Seafood City Supermarket Grand Opening

Appendix 10 – Landlord Approval

ORLANDO CORPORATION

6205 Airport Road, Mississauga, Ontario, L4V 1E3 Telephone: (905) 677-5480 Fax: (905) 677-2824 orlandocorp.com

November 9, 2017

Region of Peel
7120 Hurontario Street
Mississauga, Ontario
L5S 1Z8

Re: Holiday Opening Exemption – Seafood City Supermarket
800 Boyer Boulevard, Unit #1 Mississauga, Ontario L5V 2Y1

Dear Sir/Madam:

Orlando Corporation is the landlord of the aforementioned premises which has been leased to Fortune Marketplace ULC o/a Seafood City Supermarket for use as a retailer.

Orlando Corporation is aware Seafood City Supermarket has a pending application requesting a holiday opening exemption under the "Retail Business Holiday Act" and Orlando Corporation fully supports and endorses Seafood City Supermarket's application for the holiday opening exemption.

Thank you and we look forward to your kind consideration.

Yours truly,
ORLANDO CORPORATION

Dan Hyde
Senior Manager, Shopping Centres

DH*lr

Jurrius, Stephanie

Subject: RE: CVC Board Report re: Bill 66

From: Chipperfield, Tamara [mailto:Tamara.Chipperfield@cvc.ca]
Sent: January 4, 2019 9:51 AM
To: Graham Milne; Lockyer, Kathryn; Lisa Campion; Mark Early; Sue Stone; Susan Greatrix
Subject: CVC Board Report re: Bill 66

Good morning,

At the December 14, 2018 Credit Valley Conservation Authority Board of Directors meeting, direction was given to staff to provide the attached Board report regarding Bill 66 to our municipal partners. Please see attached report.

Sincerely,

Tamara Chipperfield
Corporate Secretariat | Credit Valley Conservation
905-670-1615 ext 420 | C: 647-625-3038 | 1-800-668-5557
tamara.chipperfield@cvc.ca | www.cvc.ca

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REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓_____

SCHEDULE 'G'
PAGE -1-
2018-12-14

TO: The Chair and Members
of the Board of Directors,
Credit Valley Conservation

SUBJECT: **BILL 66 AND THE IMPLICATIONS FOR CONSERVATION AUTHORITIES**

PURPOSE: **To inform the Board of Directors of CVC of the implications of the passing of Bill 66 on Conservation Authorities.**

BACKGROUND:

On December 6, 2018, the Government of Ontario announced that Bill 66, *Restoring Ontario's Competitiveness Act*, 2018 had undergone first reading by the Legislature. The Act will include 30 actions and "along with regulatory changes, eliminate red tape and burdensome regulations so businesses can grow, create and protect good jobs." Bill 66, if it becomes law, will introduce amendments involving a number of ministries to a variety of Statutes including and most notable being the *Planning Act*.

The proposed changes to the *Planning Act* and a proposed draft regulation were posted on the Environmental Registry of Ontario on December 6th for a commenting period of 45 days to end on January 20, 2019. Prior to the first reading of the Bill, there was no pre-consultation with Conservation Ontario or any individual conservation authority.

The changes to the *Planning Act* would introduce a new economic development tool intended to remove planning barriers and allow municipalities to act quickly and attract major employment opportunities. The province's stated goal is to facilitate obtaining provincial approvals so that construction will be able to start within one year.

A new Section 34.1 of the *Planning Act* will allow municipalities to create a new type of zoning by-law called an "Open-for-Business planning by-law" (OFB-ZBL). Regulations that will be forthcoming will provide more details as to the purpose of the OFB-ZBL. As it stands now, an OFB-ZBL will be permitted where the primary purpose of the by-law is to facilitate new major employment uses.

ANALYSIS:

Planning Act Amendments

The changes to the *Planning Act* under Bill 66 would allow a municipality to pass an OFB-ZBL following a streamlined process (to meet the government's one year service standard) where the OFB-ZBL would be exempt from many existing *Planning Act*

requirements along with land use restrictions in various provincial plans and policies. The streamlined process would (based on the Environmental Registry of Ontario-ERO):

- Allow municipalities to permit the use (i.e., zone the lands) without having to strictly adhere to existing local requirements (e.g., official plan and zoning);
- Remove the application of a separate approval process for site plan control;
- Remove ability to use density bonusing (community benefits in exchange for height or density) and holding by-law provisions;
- Allow the municipality to impose limited planning-related conditions that may help to facilitate the proposal [e.g., approval of plans and drawings that show site plan matters (transportation access, lighting, parking, etc.)] and enter into agreements to ensure development conditions are secured;
- Allow public consultation at the discretion of the municipality, while requiring public notice after the by-law is passed (at a minimum);
- Provide that decisions are final and cannot be appealed to the Local Planning Appeal Tribunal (but allow the Minister of Municipal Affairs and Housing to intervene before the by-law comes into effect, 20 days after its passing);
- Remove the requirement for decisions to strictly adhere to provincial policies and provincial plans (but allow the Minister of Municipal Affairs and Housing to impose conditions to protect matters like public health and safety when endorsing the use of the tool).

To pass an OFB-ZBL, a municipality must pass a resolution requesting that the Minister of Municipal Affairs and Housing approve the OFB-ZBL and the Minister can impose conditions. An OFB-ZBL comes into effect 20 days after it is passed. The municipality is not required to give notice of or hold a public meeting but must give notice to the Minister within 3 days and to any persons or public bodies the municipality considered proper within 30 days.

Details will be provided in forthcoming regulations which will require information such as:

- Require confirmation that the proposal is for a new major employment use
- Require evidence that the proposal would meet a minimum job creation threshold (e.g. 50 jobs for municipalities with a population of less than 250,000 people, or 100 jobs for municipalities with a population of more than 250,000 people);
- Identify the uses of land, buildings or structures that may be authorized by the tool, such as manufacturing and research and development, but not residential, commercial or retail as the primary use;
- Prescribe how notice is to be given to the Minister of Municipal Affairs and Housing following the passing of an open-for-business by-law.

To get an understanding of the process described in the ERO and the exemptions that are in place for the passage by a municipality of an OFB-ZBL, the following table provides some examples:

Section 41 –*Planning Act*	Site Plan approval not required
Subsection 3(5)-*Planning Act*	Not necessary to be consistent with provincial statements and need not conform to provincial plans
Section 24-*Planning Act*	Not necessary to conform with Official Plan
Section 34-*Planning Act*	Cannot be appealed to LPAT
Section 36-*Planning Act*	Not affected by a holding provision
Section 7-*Greenbelt Act*	Not necessary to conform to Greenbelt Plan
Section 7-*Oak Ridges Moraine Conservation Act*	Not necessary to conform with Oak Ridges Moraine Conservation Plan
Section 14-*Places to Grow Act*	Not necessary to conform to Growth Plan
Section 39-*Clean Water Act*	Not necessary to conform to significant threat policies or have regard to policies of a drinking water source protection plan
Section 20-*Great Lakes Protection Act*	Not necessary to conform to initiatives or to have regard to policies set out in a schedule
Section 6-*Lake Simcoe Protection Act*	Not necessary to conform to nor have regard to policies of the Lake Simcoe Protection Plan

Implications

Bill 66 as drafted would allow a municipal council to approve an OFB-ZBL notwithstanding any non-conformity or inconsistency with current provincial plans and policies. An OFB-ZBL can also be passed without the statutory notice and there are no appeal rights in the process. An OFB-ZBL is not required to conform to an Official Plan, the Provincial Policy Statement, the Growth Plan or the Greenbelt Plan and in regards to Source Water Protection, it does not need to conform to significant threat policies or have regard to a Drinking Water Source Protection Plan.

From an environmental perspective, these measures are not acceptable if the main purpose is to "speed up" the process and eliminate environment regulations as "red tape". There is a significant risk of reducing the environmental protection currently afforded in provincial, regional and local plans and policies by this new process.

As a conservation authority, CVC would normally be a commenting agency on all *Planning Act* applications, would provide advice to municipalities and have appeal rights but as drafted, that previous process may not continue should a municipality approve an OFB-ZBL. Allowing the Minister of Municipal Affairs and Housing to "intervene" or to allow the same ministry to impose conditions to protect matters like public health and safety, it is unclear whether this is an appropriate level of scrutiny.

Although the *Conservation Authorities Act* is not listed and therefore our regulatory responsibilities are still in place (regulation and permit issuance), the planning process to date has been one where we have worked cooperatively with the municipalities to ensure a permit could be issued at the end of the process. Without a CA being involved

in the planning process does not ensure that a permit can be issued "at the end of the day". Relying on the Minister of Municipal Affairs and Housing to intervene or impose conditions that protect health and safety may not be enough to protect the CA's interest.

As the Credit Valley Source Protection Authority, there should be considerable concern with an OFB-ZBL not having to comply with Section 39 of the *Clean Water Act*. Section 39 allows for significant threat policies and policies set out in a drinking water source protection plan. These exemptions are already available as Minister's Zoning Orders under Section 39 (3), so clarity should be provided on why this new form of by-law is being contemplated in a source protection area. In addition, where gaps have been identified in source protection plans as a result of an OFB-ZBL being passed, source protection authorities have the ability to propose new policies to the plan under Sections 34 and 36 of the Act and in most cases, policies in the CTC Source Protection Plan are supported by other policies requiring additional approvals (i.e. environmental compliance approval).

In addition, since municipalities were engaged in the preparation of source protection plans, they are aware of the location of vulnerable areas to their drinking water supplies and should be respectful of these areas when an OFB-ZBL is contemplated. This may be particularly important since there may be certain employment uses (water use dependent) that provide a higher risk versus other land uses from a source protection perspective.

Comments to ERO

Pre-consultation with Conservation Ontario and/or individual conservation authorities prior to the ERO posting on December 6th, may have provided options to a stream-lined process or modifications made to existing regulations in the spirit of achieving "red tape reduction". Given that did not happen, CVC staff will continue to work with other agencies/organizations to analyze the ramifications of Bill 66.

Comments will be prepared to respond the ERO posting by the January 20, 2019 deadline and will be brought to the January 18th CVC Board of Directors for endorsement.

COMMUNICATIONS PLAN:

There are no Communications implications for this project.

FINANCIAL IMPLICATIONS:

There is no financial impact to CVC for this project.

CONCLUSION:

The main tool of Bill 66 is an OFB-ZBL passed by a municipality which does not have to comply with provincial plans (Greenbelt, Growth Plan, etc.) and policies or a local Official Plan. It can be passed without the traditional statutory notice or processes, site plan control is not required and there are no appeal rights. Only the Minister of Municipal Affairs and Housing can intervene or impose conditions.

Having received only first reading, there will be clarification and changes made but from a conservation authority perspective there are significant concerns. In particular, an OFB-ZBL may go through the process with environmental features (natural hazard and natural heritage) being overlooked. With no appeal rights, only the Minister of Municipal Affairs and Housing has a right to intervene or provide conditions, contrary to the previous process where the CA worked with the municipality to ensure a permit was available at the end of the process.

As a Source Protection Authority, there are concerns that an OFB-ZBL does not have to conform to significant threat policies or policies of a drinking water source protection plan. There needs to be clarification if Minister's Zoning Orders are allowed in Section 39, why the government is contemplating a more complicated process.

It would appear from an environmental perspective, this Bill to eliminate red tape and burdensome regulations, may not speed up the process and may lead to further environmental degradation. CVC will continue to work with other conservation authorities and agencies to analyze the Bill and provide comments back to the CVC Board of Directors in January for endorsement before submission to the ERO.

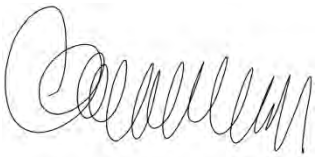
RECOMMENDED RESOLUTION:

THEREFORE BE IT RESOLVED THAT *the report entitled Bill 66 and the Implications for Conservation Authorities be received and appended to the minutes of this meeting as Schedule 'G'; and*

THAT *this report form the basis of CVC's comments to Conservation Ontario who will be coordinating a response to the Environmental Registry of Ontario posting of Bill 66, and*

THAT *CVC staff will bring final CVC's comments to the January 18th Board of Director's meeting to be endorsed for submission to the Environmental Registry of Ontario.*

Submitted by:



Gary Murphy, RPP
Director, Planning and Development Services

Recommended by:

Deborah Martin-Downs
Chief Administrative Officer

Jurrius, Stephanie

Subject: FW: CVC Board of Directors Resolution - Bill 66
Attachments: CVC Bill 66 Comments, Jan 18 2019.pdf; Res 10-19 CVC Comments on Bill 66 to ERO, Jan 18 2019.pdf

---

From: Chipperfield, Tamara [mailto:Tamara.Chipperfield@cvc.ca]
Sent: January 22, 2019 3:02 PM
To: Graham Milne; Lockyer, Kathryn; Lisa Campion; Mark Early; Sue Stone; Susan Greatrix
Subject: CVC Board of Directors Resolution - Bill 66

Please see attached CVC Board of Directors report and resolution.

Sincerely,

Tamara Chipperfield
Corporate Secretariat | Credit Valley Conservation
905-670-1615 ext 420 | C: 647-625-3038 | 1-800-668-5557
tamara.chipperfield@cvc.ca | www.cvc.ca

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REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓_____

Credit Valley Conservation
inspired by nature

Resolution

Date: **January 18, 2019**
Resolution No. **10/19**

Moved by: Stephen Dasko
Seconded by: Johanna Downey

WHEREAS *the Province of Ontario has posted the proposed amendments to the Planning Act as part of Bill 66, the Restoring Ontario's Competitiveness Act, for public comment on the Environmental Registry of Ontario (ERO); and*

WHEREAS *if enacted Bill 66 amends various provincial statutes including the Planning Act. Schedule 10 of Bill 66 empowers municipalities to pass open for business planning by-laws aimed at facilitating major new development in order to create employment and in doing so also exempts these bylaws from complying with various provincial environmental protections and land use controls, including the Greenbelt Act and the Clean Water Act;*

THERFORE BE IT RESOLVED THAT *the report entitled "Bill 66 Comments to Environmental Registry of Ontario" be received and appended to the minutes of this meeting as Schedule 'B'.*

THAT *the CVC Board of Directors endorses the comments attached as Schedule 'B', Appendix 1 to be sent to the Environmental Registry of Ontario by Monday, January 20, 2019.*

THAT *the CVC Board of Directors expresses its concern for the proposed environmental rollbacks contained in Schedule 10 of Bill 66 and encourages the government to consult with CVC staff to find other ways to achieve their objectives for reducing red-tape without risking the health and safety of Ontarians; and further*

THAT *this report be forwarded to all municipalities, the Minister of Economic Development, Job Creation and Trade, Minister of Municipal Affairs and Housing, Minister of Natural Resources and Forestry and the Minister of Environment, Conservation and Parks as well as all MPPs in the watershed.*

Original signed K. Ras
CARRIED

SCHEDULE 'B'
PAGE -1-
2019-01-18

TO: The Chair and Members
of the Board of Directors,
Credit Valley Conservation

SUBJECT: **BILL 66 COMMENTS TO ENVIRONMENTAL REGISTRY OF ONTARIO**

PURPOSE: **To seek endorsement from the CVC Board of Directors for comments to be sent in response to an Environmental Registry of Ontario posting regarding Bill 66.**

BACKGROUND:

On December 6, 2018, the Government of Ontario announced that Bill 66, *Restoring Ontario's Competitiveness Act, 2018* had undergone first reading by the Legislature. The Act will include 30 actions and "along with regulatory changes, eliminate red tape and burdensome regulations so businesses can grow, create and protect good jobs." Bill 66, if it becomes law, will introduce amendments involving a number of ministries to a variety of statutes including and most notable being the *Planning Act*.

The proposed changes to the *Planning Act* and a proposed draft regulation were posted on the Environmental Registry of Ontario on December 6th for a commenting period of 45 days to end on January 20, 2019. Prior to the first reading of the Bill, there was no pre-consultation with Conservation Ontario or any individual conservation authority.

The changes to the *Planning Act* would introduce a new economic development tool intended to remove planning barriers and allow municipalities to act quickly and attract major employment opportunities. The province's stated goal is to facilitate obtaining provincial approvals so that construction will be able to start within one year.

A new Section 34.1 of the *Planning Act* will allow municipalities to create a new type of zoning by-law called an "Open-for-Business planning by-law" (OFB-PBL). Regulations that will be forthcoming will provide more details as to the purpose of the OFB-PBL. As it stands now, an OFB-PBL will be permitted where the primary purpose of the by-law is to facilitate new major employment uses.

Our understanding of the intent of Bill 66, and Schedule 10 in particular, is that an approved OFB-PBL would have the effect of exempting applications under the *Planning Act* from having to be consistent with the Provincial Policy Statement (2014). It would also exempt applications from having to conform to policies in a number of other provincial Acts, such as the *Clean Water Act*, the *Great Lakes Protection Act*, the *Greenbelt Act* and the *Oak Ridges Moraine Conservation Act*, among others. Of note is the assertion by the Premier during the election to "protect the Greenbelt in its entirety,"

which is now included in the Bill 66 legislation that would allow municipalities to by-pass the *Greenbelt Act*.

On December 14, 2018 a report entitled "Bill 66 and the Implications for Conservation Authorities" was presented to the CVC Board of Directors and Resolution #99/18 passed stating:

> ***THEREFORE BE IT RESOLVED THAT*** *the report entitled Bill 66 and the implications for Conservation Authorities be received and appended to the minutes of this meeting as Schedule "G"; and*
>
> ***THAT*** *this report form the basis of CVC's comments to Conservation Ontario who will be coordinating a response to the Environmental Registry of Ontario posting of Bill 66, and*
>
> ***THAT*** *CVC staff will bring final CVC"s comments to the January 18th Board of Director's meeting to be endorsed for submission to the Environmental Registry of Ontario.*

CVC staff comments to Conservation Ontario were provided at the deadline of January 9th. The comments attached as Schedule 'B', Appendix 1 incorporate the comments in the report of December 14, 2018 and the staff comments provided to Conservation Ontario. The deadline for commenting to the Environmental Registry of Ontario (ERO) is Monday, January 20, 2019.

ANALYSIS:

The proposed changes to the *Planning Act* have significant implications for CVC's role in fulfilling its mandate and its role as a commenting agency under the *Planning Act*, as a regulator delegated to represent the provincial interest on natural hazards under the *Conservation Authorities Act* and to perform the powers and duties of a drinking water source protection authority under the *Clean Water Act, 2006* .

Bill 66 proposes a new OFB-PBL process, which would enable municipalities to:

1. request to remove applications for employment purposes from *Planning Act* requirements,
2. remove the requirement for consistency with the Provincial Policy Statement, and
3. remove the conformity requirements to major pieces of environmental legislation, including the *Clean Water Act*, the *Great Lakes Protection Act*, the *Greenbelt Act* and the *Oak Ridges Moraine Conservation Act*.

The key concerns highlighted in the attached draft comments are as follows:

- Public health risks from overriding significant threat policies of the *Clean Water Act* without the addition of appropriate safeguards;
- Public health and safety risks from overriding natural hazards provisions of the Provincial Policy Statement without the addition of appropriate safeguards; and

- Creating confusion for stakeholders by allowing matters to proceed outside of the LPAT process and long established processes related to public notification and consultation under the *Planning Act*. This could include the potential for costly litigation outside of the LPAT process.

As currently proposed, these changes to the *Planning Act* significantly diminish our ability to achieve our mandate particularly within our jurisdiction where growth pressures are significant, and the need to protect drinking water, sensitive lands, and aquatic and natural heritage resources is great. At present, it is unclear what criteria municipalities would have to meet before seeking approval to adopt this new economic development tool. The proposed authorization for an OFB-PBL uses only the single test of present day job creation (50 or 100 jobs per population of less or greater than 250,000, and the types of jobs are not defined) as the rationale for waiving an assessment that includes other equally important considerations. Without the comprehensive tests afforded by the various pieces of identified legislation and regulations, there could be inadvertent, undesirable and long term impacts on the site itself, as well as to adjacent and downstream properties, in the short term or over time. These impacts may include flooding, groundwater contamination, loss of critical habitat function or linkages, and the loss of productive agricultural lands that provide important environmental functions.

By any objective standard, the well founded and scientifically derived provisions in the *Clean Water Act* and the hazard protection policies and regulations of the province are not red-tape or burdensome regulations. They are vitally important safeguards that must remain in full force to protect drinking water supplies and public safety. As Justice O'Connor noted in the findings from the Walkerton Inquiry, land use planning can play an important role in the protection of surface and groundwater and that a multi-barrier approach is necessary to prevent further such incidents. The Provincial Policy Statement and associated legislation establish just that – a preventative approach coupled with other policy and regulations.

If red-tape reduction and facilitation of employment land approvals is truly the impetus for this piece of legislation, CVC contends that there are better ways to achieve this result including delegating/streamlining the number of environmental agencies charged with providing comments and approvals, updated and consistent guidance from the province, and meaningful consultation to seek input from those engaged in the approvals process.

CAs have demonstrated continuous improvement in our individual approval processes over the last decade and will continue to do so. We have shown a willingness to work with all our partners in the delivery of services that meet their needs. Our engagement in a consultation process with the province over red tape reduction would yield ideas and options to improve service delivery and identify legislative impediments to the timely approval of development lands.

The environment and the economy are linked and one cannot be sacrificed for the benefit of another. Ontario has always sought a balance – ensuring that the health, safety and well-being of its residents are considered along with the economic progress of the province. Schedule 10 of Bill 66 represents an unprecedented and unjustified

rollback of current legal requirements that were enacted to protect water supplies, natural heritage and agricultural production.

RECOMMENDED RESOLUTION:

WHEREAS *the Province of Ontario has posted the proposed amendments to the Planning Act as part of Bill 66, the Restoring Ontario's Competitiveness Act, for public comment on the Environmental Registry of Ontario (ERO); and*

WHEREAS *if enacted Bill 66 amends various provincial statutes including the Planning Act. Schedule 10 of Bill 66 empowers municipalities to pass open for business planning by-laws aimed at facilitating major new development in order to create employment and in doing so also exempts these bylaws from complying with various provincial environmental protections and land use controls, including the Greenbelt Act and the Clean Water Act;*

THERFORE BE IT RESOLVED THAT *the report entitled "Bill 66 Comments to Environmental Registry of Ontario" be received and appended to the minutes of this meeting as Schedule 'B'.*

THAT *the CVC Board of Directors endorses the comments attached as Schedule 'B', Appendix 1 to be sent to the Environmental Registry of Ontario by Monday, January 20, 2019.*

THAT *the CVC Board of Directors expresses its concern for the proposed environmental rollbacks contained in Schedule 10 of Bill 66 and encourages the government to consult with CVC staff to find other ways to achieve their objectives for reducing red-tape without risking the health and safety of Ontarians; and further*

THAT *this report be forwarded to all municipalities, the Minister of Economic Development, Job Creation and Trade, Minister of Municipal Affairs and Housing, Minister of Natural Resources and Forestry and the Minister of Environment, Conservation and Parks as well as all MPPs in the watershed.*

Submitted by:

Gary Murphy RPP
Director, Planning and Development Services

Recommended by:

Deborah Martin-Downs
Chief Administrative Officer

Environmental Registry of Ontario
ERO Number – 013-4239

New Regulation under the Planning Act for Open-For-Business Planning Tool

On December 6, 2018 the Minister of Economic Development, Job Creation and Trade introduced Bill 66, *Restoring Ontario's Competitive Act, 2018.* The Bill contains amendments to various Acts, most notably to the *Planning Act* and related provisions in a number of other Acts.

The proposed Bill 66 amendments to the *Planning Act* and concepts for an implementing regulation were posted on the Environmental Registry of Ontario (ERO) on December 6, 2018 for a commenting period of 45 days ending January 20, 2019.

Comments provided below have been endorsed by the Credit Valley Conservation (CVC) Board of Directors on January 18, 2019 to be sent directly to the ERO. The Credit Valley Board is also the Credit Valley Source Protection Authority established under the *Clean Water Act*, 2006.

CVC is one of 36 conservation authorities which are local watershed management agencies, mandated to ensure the conservation, restoration and responsible management of Ontario's water, land and natural habitats through programs that balance human, environmental and economic needs. Like other conservation authorities, CVC derives its authority from the *Conservation Authorities Act* and regulates development and interference with wetlands, shorelines and watercourses pursuant to Section 28 of the Act. CVC also provides planning and technical advice to planning authorities to assist them in fulfilling their responsibilities regarding natural hazards, natural heritage and other relevant policy areas pursuant to the *Planning Act*.

The Credit Valley Conservation Authority, under subsection 4(2) or section 5 the *Clean Water Act, 2006* is required to exercise and perform the powers and duties of a drinking water source protection authority.

It is within this context, CVC provides the following comments.

A new Section 34.1 of the *Planning Act* is proposed, which would give new by-law making powers to lower-tier municipalities. Subject to approval by the Minister of Municipal Affairs and Housing, municipalities would be able to pass an "Open-for-business planning by-law" (OFB-PBL). These new Section 34.1 by-laws would override existing land use policy and controls contained in the *Planning Act* and other legislation including Provincial Policy Statements, Provincial Plans, Drinking Water Source Protection Plans, Official Plans, Zoning by-laws and Site Plan Control. Section 34.1 by-laws would be similar to a site-specific zoning by-law in that they would regulate land use and the erection, location or use of buildings or structures for a specific development site and certain conditions to approval could be imposed. Passage of such a by-law may be subject to satisfaction of criteria that may be prescribed by the Minister of Municipal Affairs and Housing.

2) As currently drafted, a Section 34.1 by-law could be enacted anywhere in a municipality without regard for any existing land uses, environmental hazards, features, constraints or established land use planning. The only scoping or conditions would be established by the Minister of Municipal Affairs and Housing. However, there is no requirement that the minister provide any scoping or conditions. Neither the minister nor the municipality is required to conduct any consultation to determine what might be appropriate scoping or limitations to a Section 34.1 by-law prior to enactment.

3) Further, Subsection 34.1 (6) of the proposed amendment would exempt a Section 34.1 by-law from every fundamental land use planning requirement that would otherwise be applicable. The following table summarizes the critical land use planning requirements related to CVC's regulatory and policy interests that are proposed for exemption:

Proposed Exemptions under Subsection 34.1 Open for Business By-law	**CVC response**
Subsection 3 (5) of the *Planning Act*	This section is fundamental to the land use planning system and requires land use and development decisions to be consistent with the PPS and to conform to provincial land use plans.
Section 24 of the *Planning Act*	Requires public works (roads and servicing infrastructure) and the enactment of by-laws to be undertaken in conformity with a municipal Official Plan (OP).This section gives legal effect to Official Plans and requires that decisions made conform to OPs. By excluding Section 24, development could occur which does not conform to an Official Plan and in particular does not comply with the OPs environmental policies.
Section 34 (10.0.0.1) to (34) of the *Planning Act*	This section provides a process that includes pre-consultation, public meetings, notification, appeal rights, etc. to the passing of zoning by-laws. Responsible for the provincial interest in relation to protecting people and property from natural hazards (flooding and erosion), CAs rely on these provisions to provide the policy and technical input into the passage of zoning by-laws with rights of appeal.
Section 36 of the *Planning Act*	Provides for holding provisions in zoning

	by-laws. Holding by-laws are used frequently to ensure that technical matters related to CAs roles are addressed prior to the removal of the "H" (obtaining a permit from CVC prior to the "H" being removed on lands zoned floodplain).
Section 39 of the *Clean Water Act, 2006*	Gives legal effect to Drinking Water Source Protection plans by requiring planning and development decisions conform to significant drinking water threat policies and requiring that planning and development decisions have regard to any Drinking Water Source Protection Plan. CVC is a drinking water Source Protection Authority and with TRCA and CLOCA make up the CTC. The CTC Source Protection Plan has Significant Drinking Water Threat policies that apply to land use decisions. The exclusion of Section 39 means that an OFB By-law could approve development that may threaten surface water and groundwater sources used as municipal drinking water systems.
Section 20 of the *Great Lakes Protection Act, 2008*	Ensures that planning and development decisions conform with Great Lakes protection initiatives. Not requiring a shoreline project to conform to any protection initiatives would mean less environmental protection for the Great Lakes.
Section 7 of the *Greenbelt Act, 2005*	Requires planning and development decisions made under the *Planning Act* to conform to the Greenbelt Plan. Excluding Section 7 would allow large scale development in the Protected Countryside which also identifies lands within a Greenbelt Natural Heritage System. Environmental protection could be compromised if development were permitted by an OFB By-law in the Protected Countryside and/or the Greenbelt Natural Heritage System. Major Employment uses are directed to Settlement Areas where there is a fixed urban boundary yet there is no distinction between Protected Countryside and

	Settlement boundaries in the Bill.
Section 7 of the *Oak Ridges Moraine Conservation Act, 2001*	Section 7 requires planning and development decisions to conform to the Oak Ridges Moraine Conservation Plan which provides policies which protect the ecological and hydrological integrity of the moraine. As with the Greenbelt Plan development is directed to settlement areas in order to protect agricultural lands, hydrologic features and natural heritage systems.
Subsection 14 (1) of the *Places to Grow Act, 2005*	Section 14 requires a decision under the *Planning Act* to conform with the Growth Plan for the Greater Golden Horseshoe. As with other provincial plans, the Growth Plan provides for environmental protection and directs development to rural and urban settlement areas.

4) It is understood that the minister could establish conditions to the approval of a Section 34.1 by-law that might re-establish some of the policy direction contained in the fundamental planning requirements set out in the table above. However, that would be undertaken at the complete discretion of the minister in the absence of any legislated obligation on the minister to consult the public or agencies with technical and site-specific knowledge such as conservation authorities.

5) Section 34.1, as currently drafted, automatically exempts critical public health and safety provisions related to drinking water source protection, land use policies that direct new development away from flooding and erosion natural hazards, including areas that would be unsafe for people in the event of a natural disaster and basic environmental protections for natural heritage including wetlands, woodlands, valleylands and watercourses. The section is very broad, provides the minister with unchecked discretion, and should be re-drafted to require the minister to apply all relevant health and safety and environmental protection policies, as a condition to any approval of a Section 34.1 by-law.

6) Some suggestions to be incorporated in the Bill and/or the associated regulation are:

- The consideration of use of an OFB-PBL should be geographically limited to existing designated employment lands with access to full municipal sewer and water services and proximity to 400 series highways and/or other major transportation corridors.
- The province should require consistency with the PPS, *Clean Water Act*, and area specific plans in the proposed regulation to ensure the CA mandate for protection from natural hazards is implemented through an OFB-PBL application, a process that has been developed over decades of consultation and application of legislation to minimize risk to people, life and property in Ontario.

- If the recommendation above is not pursued in full, CVC recommends including in the regulation of "prescribed criteria" for an OFB-PBL application, the following minimum requirements to demonstrate that public health and safety issues will be addressed:
    - Remove the *Clean Water Act* from Schedule 10;
    - Appropriate considerations are incorporated to development and redevelopment decisions, to ensure new natural hazards from flooding and erosion are not created and existing hazards not aggravated, including review and sign off by the local CA prior to Ministerial endorsement;
    - Include requirements that no development or site alterations take place within a 30 metre setback from key natural heritage features and key hydrologic features; and
    - That sites be pre-screened by a municipality, with approval from the local CA, to ensure the development feasibility of the proposal in relation to the physical characteristics of the site, so that public health, safety and natural hazard technical issues can be addressed appropriately on the site to meet provincial standards and that permits can ultimately be issued.
- Allow for field verification of limits of the Greenbelt applying some criteria to ensure its continued integrity while allowing for boundary modifications that are rational from a land-use planning and environmental perspective.

7) The province should engage stakeholders, including CA's, in a consultation process over red tape reduction that would yield ideas and options to improve service delivery and identify legislative impediments to the timely approval of development lands.

In conclusion, CVC does not support Bill 66 as currently drafted and it would appear from an environmental perspective, this Bill to eliminate red tape and burdensome regulations, may not speed up the process and could lead to further environmental degradation that will have long term implications for the province. CVC maintains that there are other mechanisms that can be helpful to the streamlining of approvals that will be easier to implement and may have a greater chance of broad implementation among municipalities.

Ministry of Municipal Affairs and Housing

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-6500

Ministère des Affaires municipales et du Logement

Bureau du ministre

777, rue Bay, 17e étage
Toronto ON M5G 2E5
Tél. : 416 585-6500

Ontario

January 24, 2019

Dear Head of Council:

On June 7, 2018 the people of Ontario set a clear agenda for our government – they elected a government that believes in transparency and accountability for the people, they wanted a government that prioritizes fiscal responsibility and they wanted a government that would clean up the regulatory environment and make Ontario open for business.

As you know, we recently introduced Bill 66 – the proposed Restoring Ontario's Competitiveness Act, 2018. Included in the legislation, were proposed changes to the *Planning Act* that would create a new economic development tool, the open-for-business planning by-law. The tool would be available to all local municipalities to ensure they can act quickly to attract businesses seeking development sites by streamlining land use planning approvals.

The use of this tool would never have been approved at the expense of the Greenbelt or other provincial interests like water quality or public health and safety. Our Made-in-Ontario Environment Plan committed to strong enforcement action to protect our lakes, waterways and groundwater from pollution. We will build on the ministry's monitoring and drinking water source protection activities.

That said, our Government for the People has listened to the concerns raised by MPP's, municipalities and stakeholders with regards to Schedule 10 of Bill 66 and when the legislature returns in February, we will not proceed with Schedule 10 of the Bill.

For a copy of Bill 66 – the proposed Restoring Ontario's Competitiveness Act, 2018 and to monitor the status of the Bill through the legislative process, please visit the Legislative Assembly of Ontario website: www.ola.org/en/legislative-business/bills/parliament-42/session-1/bill-66.

Sincerely,

Steve Clark
Minister

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓

PFA
PEEL FEDERATION of AGRICULTURE
c/o Lisa Garbutt, 12171 Heritage Road, Caledon ON L7C 1T8 email: peelfederationofagriculture@gmail.com

January 20, 2019

Michael Helfinger
Intergovernmental Policy Coordination Unit
900 Bay Street, Hearst Block
7th Floor
Toronto ON M6H 4L1
Canada

Submitted via online

RE: Bill 66, Restoring Ontario's Competitiveness Act, 2018

Dear Mr. Helfinger;

Peel Federation of Agriculture is the farm organization that represents over 350 registered farm businesses in Peel.

As the farm community is perhaps the largest stakeholder group to be impacted by the proposed Bill 66, *Restoring Ontario's Competitiveness Act*, we have a vested interest on behalf of our membership to encourage a thoughtful and thought-provoking process.

There has been a lot of discussion about preserving the agricultural land basethrough planning initiatives like the Greenbelt. It does not mean that we should abandon sound logic. We have no way of predicting that agriculture will be sustainable regardless of any decision we make. The success or failure of the industry will be dictated by the marketplace and by the initiative of individual operators. We should also not assume that because we have a Greenbelt, that it will somehow make agriculture more viable.

If the objective behind Bill 66 is to fast track the development of employment lands in the province, we support the bill because of the simple fact that Employment lands within the Greenbelt support smaller rural communities, thereby contributing to agricultural sustainability. All too often, we have seen major employers frustrated with the red tape and time required to obtain approvals. The end result is that these employers relocate.

In some respects, Bill 66 will achieve similar results to a Ministerial Zoning Order. We definitely would like to see the lengthy delays in economic development due to governmental compliance.

What our Federation would like to see together with our Parent Federation, the Ontario Federation of Agriculture is:

- Use of the Provincial Policy Statement definitions and language in all Four Provincial Plans. A lack of consistency across all four Plans leads to confusion for businesses and subjective interpretation by many stakeholders that are involved in any process involving any of these Plans.

- We would also like transferring the oversight of the Niagara Escarpment Plan from the Ministry of Natural Resources and Forestry, to the Ministry of Municipal Affairs and Housing . Business should not have to contact multiple ministries/government agencies for similar provincial plans.

- Targeting smaller communities for infrastructure and economic investments to distribute economic development, reduce congestion and growth pressures in the GTA. Growth pressures continue to make life unaffordable and challenging for the average resident.

- The current pattern of growth is unsustainable. The Province's priorities to increase housing supply and affordability, create jobs, reduce red tape, attract new investments, and build strategic partnerships align exceptionally well with the Ontario Federation of Agriculture's Producing Prosperity Plan.

Sincerely,

Lisa Gaubeth
for

Ryan Wright
President

cc. Mayor Allan Thompson, Town of Caledon
MPP Sylvia Jones
Ron Phillips, Minister of Environment, Conservation and Parks
Nando Iannicca, Region of Peel Council Chair

ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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Region of Peel

APPROVED AT REGIONAL COUNCIL
June 28, 2018

8. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

8.1. Internal Chargeback Fees for Members of Council

Moved by Councillor Saito,
Seconded by Councillor Palleschi;

That the report of the Commissioner of Finance and Chief Financial Officer titled "Internal Chargeback Fees for Members of Council" be deferred to the first regular meeting of the 2018-2022 term of Regional Council.

Carried 2018-623

Region of Peel
working with you

REPORT
Meeting Date: 2018-06-28
Regional Council

DATE: June 19, 2018

REPORT TITLE: **INTERNAL CHARGEBACK FEES FOR MEMBERS OF COUNCIL**

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

RECOMMENDATION

That the fees for mobile signs as utilized by Members of Council for constituent communication purposes, as outlined in the report of the Commissioner of Finance and Chief Financial Officer titled "Internal Chargeback Fees for Members of Council", be approved;

And further, that the room rental fee for Members of Council for room rentals other than at the Peel Art Gallery Museum and Archives, be approved at $25 per hour per rental;

And further, that the approved fees be listed in the Business Expense Accounts, Members of Council Policy.

REPORT HIGHLIGHTS

- The Council Expense Policy Review Committee reviewed the Business Expense Accounts, Members of Council policy in 2017 and recommended that Members of Council be charged an internal chargeback for any Region of Peel services or rentals.
- Council approved this internal chargeback on January 11, 2018.
- Mobile sign rental fees will be set at $145 per sign for a placement of a minimum of seven days and up to 21 days, subject to availability. Since the City of Mississauga charges a $110 permit fee, this will be added to mobile sign rentals placed in the City of Mississauga.
- Room rental fees will be set at $25 per hour per rental, other than at the Peel Art Gallery Museum and Archives.
- These chargeback fees would be outlined in the Business Expense Accounts, Members of Council policy and will be reviewed and adjusted annually for inflation.

DISCUSSION

The Council Expense Policy Review Committee was formed in the summer of 2017 to review the Business Expense Accounts, Members of Council policy. The Committee recommended, among other items, that Members of Council be charged an internal chargeback for the use of

INTERNAL CHARGEBACK FEEDS FOR MEMBERS OF COUNCIL

Region of Peel services such as mobile sign rentals and room rentals, and this was approved by Regional Council on January 11, 2018.

On April 12, 2018, Regional Council directed that staff report to a future meeting of Regional Council with a proposed fee for the use of mobile signs by Regional Councillors. This report deals with the proposed rates for the mobile signs and the room rentals. Once approved, the rates will be listed in the Business Expense Accounts, Members of Council policy. Internal chargebacks will be charged to the Councillors Term Allowance, effective January 1, 2018. These fees will be reviewed and adjusted annually for inflation.

Staff calculated a mobile sign rental fee in the amount of $145.00 to be charged to a Councillor for each placement of a minimum of 7 days and up to 21 days, subject to availability. This service is not provided to the public. The fee established is based on full costing methodology, and is the actual cost incurred by the Region to provide this service. The fee includes all direct costs as well as a 10 per cent allowance for administration and overhead costs. The location of the mobile sign does not impact the price. Total fees for 2017 were determined as $253,942 annually with a total of 1,830 sign placements in 2017, giving a cost per sign placement of $139 for 2017. An inflation rate of 2 per cent results in a $145 (rounded) cost per sign placement.

In addition to the mobile sign rental fee, the City of Mississauga charges a permit fee of $110.00 per placement. As a result, the amounts required for payment for each sign placement is as follows:

- City of Brampton: $145.00
- Town of Caledon: $145.00
- City of Mississauga: $145.00 + $110.00 (permit fee) = $255.00

During the analysis, staff also reviewed sign placement services provided by private sector companies. Comparable pricing of the two main private sector mobile sign companies in Peel include:

- Big Mobile Sign: Fee of $195.00 + Tax + $110.00 (permit fee – Mississauga only)
- Affordable Portable Signs: Fee of $175.00 + Tax + $110.00 (permit fee – Mississauga only)

Based on this comparison, the sign fee determined by the Region is competitive with the private sector mobile sign companies in Peel.

A future report will be presented to Regional Council to discuss the current program and address other issues related to the mobile signs such as their location and safety.

Regional staff has calculated the room rental cost as $25.00 per hour per rental. This covers the room set up and cleaning. The Fees By-law 55-2017 sets the various facility rentals for rooms at the Peel Art Gallery Museum and Archives. The fees outlined in this By-law for the PAMA room rentals would be charged to Members of Council.

INTERNAL CHARGEBACK FEEDS FOR MEMBERS OF COUNCIL

CONCLUSION

This report outlines the proposed full cost recovery chargeback of fees for Members of Council requiring these services. A future report will be presented to Regional Council to discuss the current program and address other issues related to the mobile signs such as location and the safety of the mobile signs.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

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

Authored By: Monique Hynes

Region of Peel
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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 4, 2019

REPORT TITLE: **MOBILE SIGN PROGRAM**

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

RECOMMENDATION

That permanent signs be installed at 10 Peel Centre Drive and 7120 Hurontario Street;

And further, that the $145 fee per mobile sign placement be charged to Councillors effective January 1, 2019.

REPORT HIGHLIGHTS

- Currently, the Region of Peel's Waste Management division provides an in-house mobile sign service, which is used to display waste messages or other Regional service messaging. When not being used internally, the service is available for use by members of Council. The Region currently absorbs the full cost of the program.
- At the June 28, 2018 meeting of Regional Council, a report titled "Internal Chargeback Fees for Members of Council" was presented, which outlined the full cost recovery chargeback for members of Council using mobile sign services.
- Council deferred the report to the first regular meeting of the 2018-2022 term of Regional Council and asked staff to report back with additional information including options for permanent signs and whether third party service provision would be less expensive.
- Staff recommend that permanent signs be installed at 10 Peel Centre Drive and 7120 Hurontario Street. Staff does not recommend permanent signs on road rights-of-way.
- A review of third party costs show that the total cost of the in-house service is less than the expected total cost of the third party service, so staff recommend that the mobile sign service remain in-house.

DISCUSSION

1. Background

a) History of Peel's In-house Mobile Sign Service

Prior to 2008, the Region's mobile sign requirements were contracted to an external vendor.

In 2008, staff investigated the opportunity to take the mobile sign service in-house at the end of the term of the then contracted service. Staff prepared a business case that

included a cost benefit analysis for taking the service in-house as opposed to continuing on a contracted service basis. It was concluded that converting to an in-house mobile sign messaging service was the preferred alternative.

b) Peel's In-house Mobile Sign Service

Peel's Waste Management division provides an in-house mobile sign service, which is used to display waste messages and other Regional service messaging (e.g. immunization). When not being used internally, the service is available for use by members of Council. The Region currently absorbs the full cost of the program in the Waste Management budget.

Currently, there are 76 recommended and strategically-placed mobile sign locations within the Region of Peel. The mobile signs are placed in high traffic areas that provide maximum exposure, and are mainly located on arterial roads instead of side streets. The local municipalities recommend where signs may be placed.

The Region's Waste Management division administers the in-house mobile sign service, which includes receiving and processing mobile sign requests, booking sign locations with the applicable local municipality, placing signs, and handling all related inquiries and service requests.

c) Council Direction

At the September 28, 2017 Regional Council meeting, Council directed the Council Expense Policy Review Committee to provide recommendations back to Council related to requiring Members of Council to allocate costs for the use of Regional resources and/or property to their expense accounts (Resolution 2017-759).

At the December 7, 2017 Council Expense Policy Review Committee meeting, staff recommended that the changes to the Region's Business Expense Accounts – Members of Council Policy ("Policy"), be approved. To be consistent with the Councillor expense policies at the local level, staff proposed internal charge-backs for the use of Regional services, including the use of the Region's Mobile sign service, based on the Region's price list.

At the April 12 and June 28, 2018 Council meetings, the fee for the use of the mobile sign service was considered. Council raised concerns with the proposed full cost recovery chargeback for Members of Council ($145 per sign placement, plus $110 permit fee for signs placed in the City of Mississauga). Council directed staff to review the mobile sign delivery model including possibly contracting an external service, consideration of permanent signs and the use of signs on arterial versus side roads (Resolution 2018-623). Staff were directed to remove the charges for mobile signs from Councillor expense statements until Council approves a fee.

The purpose of this report is to provide information that was requested by Council at the April 12, 2018 and June 28, 2018 Regional Council meetings regarding options for the mobile sign delivery model.

MOBILE SIGN PROGRAM

2. Service Delivery Model Options

a) Safety and Side Street Locations

Council requested that staff consider charging a lower fee for mobile signs that, due to safety concerns, must be placed on a side street, as opposed to an arterial road. As indicated earlier, there are 76 recommended and strategically-placed mobile sign locations within the Region of Peel. The mobile signs are placed in high traffic areas that provide maximum exposure, which are mainly located on arterial roads. There have not been any health and safety issues or concerns over the ten years of the program. Any incidents of vandalism have been minor in nature and are addressed and resolved immediately. The local municipalities recommend where signs may be placed. There are very few signs that are located on side streets and the cost of placing the sign is not lower on side streets. Staff, therefore, does not recommend a lower fee for side streets.

b) The Use of Permanent Signs

Council suggested that consideration be given to the installation of permanent sign holders in approved locations to reduce the number of signs that are blown over in windy conditions. Additionally, Council suggested that consideration be given to utilizing permanent signs that could generate advertising revenue when they are not required for Regional purposes.

The use of permanent signage was investigated by staff. The Region has installed permanent signs at a number of paramedic stations at a cost of approximately $20,000 to $25,000 per sign for a two-sided message LED board, power, communications, concrete base, permit, software and programming. The cost is dependent on the site services, and other factors which could impact the cost of the installation. Staff have identified a list of Region owned high-traffic volume properties that potentially could house future permanent digital messaging signs.

Staff therefore recommend that permanent signs be installed at 10 Peel Centre Drive and 7120 Hurontario Street.

c) Contracted Mobile Sign Service

Council requested staff at the Region of Peel consult with City of Mississauga staff regarding opportunities to partner with the sign company used by the City of Mississauga, as their fee is less than that charged by the Region of Peel.

As indicated above, Peel's cost using in-house resources is $145 (excluding permit fees or applicable taxes) per sign placement. Sign placements are typically for 2-3 weeks with the average placement lasting 2.5 weeks.

Based on the information provided by City of Mississauga staff, it appears that the City's costs are $75 for the first week plus $25 for each additional week. A typical 2.5 week placement would therefore cost $112.50 (excluding permit fees or applicable taxes). If Peel contracts out its mobile sign service, there will still be some internal costs incurred to take orders, create messages and manage the contract. Based on internal expenditures this translates to $48.36 per placement per year. Peel's total cost per

placement if it received contract prices similar to those at Mississauga would therefore be approximately $160.86 ($112.50 + $48.36).

Staff contacted three private companies by telephone to inquire about the costs based on Peel's typical annual volume of messages, which amount to approximately 1,800 placements. The pricing ranged between $125 - $150 (excluding permit fees or applicable taxes) per one to two week placement or $200 for a one month placement, which are significantly higher than the Mississauga prices noted above.

Staff therefore recommend that the service continue to be provided in-house.

FINANCIAL IMPLICATIONS

The cost of permanent signs at 10 Peel Centre Drive and 7120 Hurontario Street is approximately $50,000. This can be accommodated through capital project 14-5220 which is intended for major maintenance at these two sites.

CONCLUSIONS

Staff recommend that permanent signs be installed at 10 Peel Centre Drive and 7120 Hurontario Street and that staff continue to investigate the viability of permanent signs at other Peel owned sites. Staff does not recommend permanent signs on road rights-of-way.

Staff reviewed third party costs and determined the total cost of in-house service is less than the expected total cost of the third party service, therefore staff recommend that mobile sign service remain in-house.

Staff recommend that the $145 fee per mobile sign placement be charged to Councillors, effective January 1, 2019.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Janette Smith, Commissioner of Public Works

MOBILE SIGN PROGRAM

Approved for Submission:

D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Norman Lee, Director Waste Management, extension 4703, norman.lee@peelregion.ca.

Reviewed in workflow by:

Purchasing
Financial Support Unit

Region of Peel
working with you

REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: January 9, 2019

REPORT TITLE: **2018/2019 DEDICATED PROVINCIAL GAS TAX FUNDS**

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

RECOMMENDATION

That the Regional Chair and the Commissioner of Finance & Chief Financial Officer be authorized to execute the Letter of Agreement provided by the Ontario Ministry of Transportation to implement the Dedicated Gas Tax Funds for the Public Transportation Program in order to facilitate the Province of Ontario to release the 2018/2019 funding to the Region of Peel;

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

REPORT HIGHLIGHTS

- The 2013 Ontario Budget announced that the Dedicated Gas Tax funding which is equivalent to 2 cents per litre will be made permanent.
- For 2018/19, the Dedicated Gas Tax Funds for Public Transportation Program runs from April 1, 2018 to March 31, 2019.
- In January 2019, the Region of Peel was advised of its 2018/2019 municipal allocation of the dedicated gas tax funds of $774,606.
- Regional Council is required to enact a by-law authorizing the execution of the letter of agreement with the Province of Ontario.
- The Region of Peel uses the funding towards the capital and operating expenditures to support the Region's TransHelp accessible bus service.

DISCUSSION

1. Background

The 2013 Ontario Budget announced that the Dedicated Gas Tax, which is equivalent to 2 cents per litre, will be made permanent via the passing and proclamation of the *Dedicated Funding for Public Transportation Act, 2013*. In order to implement this legislation, the Ministry of Transportation changed the dedicated gas tax program year, which has previously run from October to the following September, to now align with the Provincial fiscal year. Starting with 2014/15, the Dedicated Gas Tax Funds for the Public Transportation Program runs from April to March, with municipal allocations being available in late September at the earliest. For 2018/19, the Dedicated Gas Tax Funds for Public Transportation Program runs on this schedule from April 1, 2018 to March 31, 2019. Since

the inception of the program through 2018, the Region of Peel has received approximately $8.6M in funding, which was used to fund both capital and operating expenditures to support the Region's TransHelp accessible bus service.

2. 2018/2019 Dedicated Provincial Gas Tax Allocation

In January 2019, the Ministry of Transportation advised the Region of Peel that it will be eligible to receive funding for 2018/2019 from the Provincial government under the Dedicated Gas Tax Funds for Public Transportation Program. As in the past, participation in the program requires each municipality to execute a letter of agreement with the Province of Ontario. Accompanying the letter of agreement is the Dedicated Gas Tax Funds for Public Transportation Program 2018/2019 Guidelines and Requirements document. The Region of Peel's allocation for the 2018/19 will be $774,606. The first $580,955 is payable on execution of the agreement with the remaining amount payable thereafter.

The Agreement's conditions are similar to those in the past. Participants in the program must meet several criteria for 2018/2019 as indicated in the Appendix I.

CONCLUSION

The Letter of Agreement for the provincial dedicated gas tax funds requires Regional Council to pass a by-law authorizing the Chair and Chief Financial Officer to execute the agreement. The dedicated gas tax funds will be used to fund both capital and operating expenditures that will support TransHelp ridership growth.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Highlights – General Eligibility Requirements for the Dedicated Gas Tax Program

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

Authored By: Kavita McBain
Reviewed in workflow by: Legal Services

APPENDIX I
2018/2019 DEDICATED PROVINCIAL GAS TAX FUNDS

Highlights - General Eligibility Requirements for the Dedicated Gas Tax Program

Municipalities receiving dedicated gas tax funds must meet, among others, the following eligibility conditions for the 2018/2019:

- Only municipalities that have submitted their 2017 annual data survey to the Canadian Urban Transit Association (CUTA) will be eligible to receive dedicated gas tax funds;
- Dedicated gas tax funds, including all interest earned must be kept in a dedicated gas tax funds reserve account and remain the property of the Ministry of Transportation (MTO) pending payment of eligible expenditures;
- Dedicated gas tax funds and any related interest must be used exclusively towards the provision of public transportation service (the Region of Peel uses the funding towards the capital and operating expenditures to support the Region's TransHelp accessible bus service.);
- Transit vehicles purchased using the gas tax funds must be fully accessible;
- The acquisition of transit vehicles must comply with the Canadian content policy requirements;
- Municipalities are required to provide an annual report of their spending on public transportation services;
- Gas tax funds can only be used to support municipal public transportation expenditures above a municipality's baseline spending;
- For municipalities that provide only specialized transit, transit strategies that may not initially result in ridership growth, but will provide increased accessibility can be considered as eligible expenditures, if approved in writing by MTO prior to implementation;
- Any funds accrued from the sale, lease or disposal of assets purchased with dedicated gas tax funds must be returned to a dedicated gas tax funds reserve account, with the exception of funds accrued from the sale, lease or disposal of transit buses beyond their useful economic life; and
- For those GTA municipalities that are required to provide funding for the capital costs for the Metrolinx Transit Growth and Enhancement Plan, these municipalities are required to demonstrate that they have met their responsibility for the payment of the growth and expansion capital costs of Metrolinx pursuant to the *Amendment to Greater Toronto Services Board By-law No. 40*, O. Reg. 446/04, made under the *Metrolinx Act, 2006*, S.O. 2006, c. 16, as amended.

Region of Peel
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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 4, 2019

REPORT TITLE: **2019 BORROWING LIMIT AND SYNDICATE APPROVAL**

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

RECOMMENDATION

That the Commissioner of Finance and Chief Financial Officer (CFO) be authorized to negotiate the issuance of debentures in the maximum principal amounts of $48 million on behalf of the City of Mississauga, as well as $3.9 million on behalf of the Town of Caledon, all for a term not to exceed 11 years, and $25 million on behalf of the City of Brampton for a term not to exceed 25 years, all to be issued in 2019;

And further, that the Lead/Co-Managers/Banking Group of the Region's Canadian Debt Issuance Syndicate for the Term of Council be the BMO Financial Group, CIBC World Markets Inc., National Bank Financial Inc., RBC Capital Markets Inc., Scotia Capital Inc. and TD Bank Financial Group;

And further, that the Treasurer and CFO be authorized to negotiate and sign the Syndicate Agreement, including the percentage allocated to each of the different groups and participants.

REPORT HIGHLIGHTS

- The City of Mississauga has requested debenture financing not to exceed $48 million to be issued in 2019, for a term not to exceed 11 years.
- The Town of Caledon has requested debenture financing not to exceed $3.9 million to be issued in 2019, for a term not to exceed 11 years.
- The City of Brampton has requested debenture financing not to exceed $25 million to be issued in 2019, for a term not to exceed 25 years.
- Through the work of the Growth Management Committee and Council, Region of Peel debenture issuance for growth infrastructure has slowed significantly with the Region's last issuance in 2016.
- Debt financing may be required at the end of 2019 or early 2020 to fund growth infrastructure and the Daniels Affordable Housing Project. Region of Peel staff continue to monitor actual/forecast Development Charge (DC) Reserve balances and market conditions closely during 2019 with regards to the possible timing of any issuance.
- The Region of Peel (Region), City of Mississauga, City of Brampton and Town of Caledon remain within their Annual Repayment Limit (ARL).

2019 BORROWING LIMIT AND SYNDICATE APPROVAL

DISCUSSION

1. Background

In the Region's most recent credit rating reviews, both Standard & Poor's (S&P) and Moody's Investment Services reconfirmed the Region's AAA status. Both agencies have maintained a stable outlook for the Region reflecting the expectation that the Region's economy will not encounter a prolonged slump and that it will continue to maintain strong cash and liquid investment balances.

One of the Region's roles is to issue debt on behalf of the local municipalities, so the municipalities will also benefit from the Region's strong credit rating when issuing debt on their behalf.

Each year Regional Council approves limits for the debenture amounts and term in a Debenture Borrowing Approval report. Since 2011, this has provided the Debt Issuance Committee (DEBT Committee) with the parameters in which to exercise their delegated administrative responsibility to approve debenture by-laws in order to facilitate the completion of debt issues and mitigate against interest rate premiums for long closing periods.

2. Area Municipalities 2019 Borrowing Requirements

The Region has received a request for debenture financing from the City of Mississauga for a total amount not to exceed $48 million, to be issued in 2019.

The Region has also received a request for debenture financing from the City of Brampton for a total amount not to exceed $25 million, to be issued in 2019

The Region has also received a request for debenture financing from the Town of Caledon for a total amount not to exceed $3.9 million, to be issued in 2019.

With a debenture issue, the municipal treasurer is required to certify that the municipality's ARL of 25 per cent of own source revenues has not been exceeded (exceeding the limit would require approval from the Local Planning Appeal Tribunal (LPAT) before issuing the debt).

The Treasurers of the City of Mississauga, the City of Brampton and the Town of Caledon have all confirmed that their respective recalculation of the ARL is within their limits.

3. Region of Peel's potential Borrowing Requirements for 2019

As outlined in the Council approved budget, debt may be considered for the Region's purposes in 2019. Strategic debt issuance may be appropriate if the DC balances are likely to end the year at a higher negative balance than originally forecasted, or if pre-borrowing in 2019 is to be considered. Pre-borrowing could occur if future interest rates are expected to be noticeably higher than originally forecasted in 2019. The DC balance forecast is based on input from the local municipalities in regard to DC revenues and Regional program staff

in regards to growth expenditures. The forecasted balance for DC reserves for 2019 has been revised to a cash deficit of approximately $84 million.

Issuing debentures in benchmark size, being $150 million and higher, is the most cost-effective method of selling sinking fund debentures to institutional investors. A debt issue of benchmark size ensures that there is sufficient liquidity that appeals to a broader set of investors and allows the Region to price these debentures competitively.

At the February 8, 2018 Regional Council meeting, debentures of up to $16.2 million were approved for the Daniels Affordable Housing Project. Given the financial challenges of social housing projects, the Region's debt policy provides flexibility to both lock in interest rates and spread out the principal repayments by a term of 40 years, given that the asset has a life of at least 40 years. This is the maximum term allowable under the *Municipal Act*, 2001, but is less than the 50 years the provincial government formerly issued debentures for on housing projects. Given the recent and forecasted increases in interest rates, staff are recommending the maximum 40 year term for this debenture.

With respect to any borrowing requirements for the Region of Peel and Daniels Affordable Housing Project, staff will continue to monitor developments throughout 2019 and provide updates as necessary.

4. Canadian Debt Issuance Syndicate

It is recommended that the structure of the Region's Canadian Debt Issuance Syndicate is as follows:

BMO Financial Group
CIBC World Markets Inc.
National Bank Financial Inc.
RBC Capital Markets Inc.
Scotia Capital Inc.
TD Bank Financial Group

There is no standard Syndicate that is being utilized by municipalities in Canada. The Region's past experience has indicated that it is best practice to have at least two managers for each debt issue that is of benchmark size (i.e. $150 million or greater), with each manager apportioned a major share of the Syndicate (shares are used to determine the allocation of the debt issue that they are then committed to sell to investors), while the remaining members of the Syndicate are apportioned lesser shares. For debt issues that are under the $150 million benchmark size, the Region would generally appoint one lead manager and accord that manager with a major share of the Syndicate shares and the other Syndicate members would then be apportioned lesser shares.

Staff continues to monitor announcements in regards to senior governments' lending programs and due consideration will be given to all options prior to the issuance of debt.

The Regional Treasurer has confirmed that the recalculation of the ARL is within the Region's limits.

2019 BORROWING LIMIT AND SYNDICATE APPROVAL

CONCLUSION

To meet the funding requirements requested by the City of Mississauga, the City of Brampton and the Town of Caledon, Council is requested to authorize the issuance of debentures for the Region of Peel and to re-affirm the structure of the Canadian Debt Issuance Syndicate.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Julie Pittini at extension 7120 or via email at julie.pittini@peelregion.ca

Authored By: Paul Pohl

Region of Peel
working with you

REPORT
Meeting Date: 2019-02-14
Regional Council

For Information

DATE: February 5, 2019

REPORT TITLE: **VACANT UNIT REBATE PROGRAM UPDATE REPORT**

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

OBJECTIVE

At the June 14, 2018 Regional Council meeting, members of Regional Council discussed their interest in reviewing additional data related to the vacant unit property tax rebate program and requested that staff report to Regional Council in 2019. Staff has prepared this information report to provide Council with additional data related to the phase-out of the vacant unit rebate program within the Region of Peel.

REPORT HIGHLIGHTS

- The vacant unit rebate program is currently in the third year of a three-year phase-out, and will be eliminated in the Region of Peel by 2020.
- Elimination of the program supports the Region's Strategic Plan and Region Official Plan policies to promote economic sustainability and future investments in Peel, and equity amongst taxpayers while creating a more vibrant, healthy community.
- Vacant rebates as of October 2018 totaled $2.5M ($0.8M Region; $0.6M City/Town; $1.2M Education).
- Savings are approximately $1.4M, as applications are still being processed.
- A review of the Assessment Review Board (ARB) appeal listing has shown no increase in appeals due to the vacancy regulation changes for the properties that have been rejected.
- The Mississauga Board of Trade (MBOT) was approached for further information however the data was not available.

DISCUSSION

1. Background

The mandatory vacant unit property tax rebate allowed property owners in the commercial and industrial classes to apply for a property tax rebate annually. The rebate rate was established at 30 per cent for both property classes within Peel. The program is administered by the lower-tier municipalities as set out in Section 364 of the *Municipal Act, 2001*.

Based on a 2015 Provincial review of both the Vacant Unit Rebate and the Vacant Land/Excess Land Sub-class Reduction programs, the 2016 Ontario Economic Outlook and Fiscal Review included legislative changes to provide municipalities with broad flexibility to tailor these programs to meet community needs.

In 2017, the Ontario Business Improvement Area Association (OBIAA) issued a media release regarding the implications of the provincial vacant unit rebate program. OBIAA noted that the vacant unit rebate program acts as a deterrent from efforts to beautify and revitalize communities. Additionally, vacant and deteriorating buildings result in decreases in the marketable lease rates or the overall 'lease-ability' of a Business Improvement Area (BIA). The OBIAA Board stated that the vacant unit rebate program is a provincial incentive which assists property owners with remaining vacant, and that property owners were purchasing property purely for financial reasons, such as tax write offs, and not for positive investment in the community.

In 2017, staff reviewed the vacant unit rebate program and recommended to Regional Council at its June 22, 2017 meeting, to phase-out the program in Peel by 2020, along with eligibility criteria changes. This recommendation supported the Region's Strategic Plan and Region Official Plan policies to promote economic sustainability and future investments in Peel, by discouraging properties from being left vacant, to encourage infill development, and promote equity amongst taxpayers.

Through Ontario Regulation 581/17, enacted following Council Resolution 2017-530, the vacant unit rebate program is being phased-out in Peel by 2020. An update report presented to Regional Council at its meeting on June 14, 2018 resulted in Council Resolution 2018-569, where staff was requested to provide additional data related to the program in 2019.

As the vacant unit rebate program is being phased-out in Peel, commercial and industrial property owners still have resources available to them through MPAC's assessment process and Section 357 (g) of the *Municipal Act, 2001* to help mitigate impacts due to vacant spaces. When assessing commercial and industrial properties, the Municipal Property Assessment Corporation (MPAC) considers factors such as a vacancy allowance, chronic vacancy and/or reduced income and obsolescence (unused/unfit areas) due to vacant space in the assessment values for these classes already. Since the vacancy is built into the assessment value, when a property owner applies for property tax relief through the vacant unit rebate program, they benefit from two types of property tax relief for the vacant space. Additionally, when a property is under repair or renovation that prevents the normal use of the land for a period of at least three months during the year, the property is eligible for a property tax reduction under Section 357 (g) of the *Municipal Act, 2001*.

Since the Region's review focused on the vacant unit rebate program, it did not include a review of the discount factors for vacant land/excess land for commercial and industrial properties. This may be reviewed at a later date with other policy initiatives that could benefit from a change to the property tax treatment of these subclasses.

2. Current Program

The Region is currently in the last year of a three-year phase-out of the vacant unit rebate program as follows:

- For the 2019 taxation year, 10 per cent rebate.
- For the 2020 taxation year, no rebate is provided.

Beginning in 2019, the Province will start the phase-out of the education property tax portion of the vacancy and reduction programs, with complete elimination by 2020. This represents a significant portion of the total rebates paid.

3. Update

At its June 14, 2018 meeting, Regional Council directed staff to report back with additional information on the vacant unit rebate program in response to a delegation by the Mississauga Board of Trade (MBOT), which represents members who own and operate commercial and industrial properties in Peel Region. MBOT expressed concerns that phasing out the program could result in a litany of property assessment appeals. Based on a listing of the Assessment Review Board (ARB) appeals, there has not been any increase in appeals due to the vacancy regulation changes for the properties that have been rejected.

Staff has continued to monitor the phase-out of the vacant unit rebate program in the Region. Information for the 2018 taxation year shown in the following tables is based on data provided as of October 2018.

For the 2018 taxation year, the total commercial and industrial classes billed in the Region were 17,569. Based on data provided as of October 2018, 935 or 5.3 per cent applied for a vacancy rebate, and 433 or less than 50 per cent of applications were approved. As shown in the table below, the total costs of the vacant unit rebate program in the Region, for the period of 2015 to 2018, have ranged between $8.3 million and $10.1 million. Also shown in the table below is the total number of applications received and approved for the rebate for the same time period. Details by local municipality are provided in Appendix I to this report.

Region of Peel
Historical Cost of Vacant Unit Rebates

	2015	2016	2017	2018 YTD[1]
Applications	**#**	**#**	**#**	**#**
Received	1,353	1,155	1,119	935
Approved	1,174	1,052	1,019	433
Rebate Cost	**$**	**$**	**$**	**$**
Education	5,217,279	5,080,993	4,224,662	1,170,459
Local	2,203,861	2,202,688	1,865,303	549,221
Region	2,668,803	2,606,694	2,155,255	787,329
BIA	19,050	16,697	16,276	5,287
Total	**10,108,994**	**9,907,071**	**8,261,496**	**2,512,297**

[1] As of January 2019, 2018 applications are still being processed. Data provided as of October, 2018
Note: Annual amounts relate to the previous taxation year (i.e. 2015 cost relates to 2014 taxation)

Additionally, for the period of 2015 to 2018, in the City of Mississauga approximately 88 per cent of vacancy rebate applications processed were for commercial properties and 12 per cent were for industrial properties, on average. In the City of Brampton, the average applications processed for commercial properties were 84 per cent, and 16 per cent for industrial properties for the same time period. In the Town of Caledon, the majority of rebates processed between 2015 and 2018 were for commercial properties.

Vacant Unit Rebates Processed 2015-2018		
Municipality	**Commercial**	**Industrial**
Mississauga	88%	12%
Brampton	84%	16%

VACANT UNIT REBATE PROGRAM UPDATE REPORT

Based on information provided as of October 2018, the City of Mississauga reported 256 applications were rejected due to chronic status/other program changes, with savings of over $1M related to these applications. Estimated savings for the Region's portion of the rebates is approximately $1.4M. As of January 2019, applications are still in the process of being reviewed and approved, and this information is expected to change.

Currently, the Region is undergoing a refresh of its Long Term Financial Planning Strategy. A key input into the Strategy is a socio-economic research report being undertaken by the Mowat Centre, in partnership with the Institute of Municipal Finance and Governance. Once the report is finalized, it will provide valuable information to help understand the economic impacts on the communities in Peel and assist staff in future policy development. The socio-economic research project will enable the Region to more fully understand, manage and address a number of issues, including the changes in the non-residential sector, the changing nature of employment within Peel Region, expectations for further changes and the impact of these changes on property tax and development charge revenue generation.

FINANCIAL IMPLICATIONS

The cost of providing vacant unit rebates in 2018 (based on data provided as of October 2018), was $2.5 million ($0.8M Region; $0.6M City/Town; $1.2M Education). This is a cost that is borne by all taxpayers within the Region, and as the residential property class is the largest portion of the assessment base, these property owners contribute the largest portion of this cost.

The 2019 Budget reflects the cost of the vacant unit rebate program being removed. The phase-out of the program is expected to reduce the Region's cost of the program for the 2019 budget by approximately $500,000, with a complete reduction to no cost by the 2021 budget. Savings from the vacant unit rebate program will be used to offset service pressures through the budget process.

CONCLUSION

One of the goals of the Region's Strategic Plan is for a community that promotes economic sustainability and future investments in Peel. The vacant unit rebate is regarded as a deterrent to vibrant communities with the number of buildings left vacant. Elimination of the rebate is expected to encourage more creative ways of filling vacancies, thereby leading to a more vibrant, healthy community.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

VACANT UNIT REBATE PROGRAM UPDATE REPORT

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Historical Cost of Vacant Unit Rebates in the Region of Peel

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

Authored By: Kavita McBain
Reviewed in workflow by: Financial Support Unit

APPENDIX I
VACANT UNIT REBATE PROGRAM UPDATE

Region of Peel
Historical Cost of Vacant Unit Rebates

City of Mississauga				
	2015	**2016**	**2017**	**2018 YTD[1]**
Applications	#	#	#	#
Received	788	676	682	567
Approved	748	650	636	305
Rebate Cost	**$**	**$**	**$**	**$**
Education	3,791,220	3,702,466	3,113,223	874,668
Local	1,400,660	1,405,223	1,207,203	353,024
Region	1,962,058	1,933,288	1,617,089	458,408
BIA	10,069	3,446	4,529	2,111
Total	**7,164,007**	**7,044,422**	**5,942,044**	**1,688,212**

[1] As of January 2019, 2018 applications are still being processed. Data provided as of October, 2018
Note: Annual amounts relate to the previous taxation year (i.e. 2015 cost relates to 2014 taxation)

City of Brampton				
	2015	**2016**	**2017**	**2018 YTD[1]**
Applications	#	#	#	#
Received	565	479	437	338
Approved	381	355	351	98
Rebate Cost	**$**	**$**	**$**	**$**
Education	1,250,056	1,188,031	969,947	168,977
Local	711,982	709,784	592,321	136,093
Region	623,266	596,891	482,181	279,098
BIA	8,982	13,250	11,747	3,176
Total	**2,594,286**	**2,507,956**	**2,056,197**	**587,345**

[1] As of January 2019, 2018 applications are still being processed. Data provided as of October, 2018
Note: Annual amounts relate to the previous taxation year (i.e. 2015 cost relates to 2014 taxation)

Town of Caledon				
	2015	**2016**	**2017**	**2018**
Applications	#	#	#	#
Received *	-	-	-	30
Approved	45	47	32	30
Rebate Cost	**$**	**$**	**$**	**$**
Education	176,003	190,496	141,492	126,814
Local	91,219	87,681	65,778	60,104
Region	83,479	76,515	55,985	49,823
BIA	-	-	-	-
Total	**350,701**	**354,693**	**263,255**	**236,740**

* Information not available
Note: Annual amounts relate to the previous taxation year (i.e. 2015 cost relates to 2014 taxation)

Region of Peel Historical Cost of Vacant Unit Rebates				
	2015	**2016**	**2017**	**2018 YTD[1]**
Applications	#	#	#	#
Received	1,353	1,155	1,119	935
Approved	1,174	1,052	1,019	433
Rebate Cost	**$**	**$**	**$**	**$**
Education	5,217,279	5,080,993	4,224,662	1,170,459
Local	2,203,861	2,202,688	1,865,303	549,221
Region	2,668,803	2,606,694	2,155,255	787,329
BIA	19,050	16,697	16,276	5,287
Total	**10,108,994**	**9,907,071**	**8,261,496**	**2,512,297**

[1] As of January 2019, 2018 applications are still being processed. Data provided as of October, 2018
Note: Annual amounts relate to the previous taxation year (i.e. 2015 cost relates to 2014 taxation)

The Royal
AGRICULTURAL WINTER FAIR

January 8, 2019

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

Re: Notice of 2019 Appointment of a Representative to the RAWF Board of Governors

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 Monday, April 15th, 2019. As a member organization, you may name one (1) representative to the Royal's Board of Governors for the 2019 year.

For your organization to be deemed an Association member for 2019, you must submit the name of a representative, as appointed by your organization, no later than March 1st, 2019. 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 2019. 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 2019. 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,

Robert J. Flack

Rob Flack
President and Chairman of the Board

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED ✓
RECEIPT RECOMMENDED _____

39 Manitoba Drive, Exhibition Place, Toronto, ON M6K 3C3
Tel: 416-263-3400 Fax: 416-263-3488
www.royalfair.org

The Royal Agricultural Winter Fair Association

NOTICE OF APPOINTMENT OF REPRESENTATIVE – 2019

PLEASE RETURN BY MAIL, EMAIL OR FAX BY MARCH 1, 2019 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
jtattersall@royalfair.org

We have appointed the following Governor (ONE) from

Organization Name: _____

To The Royal Agricultural Winter Fair Association of Canada for the year 2019

PLEASE PRINT CLEARLY

Name: _____

Address: _____

_____

Telephone (with area code): _____

E-mail address: _____

CERTIFIED BY (Organization Official):

Name: _____

Address: _____

Telephone (with area code): _____

E-mail address: _____

Dated: _____

ITEMS RELATED TO PUBLIC WORKS

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Region of Peel
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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 4, 2019

REPORT TITLE: **LAKEVIEW AND LORNE PARK WATER TREATMENT PLANTS - PURCHASE OF REPLACEMENT MEMBRANE FILTRATION EQUIPMENT**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2006-726P) for pre-purchase of membrane equipment for the Lorne Park Water Treatment Plant, with SUEZ Water Technologies & Solutions Canada (formerly GE Zenon ULC), be increased in the estimated amount of $972,499 (excluding applicable taxes), under Capital Project 18-1907, for a revised estimated contract total of $20,031,272, excluding applicable taxes, in accordance with Procurement By-law 30-2018;

And further, that the Director of Procurement be authorized to approve increases to contract Documents 2003-408P, 2006-726P and 2008-046N to procure replacement membranes at the guaranteed prices provided for under such contracts, and to procure additional parts and services related to the supply and installation of replacement membranes for the Lorne Park and Lakeview Water Treatment Plants from SUEZ Water Technologies & Solutions Canada, as necessary, until the guaranteed membrane prices under such contracts expire, up to the limits of the approved budgets.

REPORT HIGHLIGHTS

- In 2004, Council Resolution 2004-3 awarded Request for Proposal Document 2003-408P to Zenon Environmental Inc. (now SUEZ Water Technologies & Solutions Canada), in the amount of $11,808,425, exclusive of applicable taxes, for the supply of a membrane filtration system for the Lakeview Water Treatment Plant Expansion Phase 1.
- On January 31, 2007, Request for Proposal Document 2006-726P was awarded to GE Zenon ULC (now SUEZ Water Technologies & Solutions Canada), for $18,358,733, exclusive of applicable taxes, for the supply of a membrane filtration system for the Lorne Park Water Treatment Plant.
- In 2008, Council Resolution 2008-144 authorized staff to directly negotiate a contract with GE Water and Process Technologies Canada, (now SUEZ Water Technologies & Solutions Canada) for the supply of membrane filtration equipment for the Lakeview Water Treatment Plant Expansion Phase 2, and for the continued supply of maintenance, parts, and other services beyond the warranty period until such time as the membrane filtration equipment is no longer being used, resulting in contract Document 2008-046N for $26,872,900, exclusive of applicable taxes.
- As a result of membrane filtration equipment at Lorne Park Water Treatment Plant

reaching its end of life, initial replacement of the equipment in the amount of $972,499 is required in 2019.

- Further replacements of membrane filtration equipment will be required for the Lakeview and Lorne Park Water Treatment Plants until such time as the membrane filtration equipment is no longer being used.
- All contracts referenced above permit the Region of Peel to purchase replacement membrane equipment at guaranteed prices for 20 years, making ongoing purchases under these contracts most economical.

DISCUSSION

1. Background

a) Lakeview Water Treatment Plant Expansion Phase 1

In 2003, following a prequalification and Request for Proposal process, contract Document 2003-408P was awarded to Zenon Environmental Inc. (now SUEZ Water Technologies & Solutions Canada) for the supply of membrane filtration equipment for the Lakeview Water Treatment Plant Expansion Phase 1.

The life expectancy of a membrane module (or cartridge) is approximately 10 years. The shape of a module is unique and patented by each vendor. Therefore, replacement modules must be purchased from the original vendor. A photo of a module is shown in Figure 1, in Appendix I. To maintain relative cost certainty for replacement modules, vendors were required to provide to the Region a Guaranteed Membrane Replacement Price for a period of 20 years from the date the plant starts producing drinking water. Under this pricing scheme, the Region is entitled to purchase replacement membranes for the Lakeview Water Treatment Plant Expansion Phase 1 at the guaranteed price provided by the vendor, for a period of 20 years ending August 19, 2027.

The Lakeview Water Treatment Plant Expansion Phase 1 membrane filtration system includes a total of 7,308 membrane modules. The original modules installed in 2007 were replaced in 2016 through 2017.

b) Lorne Park Water Treatment Plant

In 2006, a similar Request for Proposal process was carried out for the membrane facility at the Lorne Park Water Treatment Plant. This process resulted in Request for Proposal Document 2006-726P being awarded to GE Zenon ULC (now SUEZ Water Technologies & Solutions Canada), for the supply of membrane filtration equipment for the Lorne Park Water Treatment Plant. This contract contains similar guaranteed pricing for replacement membrane modules for a 20 year period, which expires on September 11, 2032.

The Lorne Park Water Treatment Plant membrane filtration system includes a total of 7,695 membrane modules. A photo of a membrane tank with 60 modules is shown in Figure 2, in Appendix I.

c) Lakeview Water Treatment Plant Expansion Phase 2

In 2008, Regional Council passed Resolution 2008-144, authorizing negotiations with GE Water and Process Technologies (now SUEZ Water Technologies & Solutions Canada) for the supply of membrane filtration equipment for the Lakeview Water Treatment Plant Expansion Phase 2. As a result, contract Document 2008-046N was entered into with GE Water and Process Technologies Canada, (now SUEZ Water Technologies & Solutions Canada), for the supply of a membrane filtration system for the Lakeview Water Treatment Plant Expansion Phase 2. Similarly, this contract contains guaranteed pricing for replacement membrane modules for a 20 year period, which expires on June 25, 2034.

Council Resolution 2008-144 also authorized that GE Water and Process Technologies (now SUEZ Water Technologies & Solutions Canada) continue to supply maintenance, parts, and other services for the Lakeview Water Treatment Plant Expansion Phase 2 beyond the warranty period until such time as the membrane filtration equipment is no longer being used.

The Lakeview Water Treatment Plant Expansion Phase 2 membrane filtration system includes a total of 8,352 membrane modules. The pipes and pumps of the membrane plant at the Lakeview Water Treatment Plant is shown in Figure 3, in Appendix I.

2. Purchase of Replacement Membranes

As a result of membrane filtration equipment at the Lorne Park Water Treatment Plant reaching its end of life, initial replacement of the membrane modules in the amount of $972,499, exclusive of applicable taxes, is required in 2019 under Capital Project 18-1907. The remainder of the original membranes purchased for the Lorne Park Water Treatment Plant will be replaced from 2020 through 2022. Funding for that work will be proposed as part of the capital budget in each of those years.

Staff propose to purchase the membranes by taking advantage of the guaranteed membrane replacement pricing provided for in contract Document 2006-726P, which is in effect until September 11, 2032. Authority to increase the overall value of the contract is required in order to enable the purchase of the initial replacement membranes.

It is recommended that authority be granted to the Director of Procurement to approve additional increases to the relevant Lakeview and Lorne Park membrane filtration equipment supply contracts. These increases will facilitate the procurement of additional quantities of membrane filtration equipment for the Lakeview and Lorne Park Water Treatment Plants from SUEZ Water Technologies & Solutions Canada. By doing this the Region can to take advantage of the 20 year guaranteed pricing provided for under such contracts, as replacement membranes are required, to the limits of the approved budget until such time as the guaranteed membrane replacement prices expire.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the direction noted in this report.

LAKEVIEW AND LORNE PARK WATER TREATMENT PLANTS - PURCHASE OF REPLACEMENT MEMBRANE FILTRATION EQUIPMENT

CONCLUSION

As membrane filtration equipment at Lorne Park Water Treatment Plant has reached the end of its life, initial replacement of the equipment in the amount of $972,499, exclusive of applicable taxes is required in 2019. Further replacements of membrane filtration equipment will be required for both the Lakeview and Lorne Park Water Treatment Plants until such time as the membrane filtration equipment is no longer being used. Contracts with the current vendor contemplate the ongoing purchase of replacement membranes under these contracts at guaranteed prices for 20 years.

In accordance with Procurement By-law 30-2018, the process for requesting additional funds and authority to approve awards requires Regional Council approval.

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Lakeview and Lorne Park Water Treatment Plants – Membrane Modules

For further information regarding this report, please contact Jeff Hennings, Manager, Water Treatment Capital at ext. 5235 or via email at jeff.hennings@peelregion.ca.

Authored By: Teodor Kochmar, Project Manager, Water Treatment Capital

Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I
LAKEVIEW AND LORNE PARK WATER TREATMENT PLANTS - PURCHASE OF REPLACEMENT MEMBRANE FILTRATION EQUIPMENT

Figure 1: Membrane Module

Figure 2: A membrane cassette containing 60 modules.

Figure 3: The pumps and pipes of a membrane water treatment system at the Lakeview Water Treatment Plant.

Region of Peel
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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: January 31, 2019

REPORT TITLE: **LABORATORY SAMPLE ANALYSIS SERVICES ON AN AS REQUIRED BASIS, DOCUMENT NUMBER 2019-032N**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2019-032N) for the provision of Laboratory Services for the analysis of water, wastewater, groundwater, soil, food and other miscellaneous materials be awarded to Maxxam Analytics International Corporation for a period of five years in the estimated amount of $6,128,878.05 (excluding applicable taxes), subject to the Region of Peel's option to extend the contract for an additional one-year period based on satisfactory performance, in accordance with Procurement By-law 30-2018.

REPORT HIGHLIGHTS

- In 2012 the Region's internal laboratory was closed and the services were outsourced to Maxxam Analytics.
- The current contract for analytical services expires in June 2019.
- A new, competitive procurement process was commenced in October, 2017, prior to expiration of the current contract.
- Three vendors responded to the original Request for Proposal (RFP). The RFP process was cancelled as vendors failed to submit complete and comprehensive regulatory qualification requirements as mandated in the RFP.
- A secondary Prequalification process was subsequently commenced in summer 2018 (Document 2018-534PQ).
- The Prequalification process mandated comprehensive qualification submissions, including laboratory testing requirements, and was anticipated to be a precursor to a formal RFP phase.
- Maxxam Analytics International Corporation was the only Vendor to respond to the Prequalification document. Maxxam was determined to prequalify based on their prequalification submission.
- As the sole prequalified vendor, and based on positive performance over the course of the current contract, Maxxam is recommended for award of a new five year contract.

LABORATORY SAMPLE ANALYSIS SERVICES ON AN AS REQUIRED BASIS, DOCUMENT NUMBER 2019-032N

DISCUSSION

1. Background

In 2012, the Region of Peel's internal laboratory was closed and the services outsourced. At that time a direct negotiation was completed with Maxxam Analytics International Corporation (Maxxam) for the analysis of all water and wastewater samples. The contract was for a period of five years with an optional one-year extension.

The projected overall savings over five years through outsourcing was estimated to be $9.7 million. By the end of year five of the contract (June, 2018), realized savings were $12.7 million. Due to consolidation of laboratory services provided by a single capable vendor, the contract is now managed by two staff based in the Environmental Control Section.

In addition, the average turn-around-time (the time between a sample being submitted to the laboratory and the completion and receipt of a certificate of analysis by staff) has decreased from a 19.8 day average in 2012 to a current average of 4.8 days. Turn-around-time is a critical requirement to meet provincially-legislated testing and reporting requirements for Water facilities and Environmental Compliance Approvals for the Region's Wastewater facilities.

The analysis of samples is critical in meeting the Region's Provincial Environmental Compliance Approvals requirements for Water, Wastewater and Waste Management. The Water Division is also dependent on the contract for analytical requirements under the *Safe Drinking Water Act*.

The original laboratory services contract was set up to provide for scalability as organizational needs matured. Opportunities to consolidate Region-wide sampling and testing were reviewed and incorporated into the existing contract. Consequently, the current laboratory services contract is widely utilized across the organization.

In 2016, the Health Services Department began utilizing the laboratory services contract for investigations that require specialized testing and analysis that the Public Health Laboratory does not provide.

In 2019, with the introduction of the Excess Soil Regulation by the Ministry of Environment, Conservation and Parks, it is anticipated that soil testing requirements will increase significantly. Staff and the Laboratory Services provider have transitioned to new sampling procedures prior to implementation of the legislation and to date, the internal client needs demand has been met by the Region's contracted laboratory services provider.

The number of samples analyzed under the existing contract has risen from 46,000 per year (2012) to over 147,000 samples per year (2017).

Contract Management and Quality Assurance

Staff currently validate the laboratory service provider's service levels and quality assurance/quality control processes.

When samples are submitted, quality checks start at sample log-in and continue through the laboratory. On a regular basis, Peel's Laboratory Services administration and technical staff submit quality assurance/quality control samples. On all occasions, samples have been analyzed and the results are well within acceptable ranges required in the contract specifications.

On a semi-annual basis, Region of Peel staff perform an on-site audit at the laboratory facility. Staff select several analyses to audit against their standard operating procedures to ensure they are being followed. Staff ask questions about the test to ensure proficiency and understanding. The audit is completed by Regional staff and is finalized with a written report with suggestions for improvement.

Analytical sampling and testing is subject to occasional errors and anomalies. Where identified, investigations are completed, and corrective action reports are provided to the Region. In the four years since the Region outsourced laboratory services, errors and anomalies represent less than 0.01 percent of the total sample volume.

2. The Procurement Process

a) 2017 Request for Proposal Process

In early 2017, recognizing the upcoming end to the contract, Regional staff commenced a market scan via an Expression of Interest to determine vendor availability, interest and capacity for a five-year contract. Five vendors responded and confirmed interest in participating in a competitive process.

Subsequent to the Expression of Interest, staff commenced a Request for Proposal (RFP) process for a new laboratory services contract. The RFP process was utilized rather than a strict price-based tender as laboratory services are a professional service. Given the variety of services required and the vital importance of ensuring clean drinking water and proper wastewater treatment to ensure public health, the RFP document's requirements included a blend of technical ability, certification, service, and cost.

A strict low-bid tender process could significantly increase risk and cost for operations and regulatory impacts. A strict low price-focused submission evaluation would also fail to consider the impact on staff time and Region costs required to coordinate, handle and deliver samples depending on the vendor's proposed service level and the distance a lab services vendor is located from the Region's operations facilities.

The RFP process integrated regulatory qualification requirements and customer services requirements in a single document. The RFP process also mandated services to be provided by the vendor, such as sample bottle provision protocols, certified training and dedicated client service personnel.

Submissions for the RFP were received from ALS Canada Limited, SGS Laboratories and Maxxam Analytics International Corporation. The submissions were reviewed and evaluated by a staff evaluation committee. The evaluation criteria included the vendor's understanding of the project, ability to meet the full scope of services for a five year contract, operation and quality control procedures, container management, sample pick-up locations,

turn-around- time, quality control, reporting requirements, training programs, and proposed project team.

After detailed analysis by staff, it was determined that each vendor's submission contained areas which required further clarification in order to determine whether the submission complied with various requirements of the RFP.

Accordingly, vendors were provided an opportunity to clarify apparent ambiguities with their submissions. Though vendors clarified some aspects of their bids, submissions continued to contain significant areas of non-compliance. Staff accordingly cancelled the procurement process with the intention of issuing a further process that included clarified qualification requirements for the purpose of soliciting compliant submissions.

b) Subsequent Prequalification Process

Using lessons learned from the prior process, a new prequalification document (Document 2018-534PQ) was subsequently issued in September 2018 which provided enhanced clarity in respect of the vendor qualification requirements.

The prequalification document included comprehensive forms to demonstrate regulatory, licensing, and service level requirements.

The prequalification document was set up in a "Pass/Fail" approach as opposed to an evaluated RFP process where submissions are evaluated on a graduated scoring basis. Through this prequalification, vendors who achieved a "Pass" rating on all criteria would then be invited to participate in a subsequent RFP process.

Maxxam Analytics International Corporation (Maxxam) was the only vendor to submit a response to the prequalification document. An evaluation of their submission resulted in Maxxam being determined to have met the prequalification requirements.

c) Direct Negotiations with Maxxam

As Maxxam was the only vendor to submit and successfully prequalify through Document 2018-534PQ, there was little value in undertaking a competitive RFP process as Maxxam would be the only prequalified vendor permitted to bid in such a process. Pursuant to Section 5.2.3 of the Region's Procurement By-law 30-2018, a direct negotiation process is permissible in cases where an attempt to procure the required goods and services competitively was unsuccessful. As Maxxam has performed these services satisfactorily for the Region over the past six years, and in light of the Region having completed two competitive processes that failed to identify any other qualified or interested vendors, staff proceeded to engage in informal discussions with Maxxam to discuss a sole sourced contract for laboratory services.

Maxxam demonstrated full compliance with the requirements of the Request for Proposal for prequalification including the provision of all required licensing, accreditations, ISO certification, for applicable testing parameters to ensure the Ministry of Environment, Conservation and Parks and *Safe Drinking Water Act* compliance.

Additional benefits realized in using Maxxam for laboratory services include the following:

- Maxxam is the only vendor currently providing a laboratory within the Region of Peel and extended operating hours. This reduces staff and delivery costs for the over 140,000 analyses collected and delivered annually.

- Rush samples, are often required by service clients. These samples must be delivered direct to the receiving laboratory and can occur anytime during regular or after business hours. Additional staffing would be required for rush delivery sample needs for laboratories outside of the Region.

- The Ontario Clean Water Agency has also retained Maxxam under a Provincial procurement process. Having the same laboratory and online access to data and sample results provides increased internal operating efficiencies.

3. Recommendation

It is recommend that a Laboratory Services Contract for the analysis of water, wastewater, groundwater, soil, food and other miscellaneous materials be awarded to Maxxam Analytics International Corporation for a period of five years, subject to a one-year option to renew that may be exercised at the Region's sole option, representing full technical compliance with Peel's requirements and support for Peel's critical analysis and best overall value to the Region.

FINANCIAL IMPLICATIONS

Operational costs for the proposed contract with Maxxam will result in a reduction in operational costs. The 2018 contracting costs for the Laboratory Services Contract were $1.7 million. Under the proposed new services contract, annual operating costs are projected to be $1.25 million. The 2019 budget amounts reflect the current base laboratory service costs. The reduced budget will be reflected in the 2020 operating budget.

There are sufficient funds available in 2019 budget, to carry out the report's direction.

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

LABORATORY SAMPLE ANALYSIS SERVICES ON AN AS REQUIRED BASIS, DOCUMENT NUMBER 2019-032N

For further information regarding this report, please contact Elaine Gilliland, manager, Environmental Control at ext. 3105 or via email at elaine.gilliland@peelregion.ca.

Authored By: Elaine Gilliland

Reviewed in workflow by:

Purchasing
Financial Support Unit

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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 4, 2019

REPORT TITLE: ***CLEAN WATER ACT* REQUIREMENTS - AMENDMENTS TO THE ASSESSMENT REPORTS AND SOURCE PROTECTION PLAN**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the technical amendments completed at the Inglewood (Well 4) and Palgrave - Caledon East (Well 4A) Drinking Water Systems and incorporated into the Credit Valley - Toronto and Region - Central Lake Ontario (CTC) Source Protection Plan be endorsed, in accordance with the requirements of the *Clean Water Act, 2006;*

And further, that a copy of this resolution and the report of the Commissioner of Public Works, titled "*Clean Water Act* Requirements – Amendments to the Assessment Reports and Source Protection Plan" be forwarded to the CTC Source Protection Committee for their information and appropriate actions.

REPORT HIGHLIGHTS

- The *Clean Water Act, 2006* enables source protection plans and assessment reports to be revised.
- Amendments developed under Section 34 of the *Clean Water Act, 2006,* require consultation with stakeholders potentially affected by the proposed amendments, and Council endorsement from impacted municipalities.
- Regulatory changes (Ontario Regulation 205/18) that came into effect on July 1, 2018, under the *Safe Drinking Water Act, 2002,* require vulnerable areas and vulnerability scoring associated with new municipal drinking water wells to be incorporated into a source protection plan prior to the well supplying water so that the policies in the source protection plan are applicable.
- Region of Peel (the Region) and CTC Source Protection Region staff, worked collaboratively to complete and incorporate new technical work for Inglewood Well 4 and Caledon East Well 4A in the proposed Section 34 amendment submission to the Province.
- Council endorsement from the Region is required before the amendments can be approved by the Province.

CLEAN WATER ACT REQUIREMENTS - AMENDMENTS TO THE ASSESSMENT REPORTS AND SOURCE PROTECTION PLAN

DISCUSSION

1. Background

The *Clean Water Act, 2006* (the *Act*) directed the preparation of science-based assessment reports and local source protection plans to protect municipal sources of drinking water. The *Act* allows for amendments to be made to assessment reports and source protection plans. The method used to make amendments depends on factors such as the complexity of the revisions and time sensitivity. Amendments that are appropriate to make under Section 34 of the *Act* include ensuring that new municipal sources of drinking water are protected from contamination and overuse. Locally initiated amendments developed under Section 34 of the *Act* require consultation with stakeholders potentially affected by the proposed amendments and Council endorsement from impacted municipalities.

2. New Regulatory Requirements and Implications

On July 1, 2018, a new regulation under the *Safe Drinking Water Act, 2002 (O. Reg. 205/18)* came into effect. This new regulation requires that municipalities work with source protection authorities to ensure new and alterations to municipal residential drinking water systems are incorporated into source protection plans prior to drinking water being supplied. In response to these new regulatory requirements, the Region and CTC Source Protection Region staff worked in collaboration to complete and integrate new technical work, attached as Appendix I to this report, at the Inglewood Drinking Water System (Inglewood Well 4) and the Palgrave - Caledon East Drinking Water System (Caledon East Well 4A) into the CTC Source Protection Plan. New technical work included revisions to vulnerable area mapping, vulnerability assessment, and threats identification.

Inglewood Well 4 is a new production well, while Caledon East Well 4A was already operational. To ensure that the protective policies in the CTC Source Protection Plan apply to the most vulnerable areas around these drinking water wells, the technical work needs to be incorporated into the Toronto and Region and Credit Valley Assessment Reports. The Region cannot supply drinking water from the new Inglewood Well 4 until the technical work has been approved by the Minister of the Environment, Conservation and Parks in a revised CTC Source Protection Plan. Inglewood Well 4 is intended to replace Inglewood Well 2. Potential threats to the wellhead protection areas for Inglewood Well 2 have been identified primarily linked to the close proximity of agricultural activities. Inglewood Well 2 is a shallow well (approximately 8 metres deep) that sits within the floodplain of the Credit River and is potentially susceptible to microbial pathogens entering the groundwater source. Inglewood Well 4 removes these threats and improves the long-term system reliability and security of the municipal supply.

3. Current State and Next Steps

On November 15, 2018, the CTC Source Protection Region staff concluded a mandatory 35-day public consultation period. This followed extensive early engagement and pre-consultation with municipal stakeholders. Notices and correspondence were directed to each of the municipalities in the CTC Source Protection Region, as well, all landowners identified as potentially taking part in activities considered significant drinking water threats in the new delineated wellhead protection areas for Inglewood and Caledon East. To date, CTC Source Protection Region staff acquired municipal council resolutions endorsing the

proposed amendments from all impacted municipalities. Regional Council's endorsement in support of the new technical work related to the Inglewood and Palgrave-Caledon East Drinking Water System completes the requirements outlined by the Province.

All policies in the Credit Valley - Toronto and Region - Central Lake Ontario (CTC) Source Protection Plan became effective on December 31, 2015. Any policy or mapping amendments approved since that date, do not change this effective date for the purposes of landowners and businesses complying with the applicable significant drinking water threat policies. They must comply with the latest source protection policies regardless of whether a development application is submitted before or after an approved amendment.

The drilling of the new Inglewood Well 4 and Caledon East Well 4A resulted in new wellhead protection areas which were not identified when the CTC Source Protection Plan became effective. In other words, policies in the CTC Source Protection Plan that prohibit a "future" threat activity would now apply to all development applications that may have been received and approved on or after December 31, 2015 within the vulnerable areas for these two new wells. Region staff continue to work with landowners and business owners to confirm if any development applications approved or in progress are impacted by the prohibition policies in the CTC Source Protection Plan.

On December 5, 2018, the Director, Source Protection Programs Branch acknowledged receipt of the proposed amendments. The CTC Source Protection Region staff anticipate timely approval of the amendments after the submission of Council endorsement from the Region. The notice of approval of the assessment reports and source protection plan will be posted on the Environmental Registry of Ontario.

CONCLUSION

This report has been prepared to obtain the necessary Resolution from Regional Council supporting the proposed amendments carried out under Section 34 of the *Clean Water Act, 2006* to the Credit Valley - Toronto and Region - Central Lake Ontario (CTC) Source Protection Plan. Region staff will report back to Council, as necessary, on any additional obligations or authorizations required under the *Act*.

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

CLEAN WATER ACT REQUIREMENTS - AMENDMENTS TO THE ASSESSMENT REPORTS AND SOURCE PROTECTION PLAN

APPENDICES

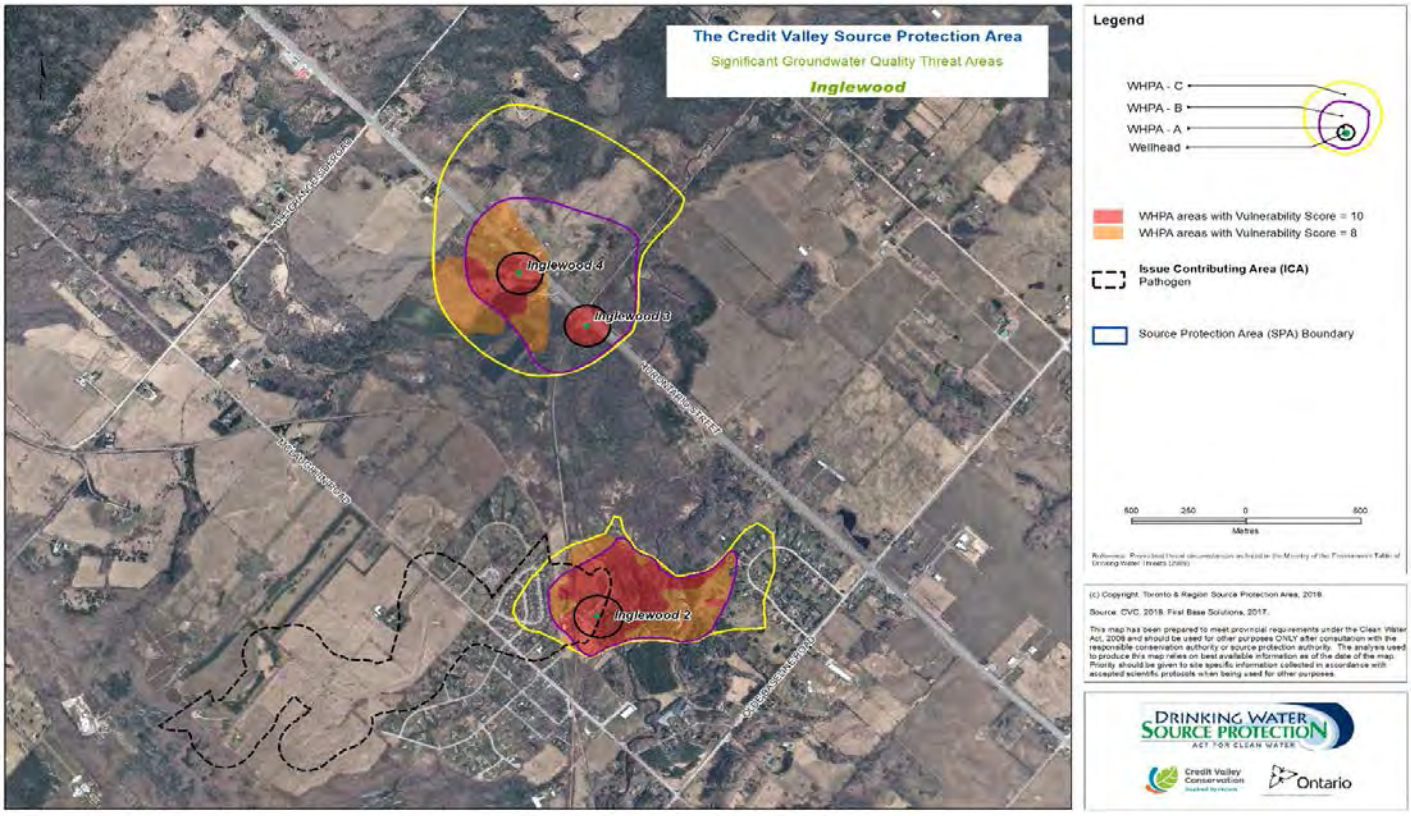
Appendix I – Amended Figures/Mapping.

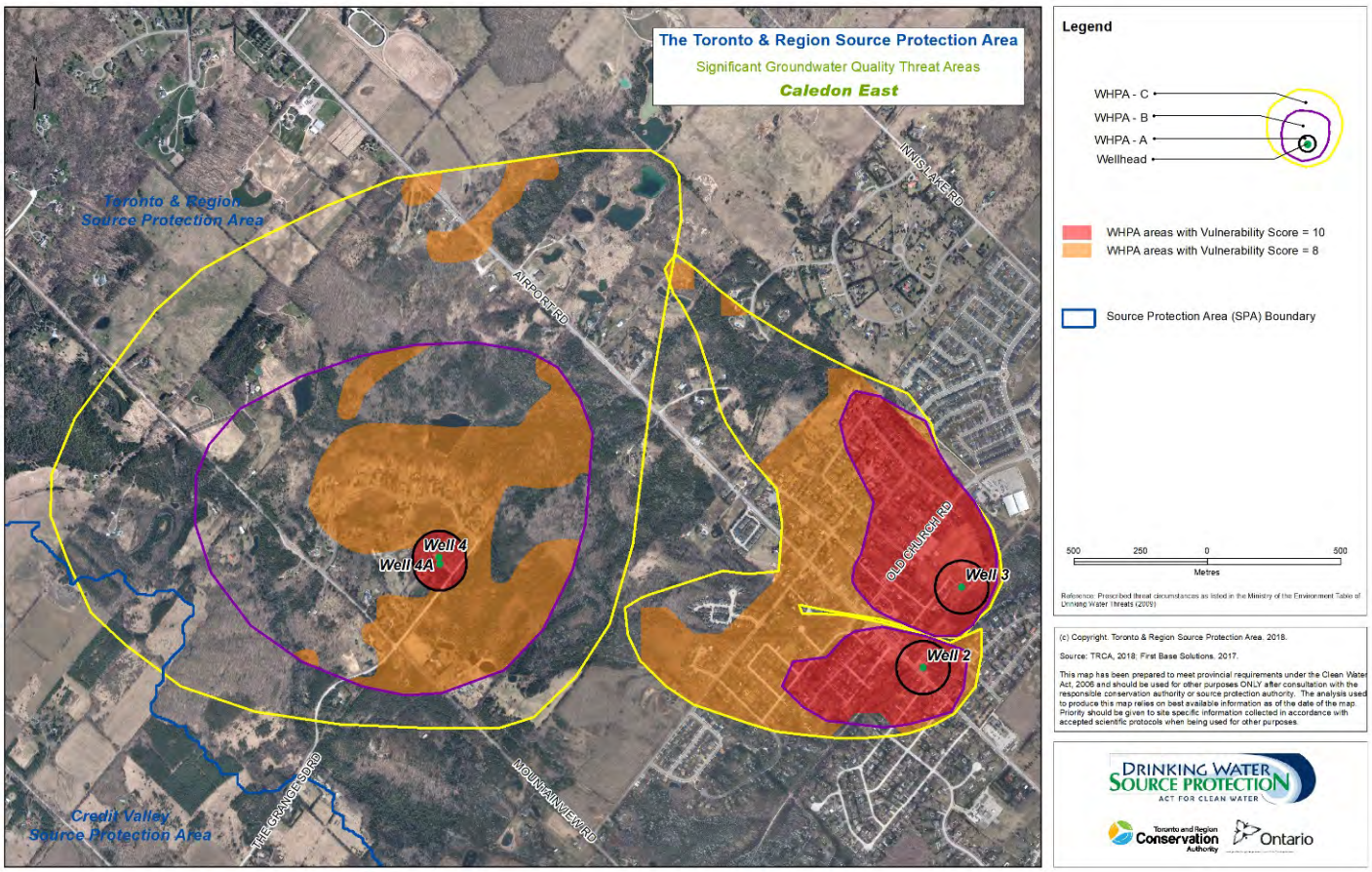
For further information regarding this report, please contact Therese Estephan, Advisor, Source Water Protection/Risk Management Official, extension 4339, therese.estephan@peelregion.ca.

Authored By: Therese Estephan

APPENDIX I
CLEAN WATER ACT REQUIREMENTS -
AMENDMENTS TO THE ASSESSMENT REPORTS AND SOURCE PROTECTION PLAN

CLEAN WATER ACT REQUIREMENTS AMENDED FIGURES / MAPPING





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REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: January 31, 2019

REPORT TITLE: **AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT LANE DESIGNATIONS, LANE RESTRICTIONS FOR HEAVY TRUCKS AND LEFT TURN SIGNALS AT VARIOUS REGIONAL INTERSECTIONS, CITY OF BRAMPTON, WARDS 2, 4, 6, 8 AND 10 AND TOWN OF CALEDON, WARD 5**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the dual left turn lane designation signs, left turn signal signs, truck restricted lane signs and right turn lane designation signs be implemented at the various intersections listed in Appendix I of the report of the Commissioner of Public Works, titled "Amendments to the Region of Peel Traffic By-law 15-2013 to Implement Lane Designations, Lane Restrictions for Heavy Trucks and Left Turn Signals on Various Regional Intersections, City of Brampton, Wards 2, 4, 6, 8 and 10 and Town of Caledon, Ward 5";

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

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

REPORT HIGHLIGHTS

- Various amendments to the Region's Traffic By-law 15-2013 are required as a result of the recent implementation of dual left turn lanes, fully protected left turns and right turn lane designations at several intersections to accommodate increases in traffic and to support goods movement and road safety.
- New and amended traffic signs are required to reflect the new configurations at various intersections.
- The recommendation is consistent with and supports the Region of Peel's adoption of the Vision Zero framework.

AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013

DISCUSSION

1. Background

Regional staff has completed several intersection operational and safety reviews that have resulted in regulatory signage changes on Regional roads.

2. Findings

As a result of the safety reviews, the following intersections and operational improvements have been made to help mitigate traffic congestion and increase safety and efficiency of the intersections:

a) Highway 50 at Queen Street East: Eastbound dual left turn signs and signals.
b) Highway 50 at Fogal Road: Northbound and Southbound left turn signs and signals.
c) Highway 50 at Cottrelle Boulevard/ Langstaff Road: Northbound and Southbound left turn signs and signals.
d) Highway 50 at Castlemore Road/Rutherford Road: Northbound and Southbound left turn signs and signals.
e) Highway 50 at McEwan Drive: Westbound right turn designation signs.
f) Steeles Avenue West at Mississauga Road: Eastbound and Westbound dual left turn signs and signals.
g) Mayfield Road at Hurontario Street: Westbound dual left turn signs and signals.

All proposed amendments are listed in Appendices I, II, III and IV.

Road safety is a high priority in the Region of Peel. Council has adopted the Vision Zero framework where no loss of life is acceptable. Through the Vision Zero process staff will implement actions to continually improve safety to eliminate motor vehicle collisions causing injury and death. The above recommendations are consistent with and support the move towards Vision Zero.

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement the dual left turns, install respective truck restriction signage and left and right turn lane designation signs

Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013

APPENDICES

Appendix I - List of regulatory signage by intersection
Appendix II - Highway 50 at Queen Street East, Fogal Road, Cottrelle Boulevard/ Langstaff Road, Castlemore Road and McEwan Drive (location)
Appendix III - Mississauga Road at Steeles Avenue (location)
Appendix IV - Mayfield Road at Hurontario Street (location)

For further information regarding this report, please contact Eisa H. Eisa, Technical Analyst, extension 7860, eisa.eisa@peelregion.ca.

Authored By: Eisa H. Eisa

Reviewed in workflow by:

Financial Support Unit

APPENDIX I - AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013

LIST OF REGULATORY SIGNAGE LANE DESIGNATIONS (PART 16) AND NEW LEFT TURN SIGNALS (PART 17) AND NEW LANE RESTRICTIONS FOR HEAVY TRUCKS (PART 21) OF TRAFFIC BY-LAW 15-2013:

New Lane designations (Part 16), New Left Turn Signals (Part 17) and New Lane Restrictions for Heavy Trucks (Part 21) of Traffic By-law 15-2013:

a) Highway 50 at Queen Street East:

Lane designation of eastbound dual and fully protected left turn lanes requires inclusion in the Traffic By-law 15-2013.

b) Highway 50 at Fogal Road:

Designation of southbound dual left turn lanes and heavy truck restrictions in the inside left turn lane, fully protected northbound and southbound left turn phases requires inclusion in the Traffic By-law 15-2013.

c) Highway 50 at Cottrelle Boulevard/ Langstaff Road:

Fully protected northbound and southbound left turn phases requires inclusion in the Traffic By-law 15-2013.

d) Highway 50 at Castlemore Road/Rutherford Road:

Fully protected northbound and southbound left turn phases requires inclusion in the Traffic By-law 15-2013.

e) Highway 50 at McEwan Drive:

Designation of westbound to northbound right turn lane requires inclusion in the Traffic By-law 15-2013.

N.T.S.

APPENDIX I - AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013
LIST OF REGULATORY SIGNAGE LANE DESIGNATIONS (PART 16) AND NEW LEFT TURN SIGNALS (PART 17) AND NEW LANE RESTRICTIONS FOR HEAVY TRUCKS (PART 21) OF TRAFFIC BY-LAW 15-2013:

f) Steeles Avenue West at Mississauga Road:

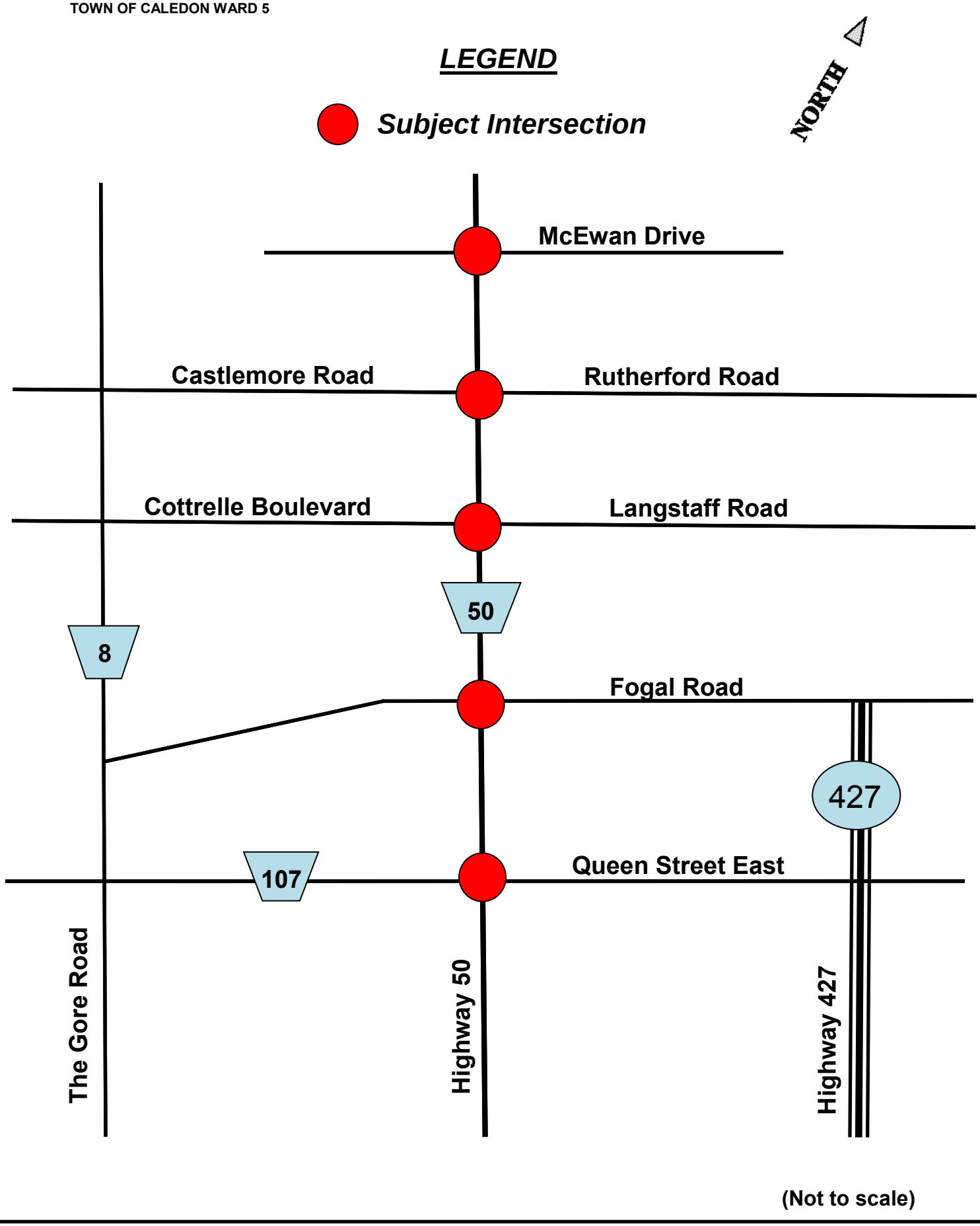
Designation of eastbound and westbound dual fully protected left turn lanes and heavy truck restrictions in the inside left turn lane requires inclusion in the Traffic By-law 15-2013.

g) Mayfield Road at Hurontario Street:

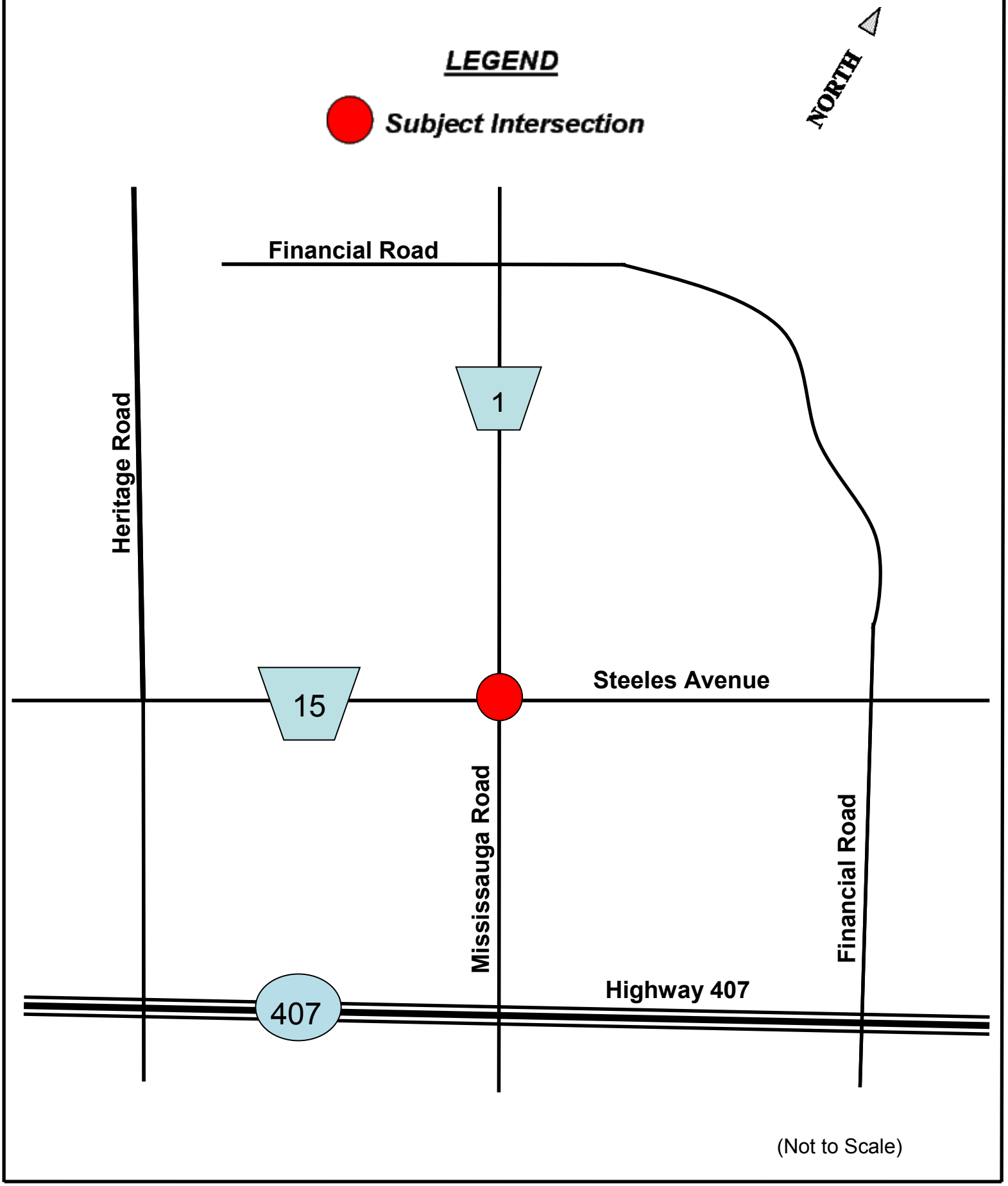
Designation of westbound dual and fully protected left turn lanes and heavy truck restrictions in the inside left turn lane requires inclusion in the Traffic By-law 15-2013.

N.T.S.

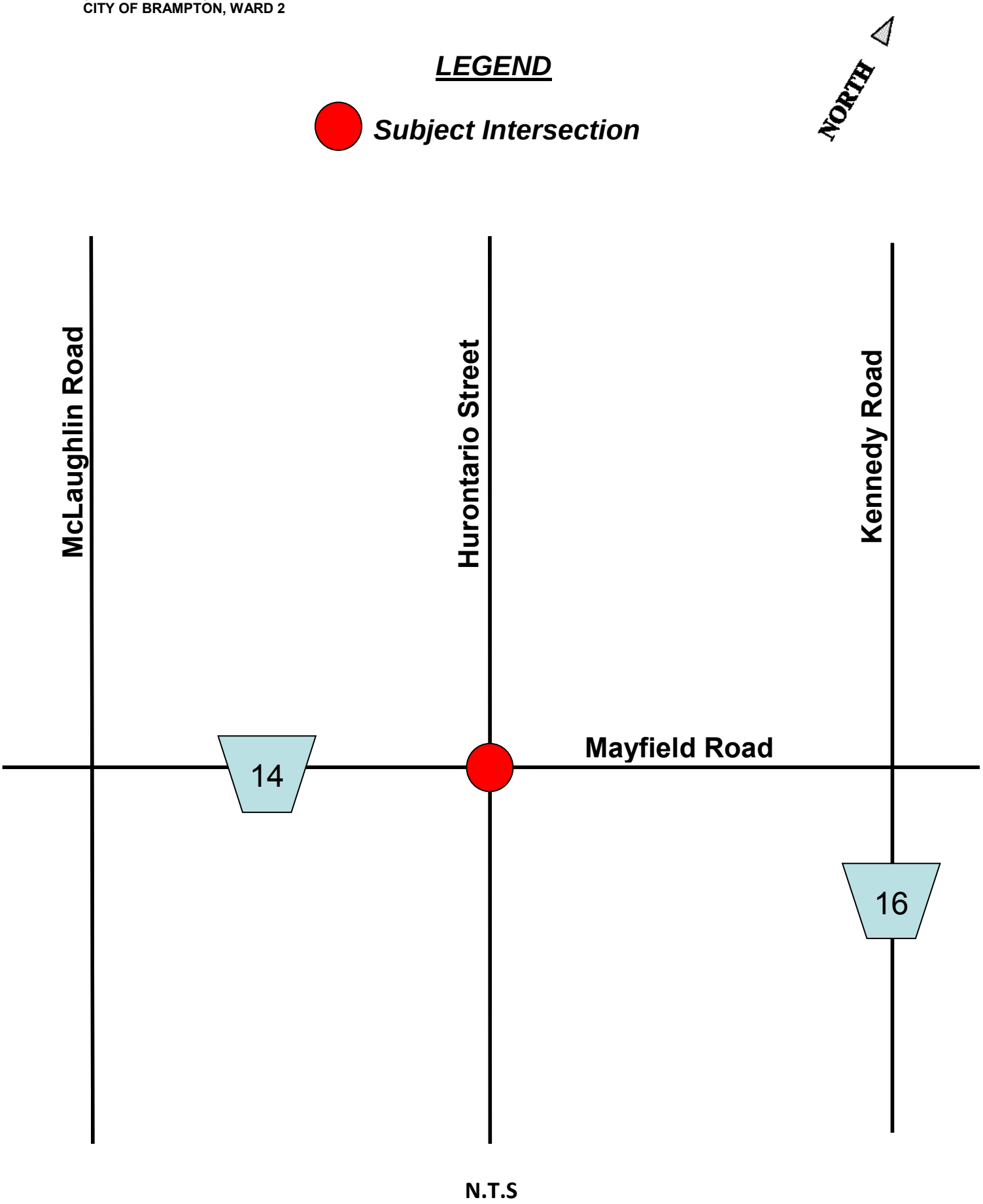
APPENDIX II - AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013
IMPLEMENTATION OF LANE DESIGNATION, LEFT TURN SIGNALS AND LANE RESTRICTIONS FOR HEAVY TRUCKS ON REGIONAL ROAD 50 (HIGHWAY 50) AT VARIOUS INTERSECTIONS
CITY OF BRAMPTON, WARDS 8 AND 10
TOWN OF CALEDON WARD 5



APPENDIX III - AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013
IMPLEMENTATION OF LANE DESIGNATIONS AND LANE RESTRICTION FOR HEAVY TRUCKS ON REGIONAL ROAD 1 (MISSISSAUGA ROAD) AT REGIONAL ROAD 15 (STEELES AVENUE), CITY OF BRAMPTON, WARDS 4 AND 6



APPENDIX IV - AMENDMENTS TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013
IMPLEMENTATION OF LANE DESIGNATIONS AND LANE RESTRICTION FOR HEAVY TRUCKS ON REGIONAL ROAD 14 (MAYFIELD ROAD) AT HURONTARIO STREET
CITY OF BRAMPTON, WARD 2



DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER | www.ctcswp.ca

5 Shoreham Drive, Downsview, ON M3N 1S4
T. 416-661-6600 | info@trca.on.ca

CTC Source Protection Region
Source Protection Committee

SENT VIA E-MAIL

Monday, October 29th, 2018

Region of Peel
Attention: Kathryn Lockyer, Regional Clerk
10 Peel Centre Drive, Suite A and B,
Brampton, ON L6T 4B9
Email: regional.clerk@peelregion.ca

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓ _____

RE: AMENDMENTS TO CREDIT VALLEY – TORONTO AND REGION – CENTRAL LAKE ONTARIO (CTC) SOURCE PROTECTION PLAN

Notification of Consultation Pursuant to Sections 34(2) and 34(3) of the *Clean Water Act, 2006* and *Ontario Regulation 287/07*

Written Comments due by Thursday, November 15, 2018

Dear Council and Staff:

The Credit Valley – Toronto and Region – Central Lake Ontario (CTC) Source Protection Plan was approved by the Minister of the Environment, Conservation, and Parks in July 2015 and became in effect on December 31, 2015. The Toronto and Region, Credit Valley, and Central Lake Ontario Source Protection Authorities (SPAs) are proposing amendments to the CTC Source Protection Plan under Section 34 of the *Clean Water Act, 2006.*

BACKGROUND

The *Clean Water Act, 2006* and its associated regulations prompted the formation of the CTC Source Protection Committee (SPC). The mandate of this Committee was to undertake a technical assessment of current sources of municipal drinking water in the CTC Source Protection Region. The Committee identified vulnerable areas, as well as existing and future threats that may impair the long-term sustainability of these sources. To address potential existing and future significant threats to these vulnerable areas, the CTC Source Protection Plan was written. The Plan outlines policies to attend to certain activities in areas where they could result in impairment to water quality and quantity.

Over the past 2 years, municipalities, the Province of Ontario, source protection authorities, and landowners have been implementing policies in the CTC Source Protection Plan. Over the course of this period of time, municipal stakeholders have brought to the attention of the CTC Source Protection Committee some challenges with implementing certain policies. To address these challenges, the source protection authorities in the CTC Source Protection Region, with support from the CTC Source Protection Committee, has proposed amendments to these policies.

REQUEST FOR MUNICIPAL COUNCIL RESOLUTION

A requirement of the endorsement process for amendments carried out under Section 34 of the *Clean Water Act, 2006,* is the acquisition of a municipal council resolution from each municipality affected by the amendments. A municipality may be considered "affected" if it is located within a geographic area related to the amendments, and/or the municipality is responsible for taking actions or otherwise implementing source protection policies related to the amendments. A municipal council resolution is requested from the Region of Peel endorsing these amendments.

Please note that this Council Resolution endorsing these amendments can be received after the end of the formal consultation period.

PROPOSED AMENDMENTS

The proposed amendments include changes to policy text and technical material.

1) Rationale for Policy Amendments: To improve the clarity of policies and address implementation challenges; (See Attachment 2) and.

2) Rationale for Technical Amendments: To ensure consistency between the Foundation Reports used to generate the Assessment Reports and to incorporate vulnerable areas associated with two new drinking water wells. Only after these vulnerable areas have been included in an Approved Source Protection Plan can policies apply under the *Clean Water Act, 2006* (See Attachment 3).

INFORMATION ENCLOSED WITH THIS NOTICE

The material included with this correspondence has been customized to apply to your municipality.

1) A Notice advising of the Public Consultation;
2) A list of the proposed amendments to policies in the CTC Source Protection Plan. A checkmark (√) indicates policies of interest to your municipality;
3) A list of proposed technical amendments in the CTC Source Protection Plan. A checkmark (√) indicates technical amendments of interest to your municipality;
4) A list of amended figures in the CTC Source Protection Plan. A checkmark (√) indicates those figures of interest to your municipality;
5) New and revised vulnerable area delineation; and
6) A 'track changes' document of proposed policy amendments.

REFERENCE MATERIAL

In preparation for this period of consultation, an area of the CTC Source Protection Region website (https://ctcswp.ca/the-science/notice-of-amendments/) has been prepared to document the proposed amendments to the CTC Source Protection Plan. This website has information pertaining to the CTC Source Protection Region and the CTC Source Protection Committee, as well as other reference material.

NEXT STEPS

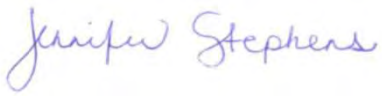
Once the Public Consultation period ends on November 15, 2018, written comments will be reviewed and if necessary, changes made to the Source Protection Plan text and mapping. Following endorsement by members of the CTC Source Protection Committee, the revised CTC Source Protection Plan will be forwarded to the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Authorities for authorization to submit the documents to the Ministry of the Environment, Conservation, and Parks. The amendments will be considered by the Ministry for approval.

REQUEST FOR WRITTEN COMMENTS

At this time, we welcome your feedback on the proposed amendments in writing. Comments will be received until **5:00 pm** on **Thursday, November 15th, 2018**. These comments can be sent to my attention at 5 Shoreham Drive, Downsview, Ontario, M3N 1S4, via facsimile at 416.661.6898, or by email (sourcewater@trca.on.ca). If you require further information, please do not hesitate to contact us (sourcewater@trca.on.ca or 416.661.6600 Ext. 5633).

Thank you, in advance, for your continued support and participation in efforts to protect our sources of drinking water.

Best regards,



Jennifer Stephens
Program Manager, CTC Source Protection Region
jstephens@trca.on.ca
416.892.9634

Attachment 1: Notice – Public Consultation on Amendments to Approved CTC Source Protection Plan
Attachment 2: List of the Proposed Amendments to Policies in the CTC Source Protection Plan.
Attachment 3: List of Proposed Technical Amendments in the CTC Source Protection Plan.
Attachment 4: List of Amended Figures in the CTC Source Protection Plan (per Attachment 3).
Attachment 5: Revised Vulnerable Area Mapping (per Attachment 3).
Attachment 6: Track Changes Document of Proposed Policy Amendments (per Attachment 2).

Cc: Andrew Farr, CTC Source Protection Committee
Therese Estephan, Risk Management Official

NOTICE OF PUBLIC CONSULTATION

Amendments to the Approved Credit Valley – Toronto and Region – Central Lake Ontario (CTC) Source Protection Plan

October 12th – November 15th, 2018

The Approved CTC Source Protection Plan (2015) identifies and evaluates water quality and quantity threats to municipal sources of drinking water. The Plan requires the action of multiple stakeholders and property owners to protect the water supplying municipal drinking water systems.

Amended materials can be found at: https://ctcswp.ca/the-science/notice-of-amendments/

Hard copies of the Proposed Amended CTC Source Protection Plan can be obtained during regular office hours at the following locations:

Town of Caledon – 6311 Old Church Road, Caledon, ON
Credit Valley Conservation – 1255 Old Derry Road, Mississauga, ON
Toronto and Region Conservation Authority – 101 Exchange Avenue, Vaughan, ON

Comments must be submitted in writing and are requested by 5:00 pm on **Thursday, November 15, 2018** addressed to:

Jennifer Stephens, Program Manager
E-mail: sourcewater@trca.on.ca
Mail: 5 Shoreham Drive, Toronto, ON M3N 1S4

For further information, please contact sourcewater@trca.on.ca or 416-661-6600 Ext. 5633.

Ontario

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ATTACHMENT 2: SUMMARY OF POLICY CHANGES TO THE CTC SOURCE PROTECTION PLAN (PUBLIC CONSULTATION: OCTOBER 12TH – NOVEMBER 15TH, 2018)

Policy	Rationale for Amendment	Synopsis of Amendment	Applicability
T-8	Challenge	Remove requirement for conformity in 5 years from the date the CTC Source Protection Plan became effective.	√
Transition	Clarity	Text to clarify when a threat is considered 'existing' for an in-progress development proposal in accordance with Policy REC-1. Additionally, text to specify that, for transitioning applications that would result in an increase of impervious surface, a water balance assessment, or equivalent, is still generally required. However, based on the location and scale of development, the Planning Approval Authority has a certain level of flexibility regarding water balance requirements.	√
GEN-1	Flexibility	Establish a common site-specific exemption authority for Risk Management Officials.	√
SWG-3	Clarity	Revised policy text to ensure intent of policy is achieved.	√
SNO-1	Challenge	Change the approach to addressing potential future significant drinking water threats in the WHPA – B (VS = 10), WHPA – E (VS ≥ 9), and the remainder of the issues contributing area (Chloride, Sodium) from prohibition to management.	√
SAL-10	Gap	Address moderate and low drinking water threats as a result of the application of road salt in all vulnerable areas.	√
SAL-11			
SAL-12			√
SAL-13			√
REC-1	Clarity/Challenge	a) Revised policy text to ensure intent of policy is achieved; b) Exempting development on lands down-gradient of municipal wells within the Tier 3 Water Budget WHPA-Q2 Area from having to produce a water balance assessment demonstrating that predevelopment recharge will be maintained (less onerous recharge maintenance requirements); c) Adding "site alteration" to the types of applications requiring BMPs with the goal of maintaining predevelopment recharge; d) Removing the water balance exemption for single family dwellings that represent major development (500m² or greater), while still exempting the majority of single family dwellings (i.e. less than 500m²) and now exempting applications for non-major development (less than 500m²) that require site plan control (prevents minor site alterations with little to no increase in impervious cover that trigger Site Plan review from needing a water balance); e) Harmonizing the Explanatory Document with the policy to clarify whether associated implementing official plan (OP) or Zoning By-law Amendment (ZBA) applications must also comply with REC-1 Policy 2; and f) Policy applicability for agricultural uses, agriculture-related uses, or on-farm diversified uses where the total impervious surface does not exceed 10 per cent of the lot.	√

Gap – Describes a policy that, when approved by the Ministry, did not account for a particular situation.

Clarity – Describes a policy that municipalities found difficult to implement as a result of a lack of clarity as to the intent of the policy.

Challenge – Describes a policy that municipalities found difficult to implement due to practicality.

Flexibility – Describes a policy that municipalities found difficult to implement due to the lack of authority given the Risk Management Official to determine when site-specific land use is or is not subject to Section 59 under the *Clean Water Act, 2006.*

ATTACHMENT 3: SUMMARY OF TECHNICAL AMENDMENTS TO THE CTC SOURCE PROTECTION PLAN

Municipality	Assessment Report	Technical Amendment	Mapping	Text	Applicability
Peel	CVSPA	Inglewood Well #4 being brought on-line (N)	√	√	√
	CVSPA	Groundwater vulnerability of WHPAs – Alton & Caledon - To reflect presence of transport pathway (R)	√		√
	TRSPA	Caledon East Well #4A brought on-line; Well #2 decommissioned (N)	√	√	√
York	TRSPA	Revise recharge mapping associated with York Tier 3 Numerical Model (R)	√	√	√
	TRSPA	Nobleton Well #5 brought on-line; Well #4 decommissioned (N)	√	√	
Orangeville	CVSPA	Vulnerability scoring for certain wells (R)	√	√	

TRSPA – Toronto and Region Source Protection Area
CVSPA – Credit Valley Source Protection Area
R – Revision
N – New Technical Content

ATTACHMENT 4 – AMENDED FIGURES

TORONTO AND REGION ASSESSMENT REPORT

Figure Reference	Applicability
Figure ES.4 – Location of Intake Protection Zones and Municipal Surface Water Intakes	
Figure ES.7 – TRSPA Wellhead Protection Areas	√
Figure 2.7 – Locations of Municipal Wells	√
Figure 3.40 – T3 Model – Average Annual Precipitation (mm/yr)	√
Figure 3.41 – T3 Model – Average Annual Runoff (mm/yr)	√
Figure 3.42 – T3 Model – Average Annual Evapotranspiration (mm/yr)	√
Figure 3.43 – T3 Model – Average Annual Recharge (mm/yr)	√
Figure 4.3 – SGRAs using Rule 44(1) and threshold by TRSPA Jurisdiction	√
Figure 4.4 – Significant Groundwater Recharge Areas	√
Figure 4.5 – TRSPA Wellhead Protection Areas (Same as ES.7)	√
Figure 4.6 – Caledon East Wellhead Protection Areas	√
Figure 4.7 – Intrinsic Vulnerability – Caledon East Wellhead Protection Areas	√
Figure 4.8 – Caledon East Wellhead Protection Areas with Scoring	√
Figure 4.12 – Nobleton Wellhead Protection Areas	
Figure 4.13 – Intrinsic Vulnerability – Nobleton Wellhead Protection Areas	
Figure 4.14 – Nobleton Wellhead Protection Areas with Scoring	
Figure 4.29 – R. C. Harris (Toronto) Intake Protection Zones with Vulnerability Scoring	
Figure 4.30 – F. J. Horgan (Toronto) Intake Protection Zones with Vulnerability Scoring	
Figure 5.3 – Managed Lands in Significant Groundwater Recharge Areas	√
Figure 5.5 – Estimated Livestock Density in Significant Groundwater Recharge Areas	√
Figure 5.7 – Impervious Surfaces in Significant Groundwater Recharge Areas	√
Figure 5.8 – Areas of Significant, Moderate, and Low Threats in Caledon East - Chemicals	√
Figure 5.9 - Areas of Significant, Moderate, and Low Threats in Caledon East – DNAPLs	√
Figure 5.10 - Areas of Significant, Moderate, and Low Threats in Caledon East - Pathogens	√
Figure 5.17 - Areas of Significant, Moderate, and Low Threats in Nobleton - Chemicals	
Figure 5.18 - Areas of Significant, Moderate, and Low Threats in Nobleton – DNAPLs	
Figure 5.19 - Areas of Significant, Moderate, and Low Threats in Nobleton - Pathogens	
Figure D2.6 – SGRAs using Rule 44(1) and Threshold by TRSPA Jurisdiction (Same as 4.3)	√
Figure D2.7 – Final SGRAs from Tier 3 Water Budget (Same as 4.4)	√
Figure E3.1 – Caledon East – Percent Managed Lands	√
Figure E3.2 – Caledon East – Livestock Density	√
Figure E3.3 – Caledon East – Impervious Surfaces	√

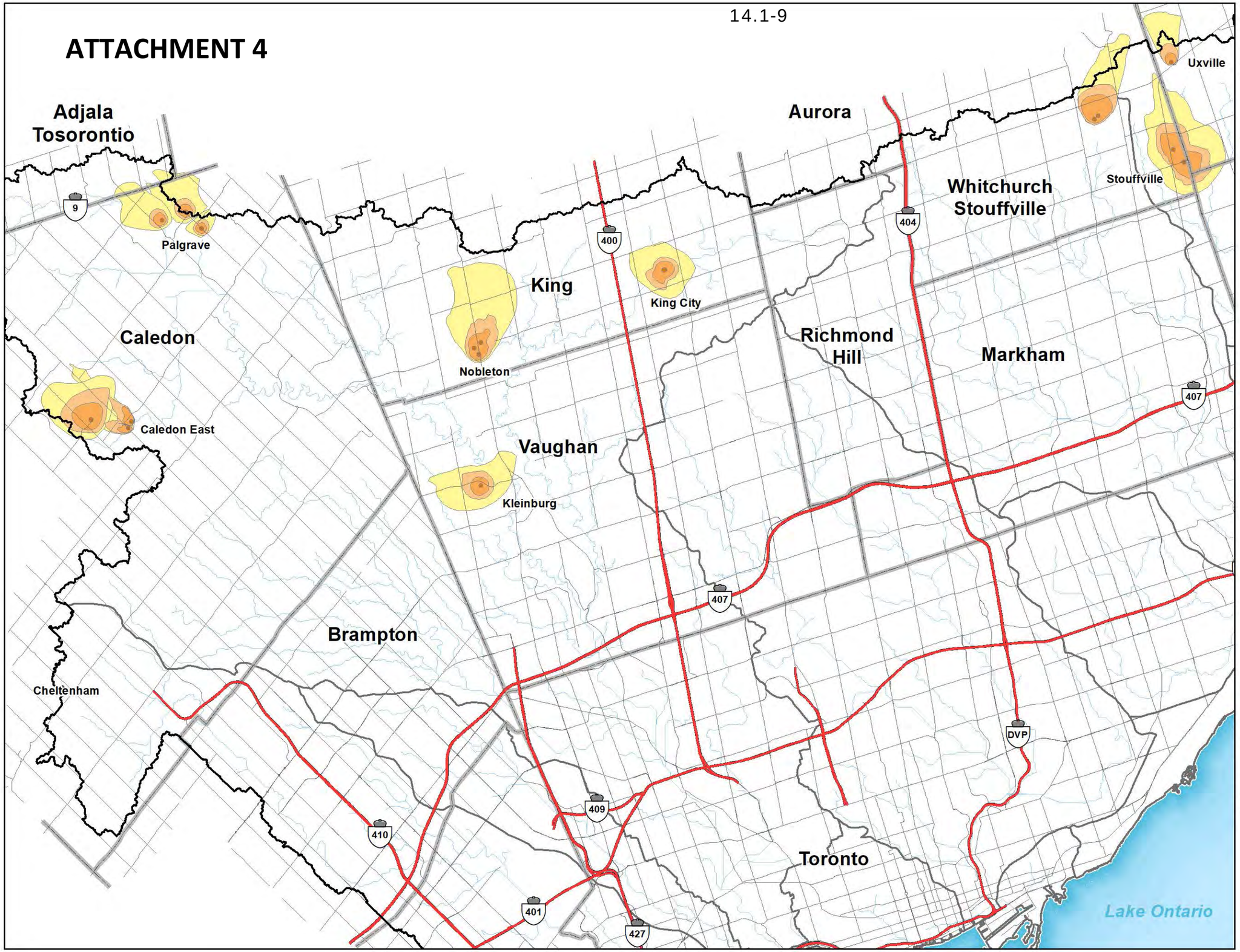
CREDIT VALLEY ASSESSMENT REPORT

Figure Reference	Applicability
Figure ES.7 – Wellhead Protection Areas, Intake Protection Zones, Issues Contributing Areas	√
Figure 2.22 – Orangeville Municipal Wells – Chloride Concentration (1982-2012)	
Figure 2.23 - Orangeville Municipal Wells – Nitrate Concentration (1982-2012)	
Figure 4.5 – Wellhead Protection Areas	√
Figure 4.8 – Vulnerability for WHPAs - Orangeville	
Figure 4.16 – Wellhead Protection Areas (WHPAs) - Hillsburgh	
Figure 4.19 – Groundwater Vulnerability of WHPAs - Hillsburgh	
Figure 4.22 – Vulnerability Score for WHPAs - Hillsburgh	
Figure 4.33 – Wellhead Protection Areas (WHPAs) - Inglewood	√
Figure 4.35 – Groundwater Vulnerability of WHPAs – Alton and Caledon Village	√
Figure 4.36 – Groundwater Vulnerability of WHPAs - Inglewood	√
Figure 4.39 - Vulnerability Scores for WHPAs – Inglewood	√
Figure 5.26 – Areas of Significant, Moderate, or Low Threats in Hillsburgh - Chemical	
Figure 5.27 - Areas of Significant, Moderate, or Low Threats in Hillsburgh – Pathogens	
Figure 5.28 - Areas of Significant, Moderate, or Low Threats in Hillsburgh - DNAPLs	
Figure 5.43 - Areas of Significant, Moderate, or Low Threats in Inglewood - Chemical	√
Figure 5.44 - Areas of Significant, Moderate, or Low Threats in Inglewood - Pathogens	√
Figure 5.45 - Areas of Significant, Moderate, or Low Threats in Inglewood - DNAPLs	√
Figure E3-14 – Percent Managed Land – Inglewood, Caledon	√
Figure E3-29 – Livestock Density – Inglewood	√
Figure E3-40 – Impervious Surfaces - Inglewood	√

CREDIT VALLEY – TORONTO & REGION – CENTRAL LAKE ONTARIO (CTC) SOURCE PROTECTION PLAN

Figure Reference	Applicability
Figure 2.2 – Map of CTC Source Protection Region	√
Map 1.9 – Inglewood – Significant Groundwater Quality Threat Areas	√
Map 2.9 – Inglewood – Significant Dense Non-Aqueous Phase Liquid (DNAPL) Threat Areas	√
Map 1.11 – Caledon East - Significant Groundwater Quality Threat Areas	√
Map 2.11 – Caledon East - Significant Dense Non-Aqueous Phase Liquid (DNAPL) Threat Areas	√
Map 3.5 – Downgradient Line – Toronto and Region Source Protection Area	

ATTACHMENT 4



The Toronto & Region Source Protection Area

TRSPA Wellhead Protection Areas (WHPAs)

Legend

Wellhead Protection Areas

- A (100m)
- B (2 Year Time of Travel)
- C (5 Year Time of Travel)
- D (25 Year Time of Travel)

Transportation Network

- Provincial Highway
- Municipal Boundary
- Watercourse
- Lake

2 1 0 2 4 6
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNRF, 2018.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

DRINKING WATER SOURCE PROTECTION
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Toronto and Region Conservation Authority

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made possible through the generous support of the Ontario government

ATTACHMENT 4 – AMENDED FIGURES

TORONTO AND REGION ASSESSMENT REPORT

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CREDIT VALLEY ASSESSMENT REPORT

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CREDIT VALLEY – TORONTO & REGION – CENTRAL LAKE ONTARIO (CTC) SOURCE PROTECTION PLAN

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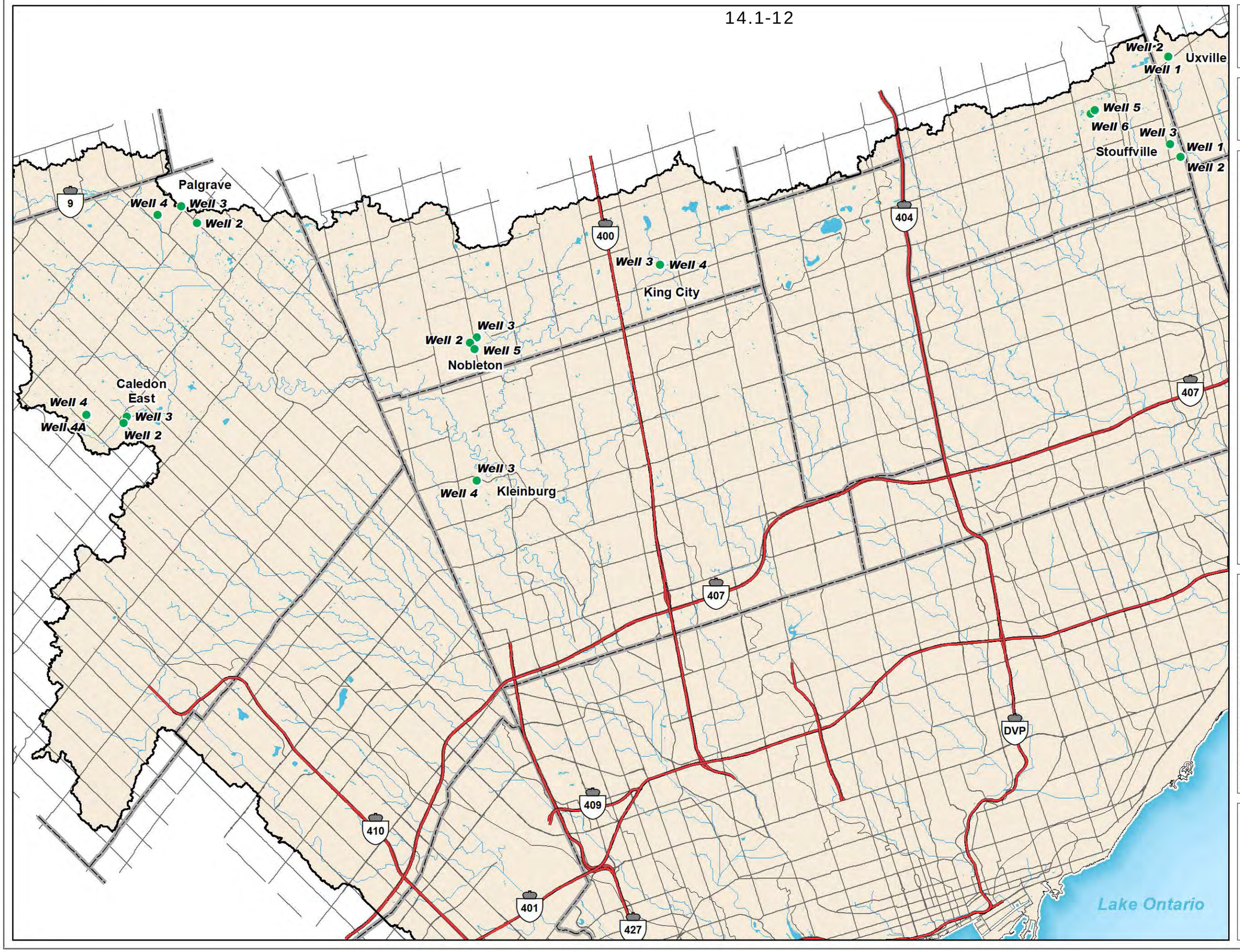

The Toronto & Region Source Protection Area

Locations of Municipal Wells

Legend

- Municipal Wells

Transportation Network

- Provincial Highway
- Major Roads
- Municipal Boundary
- Watercourse
- Lake

2 1 0 2 4 6

Kilometres

N

Source: TRCA, 2018; DMTI Geospatial, 2010; MNRF, 2018; Regional Municipalities of Dufferin, Simcoe, Peel, York, Toronto & Durham

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DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation Authority

Ontario

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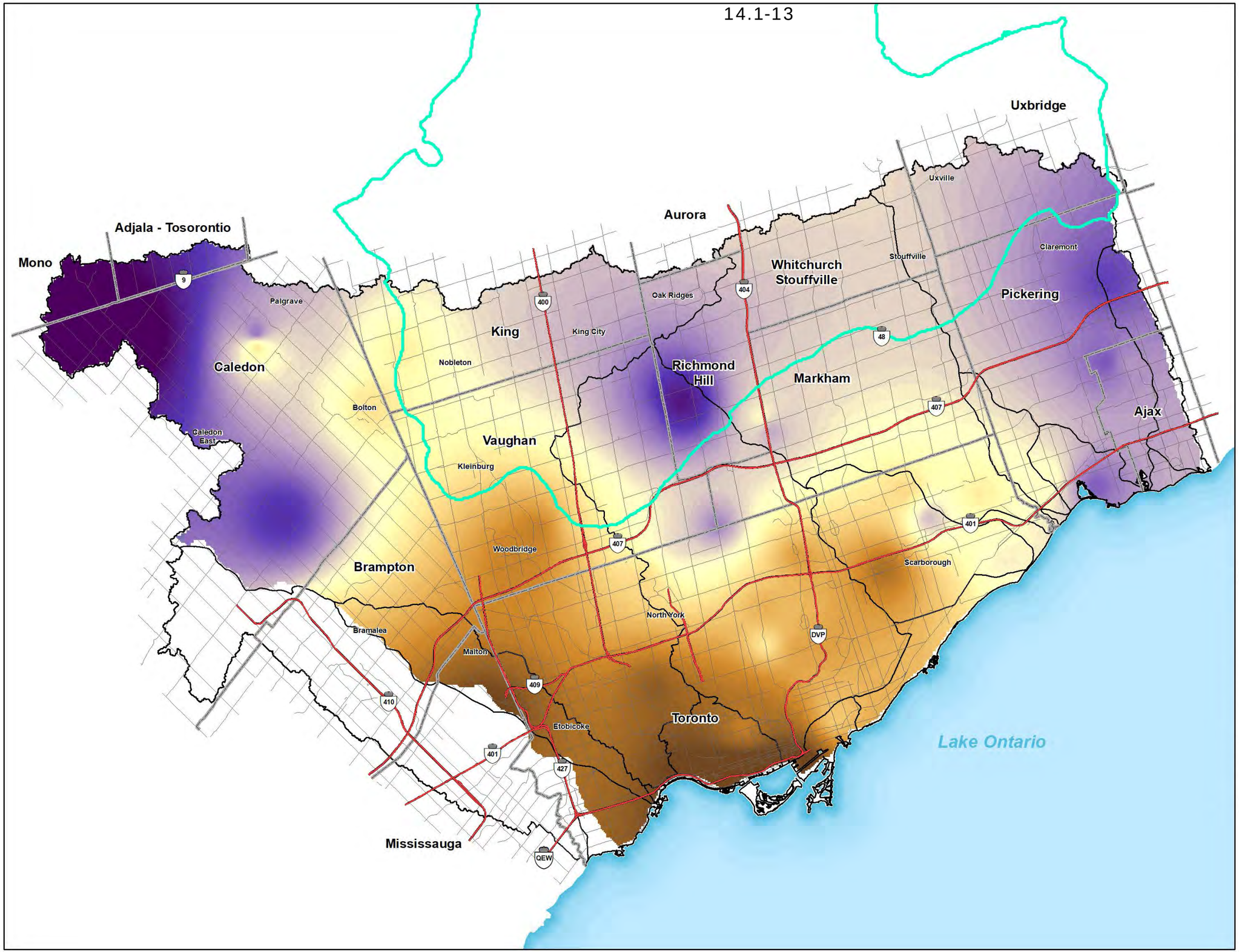

The Toronto & Region Source Protection Area

Tier 3 Model
Average Annual Precipitation (mm/yr)

Legend

- WHPA Q1/Q2 (Moderate Risk Level)
- Major Watershed

Precipitation (mm/year)

- High : 950
- Low : 750
- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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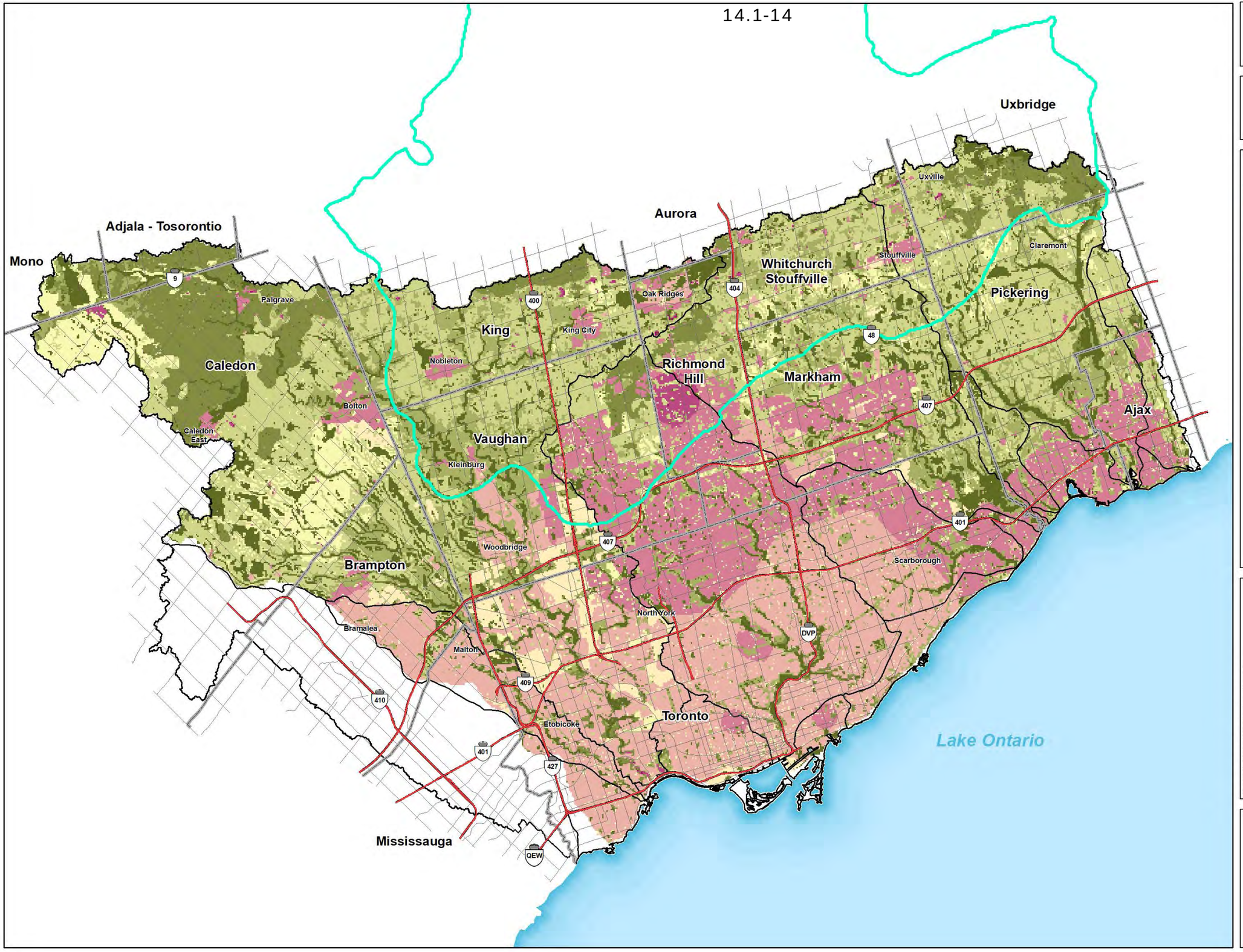

The Toronto & Region Source Protection Area

Tier 3 Model
Average Annual Runoff (mm/yr)

Legend

- WHPA Q1/Q2 (Moderate Risk Level)
- Major Watershed

Accumulated Cascade Runoff (mm/year)

- High : 800
- Low : 0
- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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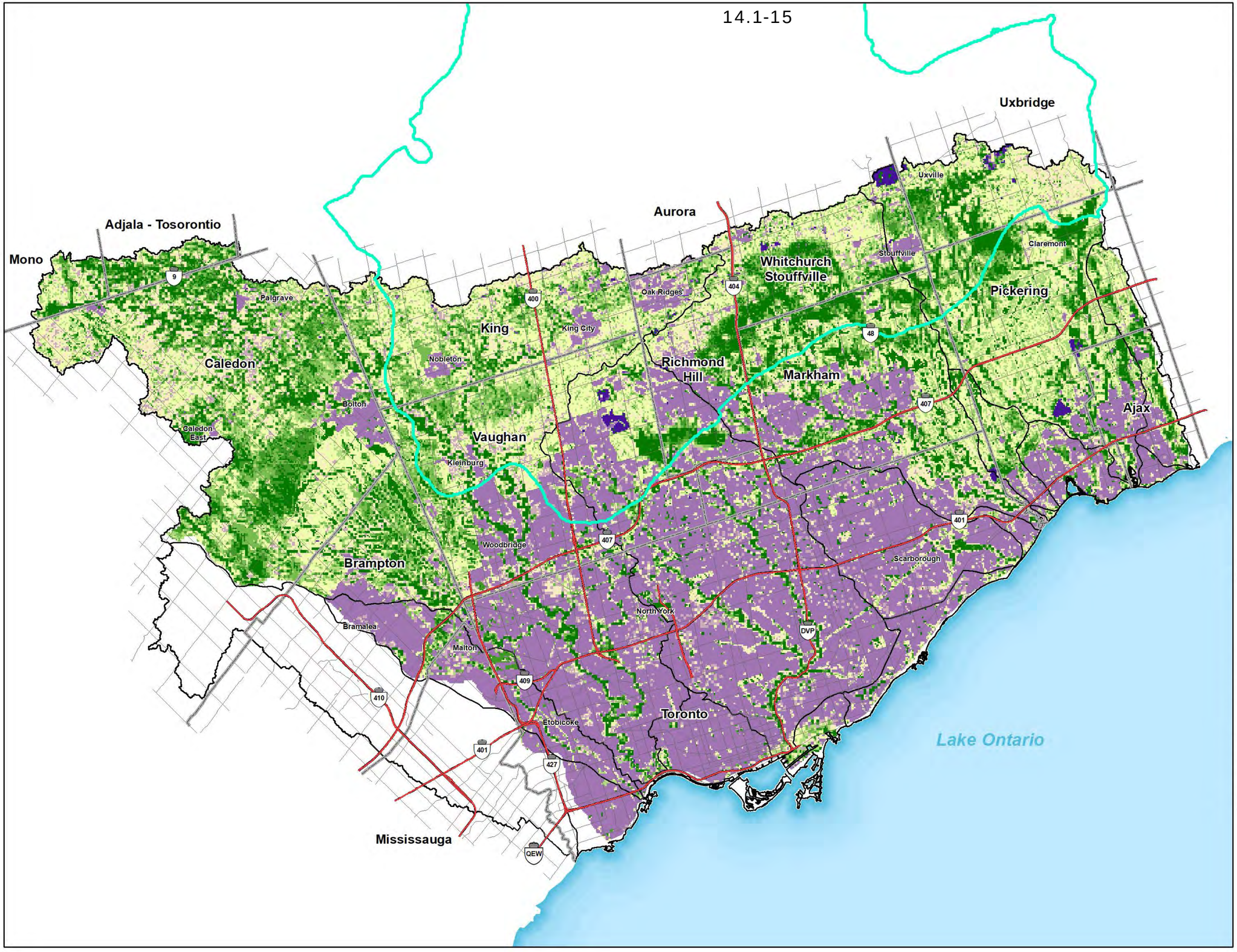

The Toronto & Region Source Protection Area

Tier 3 Model
Average Annual
Evapotranspiration (mm/yr)

Legend

- WHPA Q1/Q2 (Moderate Risk Level)
- Major Watershed

Actual Evapotranspiration (mm/year)

- High : 800
- Low : 0
- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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The Toronto & Region Source Protection Area

Tier 3 Model
Average Annual Recharge (mm/yr)

Legend

- WHPA Q1/Q2 (Moderate Risk Level)
- Major Watershed

Groundwater Recharge (mm/year)

- High : 500
- Low : 0

- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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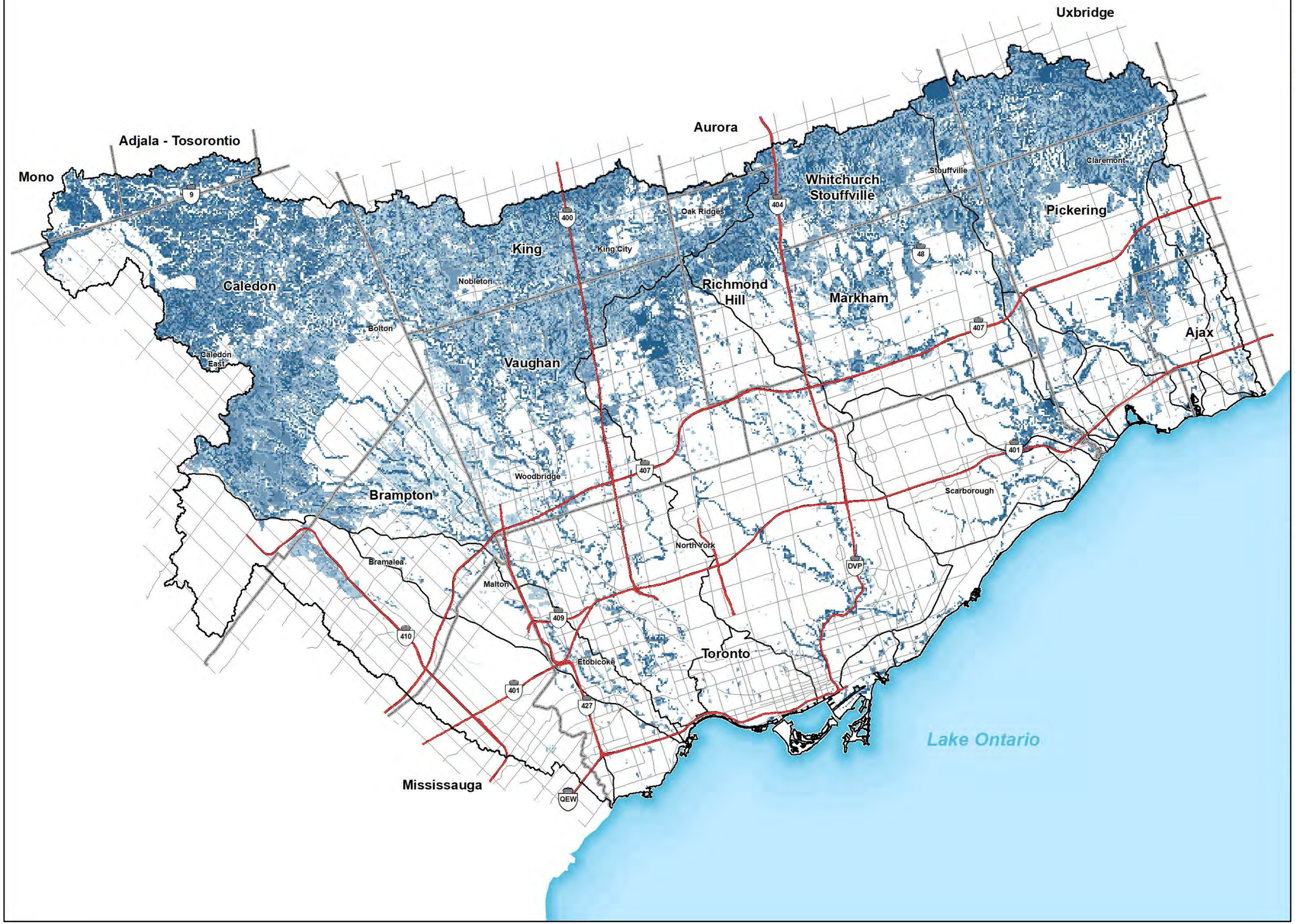

The Toronto & Region Source Protection Area

Significant Groundwater Recharge Areas using rule 44 (1) and Threshold by TRSPA Jurisdiction

Legend

Significant Recharge

Greater than 150 mm/yr* and 215 mm/yr**

High : 500

Low : 150

Transportation Network

- Provincial Highway
- Major Roads
- Municipal Boundary

*SGRA threshold for Tier 1 model
**SGRA threshold for Tier 3 model

2 1 0 2 4 6 8 10
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

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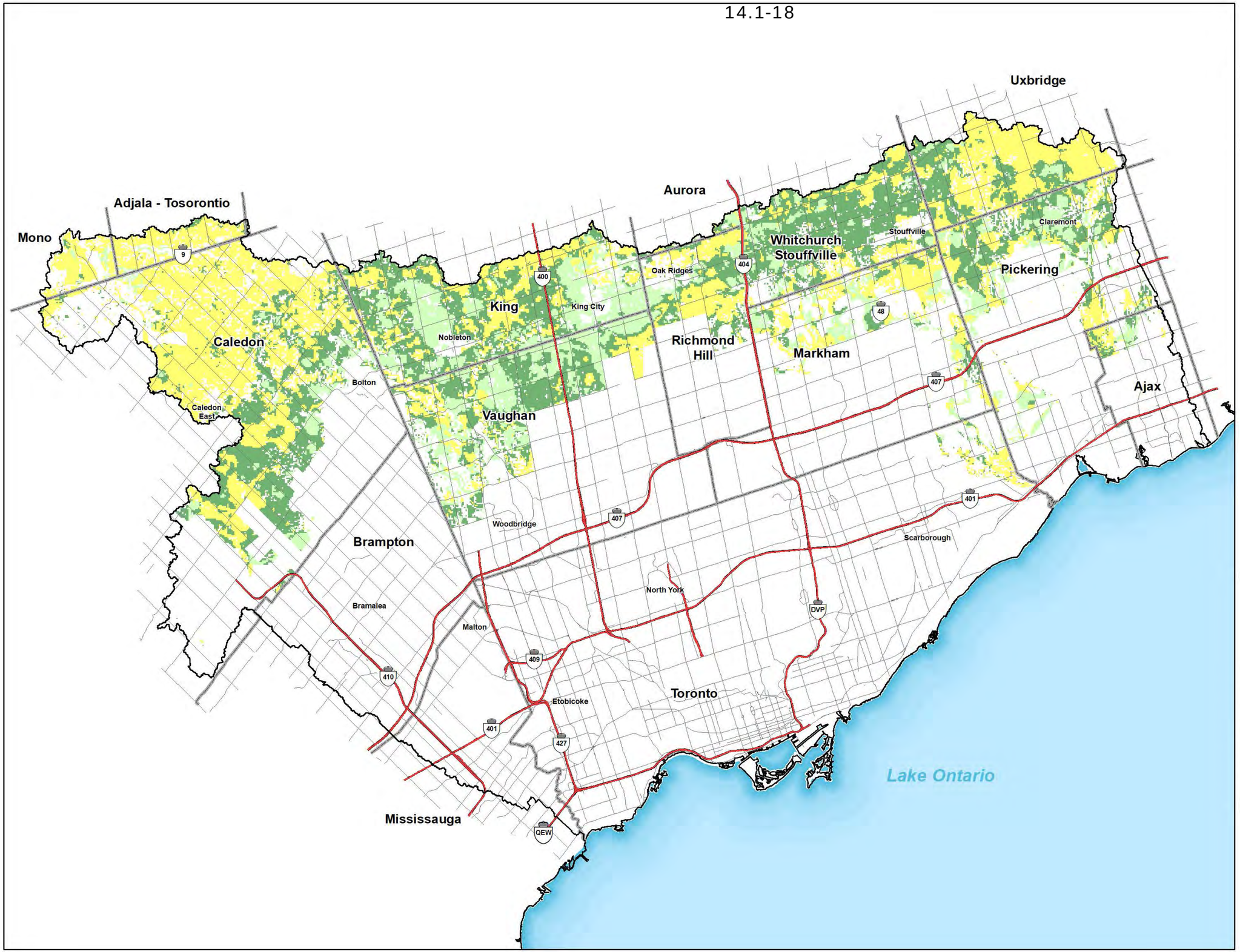
Ontario



The Toronto & Region Source Protection Area

Significant Groundwater Recharge Areas

Legend

Vulnerability Score

- 2 (Low)
- 4 (Mod)
- 6 (High)

Transportation Network

- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10

Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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ACT FOR CLEAN WATER

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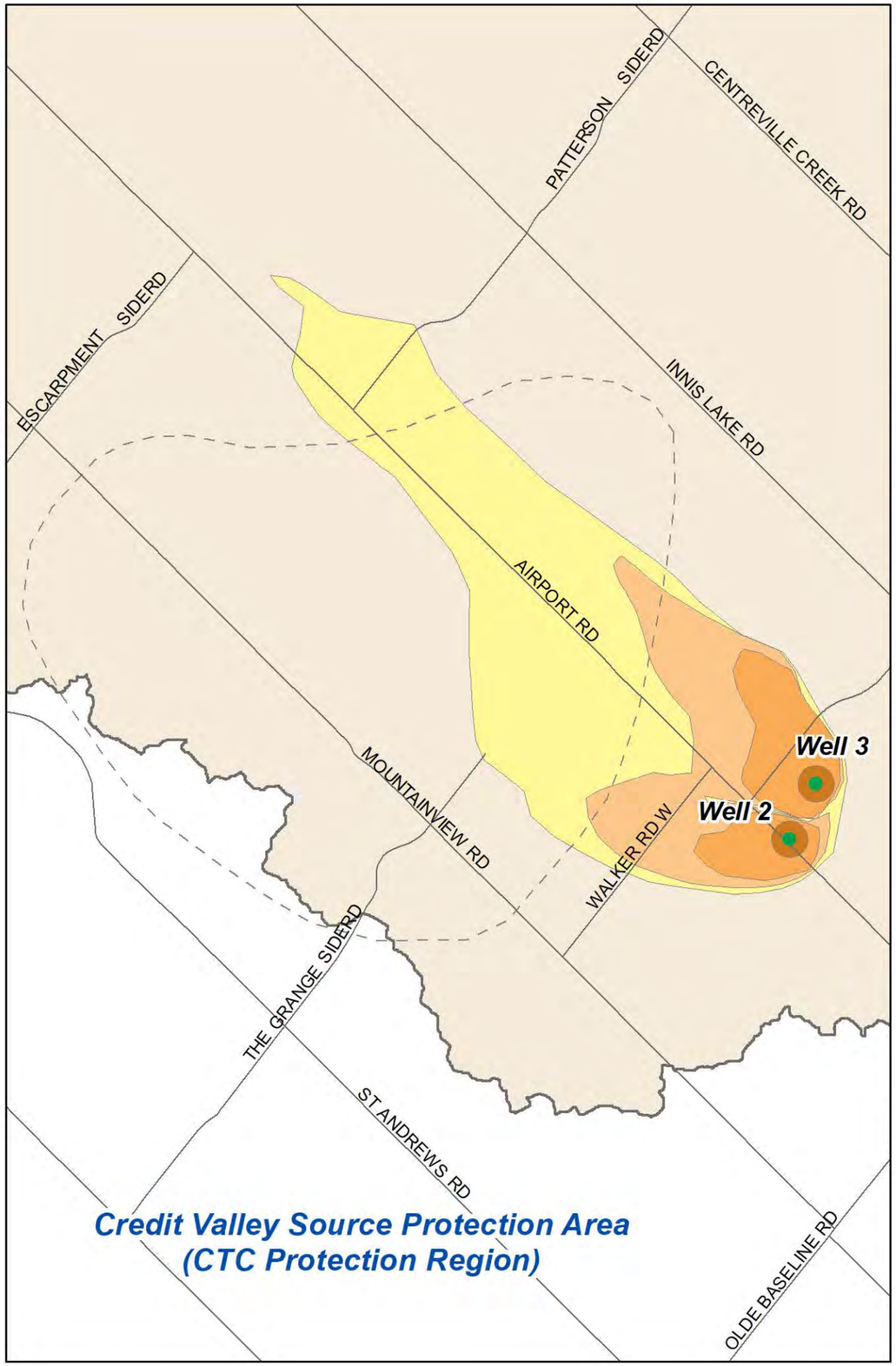

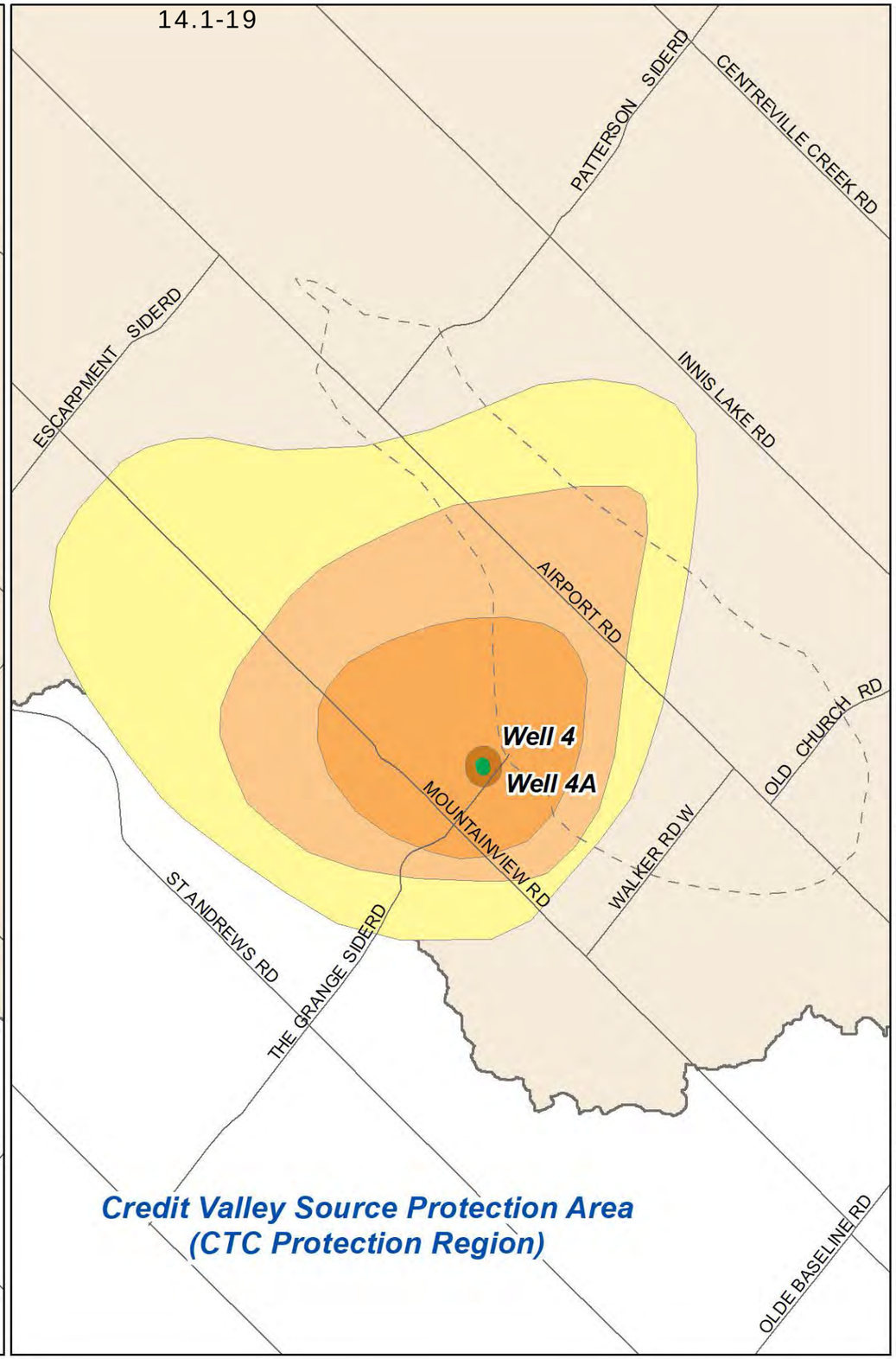

The Toronto & Region Source Protection Area

Caledon East Wellhead Protection Areas

Legend

- Municipal Wellhead
- Adjacent/Overlapping WHPA
- A (100m)
- B (2 Year Time of Travel)
- C (5 Year Time of Travel)
- D (25 Year Time of Travel)
- TRSPA Jurisdiction

500 250 0 500
Meters

N

Source: TRCA, 2018; MNRF, 2018.

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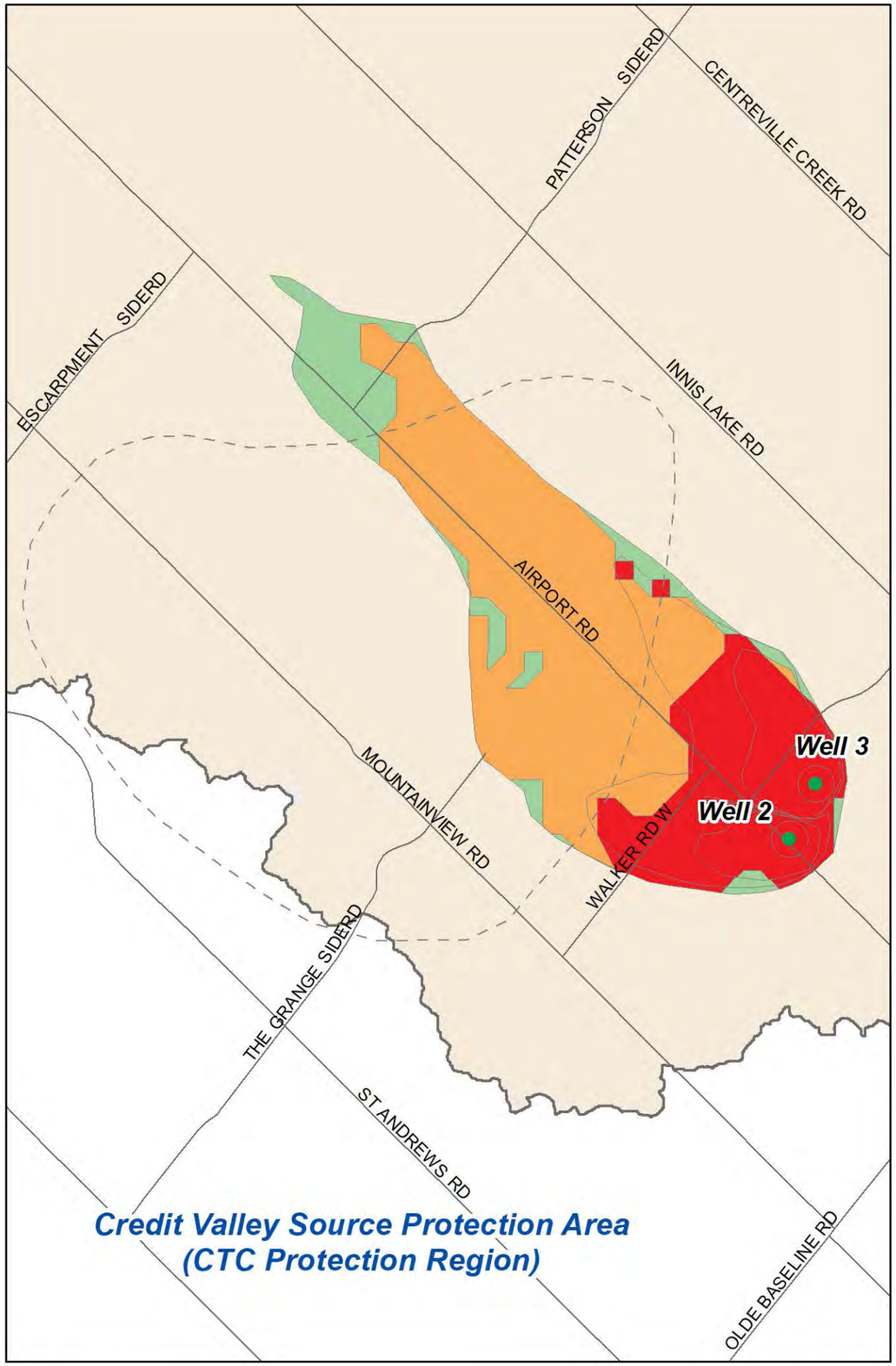
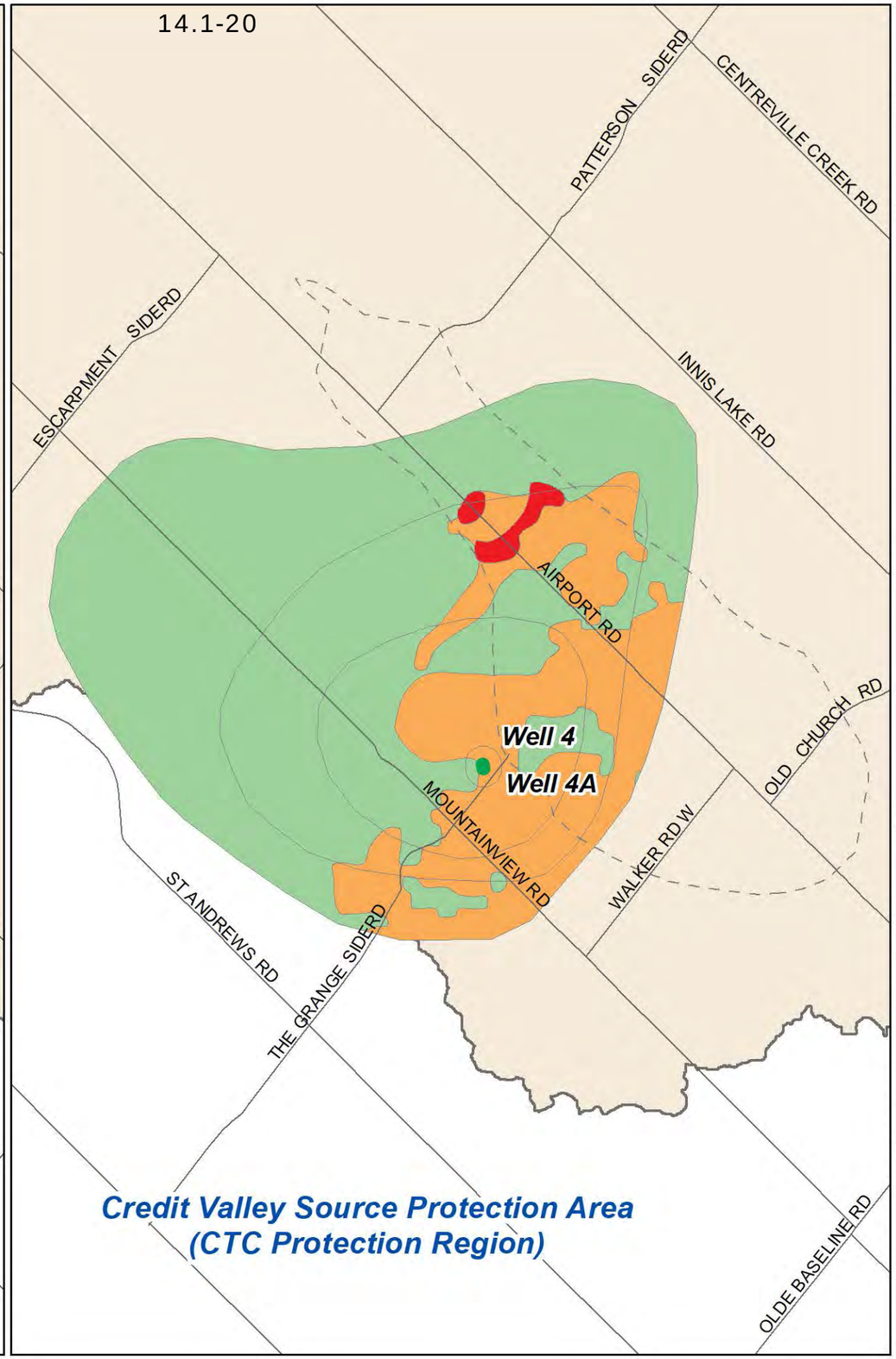
DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation Authority
Ontario

14.1-20





The Toronto & Region Source Protection Area

Intrinsic Vulnerability
Caledon East Wellhead
Protection Areas

Legend

- Municipal Wellhead
- Adjacent/Overlapping WHPA

Intrinsic Vulnerability

- High
- Low
- Medium
- TRSPA Jurisdiction

500 250 0 500
Meters

N

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DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation Authority
Ontario

14.1-21

The Toronto & Region Source Protection Area

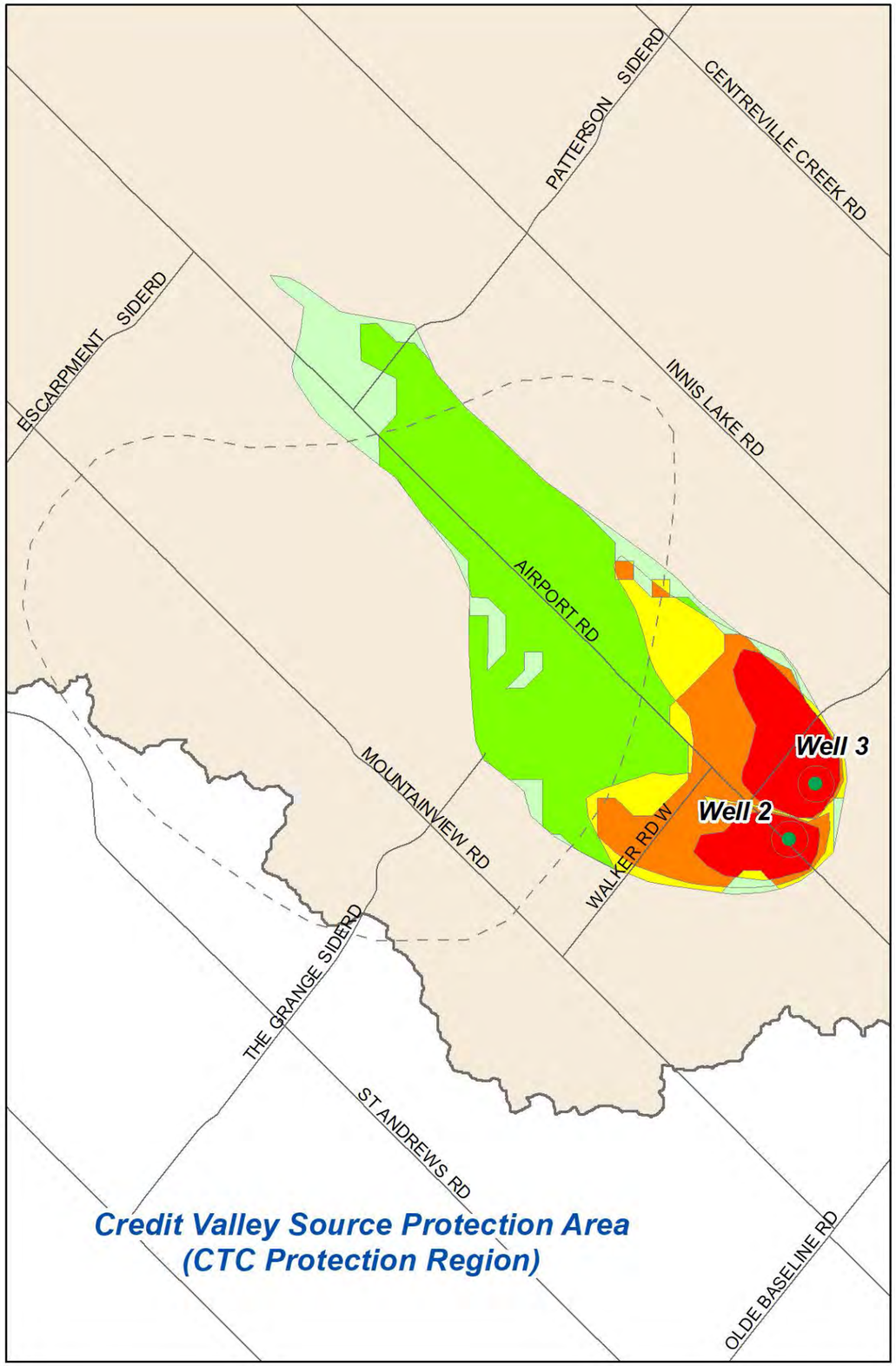
Caledon East WHPAs with Scoring

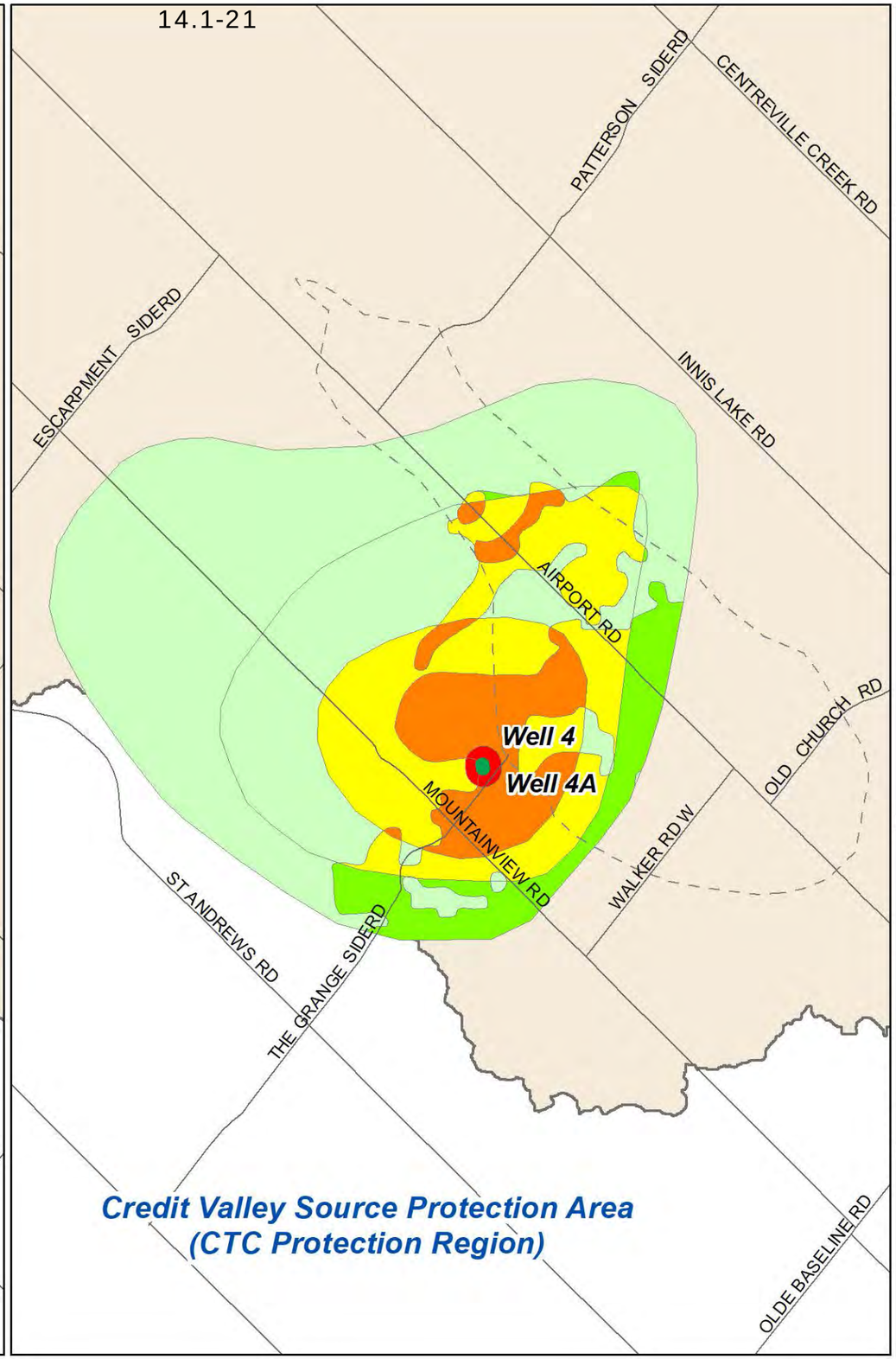
Legend

- Municipal Wellhead
- Adjacent/Overlapping WHPA

Vulnerability

- 2
- 4
- 6
- 8
- 10
- TRSPA Jurisdiction





500 250 0 500
Meters

N

Source: TRCA, 2018; MNRF, 2018.

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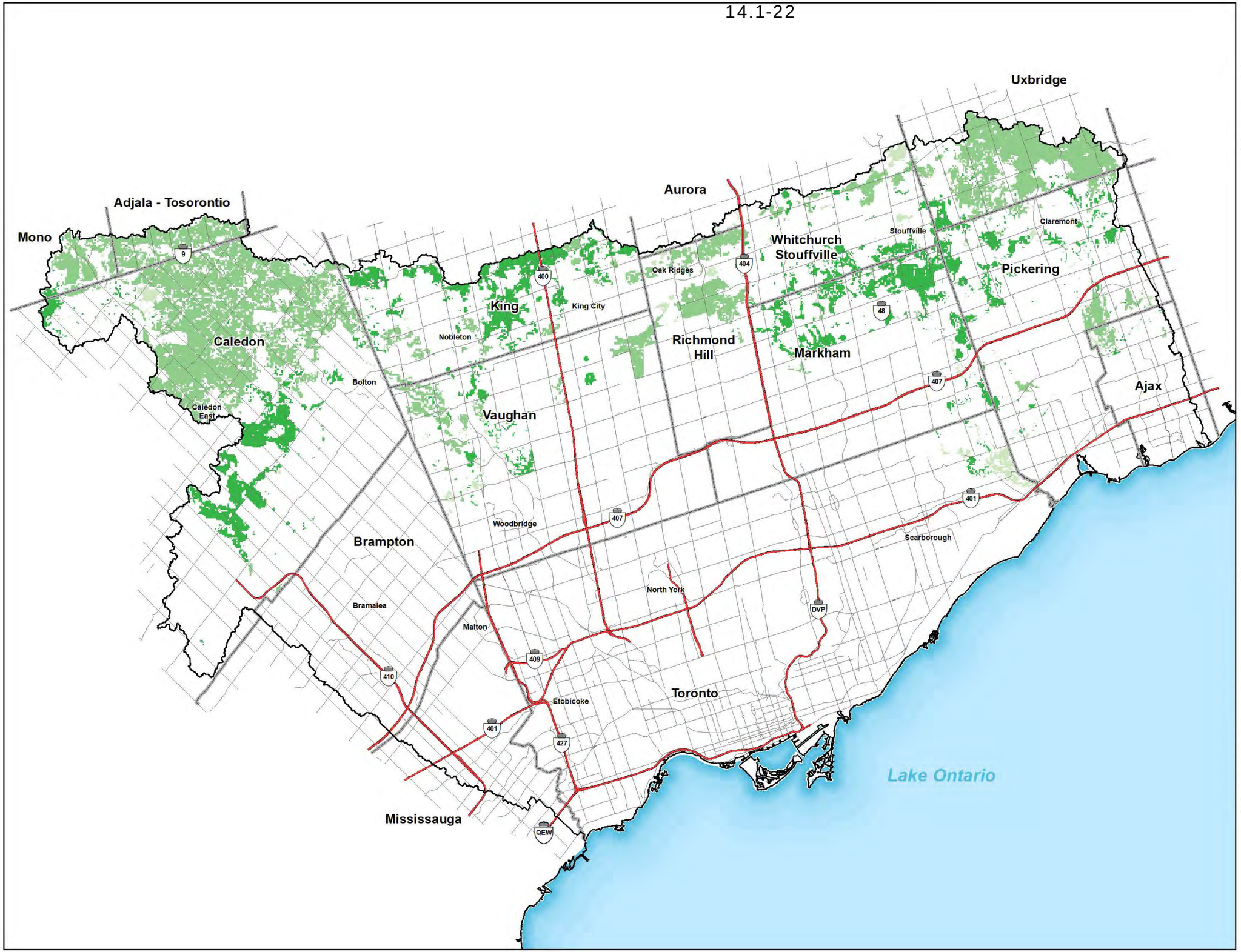
DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation Authority

Ontario



The Toronto & Region Source Protection Area

Managed Lands in Significant Groundwater Recharge Areas

Legend

Percent Managed Land

- Less than 40%
- 40 to 80%
- Greater than 80%

Transportation Network

- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10

Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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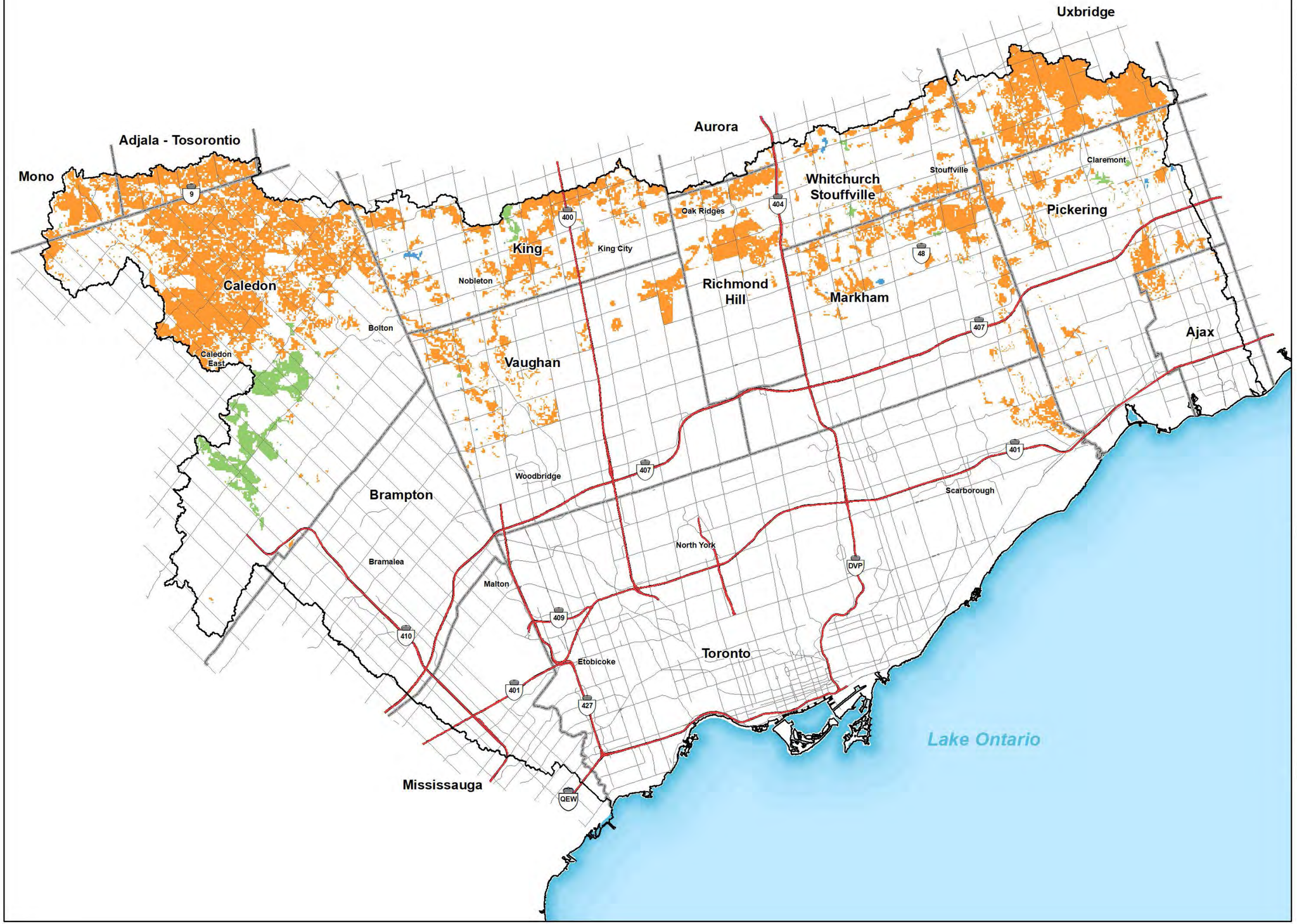
ACT FOR CLEAN WATER

Toronto and Region Conservation for The Living City

Ontario



The Toronto & Region Source Protection Area

Estimated Livestock Density in Significant Groundwater Recharge Areas

Legend

Livestock Density

- less than 0.5 Nu/acre
- 0.5-1.0 Nu/acre
- greater than 1.0 Nu/acre

Transportation Network

- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10

Kilometres

N

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ACT FOR CLEAN WATER

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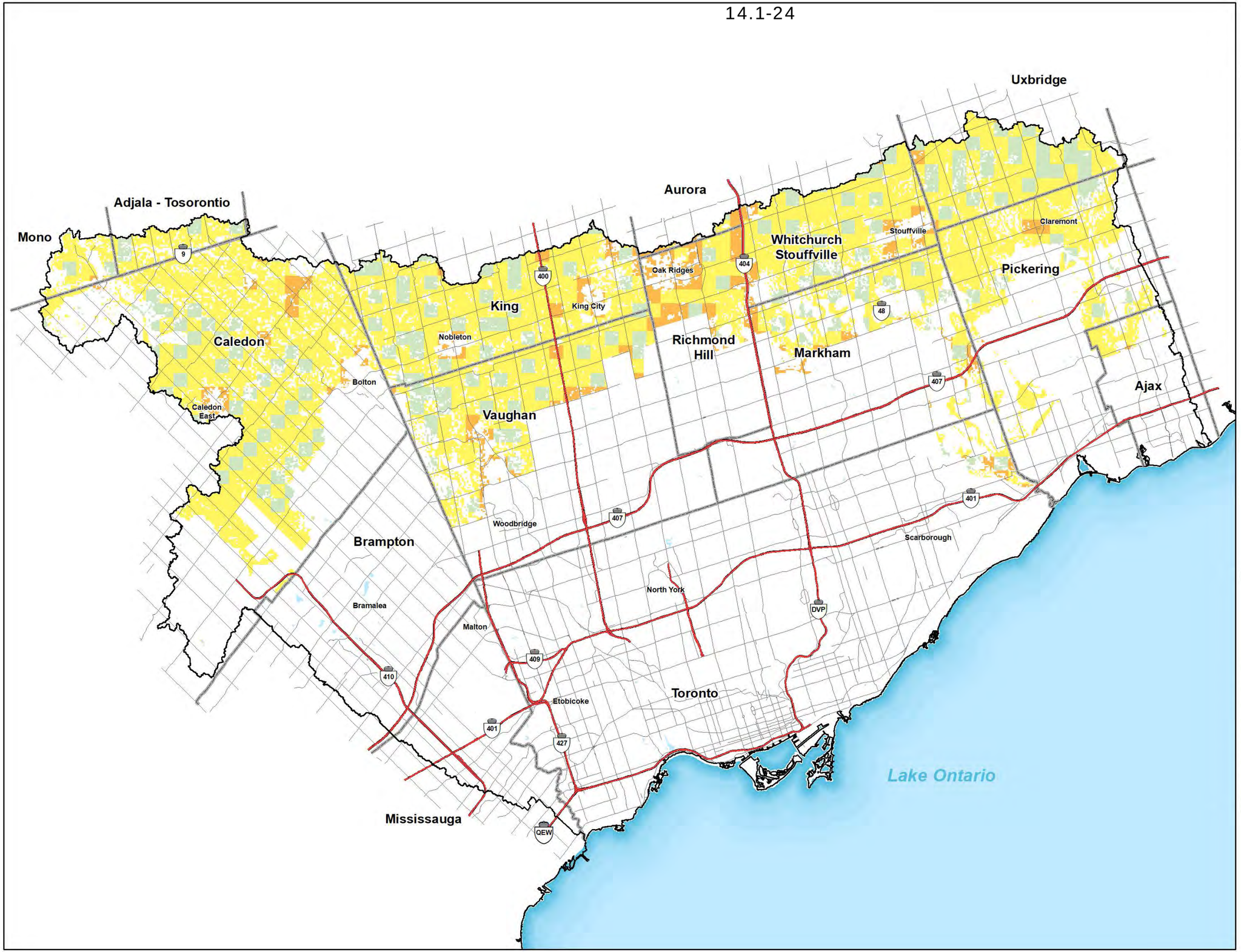

The Toronto & Region Source Protection Area

Impervious Surfaces in Significant Groundwater Recharge Areas

Legend

Percent Impervious

- Less than 1%
- 1% to 8%
- Greater than 8% but less than 80%

Transportation Network

- Provincial Highway
- Major Roads
- Municipal Boundary

2 1 0 2 4 6 8 10
Kilometres

N

Source: TRCA, 2018; DMTI Spatial, 2010; MNR, 2010.

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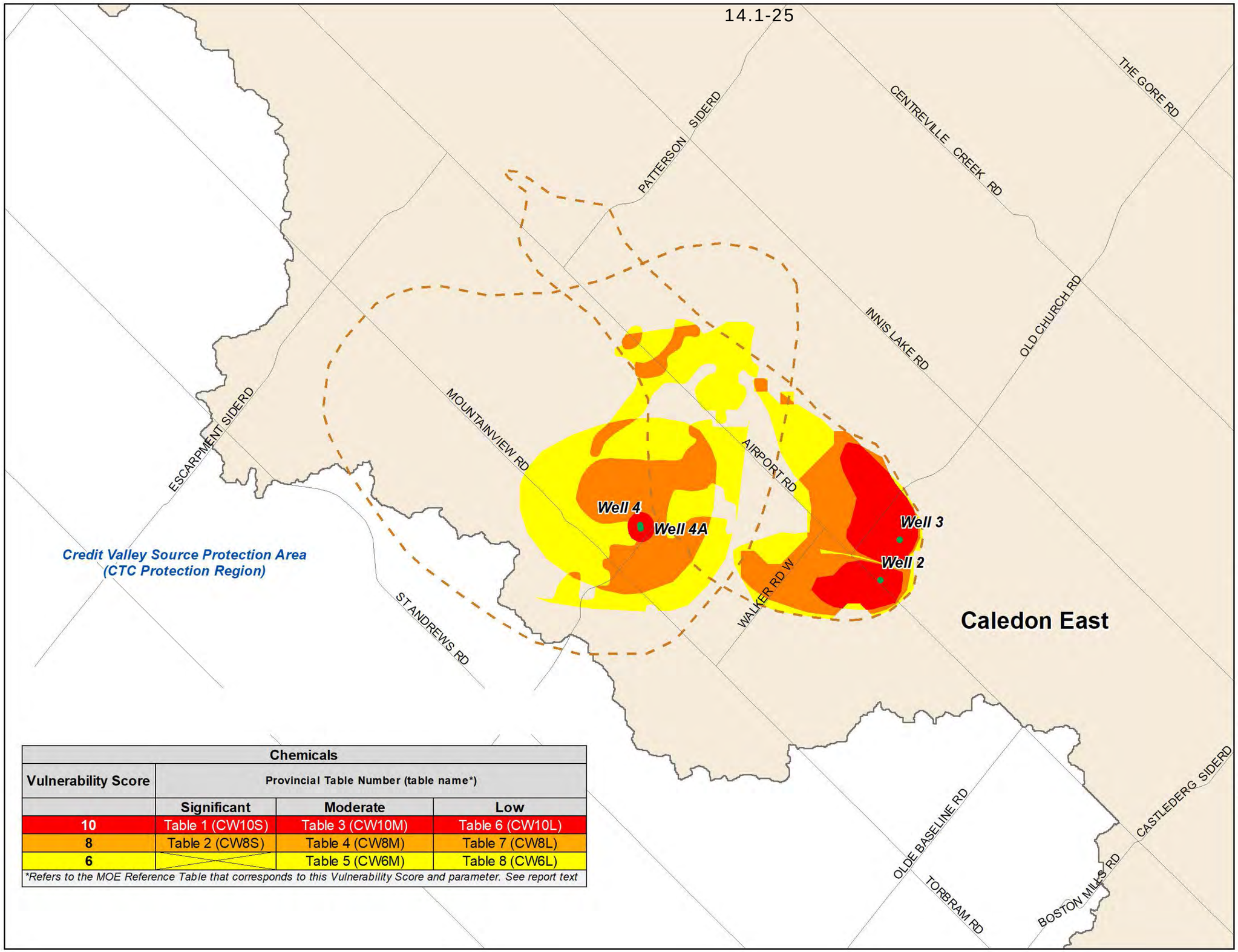
DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation for The Living City

Ontario

The Toronto & Region Source Protection Area

Areas of Significant, Moderate or Low Threats in Caledon East - Chemicals



Legend

- Well

Vulnerability

- 6
- 8
- 10
- Wellhead Protection Area
- TRSPA Jurisdiction

Chemicals			
Vulnerability Score	**Provincial Table Number (table name*)**		
	Significant	**Moderate**	**Low**
10	Table 1 (CW10S)	Table 3 (CW10M)	Table 6 (CW10L)
8	Table 2 (CW8S)	Table 4 (CW8M)	Table 7 (CW8L)
6		Table 5 (CW6M)	Table 8 (CW6L)

**Refers to the MOE Reference Table that corresponds to this Vulnerability Score and parameter. See report text*

500 250 0 500
Meters

N

Source: TRCA, 2018; MNRF, 2018.

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Ontario

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The Toronto & Region Source Protection Area

Areas of Significant, Moderate or Low Threats in Caledon East - DNAPLs

Legend

- Well
- WHPA A, B, C

Vulnerability

- 6
- Wellhead Protection Area
- TRSPA Jurisdiction

PATTERSON SIDERD
CENTREVILLE CREEK RD
THE GORE RD
INNIS LAKE RD
OLD CHURCH RD
MOUNTAINVIEW RD
AIRPORT RD
ESCARPMENT SIDERD
Well 4
Well 4A
Well 3
Well 2
WALKER RD W
ST ANDREWS RD
HORSESHOE HILL RD
Credit Valley Source Protection Area
(CTC Protection Region)
Caledon East
OLDE BASELINE RD
TORBRAM RD
BOSTON MILLS RD

DNAPLs			
Vulnerability Score	**Provincial Table Number (table name*)**		
	Significant	**Moderate**	**Low**
WHPA A, B, C	Table 9 (DWAS)		
6		Table 10 (DW6M)	Table 11 (DW6L)

**Refers to the MOE Reference Table that corresponds to this Vulnerability Score and parameter. See report text*

500 250 0 500
Meters

N

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ACT FOR CLEAN WATER

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The Toronto & Region Source Protection Area

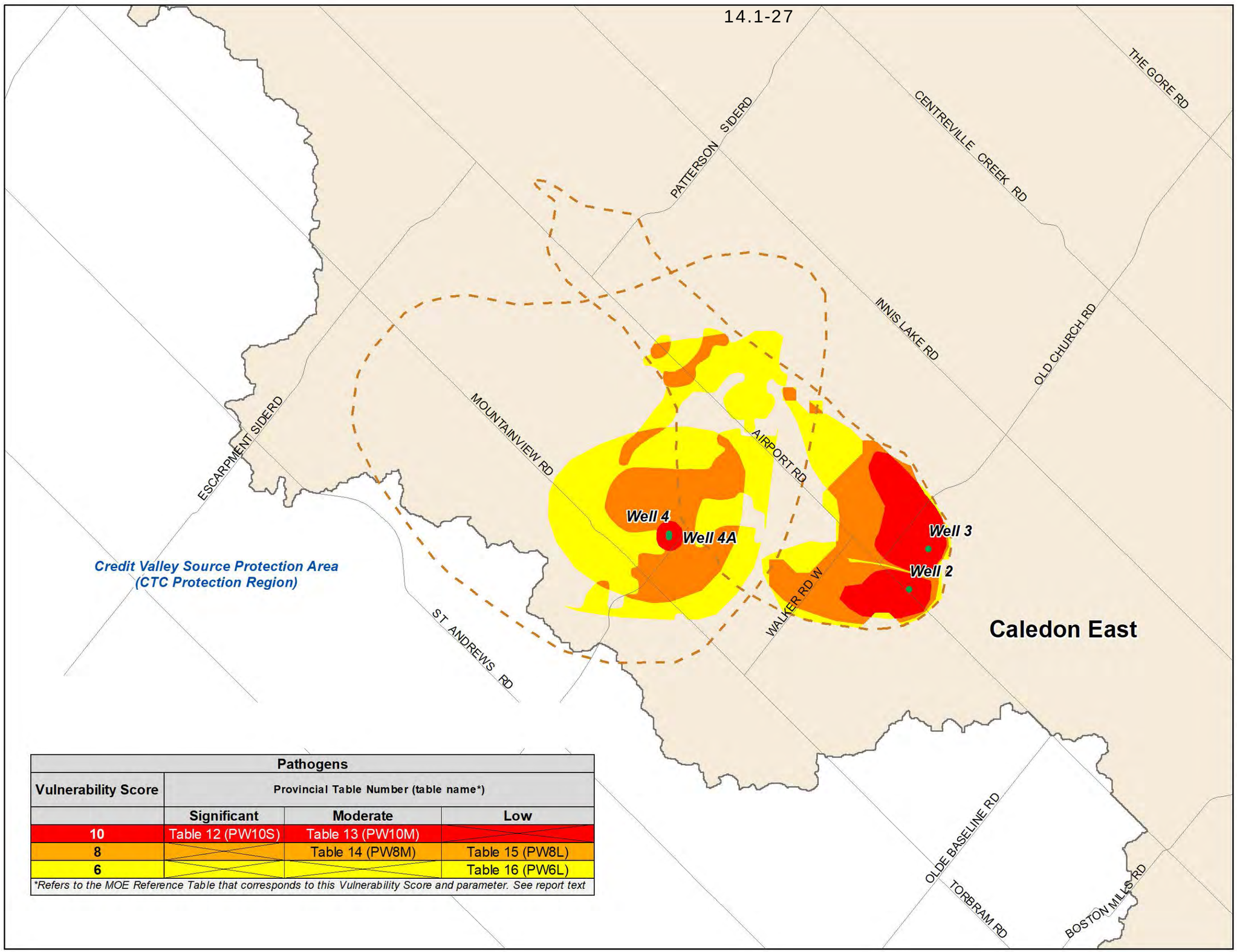
Areas of Significant, Moderate or Low Threats in Caledon East - Pathogens

Legend

- Well

Vulnerability

- 6
- 8
- 10
- Wellhead Protection Area
- TRSPA Jurisdiction



Pathogens			
Vulnerability Score	**Provincial Table Number (table name*)**		
	Significant	**Moderate**	**Low**
10	Table 12 (PW10S)	Table 13 (PW10M)	
8		Table 14 (PW8M)	Table 15 (PW8L)
6			Table 16 (PW6L)

**Refers to the MOE Reference Table that corresponds to this Vulnerability Score and parameter. See report text*

500 250 0 500
Meters

N

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Toronto and Region Conservation Authority

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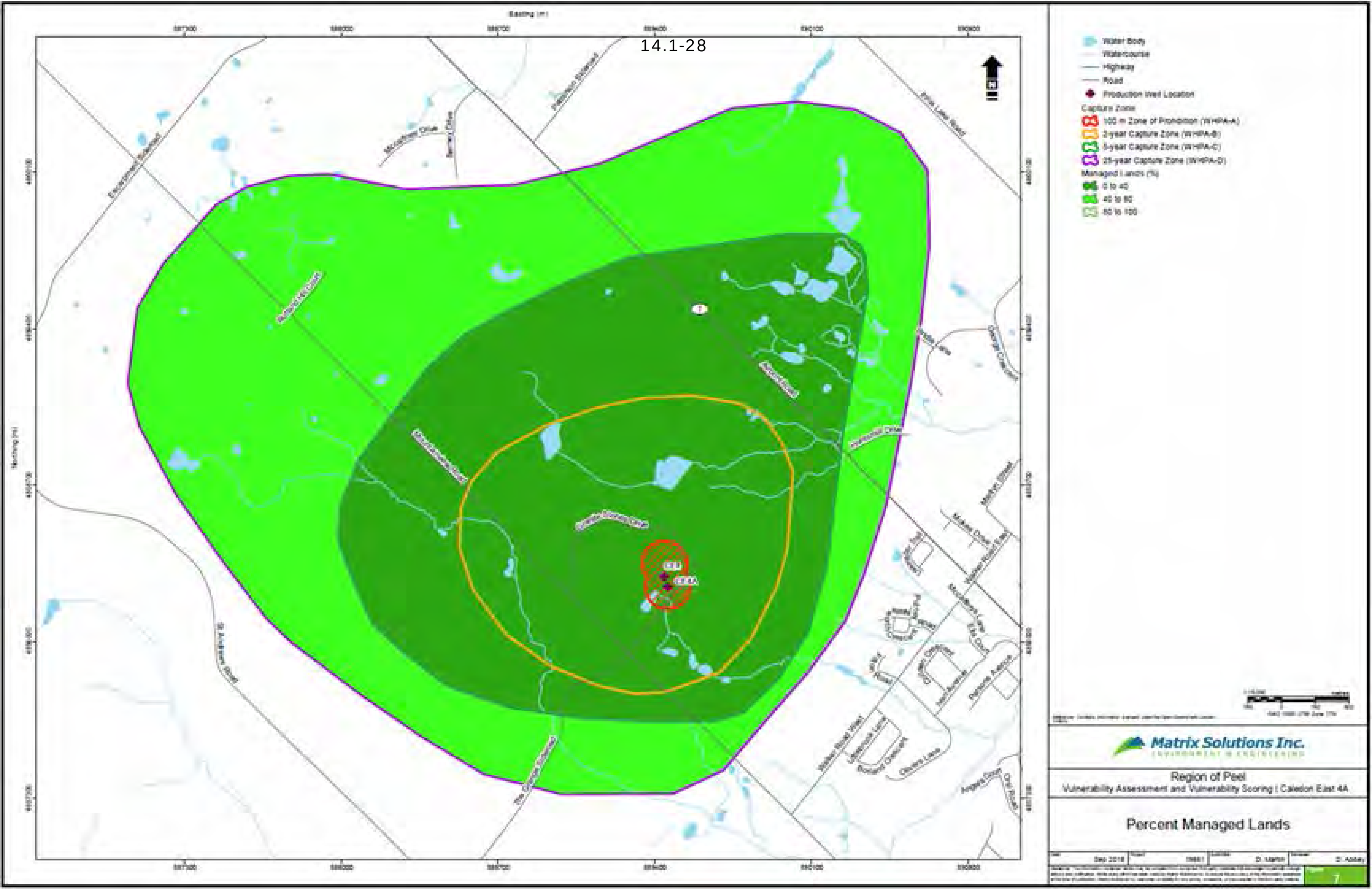


Water Body
Watercourse
Highway
Road
Production Well Location
Capture Zone
100 m Zone of Prohibition (WHPA-A)
2-year Capture Zone (WHPA-B)
5-year Capture Zone (WHPA-C)
25-year Capture Zone (WHPA-D)
Managed Lands (%)
0 to 40
40 to 80
80 to 100
Matrix Solutions Inc.
Region of Peel
Vulnerability Assessment and Vulnerability Scoring | Caledon East 4A
Percent Managed Lands

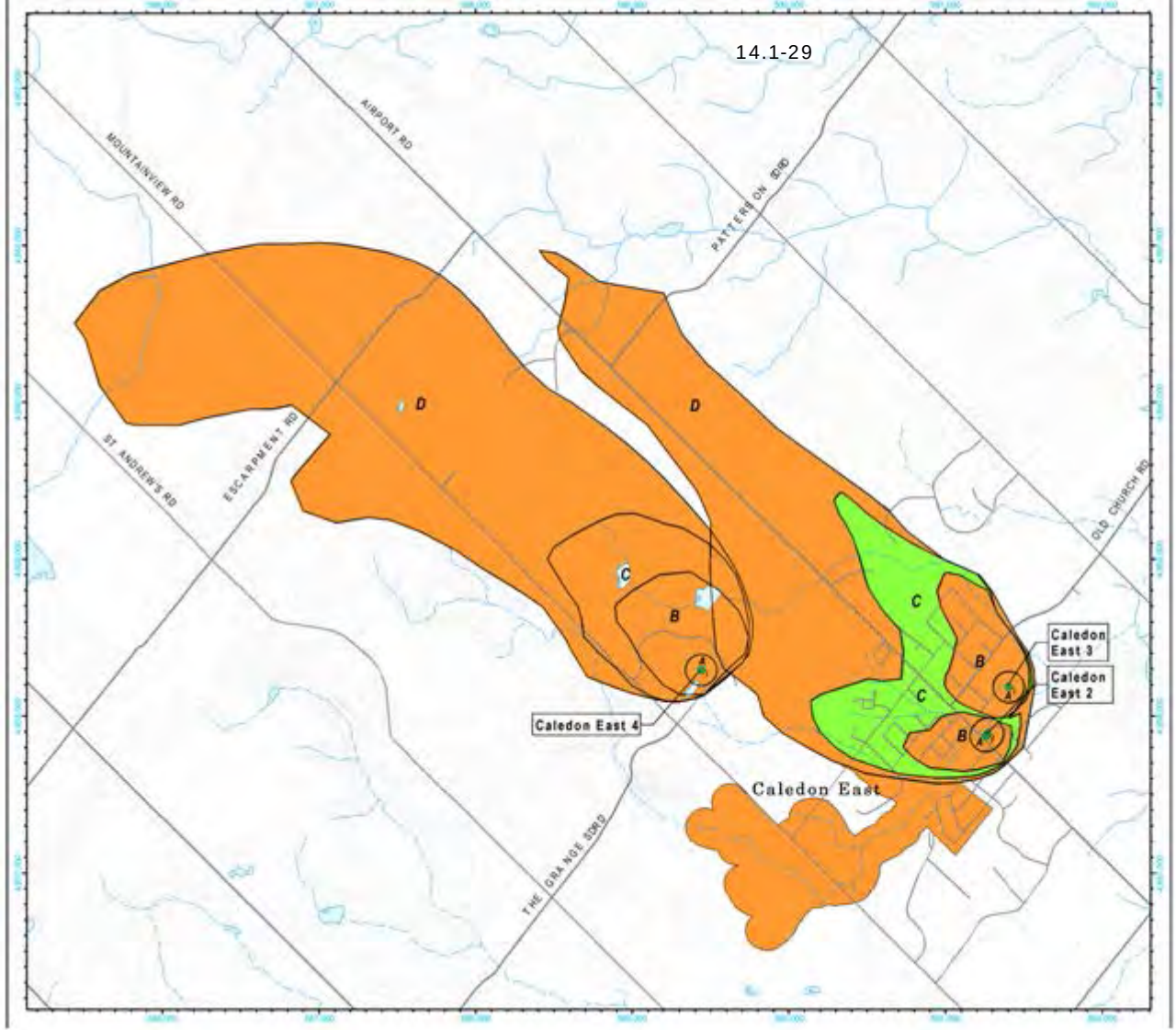


FIGURE 4.8

ISSUES EVALUATION AND THREATS ASSESMENT - REGION OF PEEL -

LIVESTOCK DENSITY - CALEDON EAST -

Legend

Well Type - I (Municipal Supply)

Livestock Density Range

- < 0.5 NU / Acre
- 0.5-1.0 NU / Acre
- > 1.0 NU / Acre
- Non-Applicable

Notes:

1. Contour Interval 5 metres.
2. This map should not be read independent of the parent report

Data Sources:

Ministry of The Environment © Queen's Printer for Ontario
Ministry of Natural Resources © Queen's Printer for Ontario
Natural Resources Canada © Her Majesty the Queen in Right of Canada
R.J. Burnside & Associates Limited
Region of Peel

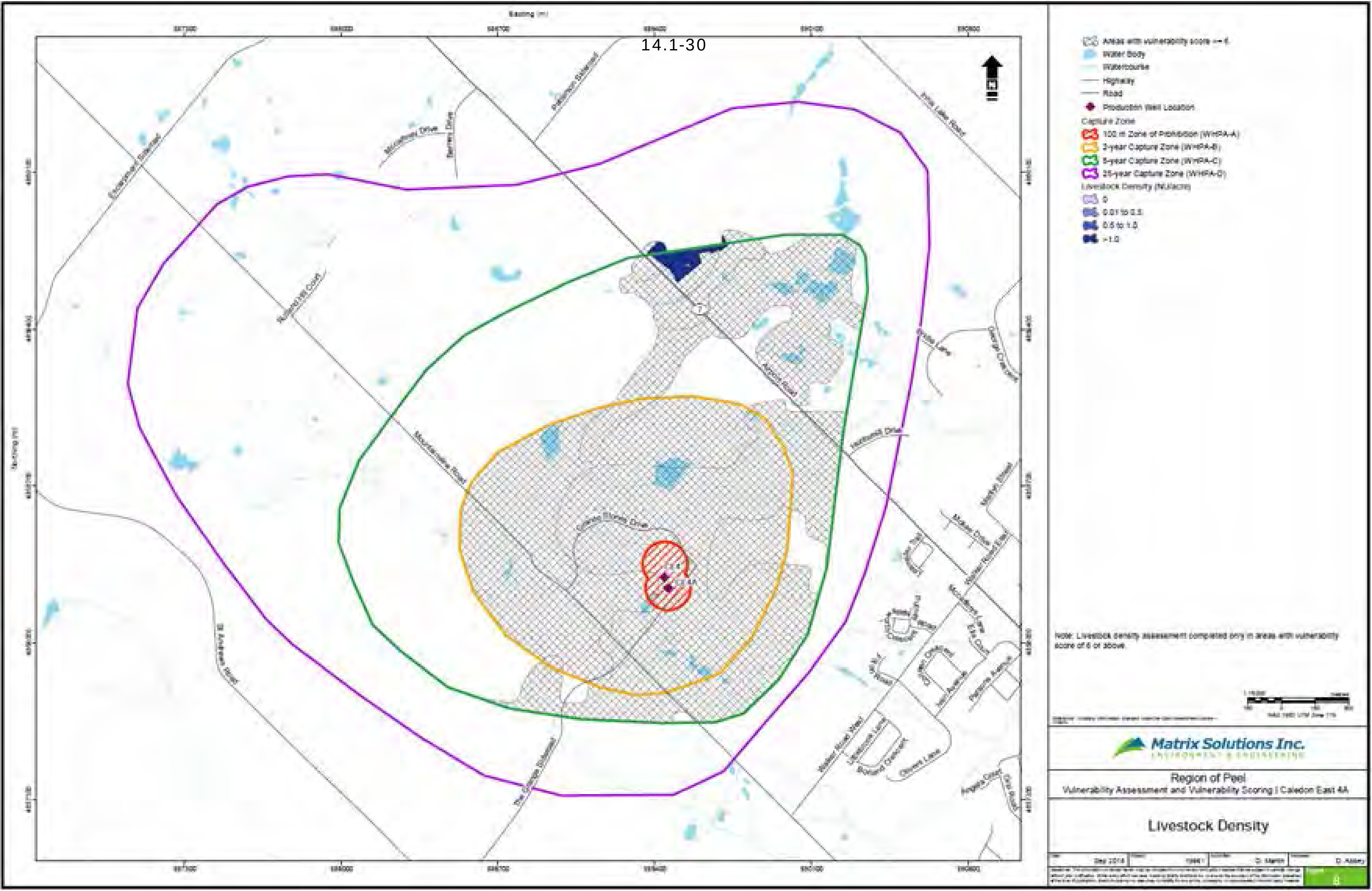
Scale: 1:25,000
July 2010
Project Number: MTS13295
Prepared By: P. Stubbert

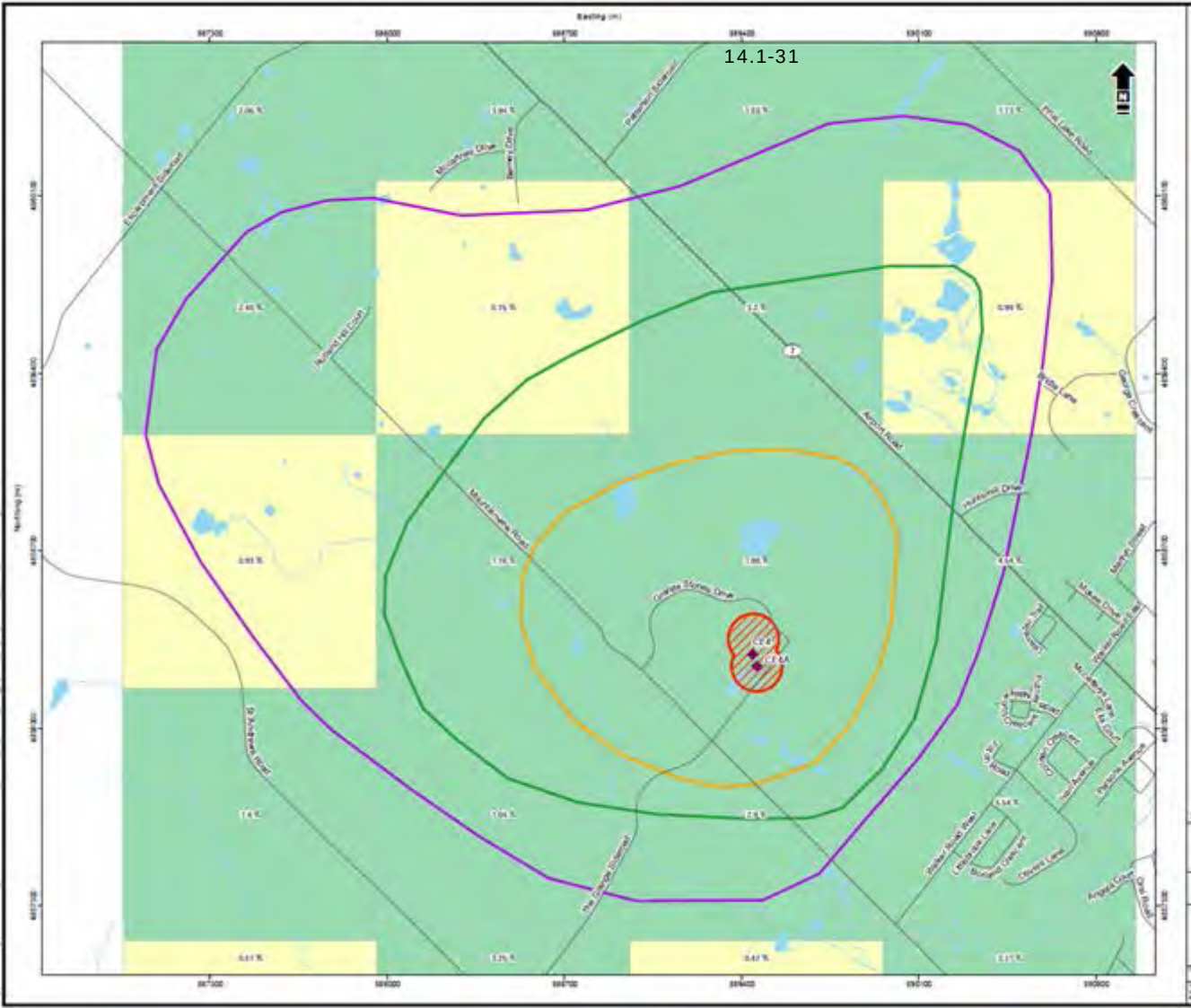
N

Projection: UTM Zone 17
Datum: NAD 83
Verified By: D. Smilka

0 250 500 1,000 1,500 2,000
Metres

BURNSIDE


Water Body
Watercourse
Highway
Road
Production Well Location
Capture Zone
100 m Zone of Prohibition (WHPA-A)
2-year Capture Zone (WHPA-B)
5-year Capture Zone (WHPA-C)
25-year Capture Zone (WHPA-D)
Livestock Density (NU/acre)
0
0.01 to 0.5
0.5 to 1.0
>1.0
Note: Livestock density assessment completed only in areas with vulnerability score of 6 or above.
Matrix Solutions Inc.
Region of Peel
Vulnerability Assessment and Vulnerability Scoring | Caledon East 4A
Livestock Density
Sep 2014
D. Martin
D. Abbey
Mountainview Road
Airport Road
Innis Lake Road
St Andrews Street
The Gore Sideroad
Walker Road West
Olivers Lane



Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

Region of Peel
Vulnerability Assessment and Vulnerability Scoring | Caledon East 4A

Percent Impervious Surface

Nottawasaga Valley Source Protection Area

Grand River Source Protection Area

Toronto Region Source Protection Area

Halton Region Source Protection Area

Lake Ontario

Town of Mono

Township of Amaranth

Rosehill

Melville

Caledon East

Caledon Village

Alton

Town of Caledon

Cataract

Forks of the Credit

Inglewood

Belfountain

Town of Erin

Hillsburgh

Erin Village

Cheltenham

Rockside

Terra Cotta

Ballinafad

Town of Halton Hills

Georgetown

Acton

City of Brampton

Norval

Meadowvale Village

City of Mississauga

Town of Milton

Town of Oakville

Credit Valley Source Protection Area

Well Head Protection Areas, Intake Protection Zones and Issue Contributing Areas

WHPA Zone
- WHPA-A: 100m Buffer Zone (Pathogen Security/Prohibition Zone)
- WHPA-B: Pathogen Management Zone (0 to 2 Year Time of Travel)
- WHPA-C: DNAPL/Contaminant Protection Zone (2 to 5 Year Time of Travel)
- WHPA-D: Secondary Protection Zone (5 to 25 Year Time of Travel)
- WHPA-E: Surface Vulnerability Zone (GUDI Well)

Issue Contributing Areas
- ICAs

Intake Protection Zones
- IPZ-1
- IPZ-2
- IPZ-3
- Municipal Wells
- Intakes and Plants

Transportation network
- Highway
- Road
- Railway

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel

10 5 0 1 2 3 4 5
Kilometres

N

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2011); Municipal/Regional Boundary (CVC, 1998); ICAs (CVC, 2015); Transportation Network (OMNR, 1982; CVC, 2011); WHPAs (Burnside, 2010; Matrix, 2008, 2018; Golder, 2006,2009; AMEC, 2012; CVC, 2011) Municpal Wells (Burnside, 2010; Halton 2010; Blackport, 2010)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Credit Valley Source Protection Area

Well Head Protection Areas (WHPAs)

WHPA Zone
- WHPA-A: 100m Buffer Zone (Pathogen Security/Prohibition Zone)
- WHPA-B: Pathogen Management Zone (0 to 2 Year Time of Travel)
- WHPA-C: DNAPL/Contaminant Protection Zone (2 to 5 Year Time of Travel)
- WHPA-D: Secondary Protection Zone (5 to 25 Year Time of Travel)
- WHPA-E: Surface Vulnerability Zone (GUDI Well)
- Municipal Wells

Transportation network
- Highway
- Road
- Railway

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel

0 0.5 1 2 3 4 5
Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2011); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2011); WHPAs (Burnside, 2010; Matrix, 2008,2018; Golder, 2006,2009; AMEC 2012, CVC 2011) Municpal Wells (Burnside, 2010; Halton 2010; Blackport, 2010)

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CVC Credit Valley Conservation

Ontario

Drinking Water Source Protection — Act for Clean Water

Nottawasaga Valley Source Protection Area

Toronto Region Source Protection Area

Grand River Source Protection Area

Halton Region Source Protection Area

Lake Ontario

Township of Amaranth

Town of Mono

Rosehill

Melville

Caledon East

Caledon Village

Alton

Town of Caledon

Cataract

Forks of the Credit

Inglewood

Belfountain

Town of Erin

Hillsburgh

Erin Village

Cheltenham

Rockside

Terra Cotta

Ballinafad

Town of Halton Hills

Georgetown

Norval

Acton

City of Brampton

Meadowvale Village

City of Mississauga

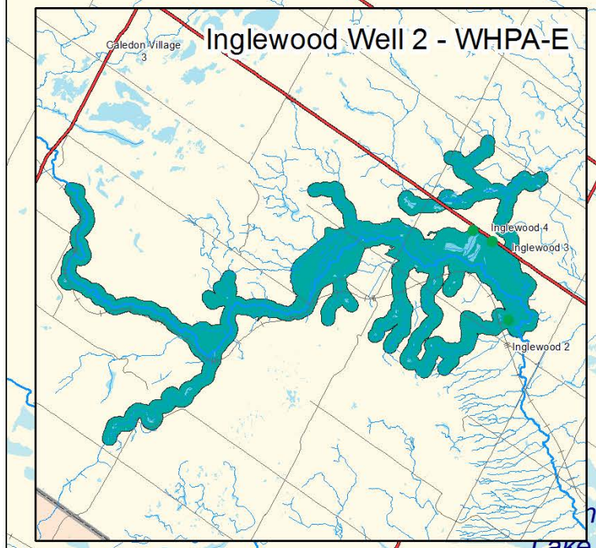
Town of Milton

Town of Oakville

14.1-34

Credit Valley Source Protection Area

Wellhead Protection Areas (WHPAs) - Inglewood



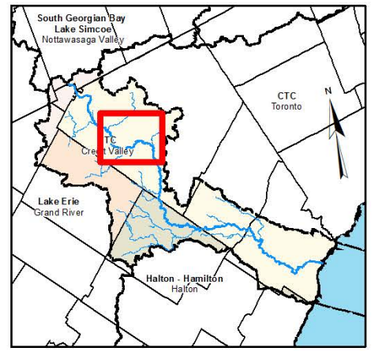
WHPA Zones
- WHPA-A: 100m Buffer Zone (Pathogen Security/Prohibition Zone)
- WHPA-B: Pathogen Management Zone (0 to 2 Year Time of Travel)
- WHPA-C1: DNAPL/Contaminant Protection Zone (2 to 10 Year Time of Travel)
- WHPA-C: DNAPL/Contaminant Protection Zone (2 to 5 Year Time of Travel)
- WHPA-D: Secondary Protection Zone (5 to 25 Year Time of Travel)
- WHPA-E: Surface Vulnerability Zone (GUDI Well)

Wells
- Well Type - I (Production)
- Monitoring Wells (Municipal)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

N

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); WHPAs (Burnside, 2010; Matrix, 2008, 2018; Golder, 2006, 2009; EarthFX, 2010)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Caledon Village

Caledon Village 3

Kennedy Rd.

Escarpment Sideroad

The Grange Sideroad

Heart Lake

McLaren Rd.

Cataract Rd.

Forks of the Credit

Kennedy Rd.

Inglewood 4

Inglewood 3

Cataract

Forks of the Credit

Inglewood

Inglewood 2

Shaw's Creek Rd.

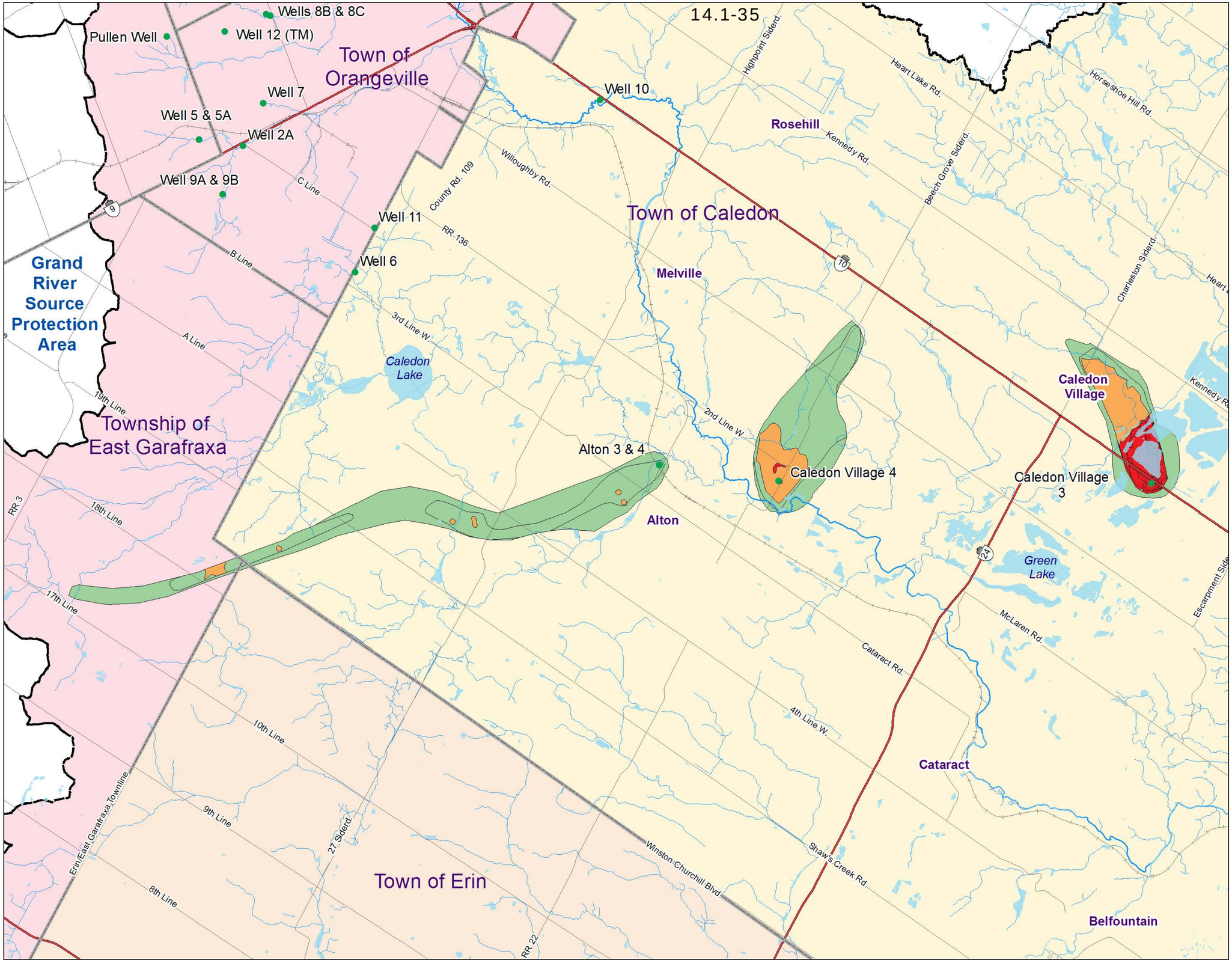
Belfountain

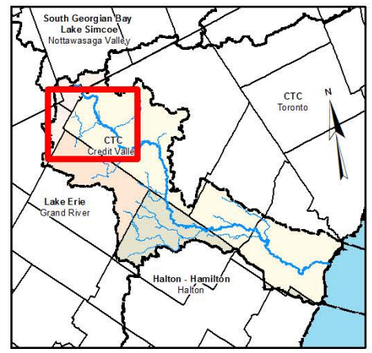
Boston Mills Rd.

Town of Caledon

Credit Valley Source Protection Area

Groundwater Vulnerability of WHPAs Alton & Caledon Village





Vulnerablity Level
- High
- Medium
- Low

Wells
- Well Type - I (Production)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Peel

0 0.25 0.5 1 1.5 2 Kilometres

N

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Intrinsic Vulnerability (Burnside, 2018)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Credit Valley Source Protection Area

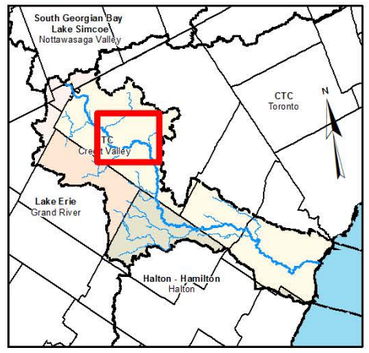
Groundwater Vulnerability of WHPAs Inglewood

Vulnerablity Level
- High
- Medium
- Low

Wells
- Well Type - I (Production)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Intrinsic Vulnerability (Burnside, 2010, Matrix 2018)

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CVC Credit Valley Conservation

Ontario

Drinking Water Source Protection — Act for Clean Water

Caledon Village

Caledon Village 3

Kennedy Rd.

Green Lake

24

10

Escarpment Siderd.

The Grange Siderd.

Heart Lake

McLaren Rd.

Cataract Rd.

Forks of the Credit

Kennedy Rd.

Inglewood 4

Inglewood 3

Cataract

Forks of the Credit

Inglewood

Inglewood 2

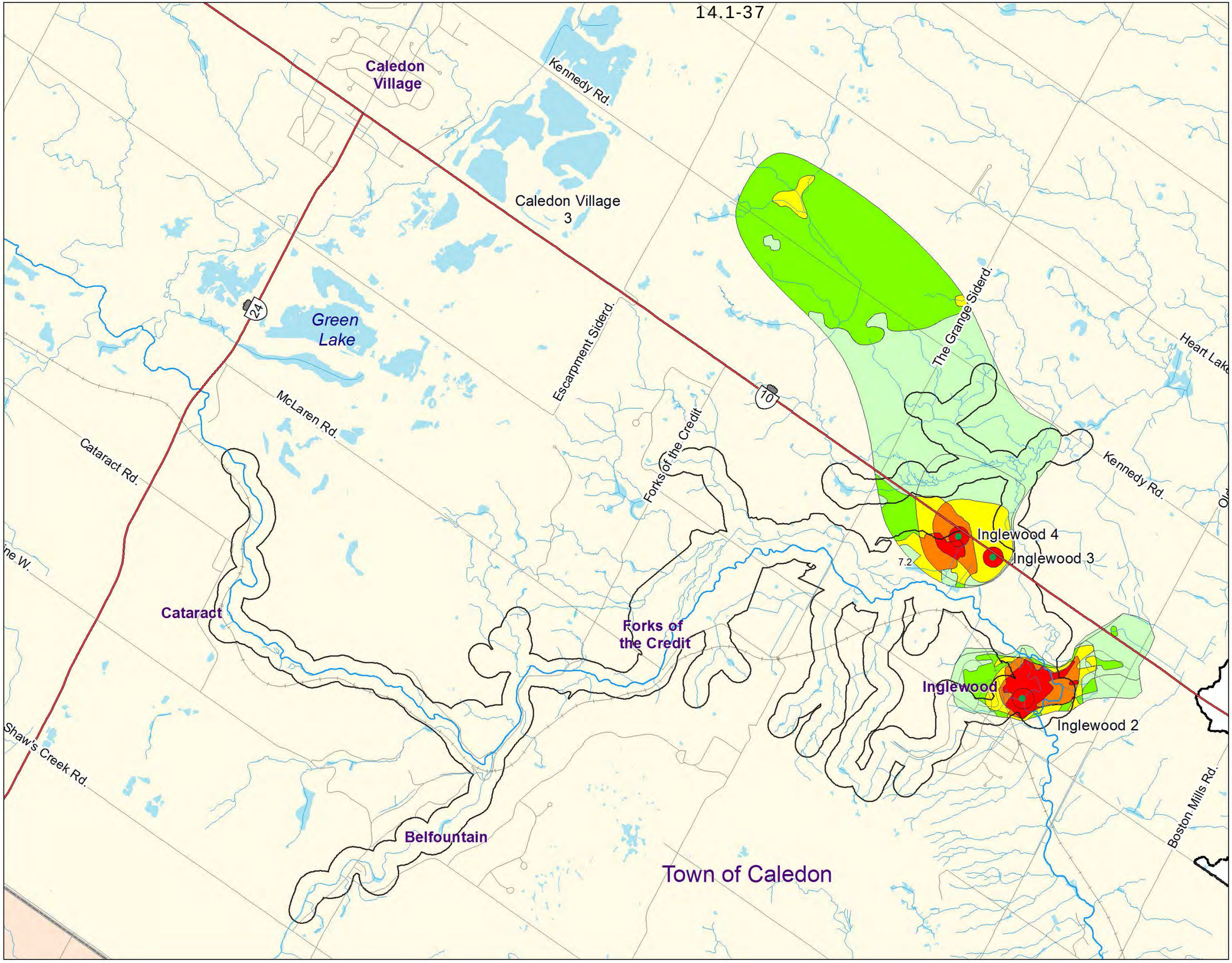
Shaw's Creek Rd.

Belfountain

Boston Mills Rd.

Credit Valley Source Protection Area

Vulnerability Scores for WHPAs Inglewood



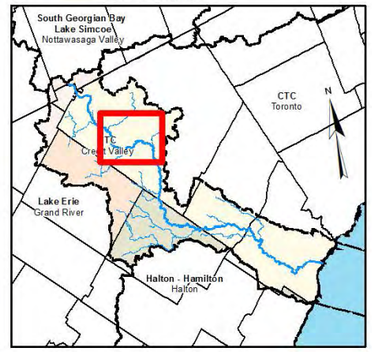
Vulnerability Score
- 10
- 8
- 6
- 4
- 2
- 7.2 WHPA-E (Scores)

Wells
- Well Type - I (Production)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

N

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Vulnerability Scores (Burnside, 2010, Matrix 2018)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Chemicals			
Vulnerability Score	Number of circumstances in Table of Drinking Water Threats (table name*)		
	Significant	Moderate	Low
10	528 (CW10S)	824 (CW10M)	211 (CW10L)
8	5 (CW8S)	792 (CW8M)	717 (CW8L)
7.2	~~0~~	436 (CIPZWE7.2M)	1176 (CIPZWE7.2L)
6	~~0~~	5 (CW6M)	1126 (CW6L)

*Refers to the MOE Reference Table that corresponds to this Vulnerability Score and parameter. See report text for more information on the provincial tables and where they can be accessed.

Credit Valley Source Protection Area

Areas of Significant, Moderate or Low Threats in Inglewood - Chemicals

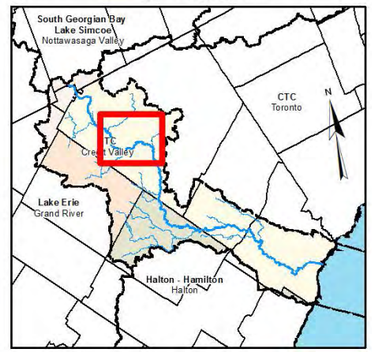
Vulnerability Score
- 10
- 8
- 6
- 7.2 (GUDI)
- WHPA- E
- Adjacent/Overlapping WHPA

Wells
- Well Type - I (Production)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- SWP Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Threats (Burnside, 2010; CVC, 2018)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Green Lake
McLaren Rd.
Cataract Rd.
Escarpment Sideroad
The Grange Sideroad
Heart Lake
Kennedy Rd.
Forks of the Credit
Shaw's Creek Rd.
Boston Mills Rd.
Cataract
Forks of the Credit
Belfountain
Inglewood
Inglewood 4
Inglewood 3
Inglewood 2
7.2
Town of Caledon

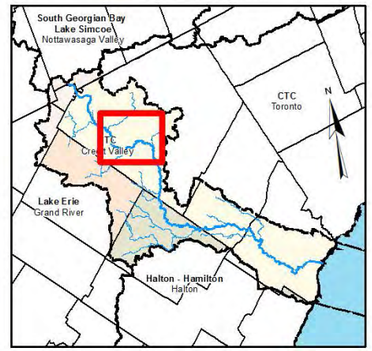
Pathogens			
Vulnerability Score	Number of circumstances in Table of Drinking Water Threats (table name*)		
	Significant	Moderate	Low
10	50 (PW10S)	14 (PW10M)	~~0~~
8	~~0~~	50 (PW8M)	14 (PW8L)
7.2	~~0~~	13 (PIPZWE7.2M)	14 (PIPZWE7.2L)
6	~~0~~	~~0~~	50 (PW6L)

*Refers to the MOE Reference Table that corresponds to this Vulnerability Score and parameter. See report text for more information on the provincial tables and where they can be accessed.

Credit Valley Source Protection Area

Areas of Significant, Moderate or Low Threats in Inglewood - Pathogens

Vulnerability Score
10
8
6
7.2 (GUDI)
WHPA- E
Adjacent/Overlapping WHPA
Wells
Well Type - I (Production)
Transportation network
Highway
Road
Railroad
Hydrologic Network
Main Credit River branch
Rivers and Streams
Lakes and Ponds
Political Boundaries
Municipal Boundary
SWP Watershed Boundary
County of Dufferin
County of Wellington
Regional Municipality of Halton
Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Threats (Burnside, 2010; CVC, 2018)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Green Lake
McLaren Rd.
Cataract Rd.
Escarpment Sideroad
The Grange Sideroad
Heart Lake
Kennedy Rd.
Forks of the Credit
Shaw's Creek Rd.
Boston Mills Rd.
Cataract
Forks of the Credit
Belfountain
Inglewood
Inglewood 4
Inglewood 3
Inglewood 2
7.2
Town of Caledon

14.1-40

DNAPLS			
Vulnerability Score	Number of circumstances in Table of Drinking Water Threats (table name*)		
	Significant	Moderate	Low
WHPA A, B, C, C1 (< 5 year TOT)	75(all) (DWAS)	~~0~~	~~0~~
6	~~0~~	3 (DW6M)	22 (DW6L)

*Refers to the MOE Reference Table that corresponds to this Vulnerability Score and parameter. See report text for more information on the provincial tables and where they can be accessed. (TOT= Time of Travel, DNAPL = Dense Non-Aqueous Phase Liquid, WHPA

Credit Valley Source Protection Area

Areas of Significant, Moderate or Low Threats in Inglewood - DNAPLs

WHPA Zone
- WHPA-A,B,C

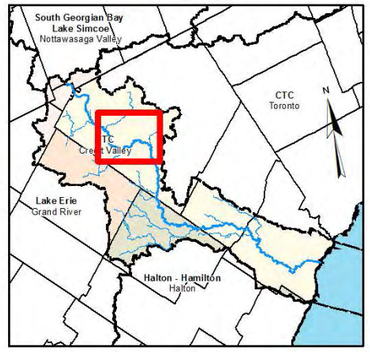
Vulnerability Score
- 6
- Adjacent/Overlapping WHPA

Wells
- Well Type - I (Production)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- SWP Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Threats (Burnside, 2010; CVC, 2018)

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CVC Credit Valley Conservation

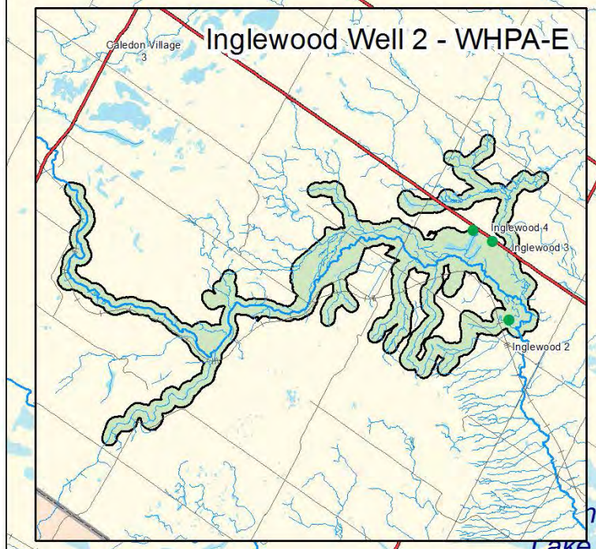
Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Green Lake
McLaren Rd.
Cataract Rd.
Escarpment Siderd.
Forks of the Credit
The Grange Siderd.
Heart Lake
Kennedy Rd.
Shaw's Creek Rd.
Boston Mills Rd.
Cataract
Forks of the Credit
Belfountain
Inglewood
Inglewood 4
Inglewood 3
Inglewood 2
Town of Caledon
Village
24
10

Credit Valley Source Protection Area

Managed Lands - Inglewood



Caledon Village

Caledon Village 3

Kennedy Rd.

Escarpment Sideroad

The Grange Sideroad

Heart Lake

10

McLaren Rd.

Cataract Rd.

Forks of the Credit

Kennedy Rd.

Inglewood 4

Inglewood 3

Cataract

Forks of the Credit

Inglewood

Inglewood 2

Shaw's Creek Rd.

Belfountain

Boston Mills Rd.

Town of Caledon

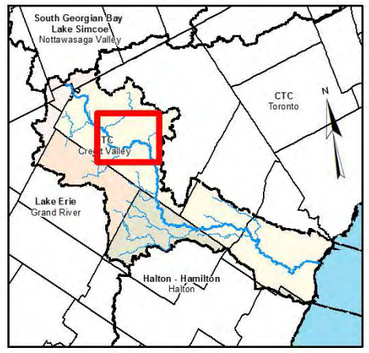
% Managed Lands Range
- < 40 %
- 40 - 80 %
- > 80 %

Wells
- Well Type - I (Production)
- Monitoring Wells (Municipal)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Managed Lands (Burnside, 2010; Matrix, 2018)

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CVC Credit Valley Conservation

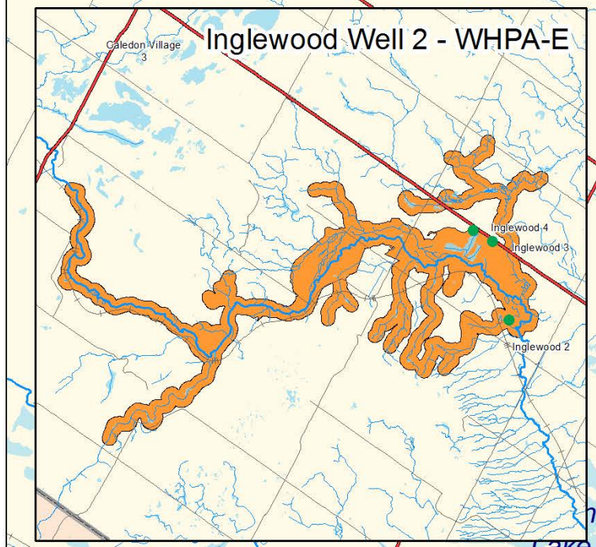
Ontario

Drinking Water Source Protection
Act for Clean Water

14.1-42

Credit Valley Source Protection Area

Livestock Density- Inglewood



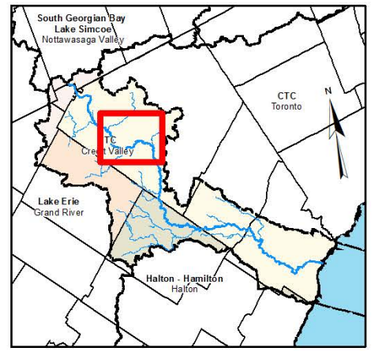
Livestock Density Range
- < 0.5 NU / Acre
- 0.5-1.0 NU / Acre
- > 1.0 NU / Acre

Wells
- Well Type - I (Production)
- Monitoring Wells (Municipal)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Livestock Density (Burnside, 2010; Matrix, 2018)

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CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Caledon Village

Kennedy Rd.

Caledon Village 3

Escarpment Siderd.

The Grange Siderd.

Heart Lake

Kennedy Rd.

10

Inglewood 4

Inglewood 3

Inglewood

Inglewood 2

Forks of the Credit

Cataract

Cataract Rd.

McLaren Rd.

Shaw's Creek Rd.

Belfountain

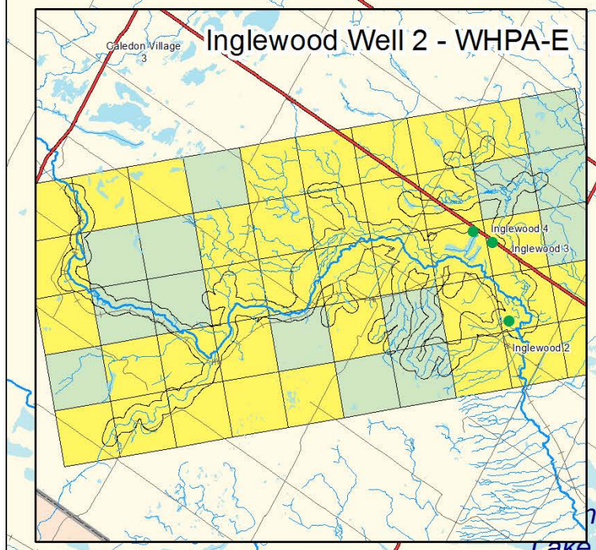
Boston Mills Rd.

Town of Caledon

14.1-43

Credit Valley Source Protection Area

Impervious Surface - Inglewood



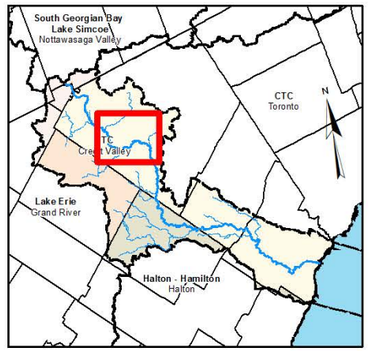
% Impervious Surface
- <1% Impervious Surface
- 1% - <8% Impervious Surface
- 8% - <80% Impervious Surface
- >80% Impervious Surface
- Wellhead Protection Area Zone

Wells
- Well Type - I (Production)
- Monitoring Wells (Municipal)

Transportation network
- Highway
- Road
- Railroad

Hydrologic Network
- Main Credit River branch
- Rivers and Streams
- Lakes and Ponds

Political Boundaries
- Municipal Boundary
- Source Water Protection Watershed Boundary
- County of Dufferin
- County of Wellington
- Regional Municipality of Halton
- Regional Municipality of Peel



0 0.25 0.5 1 1.5 Kilometres

N

Source: Credit Valley Source Protection Area Boundary (OMNR, 2008); Subwatersheds (CVC, 2002); Drainage Network (OMNR, 1982; CVC, 2009); Municipal/Regional Boundary (CVC, 1998); Transportation Network (OMNR, 1982; CVC, 2007); Impervious Surface (Burnside, 2010; Matrix, 2018)

This map is for information purposes only and the Credit Valley Conservation Authority takes no responsibility for, nor guarantees, the accuracy of all the information contained within the map.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should not be used for other purposes without consultation with the responsible conservation authority. The analysis used to produce this map relies on best available information. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

CVC Credit Valley Conservation

Ontario

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Caledon Village

Kennedy Rd.

Caledon Village 3

Escarpment Siderd.

The Grange Siderd.

Heart Lake

McLaren Rd.

Cataract Rd.

Forks of the Credit

10

Kennedy Rd.

Inglewood 4

Inglewood 3

Cataract

Forks of the Credit

Inglewood

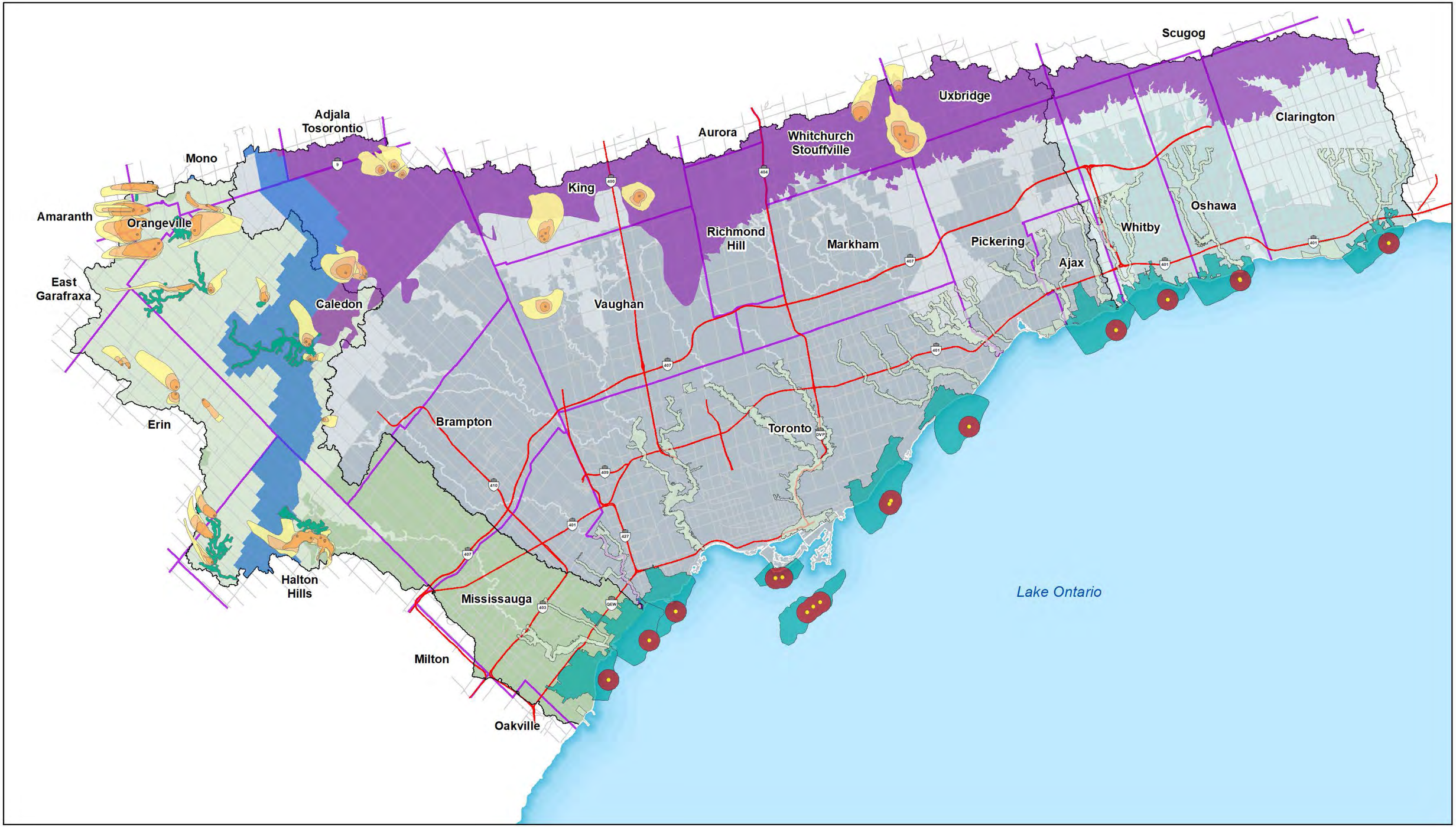
Inglewood 2

Shaw's Creek Rd.

Belfountain

Boston Mills Rd.

Town of Caledon


Scugog
Uxbridge
Adjala
Tosorontio
Aurora
Whitchurch
Stouffville
Clarington
Mono
King
Amaranth
Orangeville
Richmond
Hill
Markham
Pickering
Oshawa
Whitby
Ajax
East
Garafraxa
Caledon
Vaughan
Erin
Brampton
Toronto
Halton
Hills
Mississauga
Lake Ontario
Milton
Oakville

The Credit Valley Source Protection Area

Significant Groundwater Quality Threat Areas

Inglewood

THE GRANGE SIDEROAD

MCLAUGHLIN ROAD

HURONTARIO STREET

OLDE BASELINE ROAD

Inglewood 4

Inglewood 3

Inglewood 2

Legend

WHPA - C
WHPA - B
WHPA - A
Wellhead

WHPA areas with Vulnerability Score = 10
WHPA areas with Vulnerability Score = 8

Issue Contributing Area (ICA)
Pathogen

Source Protection Area (SPA) Boundary

500 250 0 500
Metres

Reference: Prescribed threat circumstances as listed in the Ministry of the Environment Table of Drinking Water Threats (2009)

Source: CVC, 2018; First Base Solutions, 2017.

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DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

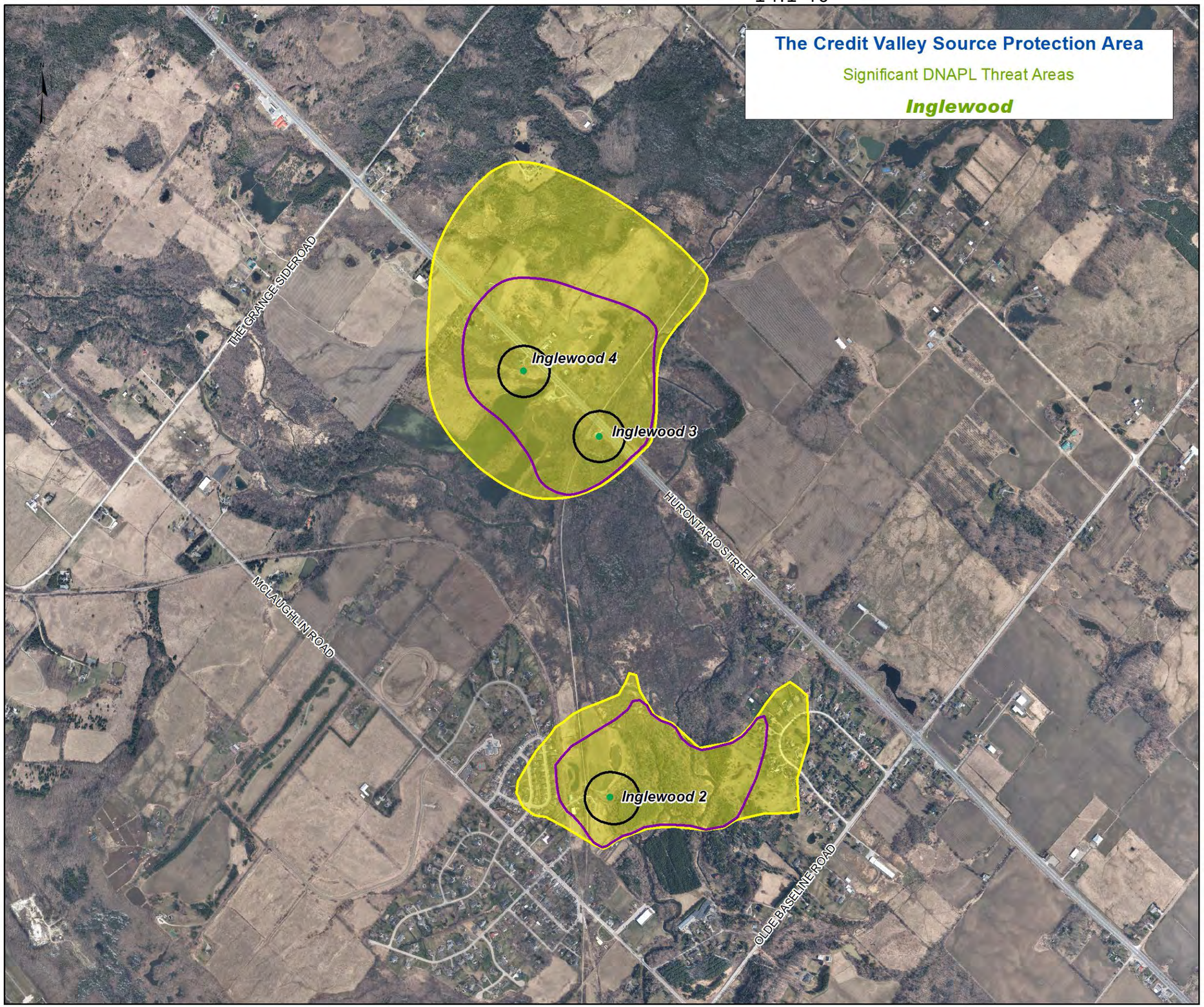
Credit Valley Conservation
inspired by nature

Ontario

The Credit Valley Source Protection Area

Significant DNAPL Threat Areas

Inglewood



Legend

WHPA - C
WHPA - B
WHPA - A
Wellhead

Dense Non-Aqueous Phase Liquids

Source Protection Area (SPA) Boundary

500 250 0 500
Metres

Reference: Prescribed threat circumstances as listed in the Ministry of the Environment Table of Drinking Water Threats (2009)

Source: CVC, 2018; First Base Solutions, 2017.

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DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

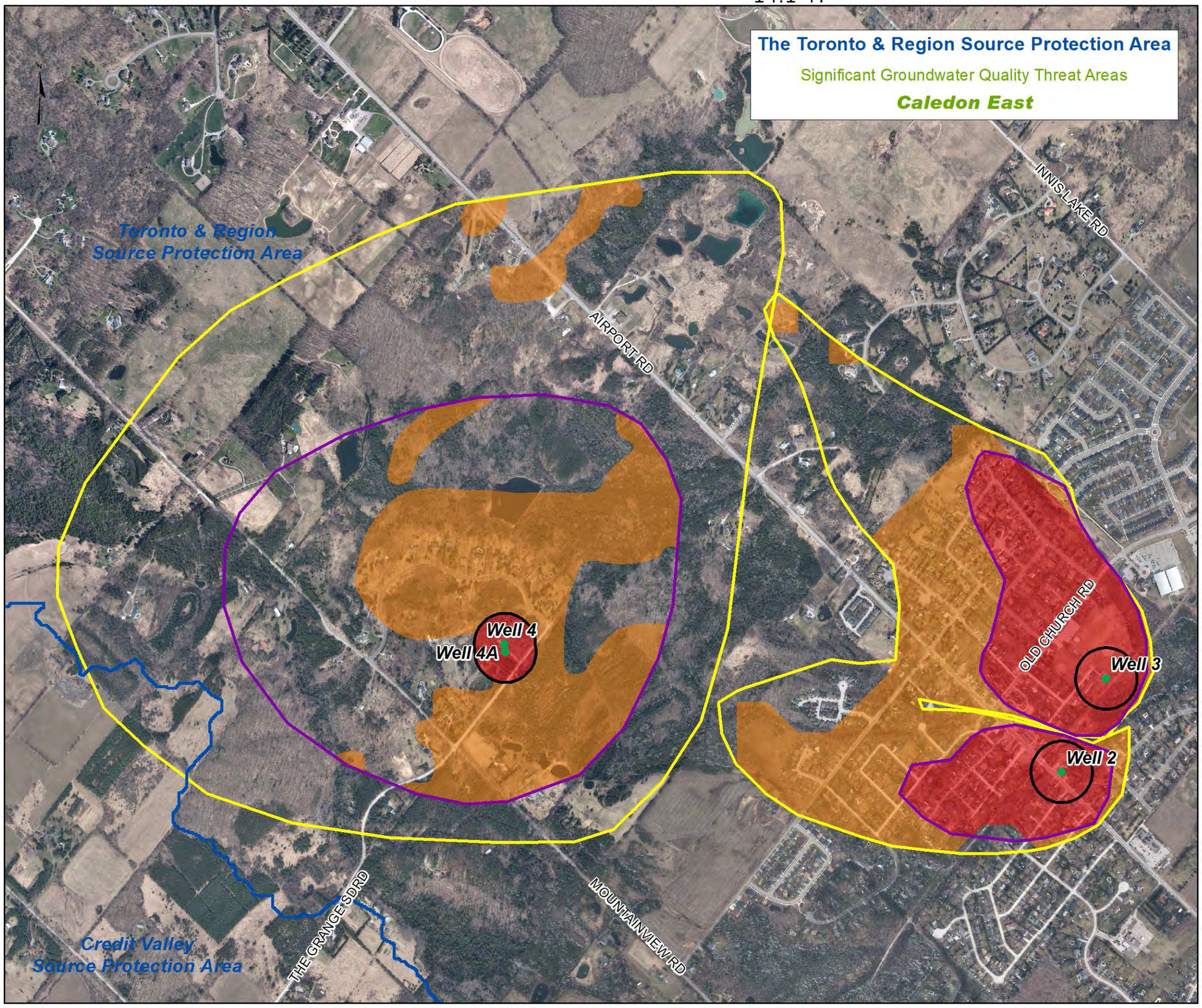
Credit Valley Conservation
inspired by nature

Ontario

The Toronto & Region Source Protection Area

Significant Groundwater Quality Threat Areas

Caledon East



Legend

WHPA - C
WHPA - B
WHPA - A
Wellhead

WHPA areas with Vulnerability Score = 10
WHPA areas with Vulnerability Score = 8

Source Protection Area (SPA) Boundary

500 250 0 500
Metres

Reference: Prescribed threat circumstances as listed in the Ministry of the Environment Table of Drinking Water Threats (2009)

Source: TRCA, 2018; First Base Solutions, 2017.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

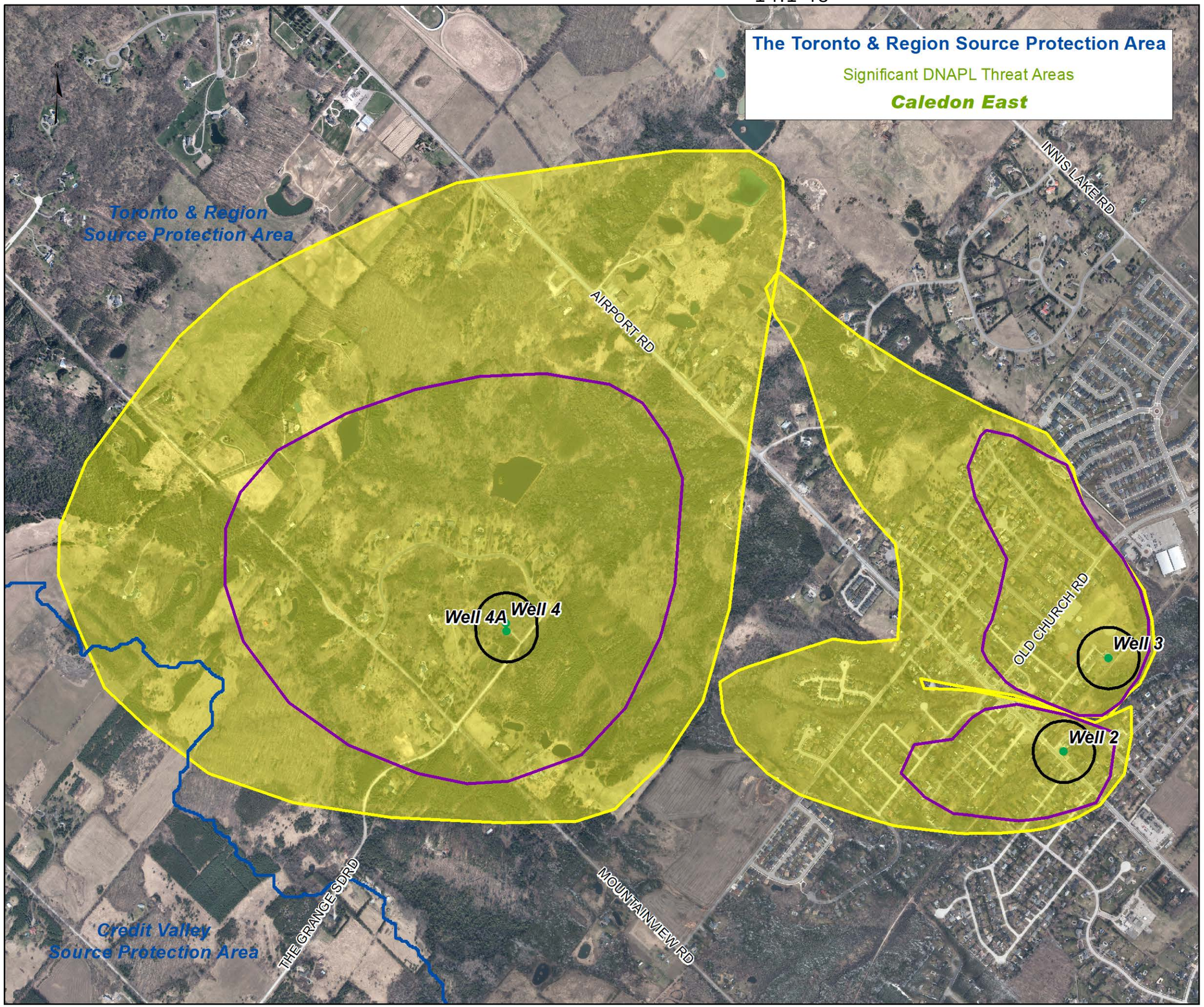
DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation Authority
Ontario

The Toronto & Region Source Protection Area

Significant DNAPL Threat Areas

Caledon East



Legend

WHPA - C
WHPA - B
WHPA - A
Wellhead

Dense Non-Aqueous Phase Liquids

Source Protection Area (SPA) Boundary

500 250 0 500
Metres

Reference: Prescribed threat circumstances as listed in the Ministry of the Environment Table of Drinking Water Threats (2009)

Source: TRCA, 2018; First Base Solutions, 2017.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

DRINKING WATER SOURCE PROTECTION
ACT FOR CLEAN WATER

Toronto and Region Conservation Authority

Ontario

ATTACHMENT 6

TEXT HIGHLIGHTED IN GREY INDICATES A REMOVAL (~~STRIKETHROUGH~~) OR ADDITION **(BOLD)** FROM APPROVED CTC SOURCE PROTECTION PLAN (JULY 2015**)**

TRANSITION PROVISION

Under the *Clean Water Act, 2006*, there is consideration for source protection plans (SPPs) to have a Transition Provision that outlines the circumstances under which a "future" drinking water threat activity, that would otherwise be prohibited, may be considered as "existing", even if the activity has not yet commenced. The intent is to allow applications in transition to proceed while drinking water threats are managed under the "existing threat" policies.

The CTC Source Protection Committee included a Transition Provision to recognize situations where an approval-in-principle to proceed with a development application had already been obtained, or where a complete application was made prior to the date the SPP came into effect, but requires further planning approvals to implement the application in progress.

The CTC SPP was approved by the Minister of Environment and Climate Change on July 28, 2015 and became effective on December 31, 2015. Applications submitted after the effective date of the CTC SPP may only be transitioned if they are helping to implement an application in process prior to the date the CTC SPP took effect.

"Existing Threat" policies apply to prescribed drinking water threat activities under the following circumstances:

1) A drinking water threat activity that is part of a development proposal where a Complete Application (as determined by the municipality or Niagara Escarpment Commission) was made under the *Planning Act*, *Condominium Act* or *Niagara Escarpment Planning and Development Act* (NEPDA) prior to the day the Source Protection Plan comes into effect. The policy for "existing" drinking water threats also applies to any further applications required under the *Planning Act*, *Condominium Act*, Prescribed Instruments, or a development permit under the NEPDA, to implement the development proposal.

2) A drinking water threat activity that is part of an application accepted for a Building Permit, which has been submitted in compliance with Division C 1.3.1.1**3** ~~(5)~~ of the *Ontario Building Code* **under the *Building Code Act, 1992* as amended**, prior to the day the Source Protection Plan comes into effect.

3) A drinking water threat activity that is part of an application accepted for the issuance or amendment of a Prescribed Instrument prior to the day the Source Protection Plan comes into effect.

Explanatory Document Text

The Transition Provision outlines the circumstances under which a future significant drinking water threat activity may be considered an existing significant drinking water threat activity.

The *Clean Water Act, 2006* requires source protection plans to contain policies to address both existing and future threat activities. *The Clean Water Act, 2006* further specifies that all policies will come into effect upon the plan approval date or an effective date specified by the Minister of the Environment and Climate Change. Transition provisions have been developed to recognize those situations where an applicant has either obtained an approval-in-principle to proceed with a development application, or where a complete application has already been made to a planning approval authority that are "in process" on the date the Source Protection Plan comes into effect. They are not designed to allow proponents to ignore or circumvent the provision contained in this Plan. They will allow the applications to proceed subject to existing significant drinking water threat policies.

The CTC Source Protection Committee concluded a transition provision should be included in the Source Protection Plan to be fair to those with applications in progress or that have received an approval-in-principle to proceed with works. The policy will allow those with complete applications made under the *Planning Act* or *Condominium Act*, building permits submitted in compliance with Division C.1.3.1.**13** ~~(5)~~ of the *Ontario Building Code Act*, ***1992*** **as amended**, development permits under the *Niagara Escarpment Planning and Development Act*, or an application for the issuance or amendment of a Prescribed Instrument prior to the day the Source Protection Plan comes into effect to be treated as existing threat activities.

Transition Provision and Policy REC-1

Policy REC-1 is intended to apply to "future threats" in a WHPA-Q2 with a significant or moderate risk level. However, if an application subject to REC-1 Parts 2a) and 2b) is submitted after the date the source protection plan came into effect (December 31, 2015), but is required to implement a development proposal in progress (as per the Transition Provision), the threat (reducing aquifer recharge) is to be managed as "existing".

Through the plan review process, the Planning Approval Authority will decide what is required to ensure the "existing" threat does not become significant. This is generally to be determined through water balance assessments, or their equivalent (e.g. addendums or amendments to previous stormwater management reports undertaken on site). The Planning Approval Authority may, however, determine that an application submitted after the Transition Provision deadline to implement an application in progress would not increase impervious cover and a water balance assessment (or equivalent) is not required.

The CTC Source Protection Committee intended to allow the Planning Approval Authority the flexibility to require the appropriate level of detail in a specific water balance assessment (or equivalent) that is commensurate with the scale and location of the proposed development. Some areas of the WHPA-Q2 are particularly important for recharge (i.e. Significant Groundwater Recharge Areas) and should be given specific protection, while others may not be as important and/or cannot provide the required level of infiltration. Therefore, the water balance assessment (or equivalent) should include a site specific assessment, acknowledgement of previous planning approvals obtained or in progress that could impact infiltration, and an identification of recharge characteristics.

Ultimately, the intent of the water balance assessment is to demonstrate, to the satisfaction of the Planning Approval Authority, that pre-development recharge will be maintained to the greatest extent feasible through best management practices such as low impact development (LID), minimizing impervious surfaces, and lot level infiltration.

Policy ID	Timelines for Policy Implementation
	Land Use Planning
T-8	Official plans shall be amended for conformity with the Source Protection Plan ~~within 5 years from the date the Source Protection Plan takes effect, or~~ at the time of the next review in accordance with s.26 of the *Planning Act*~~, whichever occurs first~~. Zoning by-laws shall be amended within 3 years after the approval of the official plan.

Explanatory Document Text

Section 40(1) of the *Clean Water Act, 2006* requires that the Council of a municipality or a municipal planning authority that has jurisdiction in an area to which the source protection plan applies shall amend its Official plan to conform with significant threat policies and designated Great Lakes policies set out in the source protection plan. In part 2 of Section 40, the Council or municipal planning authority are required to make these amendments before the date specified in the source protection plan. Timeline T-8 in the CTC Source Protection Plan required that Official Plans be amended for conformity within 5 years from the date the Plan took effect (i.e., December 2020).

Several upper tier municipalities within the CTC Source Protection Region have communicated the difficulty with achieving the December 2020 timeline as outlined in the CTC Source Protection Plan which also impacts the ability of those lower tier municipalities dependent on the completion of the conformity exercise by their upper tier counterparts in meeting the same timeline. Further, the Government of Ontario released the Growth Plan for the Greater Golden Horseshoe ('Growth Plan') in May 2017. The Growth Plan was prepared and approved under the *Places to Grow Act, 2005* and took effect on July 1, 2017. Upper Tier municipalities are expected to review and update their Official Plans to conform with the updated Growth Plan by July 2022; lower tier municipalities must conform within 1 year of their upper tier counterparts. CTC Source Protection Region municipalities have communicated that completing conformity with the CTC Source Protection Plan and the Growth Plan, 2017, in unison, would be more time and cost effective.

Policy ID	Implementing Body	Legal Effect	Policy	When Policy Applies	Monitoring Policy
GEN-1	Municipality RMO	A I	**s.59 Restricted Land Uses** ~~All land uses are designated for the purpose of Section 59 Restricted Land Uses under the *Clean Water Act, 2006*, with the exception of residential uses, in all areas where the following activities are, or would be, a significant drinking water threat….~~ In accordance with Section 59 of the *Clean Water Act, 2006*, all land uses, except solely residential uses, where significant drinking water threat activities have been designated for the purposes of Sections 57 and 58 of the *Clean Water Act, 2006*, are hereby designated as Restricted Land Uses and a written notice from the Risk Management Official shall be required prior to approval of any Building Permit, *Planning Act* or *Condominium Act* application. **Despite the above policy, a Risk Management Official may issue written direction specifying the situations under which a planning authority or Chief Building Official may be permitted to make the determination that a site specific land use designation is, or is not, designated for the purposes of Section 59. Where such direction has been issued, a site specific land use that is the subject of an application for approval under the *Planning Act* or for a permit under the *Building Code Act* is not designated for the purposes of Section 59, provided that the planning authority or Chief Building Official, as applicable, is satisfied that:** **a. The application complies with the written direction issued by the Risk Management Official; and,** **b. The applicant has demonstrated that a significant drinking water threat activity designated for the purposes of Section 57 or 58 will not be engaged in, or will not be affected by the application.** **Where the Risk Management Official has provided written direction designating a land use for the purpose of section 59, a written Notice from the Risk Management Official shall be required prior to approval of any Building Permit under the *Building Code Act, 1992* as amended, in addition to *Planning Act* and *Condominium Act* applications in accordance with Section 59 of the *Clean Water Act, 2006.***	Immediately (T-9) Amend OPs for conformity ~~within 5 years~~ and ZBLs within 3 years of OP approval (T-8)	MON-1 MON-2

Explanatory Document Text

Policy GEN-1 manages existing and future activities within vulnerable areas where the activity is or would be a significant drinking water threat as designated under section 59 of the *Clean Water Act, 2006*, by requiring Risk Management Officials to screen applications for works proposed under the *Planning Act,* the *Condominium Act*, and the *Building Code Act, 1992* as amended, excluding residential uses.

Where the activities are or would be a significant drinking water threat, this policy requires municipalities to designate land uses within their Official Plans and Zoning By-Laws. This will allow for the pre-screening by the Risk Management Official, ~~via~~ **using** section 59 of the *Clean Water Act, 2006.* Section 59 policies require that municipalities put a process in place to "flag" for the **Chief** Building Official and the Planning Department applications made under the *Planning Act* **and** ~~*or*~~ the *Condominium Act*, **as well as** ~~or~~ an application for a building permit **under the *Building Code Act, 1992,* as amended**, that is within a vulnerable area where a threat could be significant and where Part IV authorities are being used to prohibit or manage activities. The "flag" would indicate to the **Chief** Building Official or the Planning Department that the proposal needs to be reviewed by the Risk Management Official. Once the Risk Management Official is satisfied that the applicable Part IV policies are addressed, he/she would issue a "Notice to Proceed". This Notice is used to let the **Chief** Building Official or Planning Department know they can proceed **with** ~~in~~ processing the proposal.

Risk Management Officials in the CTC Source Protection Region have communicated that Policy GEN-1, as originally written, had ambiguity regarding their ability to determine when site-specific land uses, activities, or building projects are or are not subject to Section 59 Notice requirements under the *Clean Water Act, 2006*. The revised policy text now has clear policy direction allowing Risk Management Officials the autonomy to determine the site specific land uses that both are and are not subject to Section 59 Notices.

Policy ID	Threat Description	Implementing Body	Legal Effect	Policy	Where Policy Applies	When Policy Applies	Monitoring Policy
SWG-3	Septic Systems Governed under the *Building Code Act,* ***1992*** **as amended**	Planning Approval Authority	A	**Land Use Planning** ~~Where septic systems, including holding tanks, governed under the *Building Code Act* (vacant existing lot of record) would be a significant drinking water threat, vacant lots of record shall be subject to site plan control so that the location of the individual on-site sewage systems and replacement beds only be permitted if they are sited to ensure they do not become a significant drinking water threat in any of the following areas:~~ **Municipalities shall adopt Official Plan policies that require the enactment or amendment of Site Plan Control By-laws containing provisions for the siting and design of septic systems, including holding tanks, governed under the *Building Code Act, 1992* as amended, as follows:** **Site Plan Control is required for existing vacant lots of record to ensure that the siting and design of on-site septic systems, including the siting of future reserve bed locations, is optimized in relation to significant drinking water threats in any of the following areas:** • WHPA-A (future); or • WHPA-B (VS = 10) (future); or • WHPA-E (VS = 10) (future); or • the remainder of an Issue Contributing Area for Nitrates or Pathogens (future).	See Maps 1.1 - 1.21	Future: Immediately (T-9) Amend OPs for conformity ~~within 5 years~~ and ZBLs within 3 years of OP approval (T-8)	MON-1

Explanatory Document Text

Policy SWG-3 is a land use planning policy for future septic systems, including holding tanks, governed under the *Building Code Act,* ***1992,*** **as amended**~~.~~ ~~ensuring that vacant lots of record be subject to site plan control so that the location of individual on-site sewage systems and replacement beds are only permitted if they are sited to ensure they do not become a significant drinking water threat.~~ **The intent of this policy is to ensure that site plan control, as a planning and development control tool, is used to optimize the location and design of septic systems when existing vacant lots of record are proposed to be developed within certain designated vulnerable areas identified in the policy.**

The CTC Source Protection Committee recognizes that prohibiting a septic system on a vacant lot where there is no municipal sewer connection available may make it impossible ~~to build on such a lot which has received prior approval for such a use from the municipality.~~ **to obtain a building permit for the lot and thereby void previous planning decisions to create and zone the lot for development.** This was ~~deemed~~ **considered** to be a significant hardship for the landowner. For this reason, the Source Protection Committee has ~~provided through this policy for the municipality to subject vacant lots of record to site plan control to ensure sewage systems and replacement beds are only permitted if they can be appropriately sited and constructed to protect the municipal well.~~**chosen to require the enactment or amendment of municipal site plan control by-laws to allow for the detailed review of on-site sewage systems for vacant lots in order to optimize their location and design relative to the designated vulnerable areas present.**

The verb "optimize" means "to make as effective as possible" or "to make the best of" and was chosen to allow municipal planning authorities the flexibility to use sound professional judgement in the review and approval of the siting and design of on-site sewage systems proposed to facilitate the development of existing vacant lots as part of the municipal site plan control process.

The policy directs municipalities to "adopt Official Plan policies that require the enactment or amendment of Site Plan Control By-laws" for the purposes of the policy. This structure is introduced for the following reasons. First, the *Clean Water Act, 2006* provides in s. 40 and s. 42 that a municipality shall amend its Official Plan and Zoning By-laws to conform to the significant threat policies set out in the source protection plan. There is no authority for the source protection plan to direct that site plan control by-laws conform to the source protection plan outside of the Official Plan conformity process. Second, the *Planning Act* requires municipalities to have enabling policy in their Official Plans in order to use the site plan control power. Requiring an Official Plan to contain specific site plan control by-law policies is therefore consistent with the provisions of the *Clean Water Act, 2006* and current practice under the *Planning Act*.

Municipalities affected by the SWG-3 policy are encouraged to amend their site plan control by-law and associated application review processes in order to conform with this policy in advance of future Official Plan conformity policy direction on a voluntary basis in order to advance the implementation of the source protection plan in as timely a manner as possible. Municipalities are also required to continue to monitor the aquifer and report on the results (see GEN-7). Should the contaminant levels continue to increase, it may be necessary to review this policy and others associated with the Issue.

Policy ID	Threat Description	Implementing Body	Legal Effect	Policy	Where Policy Applies	When Policy Applies	Monitoring Policy
SAL-10	**Moderate/ Low Threats** Application of Road Salt	Planning Approval Authority	B	**Land Use Planning** Where the application of road salt would be a moderate or low drinking water threat, the planning approval authority is encouraged to require a salt management plan, which includes a reduction in the future use of salt, as part of a complete application for development which includes new roads and parking lots in any of the following areas: • **WHPA-A (VS = 10) (existing, future); or** • WHPA-B (VS ≤ 10) (existing, future); or • WHPA-C (future); or • WHPA-D (future); or • WHPA-E (VS ≥ 4.5 and <9) (future); or • HVA (future); or • SGRA (VS ≥ 6) (future). Such plans should include, but not be limited to, mitigation measures regarding design of parking lots, roadways and sidewalks to minimize the need for repeat application of road salt such as reducing ponding in parking areas, directing stormwater discharge outside of vulnerable areas where possible, and provisions to hire certified contractors.	See Chapter 5 of the respective Assessment Report	Future: Immediately (T-9) Amend OPs for conformity ~~within 5 years~~ and ZBLs within 3 years of OP approval (T-8)	N/A

Policy ID	Threat Description	Implementing Body	Legal Effect	Policy	Where Policy Applies	When Policy Applies	Monitoring Policy
SAL-12	**Moderate/ Low Threats** Application of Road Salt	Municipality	J	**Specify Action** Where the application of road salt on unassumed roads and private parking lots with greater than 200 square metres is, or would be, a moderate or low drinking water threat in any of the following areas: • **WHPA-A (VS = 10) (existing, future); or** • WHPA-B (VS ≤ 10) (existing, future); or • WHPA-C (existing, future); or • WHPA-D (existing, future); or • WHPA-E (VS ≥ 4.5 and <9) (existing, future); or • HVA (existing, future); or • SGRA (VS ≥ 6) (existing, future); the municipality is encouraged to: a) require implementation of a salt management plan which includes the goal to minimize salt usage through alternative measures, while maintaining public safety; and b) require the use of trained individuals in the application of road salt (could include technicians and technologists and others responsible for salt management plans, winter maintenance supervisors, patrollers, equipment operators, mechanics, and contract employees).	See Chapter 5 of the respective Assessment Report	Existing & Future: Consider within 2 years (T-15)	N/A

SAL-13	**Moderate/ Low Threats** Application of Road Salt Handling and Storage of Road Salt	SPA Municipality	J	**Specify Action** Where the application, handling and storage of road salt is, or would be, a moderate or low drinking water threat, the municipality is requested to report the results of its sodium and chloride monitoring conducted under the *Safe Drinking Water Act* and any other monitoring programs annually to the Source Protection Authority. The Source Protection Authority shall assess the information for any increasing trends and advise the Source Protection Committee on the need for new source protection plan policies to be developed to prevent future drinking water Issues, in any of the following areas: • **WHPA-A (VS = 10) (existing, future); or** • WHPA-B (VS **≤** 10) (existing, future); or • WHPA-C (existing, future); or • WHPA-D (existing, future); or • WHPA-E (VS ≥ 4.5 and <9) (existing, future); or • HVA (existing, future); or • SGRA (VS ≥ 6) (existing, future).	See Chapter 5 of the respective Assessment Report	Existing & Future: Consider within 2 years (T-15)	N/A

Explanatory Document Text

Policies SAL-10 through SAL-13 apply to low and moderate threat areas.

The CTC Source Protection Committee has chosen to include a land use planning policy using *Planning Act* tools and a number of Specify Action policies where the threat is low or moderate in recognition that road salt application and storage activities **are** carried out throughout ~~all source protection areas~~ **the source protection region**; chloride and sodium are very mobile chemicals that move easily and rapidly into and through aquifers; and that there are many other sources of drinking water that may be protected as well through implementation practices to reduce the threat.

All of these low and moderate threat policies are non-legally binding. Each specific implementer must have regard for the policy in making decisions, but has the flexibility of determining what action(s) will be taken. While an implementer is not required to provide a report on their actions on implementing low or moderate threat policies, the CTC Source Protection Committee encourages them to provide information that will help in future review and revision of policies.

Policy ID	Threat Description	Implementing Body	Legal Effect	Policy	Where Policy Applies	When Policy Applies	Monitoring Policy
SNO-1	Storage of Snow	RMO	G	**Part IV, s.57, s.58** Where the storage of snow is, or would be, a significant drinking water threat, the following actions shall be taken: 1) The storage of snow is designated for the purpose of s.57 under the *Clean Water Act*, and is therefore prohibited where the threat is, or would be significant, in ~~any of~~ the following area~~s~~: • WHPA-A (existing, future); or ~~• WHPA-B (VS = 10) (future); or~~ ~~• WHPA-E (VS ≥ 9) (future); or~~ ~~• the remainder of an Issue Contributing Area for Sodium or Chloride (future).~~ ~~Notwithstanding the above, emergency snow storage may be permitted outside of WHPA-A as determined by the risk management official and the municipality responsible for snow storage.~~	See Maps 1.1 - 1.21	Future: Immediately (T-5) Existing: 180 days (T-4)	MON-2
			H	2) The storage of snow is designated for the purpose of s.58 under the *Clean Water Act*, requiring risk management plans, where the threat is significant in any of the following areas: • WHPA-B (VS = 10) (existing, **future**); or • WHPA-E (VS ≥ 9) (existing, **future**); or • The remainder of an Issue Contributing Area for Sodium or Chloride (existing, **future**). Without limiting other requirements, risk management plans shall include appropriate terms and conditions to ensure the storage of snow, and associated runoff, ceases to be a significant drinking water threat. **Notwithstanding the above, emergency snow storage may be permitted outside of WHPA-A as determined by the risk management official and the municipality responsible for snow storage in the absence of a Risk Management Plan.**		Existing: 1 year/ 5 years (T-6)	MON-2

Explanatory Document Text

Policy SNO-1 prohibits existing and future snow storage in WHPA-A ~~and future snow storage in WHPA-B (VS = 10), WHPA-E (VS ≥ 9) and in the remainder of an Issue Contributing Area for Sodium or Chloride~~. In the WHPA-B (VS = 10), WHPA-E (VS ≥ 9) and in the remainder of an Issue Contributing Area for sodium and chloride, existing and future significant drinking water threats are managed using a Risk Management Plan. ~~In~~ **Emergency snow storage may be permitted outside of WHPA-A as determined by the Risk Management Official and the municipality responsible for snow storage in the absence of a Risk Management Plan.** ~~situations, future snow storage may be permitted outside of WHPA-A as determined by the Risk Management Official. Existing snow storage is otherwise managed outside of WHPA-A requiring a Risk Management Plan.~~

Storage of snow can pose a significant drinking water threat depending on the geographic location of the storage area and whether the snow is stored above or below grade. In general, the greater the snow storage area, the greater the risk to drinking water. Generally, snow storage is a seasonal activity that takes place ~~on~~ **along** roadsides, parking lots, and vacant land without the construction of permanent facilities. **When originally developing this policy** the CTC Source Protection Committee encouraged, where possible, the ~~existing~~ storage of snow (which often contains road salts and other contaminants) ~~be located~~ outside of vulnerable areas ~~where possible.~~ **The policy as currently written prohibits the existing and future storage of snow in the WHPA-A, the most vulnerable area to a municipal well, as well as future occurrences of the activity where it would be a significant drinking water threat in the WHPA-B (VS=10), WHPA-E (VS≥9), and the remainder of the Issues Contributing Area for sodium and chloride. Given the large surface areas in the Credit Valley Source Protection Area covered by Issues Contributing Areas for sodium and chloride, municipalities have communicated the difficulty implementing a prohibition of a potential future activity. A number of provisions could be included in a Risk Management Plan to ensure that the storage of snow does not become a significant drinking water threat, therefore, the CTC Source Protection Committee has opted to manage any future instances of the activity outside of the WHPA-A.**

Policy ID	Threat Description	Implementing Body	Legal Effect	Policy	Where Policy Applies	When Policy Applies	Monitoring Policy
REC-1	An activity that reduces recharge to an aquifer	Planning Approval Authority	A	**Land Use Planning** (Planning Policies for Protecting Groundwater Recharge) For applications under the Planning Act within the Tier 3 Water Budget WHPA-Q2 identified as having significant water quantity threats, the relevant Planning Approval Authority shall ensure recharge reduction does not become a significant drinking water threat by: 1) Requiring new development **and site alteration under the *Planning Act*** ~~for lands zoned Low Density Residential (excluding subdivisions) or zoned Agricultural~~ to implement best management practices such as Low Impact Development (LID) with the goal to maintain predevelopment recharge. **Implementation of best management practices is encouraged, but voluntary, for Agricultural Uses, Agriculture-related Uses, or On-farm Diversified Uses where the total impervious surface does not exceed 10 per cent of the lot.** 2) Requiring that all site plan ~~(excluding an application for one single family dwelling)~~ and subdivision applications **to facilitate major development (excluding development on lands down-gradient of municipal wells in the Toronto & Region Source Protection Area [Figure X])** for new residential, commercial, industrial and institutional uses provide a water balance assessment for the proposed development to the satisfaction of the Planning Approval Authority which addresses each of the following requirements: a) maintain pre-development recharge to the greatest extent feasible through best management practices such as LID, minimizing impervious surfaces, and lot level infiltration; b) where pre-development recharge cannot be maintained on site, implement and maximize off-site recharge enhancement (within the same WHPA-Q2) to compensate for any predicted loss of recharge from the development; and c) for new development (excluding a minor variance) within the WHPA-Q2 and within an Issue Contributing Area (for sodium, chloride or nitrates), the water balance assessment shall consider water quality when recommending best management practices and address how recharge will be maintained and water quality will be protected. **The Planning Approval Authority shall use its discretion to implement the requirements of this policy to the extent feasible and practicable given the specific circumstances of a site and off-site recharge opportunities.** 3) Only approving settlement area expansions as part of a municipal comprehensive review where it has been demonstrated that recharge functions will be maintained on lands designated Significant Groundwater Recharge Areas within WHPA-Q2. 4) Amending municipal planning documents to reference most current Assessment Reports in regards to the Significant Groundwater Recharge Areas within WHPA-Q2.	Future: WHPA-Q2 with a significant risk level See Maps 3.1 3.2 Future: WHPA-Q2 with a moderate risk level See Maps 3.3 3.4	Future: Immediately (T-9) Amend OPs for conformity ~~within 5 years~~ and ZBLs within 3 years of OP approval (T-8)	MON-1

EXPLANATORY DOCUMENT TEXT

Policy REC-1 is a land use planning policy that manages activities that reduce recharge to an aquifer. This policy applies to future threats in a WHPA-Q2 with a significant or moderate risk level.

The intent of the policy is to ensure that the Planning Approval Authority makes decisions that do not result in recharge reduction from new development becoming a significant drinking water threat within a WHPA-Q2. The Planning Approval Authority, through the plan review process (i.e., *Planning Act* applications) will determine what is required, and determine the acceptability of the proposed actions, in the water balance assessments.

The CTC Source Protection Committee wants the Planning Approval Authority to have the flexibility to require the appropriate level of detail in a specific water balance assessment commensurate with the scale and location of a proposed development. For example, within the WHPA-Q2 are areas that have been identified as Significant Groundwater Recharge Areas which are particularly important due to the nature of the soils and slope that permit higher than average infiltration of precipitation to replenish the groundwater. These areas should be given particular protection. Other areas **within the Tier 3 WHPA-Q2**, may not be important for recharge and**/or** cannot provide the required infiltration due to the local soil and slope conditions. Site specific assessment and identification of the recharge characteristics of the site should be part of such water balance assessments **or equivalent**. Where a detailed assessment is warranted, using the current version of the Tier 3 Water Budget model and updated information should ensure that the results are technically robust and comparable to the original analysis. The local source protection authority has the model files and information to support this analysis, but it is envisioned that an applicant will have to retain qualified expertise to do the analysis.

The Source Protection Committee encourages the "complete application" check list be updated to include the Water Balance Assessment.

The intent of Part 1) of the policy is to ~~avoid the burden on individual residential owners or agricultural operations by requiring that they undertake expensive hydrogeological assessments, but to protect recharge by requiring instead that they implement best management practices that will reduce or eliminate any impact from their building or development activities that are subject to planning approvals.~~ **provide an appropriate level of policy direction to maintain recharge for development and site alteration associated with smaller-scale or agriculture-related development not covered by Part 2 of this policy. In lieu of providing a water balance assessment, applicants are required, or in the case of agriculture-related development where the total lot impervious surface is beneath a threshold of 10 per cent, encouraged to voluntarily implement best management practices, that will reduce or eliminate impact from ~~their~~ building, ~~or~~ development, or site alteration activities that are subject to planning approvals**

With respect to the voluntary implementation of Part 1) of this policy for *Agricultural Uses*, *Agricultural-Related Uses*, and *On-farm Diversified Uses* these terms have the same meaning as defined in the *Provincial Policy Statement, 2014* and as further articulated in the *Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas, 2016.* The 10 percent impervious threshold for agricultural-related uses is adapted from Policy 3.2.4.2 of the *Greenbelt Plan, 2017* for the purposes of this policy.

In general, on low density and agriculturally zoned lands, it is possible to ensure that roof and impermeable surface run-off can be directed to on-site infiltration and thus maintain recharge without requiring technical assessments.

The intent of Part 2 (a) of this policy is to ensure **certain** *Planning Act* applications ~~(excluding an application for one single family dwelling and on lands zoned agricultural)~~ include an assessment of the potential reduction in recharge so that specific measures are identified and implemented to ensure the proposal does

not result in recharge reduction becoming a significant drinking water threat within a WHPA-Q2. This requirement applies to ***major*** *development* on lands with the greatest potential for reducing recharge, such as commercial, employment, institutional, industrial uses and includes residential subdivisions. ~~but excludes an application for one single family dwelling~~. *Planning Act* applications applicable to Parts 2 (a) and (b) include site plan applications, draft plan of subdivision applications, and any associated implementing official plan or zoning by-law amendment applications, **however, applications for development on lands zoned agricultural, which do not meet the criteria for major development, and any development on lands down-gradient of municipal wells in the Toronto and Region Source Protection Area [CTC Source Protection Plan, Map 3-5], are exempt from Part 2).**

The intent of Part 2 (b) is to allow the municipality the option where it meets local requirements to require the applicant to locate compensating recharge on another site within the WHPA-Q2 where it is not feasible to protect pre-development recharge within the development site. The CTC Source Protection Committee concluded that the local municipality is best placed to determine the optimal actions to protect recharge and this provides them some local flexibility in their decision-making.

Part 2 (c) of this policy applies ONLY to those parts of a WHPA-Q2 which are also within an Issue Contributing Area for Sodium, Chloride or Nitrate. These areas are shown on the maps in the appendices ~~in~~ **of** the **CTC** Source Protection Plan and also will be provided by the Source Protection Authority in other formats upon request to municipalities or other planning approval authorities. This requirement is intended to ensure that any risk management measure that is implemented to maintain recharge does not create a threat to source water quality. For example, infiltration of stormwater containing road salt in an Issue Contributing Area for Sodium or Chloride is a significant drinking water threat and subject to policies SWG-11 and SWG-12. The CTC Source Protection Committee has included Part 2 (c) of this policy for clarity to ensure that an implementing body does not inadvertently approve an activity to protect water quantity that is a threat to water quality.

The intent of Part 3) is to ensure municipalities evaluate planned growth against recharge reduction at a large scale and only proceed if the planned growth will not result in new significant drinking water threats. Once feasibility of the growth is confirmed, development proponents are subject to Parts 1) and 2) of this policy which are site-specific.

NEW DEFINTION (to be added to Glossary of CTC Source Protection Plan):

Major Development: means development consisting of,

(a) the creation of four or more lots,
(b) the construction of a building or buildings with a ground floor area of 500 m² or more, or
(c) the establishment of a major recreational use as described in section 38 of the Oak Ridges Moraine Conservation Plan

From:	Andy Manahan
To:	Jurrius, Stephanie
Subject:	Joint MEA/RCCAO letter on Municipal Class EA reform
Date:	January 24, 2019 3:52:54 PM
Attachments:	OGRA Letter Requesting MCEA Reform.pdf MCEA letter Jan 24 2019.pdf
Importance:	High

Stephanie – please find attached a letter to Min. Phillips from RCCAO and MEA regarding the joint EBR application for review concerning reforms to the Municipal Class EA process. Also attached is a letter from the Ontario Good Roads Association which contains a list of the 123 municipal councils in Ontario that passed resolutions last year supporting MCEA reform. As you may recall, the Region of Peel provided an endorsement of the application leading up to its submission in early 2017. Andy

Andy Manahan
Executive Director, RCCAO
Residential and Civil Construction Alliance of Ontario
manahan@rccao.com
Tel: 905-760-7777

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓ _____

RESIDENTIAL AND CIVIL CONSTRUCTION ALLIANCE OF ONTARIO
RCCAO Constructing Ontario's Future

MUNICIPAL ENGINEERS ASSOCIATION

January 24, 2019

The Honourable Rod Phillips
Minister of the Environment, Conservation and Parks
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto, ON M7A 2T5

Dear Minister:

Further to our meeting at Queen's Park on September 26, 2018, we discussed your Ministry's commitment to make improvements to the Municipal Class Environmental Assessment (MCEA) process based on the Application for Review dated January 31, 2017, pursuant to section 61 of the *Environmental Bill of Rights Act*. The application was jointly submitted by the Residential and Civil Construction Alliance of Ontario (RCCAO) and the Municipal Engineers Association (Ontario) (MEA). The EBR application for review was endorsed by 13 other prominent stakeholder organizations, all of which are listed at the end of this correspondence.

By letter dated April 13, 2017, your Ministry undertook to complete a review of the *Environmental Assessment Act*, Regulation 334, as well as other pertinent regulations and policies and guidance documents in order to identify and implement improvements to the MCEA process. Those improvements are needed by municipal proponents to complete municipal class environmental assessments in a timely, efficient and effective manner. In anticipation of the comprehensive nature of the review, the Ministry stated "completion of the review is expected by the end of December 2018. You will be advised of the outcome 30 days after the completion of the ministry's full review."

It is our understanding that your Ministry's review will identify any necessary legislation and/or new or amended regulations, as well as changes to procedures and policies. The urgency for a completed review by your Ministry and implementation of improvements to the MCEA process continues to grow, as indicated by the findings of the 2018 Auditor General's Report and recent correspondence from the Ontario Good Roads Association. OGRA's letter listed 123 separate Ontario municipalities that had passed resolutions requesting the Government of Ontario to address MCEA reform on an urgent basis.

Based on consultation meetings hosted by the Ministry during the spring of 2018 (a summary report was previously sent), several recommendations emerged, including some which could be described as 'low hanging fruit'; namely amendments to policies and procedures that do not require statutory amendments, or new/revised regulations. Examples of such types of improvements include changing certain municipal infrastructure projects from a Schedule 'B' or Schedule 'C' project to a less onerous Schedule 'A' or 'A+' and delegating the Minister's decision on Part II Order Requests (PIIOR) to a Ministry Director.

The MEA's most recent data (2018) indicates that during the past year there have been 20 decisions related to PIIORs. Two of the PIIORs related to sewer/water projects while 18 pertained to transportation projects. One of the PIIORs was mediated and the other 19 PIIORs were denied. Turnaround time for a decision ranged from 115 days to 714 days, with an average of 319 days. This does not meet the service standards as set by the Ministry.

Implementing improvements to the MCEA process will not cost the government any revenue, but will, instead, allow for more quality municipal infrastructure, which in turn will generate economic growth and jobs across Ontario. We are appreciative of the Province's efforts to ensure that municipal infrastructure is in place to build a strong, safe and productive Ontario.

RCCAO, MEA and its stakeholders remain committed to working with your Ministry and others to complete the review process. Please indicate to us the expected path forward.

Yours sincerely,

Andy Manahan
Executive Director, RCCAO

Steve Lund
MEA President

Copy to:
Hon. Monte McNaughton, Minister of Infrastructure
Hon. Vic Fedeli, Minister of Finance
Hon. Steve Clark, Minister of Municipal Affairs and Housing
Hon. Jeff Yurek, Minister of Transportation
Serge Imbrogno, Deputy Minister, MECP
Giles Gherson, Deputy Minister, Red Tape and Regulatory Burden Reduction, Cabinet Office
Laurie LeBlanc, Deputy Minister, MMAH
Chris Traini, President OGRA

List of Stakeholders that have endorsed the Application for Review for improvements to the Municipal Class Environmental Assessment process:
- Association of Registered Interior Designers of Ontario (**ARIDO**)
- Building Industry and Land Development Association (**BILD**)
- Ontario Home Builders Association (**OHBA**)
- Ontario Construction Secretariat (**OCS**)
- Ontario Electric League (**OEL**)
- Ontario General Contractors Association (**OGCA**)
- Ontario Good Roads Association (**OGRA**)
- Ontario Road Builders Association (**ORBA**)
- Ontario Sewer and Watermain Construction Association (**OSWCA**)
- Ontario Society of Professional Engineers (**OSPE**)
- Regional Municipality of Peel
- Residential Construction Council of Ontario (**RESCON**) and
- Surety Association of Canada (**SAC**)

ONTARIO
GOOD ROADS
ASSOCIATION
1525 Cornwall Road, Unit 22
Oakville, Ontario
L6J 0B2
Telephone 289-291-6472

Hon. Rod Phillips
Minister
Ministry of Environment, Conservation and Parks
Ferguson Block
11th Floor
77 Wellesley Street West
Toronto, Ontario
M7A 2T5

Re: Reforming the Municipal Class Environmental Assessment Process

Dear Minister Phillips:

I want to take this opportunity to provide you with an update on important work undertaken by the Ontario Good Roads Association (OGRA) to reform the Municipal Class Environmental Assessment (MCEA). By supporting the crucial work of the Residential and Civil Construction Alliance of Ontario (RCCAO) and the Municipal Engineers Association (MEA), OGRA has revealed the extent of the frustration that its members feel regarding the MCEA process.

As you and your staff have heard from RCCAO and MEA, in its current form, the Municipal Class Environmental Assessment process is adding considerable time and cost to municipal infrastructure projects.

In an effort to realize postive change for its municipal members, OGRA endorsed the successful application made by MEA and RCCAO to have a review of the Municipal Class Environmental Assessment process conducted under Part IV (Section 61) of the *Environmental Bill of Rights Act, 1993* (EBR Act).

Successive studies by RCCAO have demonstrated the adverse impact that the MCEA process is having on public works. In its first study in 2011, RCCAO found that the lengthy time frames and higher costs to comply with the Municipal Class Environmental Assessment process were not providing additional environmental or other benefits. Although improvements were made to the MCEA process, in the period between the first study in 2011 and the subsequent follow up study in 2016, the time to complete a MCEA rose from 19 to 27 months and costs went from an average of $113,300 to $386,500.

When the Auditor General analyzed this issue in December 2018, the findings were even more grim. The Auditor General's report specifically focused on "Lengthy Ministry Reviews of Bump-Up Requests [that] Cause Unnecessary Project Delays". The Auditor General recommended that "The Ministry of the Environment should improve the timeliness of its process for reviewing bump-up requests to ensure that its review does not cause unnecessary delays to projects". Bump-up reviews were targeted to be completed within 45 to 66 days. However, the report concluded that the average time to complete a bump-up request review between April 2010 and January 2016 was 213 days. Only eight of 177 reviews were completed within the targeted time frame of 45 to 66 days. Since the Auditor General's audit in 2016, the average time for the Ministry to review bump-up requests has increased. Between January 2016 and June 2018, the Ministry received 73 bump-up requests. It took an average of 274 days to review each request. Municipalities, and the taxpaying public, cannot afford to have this situation deteriorated ever further.

Examples such as the one provided by the Town of Caledon where the municipality spent more on the MCEA process than it did on the refurbishment of a bridge are fueling frustration with the inaction of the Government of Ontario. When OGRA asked its member municipalities to endorse the work and recommendations of RCCAO and MEA, they responded overwhelmingly.

In total, 123 municipalities have passed resolutions asking the Government of Ontario to address the delays and excess costs associated with the MCEA process. A copy of the resolution is appended for your review.

The councils of the following municipalities endorsed the resolution:

Algonquin Highlands, Township of
Armour, Township of
Arnprior, Town of
Arran-Elderslie, Municipality of
Assiginack, Township of
Atikokan, Town of
Belleville, City of
Billings, Township of
Blandford-Blenheim, Township of
Bradford West Gwillimbury, Town of
Bruce, County of
Calvin, Municipality of
Carleton Place, Town of
Carling, Township of
Casey, Township of
Central Elgin, Municipality of
Central Manitoulin, Municipality of
Centre Hastings, Municipality of
Chapleau, Township of
Chisholm, Township of
Dryden, City of
Dubreuilville, Township of
Durham, Regional Municipality of
Dutton/Dunwich, Municipality of
East Gwillimbury, Town of
Englehart, Town of
Essa, Township of
Evanturel, Township of
Faraday, Township of
Fauquier-Strickland, Township of
Fort Erie, Town of
Fort Frances, Town of
Georgian Bay, Township of
Goderich, Town of
Greenstone, Municipality of
Hamilton, Township of
Harley, Township of
Hawkesbury, Town of
Hearst, Town of
Highlands East, Municipality of
Howick, Township of
Hudson, Township of

Huron-Kinloss, Township of
Ingersoll, Town of
Iroquois Falls, Town of
Joly, Township of
Kearney, Town of
Kerns, Township of
Kincardine, Municipality of
La Vallee, Township of
LaSalle, Town of
Lakeshore, Town of
Latchford, Town of
Leeds and the Thousand Islands, Township of
London, City of
Loyalist, Township of
Madawaska Valley, Township of
Magnetawan, Municipality of
Malahide, Township of
Marathon, Town of
Marmora and Lake, Municipality of
Mattice-Val Côté, Township of
McKellar, Township of
McNab/Braeside, Township of
Meaford, Municipality of
Middlesex Centre, Municipality of
Moosonee, Town of
Muskoka Lakes, Township of
Neebing, Municipality of
New Tecumseth, Town of
North Huron, Township of
North Kawartha, Township of
Norwich, Township of
Oliver Paipoonge, Municipality of
Oro-Medonte, Township of
Otonabee-South Monaghan, Township of
Pembroke, City of
Perth East, Township of
Peterborough, County of
Petrolia, Town of
Pickering, City of
Port Colborne, City of
Prescott and Russell, United Counties of
Prince, Township of
Puslinch, Township of
Quinte West, City of
Rainy River, Town of
Red Lake, Municipality of
Renfrew, County of
Richmond Hill, Town of
Sarnia, City of
Saugeen Shores, Town of
Sault Ste. Marie, City of
Seguin, Township of
Shelburne, Town of
Smiths Falls, Town of
South Bruce, Municipality of
South Glengarry, Township of
South Stormont, Township of
Southwold, Township of
Spanish, Town of
St. Catharines, City of
Stirling-Rawdon, Township of
Stratford, City of
Strathroy-Caradoc, Municipality of
Sundridge, Village of
Tecumseh, Town of
The Archipelago, Township of
The Blue Mountains, Town of
Thunder Bay, City of
Timmins, City of
Toronto, City of
Trent Lakes, Municipality of
Tudor and Cashel, Township of
Uxbridge, Township of
Wainfleet, Township of
Welland, City of
Wellington North, Township of
West Nipissing, Municipality of
Whitestone, Municipality of
Windsor, City of
Woodstock, City of

The federal and provinical governments are investing billions of dollars into infrastructure projects in Ontario. But if local projects do not have the necessary approvals these funds could be delayed significantly. In 2009, many Ontario municipalities advanced “shovel ready” projects rather than “shovel worthy” projects in part because the MCEA process would have taken too long.

Given the scale and import of the infrastructure investments being made by all three levels of government, it is difficult to overstate the need for meaningful reform of the MCEA process in Ontario. Such action will allow Ontario to build the infrastructure that it needs to be competitive in the globalized economies of the twenty-first century.

I would encourage you to move swiftly on the recommendations put forward by the Residential and Civil Construction Alliance of Ontario and the Municipal Engineers Association. If convenient, I would be happy to discuss this with you at your earliest convenience.

Sincerely,

Chris Traini
President

cc: Serge Imbrogno, Deputy Minister, Ministry of Environment, Conservation and Parks
Giles Gherson, Deputy Minister, Red Tape and Regulatory Burden Reduction, Cabinet Office
Phil Rubinoff, Chairman, Residential Civil and Construction Alliance of Ontario
Steve Lund, P. Eng, President, Municipal Engineers Association

Jurrius, Stephanie

Subject: Recommendation GC-0027-2019
Attachments: RecommendationGC-0027-2019.pdf

From: Stephanie Smith <Stephanie.Smith@mississauga.ca>
Sent: Friday, January 25, 2019 12:07:33 PM
To: Lockyer, Kathryn; Krystal Christopher; Tatla, Manvir
Subject: Recommendation GC-0027-2019

The attached letter is regarding a recommendation following the Mississauga Cycling Advisory Committee meeting held on January 8, 2019 and was considered by General Committee on January 16 and subsequently adopted by Council on January 23, 2019

Thank you,

Stephanie Smith
Legislative Coordinator
T 905-615-3200 ext.3795
stephanie.smith@mississauga.ca

City of Mississauga | Corporate Services Department,
Legislative Services Division

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓_____

RECOMMENDATION GC-0027-2019
Approved by General Committee on January 16, 2019
and adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on January 23, 2019

GC-0027-2019

1. That all newly installed crossrides be deactivated immediately due to safety concerns raised by the MCAC
2. That City Staff report back on how the crossrides were implemented and the studies and standards that were established for the crossrides, including the Region of Peel.
3. That the matter be referred to the Road Safety Committee
4. That the recommendation be forwarded to the Region of Peel for their consideration to deactivated the crossride at Winston Churchill Blvd and Britannia Road.

(MCAC-0004-2019)

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ITEMS RELATED TO HUMAN SERVICES

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Region of Peel
working with you

REPORT
Meeting Date: 2019-02-14
Regional Council

DATE: February 4, 2019

REPORT TITLE: **2018 UPDATE ON REFUGEE AND REFUGEE CLAIMANT USE OF PEEL ADULT SHELTERS**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the Region of Peel advocate to the federal or provincial government, as appropriate, for the reimbursement of Regional costs related to the provision of supports and services for refugee claimants relocated from the City of Toronto.

REPORT HIGHLIGHTS

- The number of refugees and refugee claimants using Peel Region adult shelters increased significantly from the end of 2017 through the start of 2018 but has been gradually declining since July 2018.
- The increase in refugees and refugee claimants significantly impacted costs, primarily at the Peel Family Shelter.
- Homeless clients, including refugees and refugee claimants, are currently being accommodated through standard overflow practices.
- All refugee claimants who were relocated to Peel from the City of Toronto have secured accommodation and left the regional shelter system.
- Despite earlier indications that municipalities may be reimbursed by the City of Toronto or the federal government for supports provided to refugee claimants, no such funds have been received to date.
- It is recommended that the Region of Peel continue to advocate to the federal or provincial government, as appropriate, for the reimbursement of Regional costs totalling $412,172.

DISCUSSION

1. Background

As outlined in a report to Regional Council on September 13, 2018 entitled “Update on Refugee Claimants Use of Region of Peel Adult Shelters”, in 2018 the adult shelters frequently operated above capacity to accommodate residents experiencing homelessness, including those who have come to Canada seeking asylum.

2. Refugees and Refugee Claimants Independently Settled in Peel Region

Through 2018, refugees and refugee claimants accounted for 13 per cent of total shelter users based on daily stays, which is an increase from the previous 3 years, where refugees accounted for 6 per cent of shelter users on average. This is due to additional refugees and

refugee claimant shelter admissions that began in October 2017 and continued through April 2018.

Refugees and refugee claimants most commonly accessed services at Peel Family Shelter, accounting for 20 per cent of that specific shelter's population in 2018[1] and contributing to greater overflow pressures. These additional demands on the family shelter services impacted the overall expenditures because Peel Family Shelter is the only local shelter which outsources overflow to motels, resulting in additional charges. Peel Family Shelter operated above capacity (exceeded 100 per cent occupancy) for all of 2018[2].

The cost associated with accommodating these individuals and families in 2018 is estimated to be $1,320,443. Approximately, 40 per cent of these costs were funded by the Region ($528,177) and 60 per cent ($792,266) was funded through the Community Homelessness Prevention Initiative (CHPI).

3. Refugees and Refugee Claimants through Coordination with the City of Toronto

On July 12, 2018 Peel Regional Council approved a motion (Resolution 2018-707) as follows:

> ...And whereas, the federal government, which is solely responsible for immigration policy and processes, has indicated a willingness to provide full funding to reimburse municipalities for the complete costs of providing accommodation, services and programs to refugees/asylum claimants;
>
> Therefore be it resolved:
>
> That, Peel staff work with the City of Toronto to provide shelter space if available and that the Commissioner of Human Services be authorized to enter into any necessary agreements, on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;
>
> And further, that the Commissioner of Human Services be authorized to enter into funding agreements with the federal government or other levels of government for the provision of accommodation, services and programs to refugees/asylum claimants subject to the availability of such accommodation, services and programs, on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor…[3]

As a result of this motion, 28 families (91 individuals) were relocated from school dormitories in Toronto to hotels/motels in Peel to help mitigate the shelter services crisis in Toronto. As

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[1] Based on length of stay (days)
[2] Based on occupancy data available for 46 weeks in 2018
[3] Region of Peel Council Minutes, July 12, 2018, p. 348

of December 1, 2018, all transferred refugees/refugee claimants had secured permanent housing and vacated the shelter.

The costs associated with providing supports and services to these individuals and families, fully funded by the Region of Peel, were $412,172.

4. Refugee Claimants Relocated by the Federal Government

Additional refugee claimants consisting of 33 families and 96 singles (225 individuals) were relocated from the City of Toronto college dormitories to hotel rooms in Peel by the Federal Government, with COSTI Immigration Services providing case management supports. This figure is higher than that reported to Regional Council in September of 2018 as additional individuals were accommodated following the initial relocation. All individuals and families accommodated by the federal government vacated their temporary shelter by December 15, 2018.

The expenses associated with these individuals and families were completely covered by the federal government. There was no cost to the Region of Peel.

5. Recovery of Refugee/Refugee Claimant Related Costs

Discussions have occurred between senior Regional staff and senior staff at Immigration, Refugees and Citizenship Canada regarding the costs associated with the transfer of refugee claimants from the City of Toronto, in support of Regional Council's motion of July 12, 2018. To date, there has been no commitment to reimburse these costs.

Former Regional Chair, Frank Dale, sent a letter to the Minister of Immigration, Refugees and Citizenship Canada on October 1, 2018 reinforcing Peel's commitment to supporting asylum seekers and all other homeless individuals in Peel, but requesting reimbursement of costs for those residents that were accommodated specifically to reduce pressure on Toronto's shelter system. A follow up communication will be drafted regarding refugee/refugee claimant-related expenditures for 2018 and to solicit reimbursement for those expenses directly related to those transferred from Toronto.

FINANCIAL IMPLICATIONS

As previously stated and as noted in the September 13, 2018 report to Council, the cost of sheltering additional refugees and refugee claimants puts pressure on the 2018 shelter budget, and this pressure increased with the transfer of shelter residents from Toronto in July 2018.

The table below illustrates for local adult shelters in 2018:

- number of unique individuals served;
- number of unique shelter stays (admissions);
- total number of days stayed; and,
- total cost associated with refugee/refugee claimant stays, based on days stayed

2018 UPDATE ON REFUGEE AND REFUGEE CLAIMANT USE OF PEEL ADULT SHELTERS

Refugee Type	# of Unique Individuals	# of Shelter Stays	Length of Stay (Days)	Total Costs
Refugees & refugee claimants who independently settled in Peel	497*	946	24,015	$1,320,443**
Refugees & refugee claimants transferred from Toronto	91	180	5,044	$412,172
Refugees & refugee claimants accommodated by the federal government	225	Unknown	Unknown	$0
Total:	**813**	**1126**	**29,059**	**$1,732,615**

*Systems enhancements have enabled the refinement of data to more accurately reflect unique individuals rather than admissions as previously reported.
** Cost was estimated by multiplying the cost per user per day for each shelter, by the number of days stayed by refugees/refugee claimants.

It is estimated that $1,320,443 was spent to provide refugees and refugee claimants with accommodation, meals, staff support and other shelter services in 2018. Due to limitations in the way data is collected and recorded, it is difficult to isolate the incremental costs associated with the refugees and refugee claimants, therefore this is an estimate only.

An additional $412,172 was used to support refugee claimants transferred from Toronto. The shelter provider maintained a detailed and separate tracking log of all expenses associated with this population. As a result, this number is not an estimate, but accurately reflects actual costs. This group remained in overflow for the duration of their stay, and expenses were distributed as follows:

Expense Type	Cost
Rooms	$182,835
Food	$88,358
Staff	$95,988
Transportation	$38,311
Administration	$6,680
Total:	**$412,172**

It is recommended that the Region of Peel continue to pursue reimbursement for costs totalling $412,172, incurred to accommodate the 91 individuals transferred from Toronto.

RISK IMPLICATIONS

While refugee/refugee claimant admittances have declined from their peak at the beginning of 2018, there remains a risk that future increases could again strain the local shelter system. Tracking of immigration status, ports of entry and refugee/refugee claimant-related expenses will continue, but it may be challenging to establish correlations between migration events and fluctuations in shelter use given that the data is based on self-reporting. Trends will be monitored and reported to Regional Council on an ongoing basis.

2018 UPDATE ON REFUGEE AND REFUGEE CLAIMANT USE OF PEEL ADULT SHELTERS

CONCLUSION

The Region of Peel will continue to provide services to homeless individuals seeking support, including refugees and refugee claimants, to assist them to successfully integrate into the community. Data on refugees and refugee claimants accessing Peel's shelter system will continue to be collected to monitor trends.

At the time of writing this report, the federal government has not committed additional funding to cover the costs of refugee claimants, and details related to the mechanism for allocating this funding to municipalities remain unknown.

Staff is recommending that the Region of Peel continue to advocate to the federal or provincial government, as appropriate, for reimbursement of Regional costs related to the provision of supports and services for the refugee claimants relocated to Peel from the City of Toronto, in the amount of $412,172.

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

Reviewed in workflow by:

Financial Support Unit

Resolution

Moved By: Councillor Groves	Date: **February 14, 2019**
Seconded By: Councillor	Item Number **20.1**

Whereas the Growth Plan for the Greater Golden Horseshoe (2017) allocates 1.97 million residents and 970,000 jobs to the Region of Peel by 2041;

And whereas, the Region of Peel has been advocating for the extension of Highway 427 to Highway 9 and beyond to serve long-term transportation needs;

And whereas, the extension of Highway 427 to Highway 9 and beyond will serve as a catalyst for economic growth, seamless inter-regional travel and the safe and efficient movement of people and goods;

Therefore be it resolved, that the Regional Chair request a meeting with the Minister of Transportation for the purposes of discussing the importance of extending Highway 427 to Highway 9 and beyond;

And further, that the Ministry of Transportation be requested to advance the planning, design, and construction of the extension of Highway 427 to Highway 9 and beyond in the 2019 Southern Ontario Highway Program;

And further, that a copy of this resolution be forwarded to MPP Sylvia Jones, for information.

CARRIED		LOST		REFERRED	

Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 17-2019

A by-law to authorize the Regional Chair and the Chief Financial Officer to execute a Letter of Agreement between the Province of Ontario and The Regional Municipality of Peel related to funding provided by the Province of Ontario to The Regional Municipality of Peel under the Dedicated Gas Tax Funds for Public Transportation Program for 2018/2019.

WHEREAS, in October 2004 the Province of Ontario announced dedicating provincial gas tax funds under the Dedicated Gas Tax Funds for Public Transportation Program in order to increase public transportation ridership;

AND WHEREAS, the Province of Ontario has made the Provincial Gas Tax Funds for Public Transportation permanent as per the passing and proclamation of the *Dedicated Funding for Public Transportation Act, 2013*;

AND WHEREAS, the Province is expected to provide 2.0 cents per litre from April 2018 to March 2019 to the Dedicated Gas Tax Funds for Public Transportation Program;

AND WHEREAS, the Province will be allocating the gas tax revenues based on 70 per cent transit ridership and 30 per cent municipal population;

AND WHEREAS, the Regional Municipality of Peel is estimated to receive $774,606 from April 2018 to March 2019 under the program for the TransHelp service;

AND WHEREAS, the Province of Ontario will release a payment of $580,955 to the Regional Municipality of Peel upon receipt of the signed Letter of Agreement and related authorizing by-law, and will provide the remaining payment(s) thereafter;

AND WHEREAS, the Regional Municipality of Peel is required to execute a Letter of Agreement with Her Majesty the Queen in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario;

AND WHEREAS, the Letter of Agreement provides that gas tax funds, including all interest earned, be kept in a dedicated gas tax funds reserve account and remain the property of the Ministry of Transportation pending payment of costs for eligible public transportation expenditures;

AND WHEREAS, the Regional Municipality of Peel is required to adhere to the reporting and accountability measures set out in the Letter of Agreement and the 2018/2019 Guidelines and Requirements, including demonstrating that these payments are current prior to the release of the Dedicated Gas Tax Funds;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That the Regional Chair and the Chief Financial Officer are authorized to execute the Dedicated Gas Tax Funds for Public Transportation Program Letter of Agreement as substantially in the form set out in Schedule A attached hereto.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 14th day of February, 2019.

_____ _____

Regional Clerk Regional Chair

Ministry of Transportation

Office of the Minister

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

Ministère des Transports

Bureau du ministre

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

Ontario

Regional Chair Nando Iannicca
Regional Municipality of Peel
10 Peel Centre Drive
Brampton ON L6T 4B9

Dear Regional Chair Iannicca:

RE: Dedicated Gas Tax Funds for Public Transportation Program

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This Letter of Agreement between the **Regional Municipality of Peel** (the "Municipality") and Her Majesty the Queen in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario, (the "Ministry"), sets out the terms and conditions for the provision and use of dedicated gas tax funds under the Dedicated Gas Tax Funds for Public Transportation Program (the "Program"). Under the Program, the Province of Ontario provides two cents out of the provincial gas tax to municipalities to improve Ontario's transportation network and support economic development in communities for public transportation expenditures.

The Ministry intends to provide dedicated gas tax funds to the Municipality in accordance with the terms and conditions set out in this Letter of Agreement and the enclosed Dedicated Gas Tax Funds for Public Transportation Program 2018/19 Guidelines and Requirements (the "guidelines and requirements").

In consideration of the mutual covenants and agreements contained in this Letter of Agreement and the guidelines and requirements, which the Municipality has reviewed and understands and are hereby incorporated by reference, and other good and valuable consideration, the receipt and sufficiency of which are expressly acknowledged, the Ministry and the Municipality agree as follows:

135. To support local public transportation services in the Municipality, the Ministry agrees to provide funding to the Municipality under the Program to a maximum amount of up to **$774,606** ("the "Maximum Funds") in accordance with, and subject to, the terms set out in this Letter of Agreement and, for greater clarity, the guidelines and requirements.

.../2

136. Subject to Section 1, the Ministry will, upon receipt of a fully signed copy of this Letter of Agreement and a certified copy of the authorizing municipal by-law(s) and, if applicable, resolution(s) for the Municipality to enter into this Letter of Agreement, provide the Municipality with **$580,955**; and any remaining payment(s) will be provided thereafter.

3. If another municipality authorizes the Municipality to provide local public transportation services on its behalf and authorizes the Municipality to request and receive dedicated gas tax funds for those services also on its behalf, the Municipality will in the by-law(s) and, if applicable, resolution(s) described in section 2 confirm that the Municipality has the authority to provide those services and request and receive those funds.

4. The Municipality agrees that any amount payable under this Letter of Agreement may be subject, at the Ministry's sole discretion, to any other adjustments as set out in the guidelines and requirements.

5. The Municipality will deposit the funds received under this Letter of Agreement in a dedicated gas tax funds reserve account, and use such funds and any related interest only in accordance with the guidelines and requirements.

6. The Municipality will adhere to the reporting and accountability measures set out in the guidelines and requirements, and will provide all requested documents to the Ministry.

7. The Municipality agrees that the funding provided to the Municipality pursuant to this Letter of Agreement represents the full extent of the financial contribution from the Ministry and the Province of Ontario under the Program for the 2018/19 Program year.

8. The Ministry may terminate this Letter of Agreement at any time, without liability, penalty or costs upon giving at least thirty (30) days written notice to the Municipality. If the Ministry terminates this Letter of Agreement, the Ministry may take one or more of the following actions: (a) cancel all further payments of dedicated gas tax funds; (b) demand the payment of any dedicated gas tax funds remaining in the possession or under the control of the Municipality; and (c) determine the reasonable costs for the Municipality to terminate any binding agreement(s) for the acquisition of eligible public transportation services acquired, or to be acquired, with dedicated gas tax funds provided under this Letter of Agreement, and do either or both of the following: (i) permit the Municipality to offset such costs against the amount the Municipality owes pursuant to paragraph 8(b); and (ii) subject to section 1, provide the Municipality with funding to cover, in whole or in part, such costs. The funding may be provided only if there is an appropriation for this purpose, and in no event will the funding result in the Maximum Funding exceeding the amount specified under Section 1.

.../3

9. Any provisions which by their nature are intended to survive the termination or expiration of this Letter of Agreement including, without limitation, those related to disposition, accountability, records, audit, inspection, reporting, communication, liability, indemnity, and rights and remedies will survive its termination or expiration.

10. This Letter of Agreement may only be amended by a written agreement duly executed by the Ministry and the Municipality.

11. The Municipality agrees that it will not assign any of its rights or obligations, or both, under this Letter of Agreement.

12. The invalidity or unenforceability of any provision of this Letter of Agreement will not affect the validity or enforceability of any other provision of this Letter of Agreement. Any invalid or unenforceable provision will be deemed to be severed.

13. The term of this Letter of Agreement will commence on the date of the last signature of this Letter of Agreement.

14. The Municipality hereby consents to the execution by the Ministry of this Letter of Agreement by means of an electronic signature.

If the Municipality is satisfied with and accepts the terms and conditions of this Letter of Agreement, please print it, secure the required signatures for it, and then return a fully signed copy, in pdf format, to the following email account:

MTO-PGT@ontario.ca

Sincerely,

Jeff Yurek
Minister of Transportation

I have read and understand the terms of this Letter of Agreement, as set out above, and, by signing below, I am signifying the Municipality's consent to be bound by these terms.

Municipality

Per: _____ Date: _____
~~Mayor~~
REGIONAL CHAIR

Per: _____ Date: _____
Chief Financial Officer/~~Treasurer~~
COMMISSIONER OF FINANCE

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 18-2019

A by-law to amend By-law 43-2002 titled the "Fees By-law" and to repeal By-law 55-2017

WHEREAS, the Council of the Regional Municipality of Peel ("Regional Corporation") on July 11, 2002 passed By-law 43-2002 to impose fees and charges for services or activities provided by the Regional Municipality of Peel, or for the use of its property, referred to as the "Fees By-law";

AND WHEREAS, the Council of the Regional Corporation on October 10, 2002 passed By-law 53-2002, on December 12, 2002 passed By-law 66-2002 and on March 29, 2007 passed By-law 21-2007, all to amend By-law 43-2002;

AND WHEREAS, the Council of the Regional Corporation on November 16, 2017 passed By-law 55-2017 to further amend By-law 43-2002;

AND WHEREAS, the Council of the Regional Corporation has by resolution adopted on January 31, 2019, authorized the enactment of the by-law herein to further amend By-law 43-2002;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. Schedule A attached to By-law 43-2002 is deleted and replaced with the Schedule A attached hereto.

2. Section 5 of By-law 43-2002 is amended by deleting subsection 5(1) and replacing it with the following:

   5 (1). Any PHIPA Access Request Representative is authorized to exempt, in whole or in part, any person from the *Personal Health Information Protection Act* (PHIPA) fees, where he or she is of the opinion that it is fair and equitable to do so.

3. Section 5 of By-law 43-2002 is amended by deleting subsections 5(6), 5(9) and 5(11).

4. The tariff of fees set out in Schedule A attached hereto and amendments herein shall be in effect commencing January 31, 2019 which is the date when the Council of the Regional Corporation by resolution RCB-2019-38 approved these fee and by-law changes.

5. By-law 55-2017 is hereby repealed.

6. Despite the repeal of By-law 55-2017 and despite the amendment of By-law 43-2002 herein, the tariff of fees set out in Schedule A to By-law 43-2002, as amended, that was in effect on the day any such fees became payable, shall continue to apply to fees which became payable prior to the date upon which the tariff of fees set out in Schedule A attached to this by-law came into effect.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 14th day of February, 2019.

_____ _____

Regional Clerk Regional Chair

Table of Contents

Schedule "A" to By-law Number 18-2019

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
PART 1 : CORPORATE SERVICES				
General Corporate				
Information Request Fees (does not apply to MFIPPA requests)*				
Photocopies	page	$0.20	+	$0.23
Other Costs (from outside providers)	request	Actual Costs	+	Actual Costs + HST
Certification of Documents	document	$35.00	+	$39.55
Commissioning of Affidavits (non-Regional business)	document	$35.00	+	$39.55
Council/Committee Audio Reproduction	CD	$15.00	+	$16.95

* MFIPPA fees are set out in the Municipal Freedom of Information and Protection of Privacy Act, R.S.O 1990, c.M.56 and Regulations.

Integrated Planning - Planning Publications				
Regional Official Plan - current Office Consolidation	See Land Use Planning of PART 4: PUBLIC WORKS			
PART 1 : CORPORATE SERVICES				
Emergency Services				
Region of Peel Emergency Plan	document	$5.00	+	$5.65

The Regional Clerk or Manager, Regional Emergency Management is authorized to exempt, in whole or in part, any person from the costs of the Region of Peel Emergency Plan fees, where he or she is of the opinion that the payment of such fees may cause undue economic hardship to the person requiring the information.

PART 1 : CORPORATE SERVICES				
Human Resources				
Services to External Agencies				
Payroll services to external agencies	per agreement	per negotiated agreement	n/a	per negotiated agreement
PART 1 : CORPORATE SERVICES				
Real Estate				
Easement Release Fees (application for deletion/release of easement, right-of-way)	application	$300.00	+	$339.00
Miscellaneous Request	per request	Actual Costs	+	Actual Costs + HST
Telecommunications License Agreement (Application Fee)	per request	$2,000.00	+	$2,260.00
Encroachments				
Regional Roads	application	$500.00	+	$565.00
Regional Easements	application	$350.00	+	$395.50
Regional Property	application	$500.00	+	$565.00
Annual Fee for Encroachment				
Residential/Farm Land	year	$100.00	+	$113.00
Non-Residential/Non-Farm Land	year	$300.00	+	$339.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
PART 2: FINANCE				
Development Financing				
Compliance Letters (inquiries on compliance with Regional conditions for sale/purchase of property)	letter	$100.00	n/a	$100.00
Review DC Deferral Payments	request	$500.00	+	$565.00
PART 2: FINANCE				
Accounting Services				
N.S.F. Cheque	cheque	$33.00	n/a	$33.00
PART 3: HERITAGE, ARTS AND CULTURE				
Archives Fees*				
Photocopies - standard (textual records)	copy	$0.44	+	$0.50
Photocopies – high resolution (aerial photographs; certain other graphical media)	copy	$2.00	+	$2.26
Copy of existing scan to disk	item	$15.00	+	$16.95
New scan at basic resolution and size	item	$20.00	+	$22.60
Custom scan at high resolution - Standard Sizes	scan	$12.00 - $45.00	+	$13.56 - $50.85
Custom scan at high resolution - special orders and oversized	scan	$50.00 - $200.00	+	$56.50 - $226.00
Remote Fee for Service Research	hour	$30.97	+	$35.00
Shipping and handling	item	Actual Cost	+	Actual Cost + HST
Copies/clips from Digitized Moving Images - Commercial	item	$50.00	+	$56.50
Copies/clips from Undigitized Moving Images or Custom Edits - Commercial	Item	Actual costs + $50.00 surcharge	+	Actual costs + $50.00 surcharge + HST
Copies/clips from Digitized Moving Images - Non Commercial	item	$25.00	+	$28.25
Copies/clips from Undigitized Moving Images or Custom Edits - Non Commercial	Item	Actual costs	+	Actual costs + HST
Rush Order Surcharge	item	Actual Cost + 50%	+	Actual Cost + 50% + HST

* Friends of the Peel Art Gallery, Museum & Archives receive a 10% discount on all Archive Fees.

Schedule "A" to By-law Number 18-2019

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Programs				
Adult Programs, members	adult	$25.50 - $102.00	+	$28.82 - $115.26
Workshop Promotional Fee	adult/child	$10.00 - $20.00	+	$11.30 - $22.60
Adult Programs	adult	$30.00 - $120.00	+	$33.90-$135.60
PAMA Kids, members	child	$25.50 - $59.50	n/a	$25.50 - $59.50
PAMA Kids	child	$30.00 - $70.00	n/a	$30.00 - $70.00
School Visit Tours of Art Gallery & Museum	student	$5.31 - $13.28	+	$6.00-$15.00
Private Tours, members or Not for Profit	group	$6.80 per person (group minimum of 15)	+	$6.80 per person (group minimum of 15) + HST
Private Tours	group	$8.00 per person (group minimum of 15)	+	$8.00 per person (group minimum of 15) + HST
Worry Free Workshops, members or Not for Profit	group	$110.93	+	$125.35
Worry Free Workshops	group (15)	$132.74 (over 30-300)	+	$150.00 (over 30 - 300)
PAMA Kids Camp, members	child	$191.25 - $234.60	n/a	$191.25 - $234.60
PAMA Kids Camp	child	$225.00 - $276.00	n/a	$225.00 - $276.00
Birthday Parties at PAMA	group (15)	$150.00 - $400.00	n/a	$150.00 - $400.00
Membership Fees				
Volunteer/Student	person	$17.70	+	$20.00
Individual	person	$39.82	+	$45.00
Family	family	$53.10	+	$60.00
Heritage Associate*	person	$132.74	+	$150.00
Heritage Patron*	person	$221.24	+	$250.00
Curator's Circle*	person	$442.48 and up	+	$500.00 and up
Corporate Membership Fees*				
Corporate Supporter	company	$176.99 - $265.49	+	$200.00 - $300.00
Corporate Associate	company	$266.37 - $663.72	+	$301.00 - $750.00
Corporate Patron	company	$664.60 - $1,327.43	+	$751.00 -$1,500.00
Corporate Benefactor	company	$1,328.32 - $2,654.75	+	$1,501.00-$3,000.00
Corporate Partner	company	$2,655.75 and up	+	$3,001.00 and up

*Fees include a family membership fee of $60 and the remainder is a tax deductible donation

* $60 goes towards the general fund for membership and the remainder is considered a donation

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Facility Rental Business Hours				
Facility Rental during business hours	1/2 day	$250.00	+	$282.50
Facility Rental during business hours, Member or Not for Profit	1/2 day	$212.50	+	$240.13
Facility Rental, business hours, full day	day	$500.00	+	$565.00
Facility Rental, business hours, full day, Member or Not for Profit	day	$425.00	+	$480.25
Facility Rental, Thurs evenings, 2.5 hours	6pm-8:30pm	$325.00	+	$367.25
Facility Rental, Thurs evenings, 2.5 hours, Members or Not for Profit	6pm-8:30pm	$276.25	+	$312.16
Memorial 3 hours, day	day	$430.00	+	$485.90
Memorial 3 hours, evening	evening	$630.00	+	$711.90
Hourly Staffing fee for extra hours	by the hour	$150.00	+	$169.50
Saturday and Sunday Rates				
Facility Rental, Saturday & Sunday, 4 hours, Members or Not for Profit	1/2 day	$510.00	+	$576.30
Facility Rental, Saturday & Sunday, 4 hours	1/2 day	$600.00	+	$678.00
Social Booking, half day, 6 - 11 pm	1/2 day	$1,000.00	+	$1,130.00
Social Booking, half day, 6 - 11 pm; Member or Not for Profit	1/2 day	$850.00	+	$960.50
Courtroom Use Fees- Weekdays (Occupancy 90 people)				
Wedding Package (rehearsal, prep, photos, ceremony, reception)	package	$2,200.00	+	$2,486.00
Wedding Package (rehearsal, prep, photos, ceremony, reception) - Members	package	$1,870.00	+	$2,113.10
Wedding or Event photos only	package	$270.00	+	$305.10
Wedding Reception- evening (rehearsal, prep)*	package	$1,500.00	+	$1,695.00
Courtroom ceremony (rehearsal, prep, photos)*	package	$600.00	+	$678.00
* Members of the Peel Art Gallery, Museum & Archives receive a 15% discount				
Film Productions:				
Set up/dismantle plus additional expenses (i.e. security, janitorial)	per 7 hrs day during core business hours.	$1,500 + expenses	+	$1,500 + expenses + HST
Film shoot days in the Historic Courtroom	per 12 hrs day from 7:30 a.m. to 7:30 p.m.	$3,000 + expenses	+	$3,000 + expenses + HST
After Hours Rate	per hour, after 12 hour contract day	$250.00 - $400.00	+	$282.50 - $452.00
Set-up & filming in hallways and corridor	per day	$600.00	+	$678.00
Set up and filming - Small shoots (5 people, hand held camera)	per half day (3 hours)	$750.00	+	$847.50
Set-up & filming exterior shots only	per day	$600.00	+	$678.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Staff Relocation Cost	per day	$3,000.00	+	$3,390.00
Access, security and maintenance	per hour, after contracted hours.	$130.00	+	$146.90
Film Site Representative	per hour, per person	$50.00 - $75.00	+	$56.50 - $84.75
Staffing fee, Core PAMA staff	per hour, per person	$75.00	+	$84.75
Other Costs	variable	Actual Cost	+	Actual Cost + HST
Additional parking spots for vehicles and equipment	per parking spot	$250.00	+	$282.50

Admissions*

Adults	person	$4.43	+	$5.01
Seniors	person	$3.54	+	$4.00
Students	person	$3.54	+	$4.00
Families	family	$10.62	+	$12.00

1/2 Price Admissions*

Adults	person	$2.21	+	$2.50
Seniors	person	$1.77	+	$2.00
Students	person	$1.77	+	$2.00
Families	family	$5.31	+	$6.00

*The Manager, PAMA, is authorized to exempt, in whole or in part, the admission fees where: the full facility is not available; on special occasions such as Family Day, cultural days etc.; the exemption is for marketing purposes; or she or he is of the opinion that the payment of the fees may create a barrier to participation as a result of economic hardship.

Exhibitions

Travelling Exhibition fee to borrow PAMA exhibitions	Variable per exhibition per month	Actual cost	+	Actual Cost + HST

PART 4: PUBLIC WORKS*

***The Commissioner of Public Works is authorized to grant exemptions from the Region of Peel's user fees and any other applicable fees, securities or charges that apply to a permit, license or approval required to deliver the Hurontario Light Rail Transit project, where the Commissioner of Public Works deems it appropriate to do so.

Water Supply

Subdivision/New Main Fees

Subdivision Hydrant Inspections - Untampered	hydrant	$575.00	n/a	$575.00
Subdivision Hydrant Inspections - Tampered	hydrant	$125.00	n/a	$125.00
Subdivision Pressure/Chlorination Tests (for additional tests)	section (300m)	Actual costs or a minimum charge of $1,100.00	n/a	Actual costs or a minimum charge of $1,100.00
Chlorination	line	$400.00	n/a	$400.00
Cost to Maintain Adequate Chlorine Residuals	cost of work	Actual Cost	n/a	Actual Cost

Operations and Maintenance

Hydrant Flow Tests	test	$280.00	+	$316.40
Additional Hydrants	hydrant	$140.00	+	$158.20

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Watermain Tapping Fees (0 mm to 300 mm)				
Regular Hours 7:00 am - 4:00 pm	tap	$550.00	n/a	$550.00
Work beyond four hours	hour	$140.00	n/a	$140.00
After Regular Hours & Saturdays	tap	$775.00	n/a	$775.00
Work beyond four hours	hour	$195.00	n/a	$195.00
Sundays & Holidays	tap	$1,000.00	n/a	$1,000.00
Work beyond four hours	hour	$250.00	n/a	$250.00
Hydrant Permits				
Application Fee†	per application††	$250.00	+	$282.50
Meter Rental Fee	day	$3.00	+	$3.39
Service Frozen Meter/Hydrant/Appurtenance	per unit	Actual Costs	+	Actual Costs + HST
Meter/Hydrant/Appurtenance returned broken	per unit	Actual Costs	+	Actual Costs + HST
Meter/Appurtenance not returned	per unit	Actual Costs	+	Actual Costs + HST
Lost Valve	per unit	Actual Costs	+	Actual Costs + HST
Water Charge	per cubic meter	Actual Costs	n/a	Actual Costs
Backflow Rental Fee	per day	$3.00	n/a	$3.00
Assumed consumption rate/per day	See Unauthorized Water Usage section of PART 4: PUBLIC WORKS			
Unauthorized Water Usage				
Unauthorized Use of Hydrant without Permit	hydrant	$575.00 plus cost of labour and water flushed to maintain water quality	n/a	$575.00 plus cost of labour and water flushed to maintain water quality
Hydrant repair	hydrant	Actual Costs	n/a	Actual Costs
Unauthorized Valving	valve	$575.00 plus cost of labour and water flushed to maintain water quality	n/a	$575.00 plus cost of labour and water flushed to maintain water quality
Valve repair	valve	Actual Costs	n/a	Actual Costs
Assumed consumption charges	per day	$25.00	n/a	$25.00
Turn on/Turn off Fees (Multi-Residential & Commercial)				
Regular Hours	per service	Actual Cost	n/a	Actual Cost
After Hours Saturday/Sunday & Holidays	per service	Actual Cost	n/a	Actual Cost
Reports & Studies				
All Approved Reports & Studies	copy	$100.00	+	$113.00

† Previously in 2018 By-Law - "Administration Charge (+ charge for water used based on current rates)"

†† Previously in 2018 By-Law - "permit"

Schedule "A" to By-law Number 18-2019

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Regional Design Guidelines				
20 Year Regional D.C. Plan Map	each	$25.00	+	$28.25
5-Year Capital Budget & Forecasts Map	each	$25.00	+	$28.25
Capital Works - Water and Wastewater Treatment				
Contract Plans & Documents (Less than $5.0 Million)	document	$100.00	+	$113.00
Contract Plans & Documents ($5.0 to $25.0 Million)	document	$150.00	+	$169.50
Contract Plans & Documents (Greater than $25.0 Million)	document	$200.00	+	$226.00
Contract Plans & Documents				
Volume 1 (prequalified) - hard copy*	document	$39.82	+	$45.00
Volume 1 - hard copy*	document	$15.04	+	$17.00
Volume 2 - hard copy	document	$24.78	+	$28.00
Contract Plans (1-20 sheets)*	set	$15.04	+	$17.00
*For contracts greater than 40 sheets the price will be based on actual document costs.				
Billings				
New Occupancy Charge	account	$80.00	n/a	$80.00
Change of Occupancy Charge	account	$35.00	n/a	$35.00
N.S.F. Cheque	cheque	$33.00	n/a	$33.00
Late Payment Penalty		2% of billed amount	n/a	2% of billed amount
Statement Letter (billing history)	letter	$30.00	n/a	$30.00
Turn-off or Turn-on for Collection (extended hours - Monday-Friday, 8:30 am - 9:00 pm)				
Standard residential service size (extended hours)	turn-on/off	$90.00	n/a	$90.00
Commercial service size (extended hours)	turn-on/off	$90.00	n/a	$90.00
Service Rep Property Visit (no turn off)	Rep Visit	$45.00	n/a	$45.00
Final Notice of Disconnection for Overdue Account	final notice letter	$26.00	n/a	$26.00
Utility Arrears Certificate	account	$35.00	n/a	$35.00
Overdue Utility Charges transferred to Tax Roll	account	$35.00	n/a	$35.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Metering and Installation Replacement Charges - Damaged Equipment				
Standard Residential Service Size	equipment	$77.77 + materials	n/a	$77.77 + materials
Commercial Service Size	equipment	Actual Costs	n/a	Actual Costs
Costed commercial/industrial meter connections	equipment	Actual Costs	n/a	Actual Costs
Customer-Requested Meter Removal/Re-Installation (including required turn-on/off, regular hours - Monday-Friday, 8:30 am - 4:30 pm)				
Standard Residential Service Size (regular hours)	removal	$77.77 + materials	n/a	$77.77 + materials
Commercial Service Size (regular hours)	removal	Actual Costs	n/a	Actual Costs
Standard Residential Service Size (after hours)	removal	$116.65	n/a	$116.65
Commercial Service Size (after hours)	removal	Actual Costs	n/a	Actual Costs
Meter Installation Charges Sub-Divisions and Flat Rate				
Meter Size, 16mm x 19mm	meter	$468.00	n/a	$468.00
Meter Size, 19mm	meter	$518.00	n/a	$518.00
Meter Size, 25mm	meter	$574.00	n/a	$574.00
Meter Installation Charges Industrial, Commercial, Institutional (38mm and greater are applicant installed)				
Meter Size, 16mm x 19mm	meter	$501.00	n/a	$501.00
Meter Size, 19mm	meter	$556.00	n/a	$556.00
Meter Size, 25mm	meter	$652.00	n/a	$652.00
Meter Size, 38mm	meter	$1,206.00	n/a	$1,206.00
Meter Size, 50mm	meter	$1,360.00	n/a	$1,360.00
Meter Size, 75mm Tru-Flo	meter	$4,677.00	n/a	$4,677.00
Meter Size, 100mm Tru-Flo	meter	$6,040.00	n/a	$6,040.00
Meter Size, 150mm Tru-Flo	meter	$11,723.00	n/a	$11,723.00
Meter Size, 100mm Protectus Fireline and Domestic use	meter	$6,820.00	n/a	$6,820.00
Meter Size, 150mm Protectus Fireline and Domestic use	meter	$11,760.00	n/a	$11,760.00
Meter Size, 200mm Protectus Fireline and Domestic use	meter	$15,288.00	n/a	$15,288.00
Meter Size, 250mm Protectus Fireline and Domestic use	meter	$20,289.00	n/a	$20,289.00
Meter Size, 250X300mm Protectus Fireline and Domestic use	meter	$20,289.00	n/a	$20,289.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Frozen & Damaged Meters				
All charges are pro-rated charges based on the remaining life of the meter				
Meter Size, 16 mm & 16mm X 19mm	meter	$168.00 down to $8.88	+	$189.84 down to $10.03
Meter Size, 19mm	meter	$214.16 down to $11.27	+	$242.00 down to $12.74
Meter Size, 25mm	meter	$266.76 down to $14.04	+	$301.44 down to $15.87
Meter Size, 38mm	meter	$632.20 down to $33.27	+	$714.39 down to $37.60
Meter Size, 50mm	meter	$768.51 down to $40.45	+	$845.36 down to $45.71
Meter Size, 75mm Tru-Flo	meter	$3,243.52 down to $170.71	+	$3,665.18 down to $192.90
Meter Size, 100mm Tru-Flo	meter	$4,321.26 down to $227.43	+	$4,883.02 down to $257.00
Meter Size, 150mm Tru-Flo	meter	$8,395.08 down to $441.85	+	$9,486.44 down to $499.29
Meter Size, 150mm Protectus	meter	$12,930.60 down to $680.56	+	$14,611.58 down to $769.03
Meter Size, 200mm Protectus	meter	$16,770.61 down to $882.66	+	$18,950.79 down to $997.41
Meter Size, 250mm Protectus	meter	$21,793.82 down to $1,147.04	+	$24,627.02 down to $1,296.16
Upgrading and Downgrading				
Meter Size, 16mm X 19mm	meter	$303.72	+	$343.20
Meter Size, 19mm	meter	$351.54	+	$397.24
Meter Size, 25mm	meter	$410.73	+	$464.12
Meter Size, 38mm	meter	$879.36	+	$993.68
Meter Size, 50mm	meter	$1,029.02	+	$1,162.79
Meter Size, 75mm Tru-Flo	meter	$4,289.23	+	$4,846.83
Meter Size, 100mm Tru-Flo	meter	$5,644.33	+	$6,378.09
Meter Size, 150mm Tru-Flo	meter	$11,205.00	+	$12,661.65
Meter Size, 150mm Protectus Fireline and Domestic use	meter	$11,012.93	+	$12,444.61
Meter Size, 200mm Protectus Fireline and Domestic use	meter	$14,412.66	+	$16,286.31
Meter Size, 250mm Protectus Fireline and Domestic use	meter	$19,596.93	+	$22,144.53
Meter Test Request*				
A. Meter is removed and sent to third party for testing for Volumetric and Odometer Tests				
Meter Size, 16mm X 19mm	meter	$270.00	n/a	$270.00
Meter Size, 19mm	meter	$270.00	n/a	$270.00
Meter Size, 25mm	meter	$270.00	n/a	$270.00
Meter Size, 38mm	meter	$379.87	n/a	$379.87
Meter Size, 50mm	meter	$379.87	n/a	$379.87

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
B. Field tests costs only for meters greater than 25 mm which have test feesand only test for volumetric results Own Forces				
Meter Size, 38mm	meter	$278.00	n/a	$278.00
Meter Size, 50mm	meter	$278.00	n/a	$278.00
Meter Size, 75mm	meter	$334.00	n/a	$334.00
Meter Size, 100mm	meter	$334.00	n/a	$334.00
Meter Size, 150mm	meter	$334.00	n/a	$334.00

Note - All meters greater than 25 mm will be tested on site by Peel staff and repairs will be completed to ensure meter accuracy

C. Third Party Field Test				
Meter Size 75 mm to 150 mm	meter	$602.00	n/a	$602.00
Meter Size 100 mm to 250 mm Protectus	meter	$602.00	n/a	$602.00
D. Third Party volumetric tests only at Atlantic Liquid Meters				
Meter Size, 16mm x 19mm	meter	$197.17	n/a	$197.17
Meter Size, 19mm	meter	$197.17	n/a	$197.17
Meter Size, 25mm	meter	$197.17	n/a	$197.17
Meter Size, 38mm	meter	$239.36	n/a	$239.36
Meter Size, 50mm	meter	$239.36	n/a	$239.36

*The Commissioner of Public Works is authorized to exempt property owners from the payment of fees in respect of a water meter test request in circumstances where it is determined that the water meter has been found to be over-registering."

Administrative Fee to recover Connection Fees not paid prior to installation				
Administrative Fee	invoicing	$98.00	+	$110.74
Water Conservation/efficiency Program				
Rain Barrels	each	$44.25	+	$50.00
Comprehensive Watermain Drawings*				
Engineering Drawings (on paper) 2ft x 3ft	drawing	$15.00	+	$16.95
Engineering Drawings (11 x 17)	map	$8.00	+	$9.04
Site Plans	Per report	$35.00	+	$39.55
Connection Files	Per report	$35.00	+	$39.55
CCTV Reports	Per report	$15.00	+	$16.95
Service Ties including asset attributes and sketch/image if available	Per report	$15.00	+	$16.95
Sanitary Drainage / Design sheets	Per report	$15.00	+	$16.95
Expedited Service (same day)	Per report	$50.00	+	$56.50
Field Mobile Viewer	Per report	$20.00	+	$22.60
Custom GIS Plots	linear foot	$90.00 per linear foot with a $450.00 minimum per request	+	$101.70 per linear foot with a $508.50 minimum per request

*Maximum fee for all Comprehensive Watermain drawings requested simultaneously is $50 plus tax per request

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Subdivision Engineering & Inspection Fees (based on estimated cost of Regional works)				
Brampton/Caledon/Mississauga (Per program - Water and Wastewater)	cost of work	5.25% or a minimum charge of $8,500.00 plus chlorination, pressure testing and flushing fee where applicable	n/a	5.25% or a minimum charge of $8,500.00 plus chlorination, pressure testing and flushing fee where applicable
Miscellaneous Development Projects (Per program - Water and Wastewater)	cost of work	7% or a minimum charge of $8,500.00 plus chlorination, pressure testing and flushing fee where applicable. First engineering submission shall include cheque in the amount of $4,000 payable to Region of Peel. This amount will be deducted from final amount of applicable engineering fees.	n/a	7% or a minimum charge of $8,500.00 plus chlorination, pressure testing and flushing fee where applicable. First engineering submission shall include cheque in the amount of $4,000 payable to Region of Peel. This amount will be deducted from final amount of applicable engineering fees.
Front End Financing Agreement (FEFA), administration and processing fee (Per program - Water and Wastewater)	cost of work	1% of the estimated cost of the front end financed work, $15,000.00 minimum charge	n/a	1% of the estimated cost of the front end financed work, $15,000.00 minimum charge
Re-inspection fees for Development related projects (Per program - Water and Wastewater)	cost of work	Actual Costs	n/a	Actual Costs
Connection Administration & Inspection Fees				
Water Service Residential (up to 50mm)	administration/ inspection up to 3 engineering submissions	$1,345.00 (This amount includes non-refundable sum of $703.50)	n/a	$1,345.00 (This amount includes non-refundable sum of $703.50)
Sewer Service Residential	administration/ inspection up to 3 engineering submissions	$1,345.00 (This amount includes non-refundable sum of $703.50)	n/a	$1,345.00 (This amount includes non-refundable sum of $703.50)
Water/Sewer Service Residential installed under Capital Project (Per program - Water and Wastewater)	administration	$300.00 (non-refundable)	n/a	$300.00 (non-refundable)
Water/Sewer Service - ICI (Per program - Water and Wastewater)	administration/ inspection up to 3 engineering submissions	$2,400.00 (This amount includes non-refundable sum of $1,280.00)	n/a	$2,400.00 (This amount includes non-refundable sum of $1,280.00)
Water/Sewer Service - ICI installed under Capital Project (Per program - Water and Wastewater)	administration	$600.00 (non-refundable)	n/a	$600.00 (non-refundable)
Water Service - hydrant & valve	administration/ inspection up to 3 engineering submissions	$2,400.00 (This amount includes non-refundable sum of $1,280.00)	n/a	$2,400.00 (This amount includes non-refundable sum of $1,280.00)
Processing requests/revisions to existing residential services (Per program - Roads, Water and Wastewater)	administration/ inspection up to 3 engineering submissions	$600.00 (non-refundable)	n/a	$600.00 (non-refundable)
Processing requests/revisions to existing non-residential and multi-residential services (Per program - Water and Wastewater)	administration/ inspection up to 3 engineering submissions	$1,100.00 (non-refundable)	n/a	$1,100.00 (non-refundable)

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Water system interruption RESIDENTIAL (up to 300mm diameter watermain)	administration/ inspection	$440.00	n/a	$440.00
Water system interruption ICI (up to 300mm diameter watermain)	administration/ inspection	$880.00	n/a	$880.00
Water system interruption RESIDENTAL AND ICI (on 400mm or larger diameter watermain)	administration/ inspection	$200.00	n/a	$200.00
Confirmation of Capacity Statement (Per program - Water and Wastewater)	each	$750.00 (non-refundable)	n/a	$750.00 (non-refundable)

Cross Boundary Servicing Applications

Residential cross boundary servicing requests administration and processing fee (Per program - Water and Wastewater)	each	$2,000.00 (non-refundable)	n/a	$2,000.00 (non-refundable)
Non-Residential cross boundary servicing requests administration and processing fee (Per program - Water and Wastewater)	each	$5,000.00 (non-refundable)	n/a	$5,000.00 (non-refundable)

PART 4: PUBLIC WORKS

Wastewater

TV Inspections

Residential	call	$500.00	n/a	$500.00
Commercial/Industrial/Condominium	service	Actual Costs	n/a	Actual Costs

Emergency Sewer Back-Up Charges

Residential	call	$500.00	n/a	$500.00
Commercial/Industrial/Condominium	service	Actual Costs	n/a	Actual Costs

Environmental Control Fees

Labour (2 person crew) incl. Overtime	hour	$175.00	+	$197.75
Equipment -Sampler	hour	$3.00	+	$3.39
Application Fee - Wastewater Charge Appeal	each	$102.90	+	$116.28
Application Fee - Hauled Sewage	each	$102.90	+	$116.28
Late Application Fee - Wastewater Charge Appeal Reports	each	$50.00	+	$56.50
Sampling Baskets	per basket	$200.00	+	$226.00
Spill Clean up	each	Actual costs	n/a	Actual costs
Biochemical Oxygen Demand	analysis	$28.90	n/a	$28.90
Suspended Solids	analysis	$14.25	n/a	$14.25
Oil & Grease	analysis	$68.70	n/a	$68.70
Total Phosphorus	analysis	$24.00	n/a	$24.00
TKN Analysis	analysis	$26.75	n/a	$26.75
Backflow Prevention Assembly Survey/Annual Report Review	analysis	$50.00	n/a	$50.00
Environmental Information Requests	address	$100.00	n/a	$100.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Contract Plans & Documents				
Volume 1 (prequalified) - hard copy*	document	$45.00	+	$50.85
Volume 1 - hard copy*	document	$20.00	+	$22.60
Volume 2 - hard copy	document	$30.00	+	$33.90
Contract Plans (1-20 sheets)*	set	$55.00	+	$62.15
*For contracts greater than 40 sheets the price will be based on actual document costs.				
Reports & Studies				
All Approved Reports & Studies	copy	$100.00	+	$113.00
Regional Design Guidelines				
20 Year Regional D.C. Plan Map	each	$25.00	+	$28.25
5-Year Capital Budget & Forecasts Map	each	$25.00	+	$28.25
PART 4: PUBLIC WORKS				
Roads and Transportation				
Pavement Degradation Fee				
Last Reconstruction or Last Resurfacing 0 to 5 (yrs)	per square meter	$22.44	n/a	$22.44
Last Reconstruction or Last Resurfacing 6 to 10 (yrs)	per square meter	$13.26	n/a	$13.26
Last Reconstruction or Last Resurfacing more than 10 (yrs)	per square meter	$6.12	n/a	$6.12
Traffic Information/Administration Fees (Traffic Signals and Systems)				
Signal Timing Fees	per intersection	$55.03	n/a	$55.03
Legal Letter	letter	$476.45	n/a	$476.45
Maintenance Recovery Administration Cost	recovery	$201.11	n/a	$201.11
Traffic Development/Administration Fees (Traffic Development)				
Site Plan Review/Development Applications/ Engineering & Inspection Fees - % estimated cost of Regional work	cost of work	7% or minimum charge of $1,724.40	n/a	7% or minimum charge of $1,724.40
Access/servicing Compliance letters	letter	$301.30	n/a	$301.30
Temporary Access Fee	permit	$326.37	n/a	$326.37
Traffic Signal Maintenance Fee (private access) - Lump sum/up front fee, replaces annual traffic signal maintenance fee in perpetuity, per Council resolution 2012-927.	Per new intersection with private access as per Agreement	$63,000.00	+	$71,190.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Roads Fees				
Excess Load Permits (1 - 10 Vehicles)	permit	$150.00	n/a	$150.00
Excess Load Permits annual (11 vehicles and greater)	permit	$350.00	n/a	$350.00
Excess Load Permits (single/multiple)	permit	$150.00	n/a	$150.00
Road Occupancy	permit	$450.00	n/a	$450.00
Filming/Advertising Permits	permit	$200.00	n/a	$200.00
Road Closure Permit - Full Road Closure*	permit	$550.00	n/a	$550.00
Road Closure Permit - Partial/Rolling Closure*	permit	$275.00	n/a	$275.00

*The Manager within Traffic Engineering is authorized to exempt the Road Closure Permit Fees when the closure is for community benefit and applied for by a not-for-profit organization.

Roads Fees				
Culvert cost	culvert	Actual Costs	n/a	Actual Costs
Clean up of Roadway and Repair of Road assets	each repair each cleanup	Actual Costs	n/a	Actual Costs
Tourism Signs on Regional Roads - Low Speed Signs	year	$65.00	n/a	$65.00
Tourism Signs on Regional Roads - High Speed Signs	year	$153.00	n/a	$153.00
Signs with custom Logo if client qualifies	one time	$100.00	n/a	$100.00
Adopt a Road - Rural Roads Section	year	$300.00 per kilometre	n/a	$300.00 per kilometre
Adopt a Road - Urban Roads Section	year	$1,500.00 per kilometre	n/a	$1,500.00 per kilometre
Traffic Information/Administration Fees (Traffic Operations)				
ATR Count	per location per year	$28.19	n/a	$28.19
24-Hour Volume Map	per map per year	$28.19	n/a	$28.19
8-Hour Manual Count	count per year	$28.19	n/a	$28.19
Providing Collision Information	per location per year	$28.19	n/a	$28.19
Contract Plans & Documents				
Volume 2 Standard Contract Documents, Design Criteria Manual, Material Specifications & Standard Drawings	CD	$35.40	+	$40.00
Telecommunication Processing Fees				
Telecommunication Permit Approval Fees (incl. Inspection of 200 meters/656.2 feet)	per application	$405.00	+	$457.65
Additional Inspection fees if greater than 200 meters/656.2 feet	per meter	$0.30	+	$0.34
Annual Municipal Access Agreement Fee	per agreement	per negotiated agreement	+	per negotiated agreement + HST

PART 4: PUBLIC WORKS

TransHelp

TransHelp Adult Fares	1 trip (one way)	$3.75	n/a	$3.75
TransHelp Monthly Pass	monthly	$124.00	n/a	$124.00
TransHelp Charter Fees (min. 4 hrs.)	vehicle hour	$120.00	+	$135.60
Taxi Scrip Book	booklet	$25.00	n/a	$25.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
PART 4: PUBLIC WORKS				
Land Use Planning†				
† Previously in 2018 By-Law - "Development Services"				
Development Planning				
Application to Amend the Regional Official Plan				
Application Requiring Full Circulation	application	$20,000.00	n/a	$20,000.00
Public Notice	application	Actual Costs	n/a	Actual Costs
Sub-Delegated Plans Process & Commenting - Mississauga/Brampton/Caledon				
Plans of Subdivision	plan	$20,000.00	n/a	$20,000.00
Plans of Condominium	plan	$3,000.00	n/a	$3,000.00
Review of Area Municipal Plan Amendments (Section 17 only)*	review	$12,000.00	n/a	$12,000.00
Site Plan Agreement, Development Agreement	agreement	$2,000.00	n/a	$2,000.00
*Note: There is no charge for the review of Section 26				
Appeal				
Appeal where staff are not required to attend OMB hearing	approval	Actual Costs	n/a	Actual Costs
Appeal where staff are required to attend OMB hearing	approval	Actual Costs	n/a	Actual Costs
Close File Retrieval	file	$25.00	n/a	$25.00
Planning Publications				
Waste Collection, Design Standards Manual for New Developments	copy	$3.00	+	$3.39
Retail Business Holidays Act - Tourism Exemption Applications - Establishments in Mississauga/Brampton/Caledon				
Processing	application	$1,500.00	n/a	$1,500.00
Public Notice	application	Actual Costs	n/a	Actual Costs
Development Engineering Review Fees				
Residential Connection first submission application fee (Per program - Roads, Water and Wastewater)	administration	$250.00 (non-refundable)	n/a	$250.00 (non-refundable)
ICI Connection first submission application fee (Per program - Roads, Water and Wastewater)	administration	$400.00 (non-refundable)	n/a	$400.00 (non-refundable)
Site Servicing on Regional Roads - Residential (Per program - Roads, Water and Wastewater)	administration/ inspection up to 3 engineering submissions	$1,980.00 (This amount includes non-refundable sum of $1,120.50)	n/a	$1,980.00 (This amount includes non-refundable sum of $1,120.50)
Site Servicing on Regional Roads - ICI (Per program - Roads, Water and Wastewater)	administration/ inspection up to 3 engineering submissions	$3,200.00 (This amount includes non-refundable sum of $1,840.00)	n/a	$3,200.00 (This amount includes non-refundable sum of $1,840.00)
Functional Service Report	per report	$500.00 per report up to 3 engineering submissions (non-refundable)	n/a	$500.00 per report up to 3 engineering submissions (non-refundable)

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Storm Water Management Report Review Fee	per report	$500.00 per report up to 3 engineering submissions (non-refundable)	n/a	$500.00 per report up to 3 engineering submissions (non-refundable)
Processing of submissions beyond third engineering submission for all development related projects including FSR/Storm Water Management Reports	administration per submission	$350.00	n/a	$350.00
MOE processing, review and administration fee (Wastewater and/or Storm Water and/or Storm Sewer)	cost of work	$1,100.00 (non-refundable)	n/a	$1,100.00 (non-refundable)
MOE processing, review and administration fee (WATER)	cost of work	$1,200.00 (non-refundable)	n/a	$1,200.00 (non-refundable)
MTO Road Cut Permit (Per program - Roads, Water and Wastewater)	permit	Actual cost of Permit as per MTO guidelines	n/a	Actual cost of Permit as per MTO guidelines
MTO Road Cut Permit Peel administration fee (Per program - Roads, Water and Wastewater)	each	$150.00 (non-refundable)	n/a	$150.00 (non-refundable)
Surcharge Fee per stage beyond stage 1 for Review & Inspection (Water program only)	each	$5,000.00 plus chlorination, pressure testing and flushing fee where applicable	n/a	$5,000.00 plus chlorination, pressure testing and flushing fee where applicable
Cost for Updating as Constructed Information - SUBDIVISIONS (Per Program - Water and Wastewater)	per KM of pipe	$750.00 or a minimum charge of $459.68 + HST	+	$847.50 or a minimum charge of $459.68
Cost for Updating as Constructed Information - RESIDENTIAL (Per Program - Water and Wastewater)	each	$45.00	+	$50.85
Cost for Updating as Constructed Information - ICI (Per Program - Water and Wastewater)	each	$66.00	+	$74.58

Integrated Planning - Planning Publications

Regional Official Plan - current Office Consolidation	copy	$66.37	+	$75.00

Subdivision Engineering & Inspection Fees (based on estimated cost of Regional works)

Brampton/Caledon/Mississauga (Per program - Water and Wastewater)	See Water Supply section of PART 4: PUBLIC WORKS
Miscellaneous Development Projects (Per program - Water and Wastewater)	
Front End Financing Agreement (FEFA), administration and processing fee (Per program - Water and Wastewater)	
Re-inspection fees for Development related projects (Per program - Water and Wastewater)	

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Connection Administration & Inspection Fees				
Water Service Residential (up to 50mm)	See Water Supply section of PART 4: PUBLIC WORKS			
Sewer Service Residential				
Water/Sewer Service Residential installed under Capital Project (Per program - Water and Wastewater)				
Water/Sewer Service - ICI (Per program - Water and Wastewater)				
Water/Sewer Service - ICI installed under Capital Project (Per program - Water and Wastewater)				
Water Service - hydrant & valve				
Processing requests/revisions to existing residential services (Per program - Roads, Water and Wastewater)				
Processing requests/revisions to existing non-residential and multi-residential services (Per program - Water and Wastewater)				
Water system interruption RESIDENTIAL (up to 300mm diameter watermain)				
Water system interruption ICI (up to 300mm diameter watermain)				
Water system interruption RESIDENTAL AND ICI (on 400mm or larger diameter watermain)				
Confirmation of Capacity Statement (Per program - Water and Wastewater)				
Cross Boundary Servicing Applications				
Residential cross boundary servicing requests administration and processing fee (Per program - Water and Wastewater)	See Water Supply section of PART 4: PUBLIC WORKS			
Non-Residential cross boundary servicing requests administration and processing fee (Per program - Water and Wastewater)				

PART 4: PUBLIC WORKS

Waste Management

Backyard Composter	unit	$19.47	+	$22.00
Backyard Composter on Environmental Days	unit	$15.04	+	$17.00
Compost (Bulk) Picked up at CRCs	tonne	$35.00	+	$39.55
Compost (Bulk)	tonne	$35.00	+	$39.55
Compost Agricultural Grade (Bulk) (1 and 1/2 inch minus)	tonne	$5.00	+	$5.65
Garbage Bag Tags	per tag	$1.00	n/a	$1.00
Kitchen Container (Replacement)	unit	$4.43	+	$5.01
Cart Exchange Fee	unit	$22.12	+	$25.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
PART 5: HEALTH SERVICES				
Health General				
Personal Health Information Protection Act (PHIPA)*	page	$30 for first 20 pages then 25 cents for each page	n/a	$30 for first 20 pages then 25 cents for each page

*Any PHIPA Access Request Representative is authorized to exempt, in whole or in part, any person from the Personal Health Information Protection Act (PHIPA) fees, where he or she is of the opinion that it is fair and equitable to do so.

PART 5: HEALTH SERVICES

Chronic Disease Prevention†

† Previously in 2018 By-Law - "Environmental Health"

Food Handler Classroom Instruction and Certification Exam	See Infectious Disease Prevention section of PART 5: HEALTH SERVICES			
Food Handler Home Study (materials only)				
Food Handler Certification Exam only				
Replacement Food Handler Training & Certification Wallet Card				
Marijuana Grow Ops Investigation	case	$500.00	+	$565.00

PART 5: HEALTH SERVICES

Infectious Disease Prevention†

† Previously in 2018 By-Law - "Communicable Diseases Healthy Sexuality Clinic Fees"

Antibacterial Antiprotozoal Products*	package	Actual Cost	+	Actual Cost + HST
Birth Control Products*	package	Actual Cost	+	Actual Cost + HST
Thermometers*	Thermometer	Actual Cost	+	Actual Cost + HST
Food Handler Classroom Instruction and Certification Exam	client	$56.22	+	$63.53
Food Handler Home Study (materials only)	client	$35.77	+	$40.42
Food Handler Certification Exam only	client	$20.44	+	$23.10
Replacement Food Handler Training & Certification Wallet Card	client	$9.74	+	$11.01

*Any manager, supervisor, physician, registered nurse or public health nurse employed by or on behalf of the Regional Corporation's Healthy Sexuality Program is authorized to exempt, in whole or in part, any client from the Healthy Sexuality Clinic Fees, where he or she is of the opinion that the payment of such fees may cause undue economic hardship to the person requiring the service in question.

PART 5: HEALTH SERVICES

Adult Day†

† Previously in 2018 By-Law - "Seniors Services"

Seniors Day Program Fees*	day	$22.95	n/a	$22.95
Seniors Day Program Fees - Minimum Fee per Day	day	$11.48	n/a	$11.48
Guest Meals Fees	See Long Term Care section of PART 5: HEALTH SERVICES			
Meals on Wheels				

*The fees for the Senior Day Program are needs tested at the request of the client, and approved by the Administrator.

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
PART 5: HEALTH SERVICES				
Long Term Care				
Guest Meals Fees	meal	$7.56	+	$8.54
Meals on Wheels	meal	$7.30	n/a	$7.30
PART 5: HEALTH SERVICES				
Paramedic Services				
Ambulance Paid Duty with Administration Fee	per hour	$195.00	n/a	$195.00
Ambulance Call Report*	document	$75.00	n/a	$75.00

*Any PHIPA Access Request Representative is authorized to exempt, in whole or in part, any person from the Personal Health Information Protection Act (PHIPA) fees, where he or she is of the opinion that it is fair and equitable to do so.

PART 6: PEEL REGIONAL POLICE

Human Resources

Personnel File Copy	copy	$183.00	n/a	$183.00

Communications Centre

Audio File	compact disc	$57.50	n/a	$57.50
False Alarm Attendance	per occurrence	$173.00	+	$195.49

Records Search Unit

Police Vulnerable Sector Check	request	$34.00	n/a	$34.00
Police Information Check	request	$34.00	n/a	$34.00
Additional Certified Copies - Criminal Records Certificate	request	$5.00	n/a	$5.00
Records Suspensions	request	$92.00	n/a	$92.00

Customer Services Unit

Motor Vehicle Accident Notes	request	$147.00	n/a	$147.00
Motor Vehicle Collision Search/Report	request	$40.00	n/a	$40.00
Occurrence Report	report	$30.00	n/a	$30.00
Insurance Information Report	report	$34.00	n/a	$34.00
Lost/Stolen Passport	request	$45.00	n/a	$45.00

Forensic Identification

Fingerprints (price per person)	prints	$27.00	n/a	$27.00
Additional Fingerprints	prints	$4.00	n/a	$4.00

Photographs

Photograph Enlargement	per photo	$63.00	n/a	$63.00
Additional Photograph Enlargement	per photo	$11.00	n/a	$11.00
Contact Sheet (Photograph Proofs)	sheet	$92.00	n/a	$92.00

Description of Service/Activity for which the Fee or Charge is being imposed	Service Unit	2019 Current Fee	HST (+ or n/a)	2019 Current Fees inclusive of applicable taxes
Major Collision Bureau				
Survey Data Report	per diagram and efile	$136.00	+	$153.68
Final Technical Collision Report	per report	$193.00	+	$218.09
Collision Investigator Notes (with field sketch)	all officer's notes per collision	$345.00	+	$389.85
Event Data Recorder	per recording	$136.00	+	$153.68
Visual Statement Drawing	per analysis	$145.00	+	$163.85
Division Operations				
PRP Vehicle Recovery	per hour	$36.00	+	$40.68
Recording of Interview Statements - Crown's Disclosure Copy	dvd	$3.85	n/a	$3.85
Recording of Interview Statements - Additional Crown's Disclosure Copy	dvd	$14.25	n/a	$14.25
Recording of Interview Statements - Additional Copy Defence	dvd	$41.60	n/a	$41.60
Digital Recording Cells - Crown copy	dvd	$10.50	n/a	$10.50
Digital Recording Cells - Additional Copy	dvd	$16.75	n/a	$16.75
Digital Recording Cells - Additional Copy Defence	dvd	$43.70	n/a	$43.70
Paid Duties- Rate per Officer Revenue				
Administration Fee	paid duty	15.00%	+	15% plus HST
WSIB Recovery	paid duty	0.39%	+	.39% plus HST
Employee Health Tax Recovery	paid duty	1.95%	+	1.95% plus HST

PART 7: DIGITAL AND INFORMATION SERVICES

Information & Technology Services

Public Sector Network

Public Sector Network Access Fee (public sector agencies only)	per agreement	per negotiated agreement	+	per negotiated agreement + HST

Information Management-Planning Publications

Maps (Standard products only)	map	Actual Costs	+	Actual Costs + HST

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 19-2019

A by-law to amend Parts 16, 17 and 21 of Schedule A of By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel, to implement additional lane designation signs; left turn signals; and, lane restrictions for heavy trucks at various Regional locations.

WHEREAS the Council of the Regional Corporation on the 24th day of January, 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel;

AND WHEREAS the Council of The Regional Municipality of Peel has by resolution passed on the 14th day of February, 2019, authorized the enactment of a by-law to further amend By-law 15-2013;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 16 Lane Designations of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4	Column 5
Highway	Limit	Lane	Direction of Movement	Times or Days
Regional Road 107	Regional Road 50 to 120 metres west	1st lane south of centre median	Eastbound to northbound left turn	Anytime
Regional Road 107	Regional Road 50 to 70 metres west	2nd lane south of centre median	Eastbound to northbound left turn	Anytime
Regional Road 50	Fogal Road to 105 metres north	1st lane west of centre median	Southbound to eastbound left turn	Anytime
Regional Road 50	Fogal Road to 145 metres north	2nd lane west of centre median	Southbound to eastbound left turn	Anytime
McEwan Drive East	Regional Road 50 to 60 metres east	4th lane north of centre median	Westbound to northbound right turn	Anytime
Regional Road 15	Regional Road 1 to 140 metres west	1st lane south of centre median	Eastbound to northbound left turn	Anytime

Column 1	Column 2	Column 3	Column 4	Column 5
Regional Road 15	Regional Road 1 to 60 metres west	2nd lane south of centre median	Eastbound to northbound left turn	Anytime
Regional Road 15	Regional Road 1 to 140 metres west	2nd lane south of centre median	Westbound to southbound left turn	Anytime
Regional Road 15	Regional Road 1 to 70 metres west	2nd lane south of centre median	Westbound to southbound left turn	Anytime

2. That Part 17 Left Turn Signals of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2
Intersection	Direction of Movement
Regional Road 107 and Regional Road 50	Eastbound to northbound
Regional Road 50 and Fogal Road	Southbound to eastbound
Regional Road 50 and Fogal Road	Northbound to westbound
Regional Road 50 and Cottrelle Boulevard/langstaff Road	Northbound to westbound
Regional Road 50 and Cottrelle Boulevard/langstaff Road	Southbound to eastbound
Regional Road 50 and Castlemore Road/Rutherford Road	Northbound to westbound
Regional Road 50 and Castlemore Road/Rutherford Road	Southbound to eastbound
Regional Road 15 and Regional Road 1	Eastbound to northbound
Regional Road 15 and Regional Road 1	Westbound to southbound

3. That Part 21 Lane restrictions for Heavy Trucks of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4	Column 5
Highway	Limit	Lane	Direction of Movement	Prohibited Times or Days
Regional Road 50	Fogal Road to 110 metres north	1st lane west of centre median	Southbound to eastbound left turn	Anytime

Column 1	Column 2	Column 3	Column 4	Column 5
Regional Road 15	Regional Road 1 to 140 metres west	1st lane north of centre median	Westbound to northbound left turn	Anytime
Regional Road 15	Regional Road 1 to 140 metres east	1st lane south of centre median	Eastbound to southbound left turn	Anytime
Regional Road 14	Hurontario Street to 50 metres east	1st lane north of centre median	Westbound to southbound left turn	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 14th day of February, 2019.

_____ Regional Clerk

_____ Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 20-2019

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

WHEREAS it is deemed prudent to accept and assume lands described in Schedule "A" attached hereto and forming part of this by-law received from various owners and dedicate same for Highway purposes pursuant to Section 31 of the *Municipal Act, 2001,* S.O. 2001, c.25;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

That part of the lands described in Transfers of Land to The Regional Municipality of Peel and Expropriation Plans, listed in Schedule "A" attached hereto and forming part of this by-law, more particularly described in Schedule "B" attached hereto and forming part of this by-law, be accepted, and the said lands are assumed and dedicated as part of the Public Highway adjacent thereto.

READ THREE TIMES AND FINALLY PASSED IN OPEN COUNCIL this 14th day of February, 2019.

_____ _____

Regional Clerk Regional Chair

Schedule “A”
By-law 20-2019
Page 1

	Date Registered	Instrument Number	Municipality	From
(a)	June 6, 2018	PR3332399	City of Mississauga (formerly Township of Toronto)	Carol Gerlewych Cawthra Road (Regional Road No. 17) Part Lot 11, Concession 1 North of Dundas Street
(b)	June 6, 2018	PR3332519	Town of Caledon (formerly Township of Chinguacousy)	Bernard George Stevens and Julia Lynn Stevens Airport Road (Regional Road No. 7 Part Lot 23, Concession 6 East of Hurontario Street
(c)	April 14, 1982	LT371728	Town of Caledon	Golden Phoenix Enterprises Limited Airport Road (Regional Road No. 7) Part Block D, Plan M-323 D-00732875W
(d)	June 12, 2018	PR3334431	City of Mississauga (formerly Township of Toronto)	Tapes Investments Limited Dixie Road (Regional Road No. 4) Part Block E, Plan 729
(e)	June 20, 2018	PR3338235	City of Brampton (formerly Township of Toronto Gore)	Harjeet Kaur and Mandeep Kaur Bains The Gore Road (Regional Road No. 8) Part Lot 16, Concession 10 Northern Division
(f)	December 5, 1969	VS128539	City of Brampton (formerly Township of Chinguacousy)	Bramalea Consolidated Developments Limited Queen Street East (Regional Road No. 107) Part Lot 5, Concession 4 East of Hurontario Street

(g)	July 17, 2018	PR3351056	Town of Caledon (formerly Township of Albion)	1732115 Ontario Inc. Queen Street South (Regional Road 50) Part Lot 6, Concession 7
(h)	October 12, 2007	PR1353014	Town of Caledon of (formerly Township Albion	Bolton Square Limited Queen Street South (Regional Road 50) Part Lot 6, Concession 7
(i)	July 24, 2018	PR3354130	Town of Caledon (formerly Village of Bolton)	Canadian Imperial Bank of Commerce King Street (Regional Road No. 9) Part Lot 32, Block 2, Plan Bol-7
(j)	August 3, 2018	PR3360605	City of Brampton (formerly Township of Chinguacousy)	Trustees of the Bramalea Baptist Church Dixie Road (Regional Road No. 4) Part Lot 6, Concession 3 East of Hurontario Street
(k)	January 17, 1984	RO669934	City of Brampton (formerly Township of Chinguacousy)	Trustees of the Bramalea Baptist Church Dixie Road (Regional Road No. 4) Part Lot 6, Concession 3 East of Hurontario Street
(l)	August 17, 2018	PR3366144	City of Brampton	Tri-Cav Investments Limited Queen Street East (Regional Road No. 107) Part Lot 1, Plan 43M-722
(m)	March 18, 2009	PR1615907	City of Brampton	Joseph Cavallo and Vincenzo John Cavallo Queen Street East (Regional Road No. 107) Part Lot 1, Plan 43M-722

(n)	August 22,2018	PR3368310	City of Brampton (formerly Township of Chinguacousy)	Scott’s Trustee Corp. Queen Street East (Regional Road No. 107) Part Lot 6, Concession 6 East of Hurontario Street
(o)	September 6, 2018	PR3376099	Town of Caledon (formerly Village of Bolton)	1495817 Ontario Inc. Queen Street South (Regional Road 50) & King Street (Regional Road No. 9) Part of Lots A, 24, 34 & 35, Block 2, Plan Bol-7
(p)	September 13, 2018	PR3379113	Town of Caledon (formerly Township of Albion)	Giovanni Romano, Pat Romano and Angelo Porretta Mayfield Road (Regional Road No. 14) Part Lot 1, Concession 1
(q)	August 30, 2018	PR3372886	City of Mississauga	Daniel HR Corporation Erin Mills Parkway (Regional Road No. 1) Part Lot 12, Registrar’s Compiled Plan 1003
(r)	October 29, 2018	PR3399919	City of Mississauga	Addison Chevrolet Buick GMC Limited Erin Mills Parkway (Regional Road No. 1) Part Block B, Plan M-30
(s)	November 5, 1991	LT1270830	City of Mississauga	The Corporation of the City of Mississauga Erin Mills Parkway (Regional Road No. 1) Part of Block I, Plan M-30
(t)	November 13, 2018	PR3407139	Town of Caledon	Dardin Holdings Inc. Coleraine Drive (Regional Road No. 150) Part Lot 1, Plan 43M-1660

(u)	June 27, 2014	PR2555583	Town of Caledon	The Corporation of the Town of Caledon Coleraine Drive (Regional Road No. 150) Reserve 22, 43M-1660
(v)	November 9, 2018	PR3405611	City of Mississauga	Chiefton Investments Limited Britannia Road West (Regional Road No. 3) Part of Block 3, Plan 43M-1780 Quarre Properties Inc. Britannia Road West (Regional Road No. 3) Part of Block 2, Plan 43M-1780
(w)	December 19, 2008	PR1585728	City of Mississauga	Quarre Properties Inc. Britannia Road West (Regional Road No. 3) Reserve Blocks 13 and 14, Plan 43M-1780
(x)	November 20, 2018	PR3410183	City of Brampton	I2 Developments (Brampton) Inc. Steeles Avenue West (Regional Road No. 15) Part Block 35, Plan 43M-1644
(y)	April 29, 2003	PR425670	City of Brampton (formerly Township of Toronto)	The Sheridan College Institute of Technology and Advanced Learning Steeles Avenue West (Regional Road No. 15) Part Lot 15, Concession 1 West of Hurontario Street
(z)	November 20, 2018	PR3410010	City of Brampton	Chiefton Investments Limited Mississauga Road (Regional Road No. 1) Part Block 7, Plan 43M-1673
(aa)	February 9, 2005	PR801369	City of Brampton	Orlando Corporation Mississauga Road (Region Road No. 1) Reserve Block 27, Plan 43M-1673

THE REGIONAL MUNICIPALITY OF PEEL

SCHEDULE "B" to BY-LAW NUMBER 20-2019

(a) INSTRUMENT NUMBER PR3332399

Part Lot 11, Concession 1 North of Dundas Street, City of Mississauga (formerly Township of Toronto) Regional Municipality of Peel designated as Part 67 on Reference Plan 43R-4070

(b) INSTRUMENT NUMBER PR3332519

Part Lot 23, Concession 6 East of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Part 5 on Reference Plan 43R-19788

(c) INSTRUMENT NUMBER LT371728

Part 0.30m Reserve Block D, Plan M-323, Town of Caledon, Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-37908

(d) INSTRUMENT NUMBER PR3334431

Part Block E, Plan 729, City of Mississauga (formerly Township of Toronto) Regional Municipality of Peel designated as Parts 6, 7, 8 and 9 on Reference Plan 43R-38066

(e) INSTRUMENT NUMBER PR3338235

Part Lot 16, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-38334

(f) INSTRUMENT NUMBER VS128539

Part Lot 5, Concession 4 East of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-38357

(g) INSTRUMENT NUMBER PR3351056

Part Lot 6, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Parts 4 and 5 on Reference Plan 43R-38364

(h) INSTRUMENT NUMBER PR1353014

Part Lot 6, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Parts 1 and 2 on Reference Plan 43R-31692

(i) INSTRUMENT NUMBER PR3354130

Part Lot 32, Block 2, Plan Bol-7, Town of Caledon (formerly Village of Bolton) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-37196

(j) INSTRUMENT NUMBER PR3360605

Part Lot 6, Concession 3 East of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Parts 3, 4, 9, 10 and 13 on Reference Plan 43R-38416

(k) INSTRUMENT NUMBER RO669934

Part Lot 6, Concession 3 East of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Parts 1 and 5 on Reference Plan 43R-11001

(l) INSTRUMENT NUMBER PR3366144

Part Block 1, Plan 43M-733, City of Brampton, Regional Municipality of Peel designated as Parts 1 and 5 on Reference Plan 43R-38278

(m) INSTRUMENT NUMBER PR1615907

Part Lot 1, Plan 43M-733, City of Brampton, Regional Municipality of Peel designated as Parts 12 and 13 on Reference Plan 43R-31891

(n) INSTRUMENT NUMBER PR3368310

Part Lot 6, Concession 6 East of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Part 11 on Reference Plan 43R-38439

(o) INSTRUMENT NUMBER PR3376099

Firstly: Part of Lot 24, Block 2, Plan Bol-7, Town of Caledon (formerly Village of Bolton) Regional Municipality of Peel designated as Part 6 on Reference Plan 43R-20511

Secondly: Part of Lot A, Block 2, Plan Bol-7, Town of Caledon (formerly Village of Bolton) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-38130

Thirdly: Part of Lot 34, 35 & Lot A, Block 2, Plan Bol-7, Town of Caledon (formerly Village of Bolton) Regional Municipality of Peel designated as Part 2 on Reference Plan 43R-38130

(p) INSTRUMENT NUMBER PR3379113

Part Lot 1, Concession 1, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Parts 1, 2 and 3 on Reference Plan 43R-38411

(q) INSTRUMENT NUMBER PR3372886

Part Lot 12, Registrar’s Compiled Plan 1003, City of Mississauga designated as Parts 12, 26, 27, 29 and 30 on Reference Plan 43R-37480

(r) INSTRUMENT NUMBER PR3399919

Part of Block B, Plan M-30, City of Mississauga designated as Part 4 on Reference Plan 43R-38495

(s) INSTRUMENT NUMBER LT1270830

Part of Block I, Plan M-30, City of Mississauga designated as Part 6 on Reference Plan 43R-38495

(t) INSTRUMENT NUMBER PR3407139

Part Lot 1, Plan 43M-1660, Town of Caledon, Regional Municipality of Peel designated as Parts 6 and 7 on Reference Plan 43R-38550

(u) INSTRUMENT NUMBER PR2555583

Reserve 22, 43M-1660, Town of Caledon, Regional Municipality of Peel

(v) INSTRUMENT NUMBER PR3405611

Firstly:
Part of Block 3, Plan 43M-1780, City of Mississauga, Regional Municipality of Peel designated as Parts 1, 3 and 5 on Reference Plan 43R-38444

Secondly:
Part of Block 2, Plan 43M-1780, City of Mississauga, Regional Municipality of Peel designated as parts 7, 9, 10, 13, 15 and 17 on Reference Plan 43R-38444

(w) INSTRUMENT NUMBER PR1585728

Reserve Blocks 13 and 14, Plan 43M-1780, City of Mississauga, Regional Municipality of Peel

(x) INSTRUMENT NUMBER PR3410183

Part Block 35, Plan 43M-1644, City of Brampton, Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-38293

(y) INSTRUMENT NUMBER PR425670

Part Lot 15, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto) Regional Municipality of Peel designated as Part 11 on Reference Plan 43R-28000

(z) INSTRUMENT NUMBER PR3410010

Part Block 7, Plan 43M-1673, City of Brampton, Regional Municipality of Peel designated as Parts 3, 4, 5, 6 and 7 on Reference Plan 43R-38628

(aa) INSTRUMENT NUMBER PR801369

Part Reserve Block 27, Plan 43M-1673, City of Brampton, Regional Municipality of Peel designated as Parts 14, 15 and 16 on Reference Plan 43R-38628