

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



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, February 28, 2019

Time: 9:30 AM

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

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

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

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1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. February 14, 2019 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **CONSENT AGENDA**

7. **DELEGATIONS**

7.1. **Don Given, Land Use Planning Consultant, Brook Valley Homes Inc.**, Regarding Intensification and Density Targets and the Mayfield West Settlement Area Expansion (Related to Item 11.1)

8. **STAFF PRESENTATIONS**

8.1. Update on Peel 2041 Regional Official Plan Review and Growth Management Strategy Work Plans (For information) (Related to 11.1 and 12.1)
Presentation by Steve Jacques, Chief Planner and Director, Regional Planning and Growth Management

8.2. Options for a Public Awareness Campaign on the Provincial Government's Consideration to Increase Water Utility Rates to Existing Payers so it can Eliminate Development Charges for New Houses (For information)
Presentation by Lisa Duarte, Director Marketing and Communications

9. **ITEMS RELATED TO HUMAN SERVICES**

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

9.1. Invitation to Appear at the Standing Committee on Public Accounts to Discuss the Auditor General's Report of Ontario Works (For information)

10. **COMMUNICATIONS**

11. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

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

11.1. Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 (Related to 7.1, 8.1 and 12.1)

11.2. Peel Agricultural Advisory Working Group 2018 Update and Revisions to the Peel Rural Water Quality Program Guidelines (**A copy of the Peel Rural Water Quality Program Guidelines is available from the Office of the Regional Clerk**)

12. COMMUNICATIONS

12.1. **Steve Clark, Minister of Municipal Affairs and Housing**, Email dated February 15, 2019, Regarding the Housing Supply Action Plan, the Proposed Changes to the Growth Plan for the Greater Golden Horseshoe and the Provincial Review of the *Planning Act* and Provincial Policy Statement (Receipt recommended) (Related to 8.1 and 11.1)

12.2. **Todd Smith, Minister of Economic Development, Job Creation and Trade and Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated February 20, 2019, Announcing the Province of Ontario's First Step in Supporting Ontario Automotive Industry – Driving Prosperity: the Future of Ontario's Automotive Sector and the Job Site Challenge (Receipt recommended)

13. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

13.1. Pregnancy and Parental Leave for Members of Council

13.2. Legislative Requirements - Declaration of Conflict of Interest

13.3. Council Code of Conduct and Council-Staff Relations Policy

13.4. Region of Peel Submission on Preserving and Protecting our Environment for Future Generations: A Made-In-Ontario Environment Plan (ERO# 013-4208)

13.5. Watermain and Sanitary Sewer Replacements - Contract 2, Streetsville, City of Mississauga

14. COMMUNICATIONS

14.1. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated January 31, 2019, Regarding the Intent to Launch a Consultation on Long-standing Issues Surrounding Joint and Several Liability (Receipt recommended)

14.2. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated February 8, 2019, Regarding the Legislative Requirements for Regional Municipalities to Undertake Regular Reviews of Regional Council Composition After the 2018 Municipal Election (Receipt recommended)

15. ITEMS RELATED TO PUBLIC WORKS

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

- 15.1. Lakeview Village Community - Sustainable Urban Development Tour in Sweden to Explore Best Practices
- 15.2. Curbside Battery Collection Update (For information)
- 15.3. Report of the Waste Management Strategic Advisory Committee (WMSAC-1/2019) meeting held on February 7, 2019

16. COMMUNICATIONS

- 16.1. **Stephanie Smith, Legislative Coordinator, City of Mississauga**, Email dated February 8, 2019, Providing a Copy of a City of Mississauga Resolution and Report titled "Taking Action on Vision Zero" (Receipt recommended)

17. ITEMS RELATED TO HEALTH

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

- 17.1. Update on Provincial Dispatch Reform
- 17.2. Peel Regional Paramedic Services - Council Update (For information) (Related to 20.1)
- 17.3. Update: Post-Legalization of Recreational Cannabis (Related to 18.1)

18. COMMUNICATIONS

- 18.1. **Vic Fedeli, Minister of Finance**, Letter dated January 25, 2019, Regarding Tools Available to Municipalities to Enforce Ontario's Cannabis Legalization Framework (Receipt recommended) (Related to 17.3)

19. OTHER BUSINESS

- 19.1. Responsibilities Under the Statutory Standard of Care – *Safe Drinking Water Act*, Training for Municipal Drinking Water System Owners and Decision Makers (Oral)
Presentation by Brian Jobb, Manager, Walkerton Clean Water Centre Training Institute

20. NOTICE OF MOTION/MOTION

- 20.1. **Motion from Councillor Sinclair** Regarding Paramedic Services (Related to 17.2)
- 20.2. **Motion from Councillor Medeiros** Regarding Establishing a Proposed Labour Relations Committee

20.3. **Motion from Councillor Parrish** Regarding the Role of the Regional Chair

21. BY-LAWS

22. IN CAMERA MATTERS

22.1. February 14, 2019 Regional Council Closed Session Report

22.2. Appointment of Non-Elected Members to the Peel Agricultural Advisory Working Group (Personal matters about an identifiable individual, including municipal or local board employees)

22.3. Proposed Property Acquisition - West Trunk Sanitary Sewer Diversion on Dundas Street West from Regional Road 1 (Erin Mills Parkway) to Mississauga Road - City of Mississauga, Ward 8 (A proposed or pending acquisition or disposition of land by the municipality or local board)

22.4. Proposed Surplus Declaration and Disposal of Region Owned Properties - City of Mississauga, Ward 9 (A proposed or pending acquisition or disposition of land by the municipality or local board)

22.5. Personal matters about an identifiable individual, including municipal or local board employees

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

24. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
February 14, 2019**

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

1. ROLL CALL

Members Present:

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

Members Absent: Nil

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. J. Hopkins, Medical Officer of Health; K. Lockyer, Regional Clerk and Director of Legal Services; C. Thomson, Legislative Specialist; S. Valteau, Legislative Technical Coordinator; H. Gill, Legislative Technical Coordinator

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

* See text for arrivals

♦ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. January 10, 2019 Regional Council meeting

Moved by Councillor McFadden,
Seconded by Councillor Mahoney;

That the minutes of the January 10, 2019 Regional Council meeting be approved.

Carried 2019-141

3.2. January 31, 2019 Regional Council Budget meeting

Moved by Councillor Fonseca,
Seconded by Councillor Kovac;

That the minutes of the January 31, 2019 Regional Council Budget meeting be approved.

Carried 2019-142

4. APPROVAL OF AGENDA

Moved by Councillor Fonseca,
Seconded by Councillor Kovac;

That the agenda for the February 14, 2019 Regional Council meeting include a communication from the Residential and Civil Construction Alliance of Ontario regarding the Municipal Class Environmental Assessment Reform, to be dealt with under Items Related to Public Works –Item 14.4;

And further, that the agenda for the February 14, 2019 Regional Council meeting include an In Camera Matter regarding Personal Matters about an Identifiable Individual including Municipal or Local Board Employees, to be dealt with under In Camera Matters – Item 22.2;

And further, that the agenda for the February 14, 2019 Regional Council meeting be approved, as amended.

Carried 2019-143

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

6. CONSENT AGENDA

Moved by Councillor Ras,
Seconded by Councillor Saito;

That the following matters listed on the February 14, 2019 Regional Council Agenda be approved under the Consent Agenda:

- 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
- 9.3. Response to Provincial Increasing Housing Supply in Ontario Consultation
- 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"
- 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"
- 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*
- 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*
- 11.3. 2018/2019 Dedicated Provincial Gas Tax Funds
- 11.4. 2019 Borrowing Limit and Syndicate Approval
- 11.5. Vacant Unit Rebate Program Update Report
- 13.1. Lakeview and Lorne Park Water Treatment Plants - Purchase of Replacement Membrane Filtration Equipment
- 13.3. *Clean Water Act* Requirements - Amendments to the Assessment Reports and Source Protection Plan
- 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

- 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
- 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
- 14.4. Andy Manahan, Executive Director, Residential and Civil Construction Alliance of Ontario (RCCAO), Email dated February 12, 2019, Providing a Copy of a Letter from RCCAO and Municipal Engineers Association to the Assistant Deputy Minister of the Environment, Conservation and Parks Regarding the Municipal Class Environmental Assessment Reform
- 17.1. 2018 Update on Refugee and Refugee Claimant Use of Peel Adult Shelters

In Favour	P. Brown; G. Carlson; G.S. Dhillon; C. Fonseca; 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	Total 19
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; D. Damerla; S. Dasko; J. Downey; P. Fortini	5

Carried 2019-144

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

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

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-145

9.2. **Comments on Bill 66: *Restoring Ontario's Competitiveness Act, 2018* and the Proposed Open-for-Business Planning Tool**

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-146

Related to Resolution 2019-148 to 2019-151 inclusive

9.3. **Response to Provincial Increasing Housing Supply in Ontario Consultation**

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-147

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”

Received 2019-148

Related to 2019-146 and 2019-149 to 2019-151 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"

Received 2019-149

Related to 2019-146, 2019-148, 2019-150 and 2019-151

- 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*

Received 2019-150

Related to 2019-146, 2019-148, 2019-149 and 2019-151

- 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*

Received 2019-151

Related to 2019-146 and 2019-148 to 2019-150 inclusive

- 11.3. **2018/2019 Dedicated Provincial Gas Tax Funds**

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-152

Related to 2019-175

11.4. **2019 Borrowing Limit and Syndicate Approval**

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-153

11.5. **Vacant Unit Rebate Program Update Report**

Received 2019-154

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

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-155

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

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-156

Related to 2019-158

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**

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-157

Related to 2019-175

- 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*

Received 2019-158

Related to 2019-156

- 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

Received 2019-159

Related to 2019-161

- 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

Received 2019-160

Added Item 14.4.

- 14.4. **Andy Manahan, Executive Director, Residential and Civil Construction Alliance of Ontario (RCCAO)**, Email dated February 12, 2019, Providing a Copy of a Letter from RCCAO and Municipal Engineers Association to the Assistant Deputy Minister of the Environment, Conservation and Parks Regarding the Municipal Class Environmental Assessment Reform

Received 2019-161

Related to 2019-159

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

Moved by Councillor Ras,
Seconded by Councillor Saito;

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.

Carried 2019-162

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. **DELEGATIONS - Nil**

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

Received 2019-163

Related to Resolution 2019-164

Moved by Councillor Groves,
Seconded by Councillor Thompson;

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;

And further, that staff report to Regional Council with options for a public awareness campaign.

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

Carried 2019-164

Related to Resolution 2019-163

Councillor Crombie arrived at 9:40 a.m.

Councillor Damerla arrived at 9:40 a.m.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer (CFO), advised that the C.D. Howe Institute recently released a report titled “Hosing Home Buyers: Why Cities Should Not Pay for Water and Wastewater Infrastructure with Development Charges”. That report claims that housing will be more affordable if water and wastewater Development Charges (DCs) 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; and, creation of “special purpose bodies” to consolidate individual water utilities will achieve useful economies of scale and potentially open the door to privatization.

The CFO provided a brief history of why development charges have increased and perspectives that recognize the importance of DCs. He noted that municipalities have limited sources of revenue for infrastructure costs and that the principal of “growth paying for growth” has not been achieved; in reality, DCs only cover approximately 80 per cent of growth-related costs.

Stephen VanOfwegen outlined the impacts to the Region of Peel and its taxpayers if water and wastewater infrastructure costs were not paid for through DCs and noted that there is no evidence that DC cost savings would pass from developers to homebuyers.

Councillors Ras suggested that the Regional Chair request a meeting with the Minister of Municipal Affairs and Housing to advocate for DCs to be maintained.

Councillor Saito suggested that information related to the amount of money that has been lost as a result of changes to the *Development Charges Act* and the resulting impact to the Region of Peel, be shared with the Minister of Municipal Affairs and Housing.

Councillor Sinclair noted the success of previous Region of Peel public awareness campaigns, such as “Behind the 8 Ball” and he requested that staff report to a future meeting of Regional

Council with an overview of that campaign. He further suggested that Regional Council consider embarking on a similar campaign related to the DC issue.

Councillor Crombie noted that the DC issue could be raised at the February 15, 2019 meeting of the Large Urban Mayors and Chairs of Ontario (LUMCO) with a request that LUMCO adopt a position.

Members indicated their support for a public awareness campaign that would generate media attention of the impact to taxpayers of the proposed changes to development charges.

Councillor Downey arrived at 9:57 a.m. due to other municipal business.

Councillor Fortini arrived at 10:00 a.m.

8.2. Service Delivery Options for TransHelp Passenger Assistant Program

Presentation by Steven Fantin, Director, TransHelp

Received 2019-165

Related to Resolution 2019-166

Moved by Councillor Vicente,
Seconded by Councillor Thompson;

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.

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

Carried 2019-166

Related to Resolution 2019-165

Steven Fantin, Director, TransHelp, stated that the Passenger Assistant Program (the Program) provides an attendant on board vehicles to help passengers as needed, during travel. The Program was developed in 2009 to ensure passengers with cognitive disabilities had transportation to and from day/work programs, and goes beyond TransHelp's role as a specialized public transit service. New *Accessibility for Ontarians with Disability Act (AODA)* legislation in 2017 enables individuals with cognitive disabilities to be eligible for TransHelp and in 2016, Council directed staff to continue the Program to current passengers and report to Regional Council with a future plan for the Program. With the existence of the Program, the Region offers two levels of service as the Program provides a support person to the 80 passengers currently enrolled in the Program, whereas there are 2,000 TransHelp passengers who require a support person but provide their own. The Region of Peel is also the only transit agency in the Greater Toronto Area that offers the Program to its residents.

There are two partners today that deliver the service across the Region. In Mississauga and Brampton, the Program is delivered by CANES Community Services, who will no longer be the delivery partner after June 30, 2019. There are no agencies that the Region is aware of that are willing and able to take on the service beyond June 30th. In Caledon, the Program is delivered by Caledon Community Services.

Steven Fantin outlined the following three options, including related costs, for Council's consideration:

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 would provide their own support person when required)
3. Grow the program to meet the needs of all Peel residents

In response to questions from Councillor Thompson, Steve Fantin advised that adopting a hybrid of two of these options would result in two different levels of service being provided through TransHelp. He also noted that the Program is already subsidized, as it costs twice as much as the regular TransHelp service.

The Commissioner of Public Works advised that the TransHelp service is growing by approximately 10 per cent a year, which translates to a significant budget increase each year. The growth trend is unlikely to change given the Region's aging population and population growth.

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

Received 2019-167

Related to Resolution 2019-168

Moved by Councillor Brown,
Seconded by Councillor Vicente;

That staff report to a future meeting of Regional Council with the following:

- A history of public health funding in the Region of Peel
- A review of previous advocacy efforts related to Peel's fair share of provincial funding
- A summary of current public health funding levels, and funding shortfalls.

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

Carried 2019-168

Related to Resolution 2019-167

Dr. Jessica Hopkins, Medical Officer of Health, advised that Regional Council acts as the Board of Health for the Region of Peel and that the Medical Officer of Health does the following:

- 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

Dr. Hopkins reviewed Peel's Public Health mandate, core functions, and accountability requirements. She highlighted the provincial underfunding for public health, noting that it represents less than two per cent of the Ministry of Health and Long Term Care's expenditures and that Public Health investments are effective to reduce health care costs.

The Medical Officer of Health outlined 2014 – 2019 Peel Public Health priorities and successes, as well as, key challenges and outcomes planned for 2019.

Councillor Groves highlighted the need for increased provincial funding, noting that Peel Region is one of the fastest growing regions yet its health unit is one of the lowest funded in the province on a per-capita basis.

In response to questions from Councillor Santos, Dr. Hopkins advised that there is published data available for various public health interventions and that Peel Public Health has strategies in place to address healthy weights and diabetes, including the Healthy Communities Initiative that includes partnerships with schools, the Central West Local Health Integration Network, the City of Brampton, and the William Osler Health System. . Other examples of strategies include the promotion of active transportation, support to active travel to school and, in early years, breastfeeding.

Councillor Vicente expressed interest in reviewing past efforts to advocate for Peel’s fair share of provincial funding.

In response to questions from Councillor Brown, the Medical Officer of Health provided examples of services that Peel Public Health would be able to provide, if it received its fair share of provincial funding, as well as information related to programs offered by other Health Units that are not offered in Peel due to a lack of funding.

9. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

Chaired by Councillor M. Palleschi

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

Moved by Councillor Damerla,
Seconded by Councillor Ras;

That the application by Seafood City Supermarket for an area exemption to permit retail business holiday openings be referred to staff for discussion with staff from the City of Mississauga regarding the application’s alignment with the local municipal tourism areas.

In Favour	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; P. Vicente	Total 22
Opposed	A. Thompson	1
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	P. Brown	1

Carried 2019-169

Councillor Kovac expressed concern with respect to setting a precedent for a supermarket to be considered a tourist attraction and that employees would be required to work on holidays.

Councillor Santos indicated her support for the exemption from the *Retail Business Holidays Act*, as recommended, for Seafood City Supermarket and encouraged the support of other members of Council.

Councillor Ras expressed concern that, if approved, Seafood City Supermarket shall be deemed to be a grandfathered exemption in accordance with the Region of Peel By-law 34-2018. She stated that in her opinion, a decision regarding Seafood City Supermarket's application would be premature until such time as the City of Mississauga has confirmed its designated tourism areas and Regional Council receives the report and discusses whether grandfathered sites should be phased out.

Councillor Saito expressed her concern with the timing of the Region of Peel staff report on retail business holidays and grandfathered exemptions to Regional Council to be presented in April. She advised that the City of Mississauga Tourism Board will consider a report on designated tourism areas at its meeting in May which will subsequently be considered by Mississauga Council.

10. COMMUNICATIONS

These items were dealt with under Consent Agenda

11. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

11.1. Internal Chargeback Fees for Members of Council

Moved by Councillor Saito,
Seconded by Councillor Ras;

That the reports listed as item 11.1 and 11.2 on the February 14, 2019 Regional Council agenda be referred back to staff for a full review of the Mobile Sign program.

In Favour	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; P. Vicente	Total 21
Opposed	A. Thompson	1
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	P. Brown	1

Carried 2019-170

Councillor Saito questioned the proposed fees for the Region of Peel's mobile sign program and requested that staff review the program in more detail and also obtain prices from external mobile sign providers. She further stated that the City of Mississauga does not charge a permit fee for Members of Council therefore, that fee should not be included in the Region's calculations.

Councillor Ras indicated her support for the referral and expressed concern regarding the effectiveness of having permanent signs added at 10 Peel Centre Drive and 7120 Hurontario Street.

11.2. **Mobile Sign Program**

This item was dealt with under Resolution 2019-170

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

Received 2019-171

Related to Resolution 2019-172

Moved by Councillor Groves,
Seconded by Councillor McFadden;

That Allan Thompson be appointed as the Region of Peel representative to the Royal Agricultural Winter Fair Association's Board of Governors for 2019.

In Favour	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; C. Parrish; K. Ras; P. Saito; R. Santos; I. Sinclair; R. Starr; A. Thompson; P. Vicente	Total 22
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	P. Brown; M. Palleschi	2

Carried 2019-172

Related to Resolution 2019-171

13. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor A. Groves

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

Moved by Councillor Ras,
Seconded by Councillor Santos;

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.

In Favour	P. Brown; G. Carlson; B. Crombie; S. Dasko; 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	Total 22
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	D. Damerla; G.S. Dhillon	2

Carried 2019-173

Councillor Ras requested that staff provide her with a detailed breakdown of the materials analysed.

14. COMMUNICATIONS

These items were dealt with under Consent Agenda

15. ITEMS RELATED TO HEALTH - Nil

16. COMMUNICATIONS - Nil

17. ITEMS RELATED TO HUMAN SERVICES

This item was dealt with under Consent Agenda

18. COMMUNICATIONS - Nil

19. OTHER BUSINESS - Nil

20. NOTICE OF MOTION/MOTION

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

Moved by Councillor Groves,
Seconded by Councillor Thompson;

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.

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

Carried 2019-174

The Commissioner of Public Works undertook to report to a future meeting of Regional Council with information regarding the status of provincial highways projects within the Region of Peel; reaffirm previous Council positions on the need for key highway extensions such as Highway 427; and provide recommendations on any new provincial projects that may be required based on the Region’s transportation master plan.

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.

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.

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

Moved by Councillor Dhillon,
Seconded by Councillor Downey;

That the by-laws listed on the February 14, 2019 Regional Council agenda, being By-laws 17-2019 to 20-2019 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 2019-175

Related to 2019-152 and 2019-157

Councillor Starr departed at 11:38 a.m.

22. IN CAMERA MATTERS

At 11:39 a.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Parrish,
Seconded by Councillor Palleschi;

That Council proceed “In Camera” to consider the January 10, 2019 Closed Session report and a Council report relating to the following:

Additional Item.

- Personal Matters about an Identifiable Individual, including Municipal or Local Board Employees (Oral)

Carried 2019-176

Moved by Councillor Downey,
Seconded by Councillor Sinclair;

That Council proceed out of "In Camera".

Carried 2019-177

Council moved out of closed session at 1:22 p.m.

22.1. January 10, 2019 Regional Council Closed Session Report

Received 2019-178

22.2. Personal Matters about an Identifiable Individual, including Municipal or Local Board Employees

Moved by Councillor Parrish,
Seconded by Councillor Ras;

That in accordance with section 1.1.3 of the Region of Peel Procedure By-law 9-2018, section 6.1.9 be waived in order to permit the consideration of a motion regarding a personal matter about an identifiable individual, including municipal or local board employees.

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

Carried by a two-thirds majority 2019-179

Moved by Councillor Ras,
Seconded by Councillor Parrish;

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

In Favour	P. Brown; G. Carlson; S. Dasko; J. Downey; C. Fonseca; P. Fortini; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; A. Thompson; P. Vicente	Total 17
Opposed	B. Crombie; D. Damerla; G.S. Dhillon; A. Groves; M. Medeiros; R. Santos	6
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	R. Starr	1

Carried 2019-180

The Regional Clerk was requested to include, on a future agenda of the Regional Council Policies and Procedures Committee, a review of the roles of the Regional Chair and Regional Council regarding the sharing of information that affects the operation of the municipality.

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Vicente,
Seconded by Councillor Sinclair;

That By-law 21-2019 to confirm the proceedings of Regional Council at its meeting held on February 14, 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 2019-181

24. ADJOURNMENT

The meeting adjourned at 1:26 p.m.

Regional Clerk

Regional Chair

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/02/28	MEETING NAME Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2019/02/25
--

NAME OF INDIVIDUAL(S) Don Given

POSITION(S)/TITLE(S) Land Use Planning Consultant

NAME OF ORGANIZATION(S) Brook Valley Homes Inc.

E-MAIL dgiven@mgp.ca	TELEPHONE NUMBER (905) 513-0170	EXTENSION 109
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To speak and present regarding Agenda item 11.1, the "Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017" as they pertain to intensification and density targets and the Mayfield West settlement area expansion.

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

Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 9-2018 delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**
Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).
Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

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

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

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

Proposed Amendments to the Growth Plan

Presentation to: Regional Council, February 28, 2019

On behalf of: Brook Valley Homes Inc, Mayfield West

Presented by: Don Given

Our Request

- Adjust the intensification target to 45% - 50%
- Update the Built Boundary to 2018
- Extend the horizon to 2051
- Future Land Supply calculations should provide flexibility to plan for logical boundaries

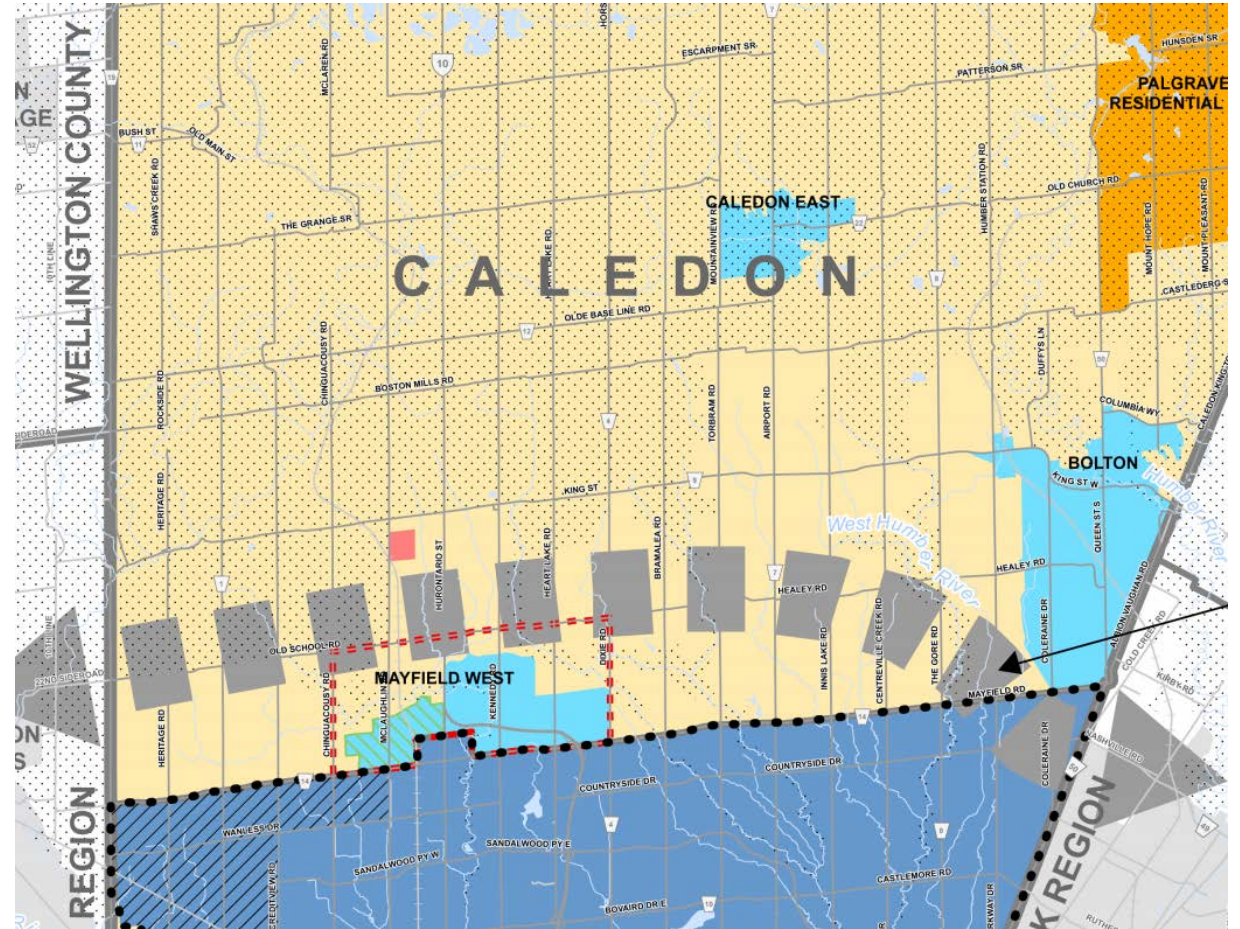
Adjusting the Intensification Target to 45% - 50%

- OPA 114 was adopted by Regional Council in 1991, approved by the OMB in 1997, and directed growth to 3 areas. These areas are still identified in the current Official Plan:
 - Mayfield West
 - Bolton
 - Caledon East and other rural communities



Adjusting the Intensification Target to 45% - 50%

- These communities are not yet complete and should be a priority for growth before further growth is directed elsewhere
- 45 - 50% intensification will allow for the completion of these communities and leave population for other places to grow
- Accommodating 50% of Peel's projected growth (all growth from intensification) from now until 2041 will require 1500 – 2000 hectares of land



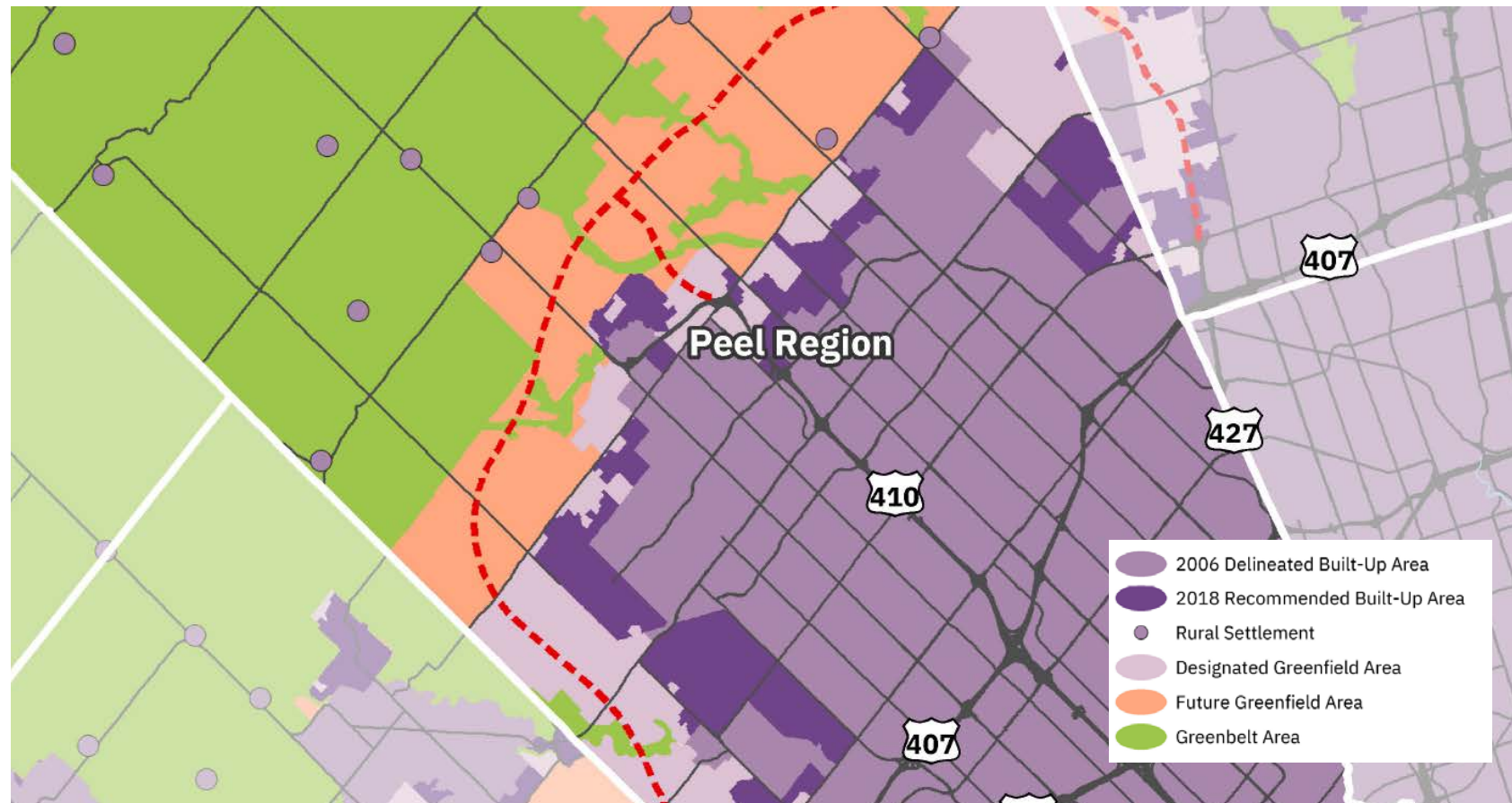
Adjusting the Intensification Target to 45% - 50%

- The vacant unbuilt areas of the Mayfield West Study Area, if built at 60 people and jobs per hectare, can accommodate 28,000 people and jobs within the 460 hectares



Updating the Built Boundary

- The built boundary should be updated logically to reflect what has already been built



Extending the Planning Horizon to 2051

- By the time the 2017 Growth Plan is implemented through municipal comprehensive reviews in local municipal Official Plans, the last of which will be completed in 2022, the planning horizon will have shrunk to 19 years (2022 – 2041).
- Increasing the planning horizon to 25 years to 2046 or 2051 provides allows for effective application of the Growth Plan policies

Planning for Logical Boundaries

Mayfield West Study Area

Our Request

- Adjust the intensification target to 45% - 50%
- Update the Built Boundary to 2018
- Extend the horizon to 2051
- Plan for logical boundaries

For Information

DATE: February 21, 2019

REPORT TITLE: **UPDATE ON PEEL 2041 REGIONAL OFFICIAL PLAN REVIEW AND GROWTH MANAGEMENT STRATEGY WORK PLANS**

FROM: Janette Smith, Commissioner of Public Works
Steve Van Ofwegen, Commissioner of Finance and Chief Financial Officer

OBJECTIVE

To provide Council with an update on the work plans of Peel 2041: Regional Official Plan Review and Peel's Growth Management Strategy.

REPORT HIGHLIGHTS

- There are two work plans currently being implemented: Regional Official Plan Review, also known as Peel 2041, and Peel's Growth Management Strategy.
- The Regional Official Plan must conform to the Provincial Plans by July 2022.
- The final milestone of the Growth Management Strategy is the Development Charges By-law Update, which must be completed by October 2020.
- Changes to Provincial planning directions are ongoing, however continuing both work plans is essential to ensure that planning for complete communities moves forward.
- Staff continue to advocate to the Province to allow for a staged versus a single amendment approach, to support the development of housing supply and employment opportunities.

DISCUSSION
1. Background

The Region of Peel's Regional Official Plan must be reviewed every five or ten years to conform with Provincial Plans, according to the *Planning Act*. This is currently being done through a Council approved work plan known as Peel 2041. The Regional Official Plan is required to conform to Provincial Plans by July 1, 2022, and Local Official Plans must also conform to the Region's plan by the same date.

The initial approach of the work plan was to update the Regional Official Plan through staged amendments. When the Growth Plan, 2017 came into effect, the work plan had to change because new and significant requirements of what is known as a Municipal Comprehensive Review (MCR) were introduced. It required that the upper-tier municipality lead a MCR and that official plans be updated using a single amendment approach. This meant that the Peel 2041 work plan had to be changed so the Region could lead a MCR, and the Regional Official Plan be updated through one single amendment. Although the original work plan built in the flexibility to make this change, it is not the approach that the

REGIONAL PLANNING & GROWTH MANAGEMENT WORK PLAN UPDATES

Region would prefer to take. The single amendment approach would prevent important local municipal priorities from moving forward.

The Region of Peel also has a Growth Management Strategy. It is a mechanism to plan and manage Peel's growth by integrating planning, development, infrastructure, and finance disciplines, while working with local municipalities, professional consultants, and development industry professionals. Before the Growth Management Strategy, growth was planned in a more siloed and sequential way:

- a) The Province would release mandated growth forecasts for each municipality,
- b) The forecasts were then allocated across the Region through the Regional Official Plan,
- c) Water and Wastewater and Transportation Capital Plans were then created to determine the infrastructure needed to support growth, and finally
- d) A Regional Development Charges By-law was developed.

In 2013, Council approved a new integrated approach to growth management. The new Growth Management Strategy introduced an integrated work plan that enabled the steps above to be done in parallel and with a wider engagement approach. This meant allocating growth occurred at the same time as analyzing the infrastructure needed to support it, and the different options for development charges policies. Earlier engagements and coordination with local municipalities, professional consultants, and the development industry were also built into the work plan. These were essential for moving the work plan forward in an integrated way.

There continues to be many benefits of this integrated Growth Management Strategy, including cross-disciplinary implementation and monitoring of growth, earlier and more frequent engagements with the development industry, and a debt deferral of \$740 million. Currently, the final milestone of the Strategy's work plan is to update the Development Charges By-law Update by October 2020.

The volume of Provincial planning changes between 2014 to as recently as January 2019 has made it challenging to implement both work plans in a predictable and timely manner. If the Province continues to make changes, it will increase the Region's risk of not meeting the October 2020 deadline of the Growth Management Strategy, and the July 1, 2022 deadline of Peel 2041. Therefore to mitigate these risks, the Region continues to progress through the work plans using best available information and industry practices with local municipal partners. The Region continues to advocate to the Province to allow for a staged versus single amendment approach. This would allow important initiatives within both work plans to move forward and further reduce the risk of not meeting the deadlines.

Details on both work plans, including approximate timelines and milestones, are described in Appendix I and the staff presentation delivered on February 28, 2019.

2. Work Plan Updates

a) Peel 2041: Regional Official Plan Review Process

The reoriented Peel 2041 work plan can continue to ensure the Regional Official Plan conforms to the Provincial Plans by July 1, 2022. Council's recent adoption of the 2019 Budget helps move this work plan forward by enabling the Region to implement the MCR

REGIONAL PLANNING & GROWTH MANAGEMENT WORK PLAN UPDATES

process and deliver a single amendment. The work plan will include a Regional Major Transit Station Area study, Settlement Area Boundary Expansion scopes of work and consultations, housing, and environmental policies and mapping. Major upcoming milestones include:

- Finalizing discussion papers/technical studies for some focus areas,
- Initiating technical studies for other focus areas including Settlement Area Boundary Expansions and Major Transit Station Areas, and
- Holding public and stakeholder consultations as work is being completed.

Although the Peel 2041 work plan carries on, the Region will continue to advocate to the Province to allow a staged amendment approach. The staged manner would allow local municipal priorities, such as the City of Brampton's 2040 Vision, the Town of Caledon's Official Plan Review, and the City of Mississauga's strategic city building initiatives, to advance.

The work plan may change based on the Province's final direction of the MCR requirements as described in the following report on the February 28, 2019 Council agenda, "Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017".

b) Peel's Growth Management Strategy

Throughout the years of implementing the work plan, different growth scenarios and their corresponding infrastructure and financial implications were conducted. This resulted in a Council endorsed growth scenario and preliminary infrastructure plans in October 26, 2017 (Resolution 2017-860, Resolution 2017-861, and Resolution 2017-862). A subsequent Council endorsement in April 26, 2018 (Resolution 2018-345) supported refinements to be made to the growth allocations using updated information as it became available (e.g. recently available Census data on employment and land use planning and visioning information from local municipalities).

The last refinement was in November 2018 and will be used to move forward and create Transportation and Water and Wastewater Capital Plans, and update the Regional Development Charges By-law as part of the Growth Management Strategy work plan. It provides a foundation to key transportation, water and wastewater, and development charges work underway. The work plan recognizes that ongoing changes are occurring to the Provincial planning framework, however delaying the Growth Management Strategy work plan increases the risk of not meeting the October 2020 expiry date of Peel's Development Charges By-law.

c) Provincial Monitoring and Advocacy

As previously mentioned, over the years there have been a multitude of changes to Provincial direction that has impacted both work plans. There continues to be opportunities to work with the Province to create a more modernized planning framework that is efficient and recognizes community visions. In recent Provincial proposed changes, the Region was generally supportive of the flexibility being provided to protect and plan for employment, and invest in transportation infrastructure. The Region also continues to be committed to an effective and efficient planning and development process. Further proposed changes by the Province to the *Planning Act*, Provincial Policy Statement, Growth Plan guidance, and

REGIONAL PLANNING & GROWTH MANAGEMENT WORK PLAN UPDATES

Development Charges Act are anticipated. Therefore as the proposed changes arise, the Region will continue to advocate to the Province to:

- Approach a Municipal Comprehensive Review through staged amendments to allow the planning for complete communities to move forward in a timely manner that support housing supply and employment opportunities,
- Continue investing in infrastructure including higher order rapid transit, and maintaining and expanding important sources of funding such as development charges,
- Maintain and support planning tools that encourage the delivery of affordable housing including community improvement plans, inclusionary zoning, and secondary suites, and
- Support Council's planning decisions based on sound and comprehensive planning processes.

CONCLUSION

Recognizing that changes are anticipated in Provincial direction, the work plans of Peel 2041 and the Growth Management Strategy continue using best available information to support local plans and initiatives in moving forward. The implications of any proposed changes on both work plans will continue to be assessed and reported to Council.



Janette Smith, Commissioner of Public Works



Steve Van Ofwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

Appendices

Appendix I – Approximate Timelines and Milestones the Regional Official Plan Review, Peel 2041, and Peel's Growth Management Strategy Work Plans

For further information regarding this report, please contact Steve Jacques, MScPI, MCIP, RPP, Director, Regional Planning and Growth Management and Chief Planner, 905-791-7800, ext. 4625, steve.jacques@peelregion.ca.

Authored By: Elizabeth Bang and Virpal Kataure

APPENDIX I**UPDATE ON PEEL 2041 REGIONAL OFFICIAL PLAN REVIEW AND GROWTH MANAGEMENT STRATEGY WORK PLANS****APPROXIMATE TIMELINES AND MILESTONES OF THE REGION OFFICIAL PLAN REVIEW, PEEL 2041, AND PEEL'S GROWTH MANAGEMENT STRATEGY WORK PLANS****Peel 2041: Regional Official Plan Review**

The Peel 2041 work plan was reoriented to meet the Municipal Comprehensive Review requirements of the Growth Plan, 2017, and deliver a single amendment to update the Regional Official Plan. The Region continues to advocate to the Province to allow a staged amendment approach so important local municipal priorities can continue moving forward.

The timelines and milestones shown below are for a single amendment approach and outline the anticipated completions and Council Report preparations. This may change based on the Province's final direction of the Municipal Comprehensive Review requirements.

2019

- Growth Management Regional Official Plan Amendment (**Q4**)
- Transportation Regional Official Plan Amendment (**Q4**)
- Environment 1 Regional Official Plan Amendment (Climate Change and Water Resources) (**Q4**)

2020

- Housing Regional Official Plan Amendment (**Q2**)

2021

- Environment 2 Regional Official Plan Amendment (Aggregate Resources and Excess Soil, Agriculture, Greenlands Systems Planning, and Greenbelt Plans Conformity) (**Q2**)
- Major Transit Station Areas Regional Official Plan Amendment (**Q4 2021**)
- Settlement Area Boundary Expansion Regional Official Plan Amendment (**Q4 2021**)

2022

- Final Milestone: Upper-tier Official Plan Required Conformity by July 1, 2022

Peel's Growth Management Strategy**2019**

- Use best available growth scenario to continue the work plan (**Q1 2019**) (*note: preferred growth scenario was endorsed by Council in October 2017*)
- Transportation and Water and Wastewater Capital Plans (**Q3 2019**)

2020

- Development Charges By-Law Update (**Q2 2020**) (*note: in effect Development Charges By-law expires October 2020*)



Peel 2041 Official Plan Review and Growth Management Strategy Work Plans

Steve Jacques

Director of Regional Planning and Growth Management and Chief Planner
Region of Peel

February 28, 2019

Regional Strategic Plan

Vision: *Community for Life*

Mission: *Working with you to create a healthy, safe and connected community*

Living

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

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

Thriving

Communities are integrated, safe, and complete.

- Live in a community that is environmentally friendly
- Live in a community that promotes mobility, walkability and various modes of transportation
- Live in a community that promotes economic sustainability and future investments in Peel
- Live in a community where growth is well managed
- Live in a community where the built environment promotes healthy living
- Live in a community that embraces diversity and inclusion

Leading

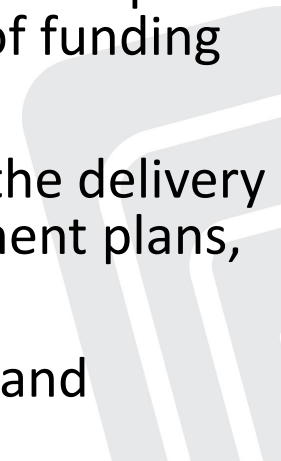
Government is future-oriented and accountable.

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

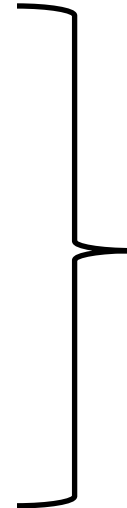
Key Provincial Planning Framework Changes

- Provincial Policy Statement, 2014
- Amendment 2 to the Growth Plan, 2006 (2031 and 2041 forecasts)
- Bill 7, Promoting Affordable Housing Act, 2016 (Inclusionary Zoning)
- Provincial Coordinated Plans Review, 2016-2017
- Greenbelt Plan, 2017
- Oak Ridges Moraine Conservation Plan, 2017
- Niagara Escarpment Plan, 2017
- Growth Plan, 2017
- Coordinated Plans Review draft guidance documents (March–May 2018)
- Provincial Land Needs Assessment Methodology (2018)
- Bill 139, Building Better Communities and Conserving Watershed Act, 2017 (replacing OMB with Local Planning Appeal Tribunal)
- Cancellation of the GTA West Corridor Environmental Assessment, 2018
- Bill 66, Restoring Ontario's Competitiveness Act, 2018
- Proposed Amendment 1 to the Growth Plan, 2019
- Restart of the GTA West Corridor EA

The Region continues to advocate to the Province to:

- Advance a Municipal Comprehensive Review through staged amendments to allow the planning for complete communities to move forward in a timely manner that support housing supply and employment opportunities
 - Continue investing in infrastructure such as higher order rapid transit, and maintain and expand important sources of funding such as development charges
 - Maintain and support planning tools that encourage the delivery of affordable housing including community improvement plans, inclusionary zoning and secondary suites
 - Support Council's planning decisions based on sound and comprehensive planning processes
- 

Peel's Growth Management Strategy



Goal: Integrated Plans

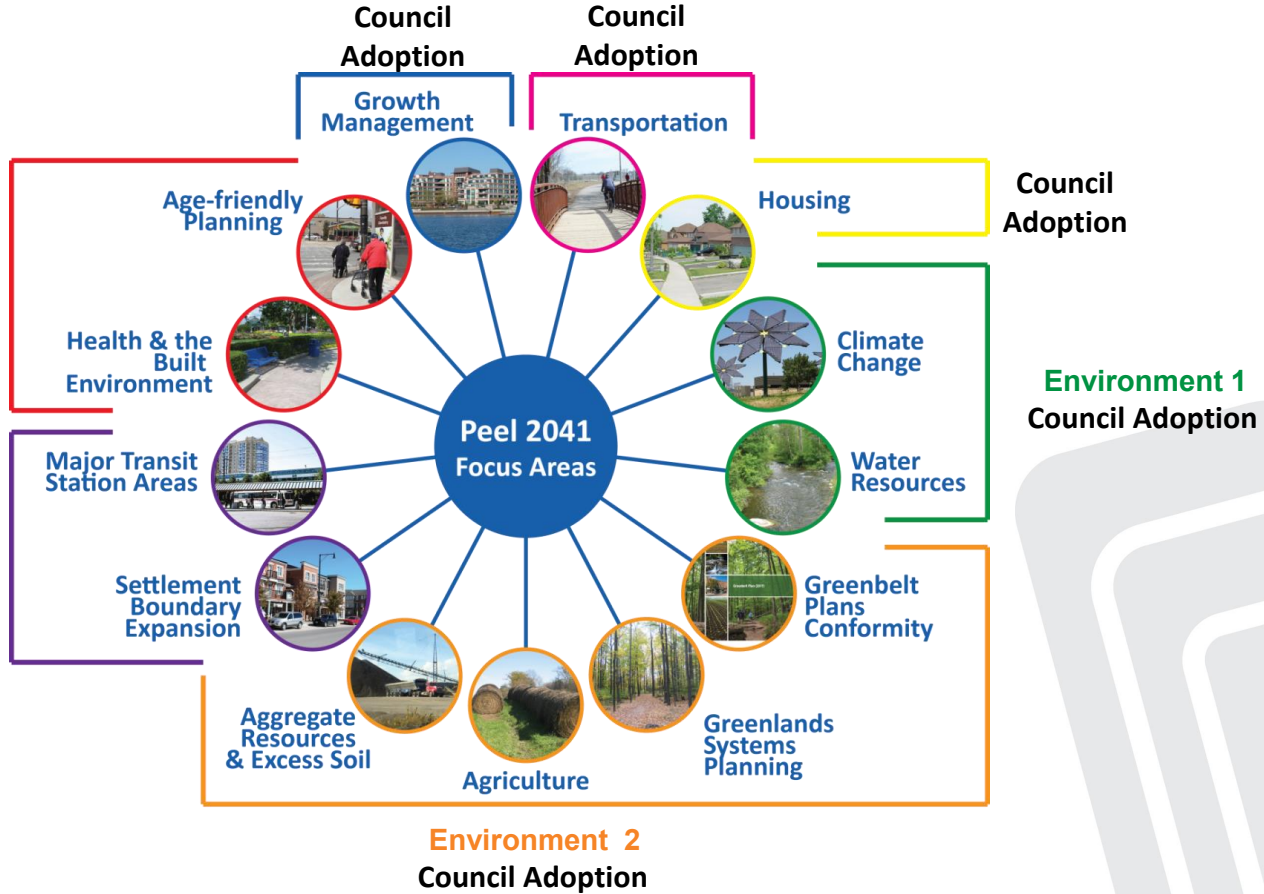
- Regional Official Plan Amendments
- Capital Plans
- DC By-Law

Peel 2041: Amendment Adoption Schedule

(original work plan, staged approach)

✓
ROPA 27
Council
Adoption
Q1 2017
(approved and
in effect)

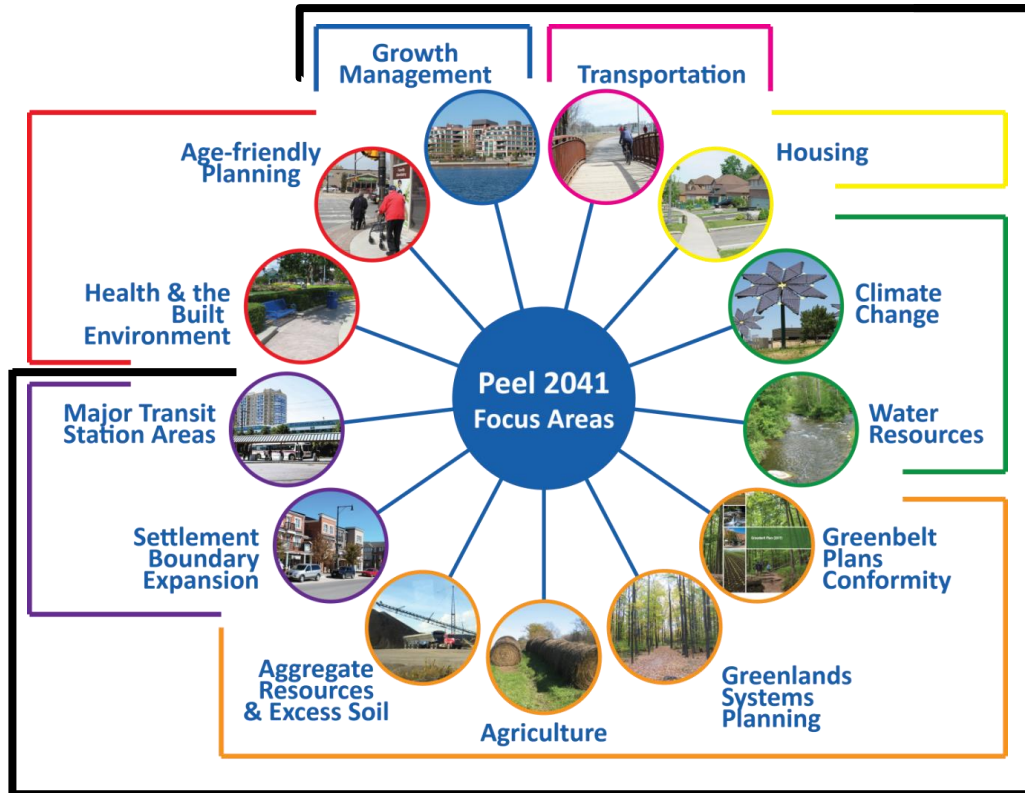
**Growth Plan
Implementation**
Council Adoption



Peel 2041: Amendment Adoption Schedule

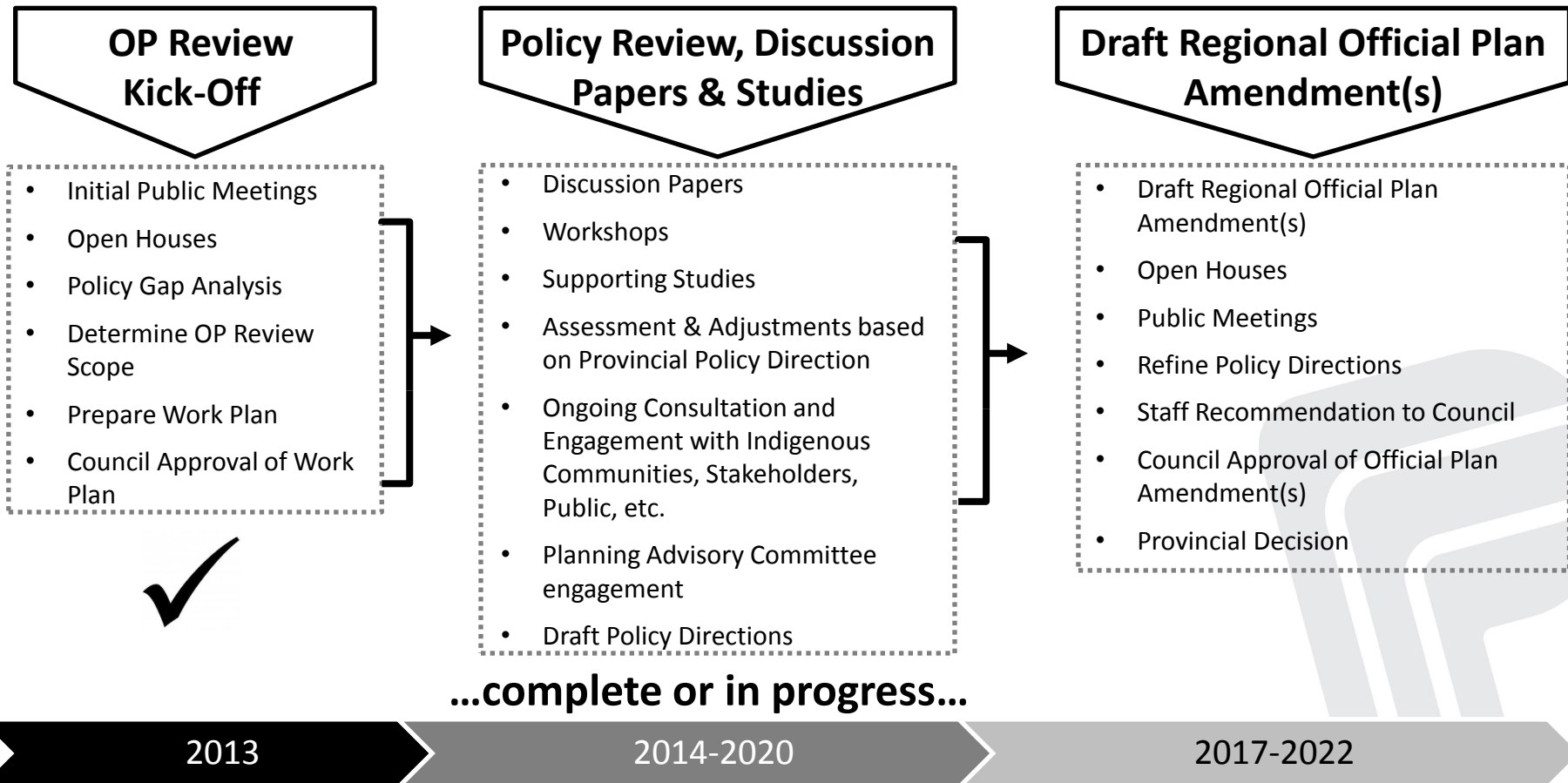
(revised work plan, MCR ROPA based on Growth Plan 2017)

✓
ROPA 27
Council
Adoption
Q1 2017
(approved and
in effect)



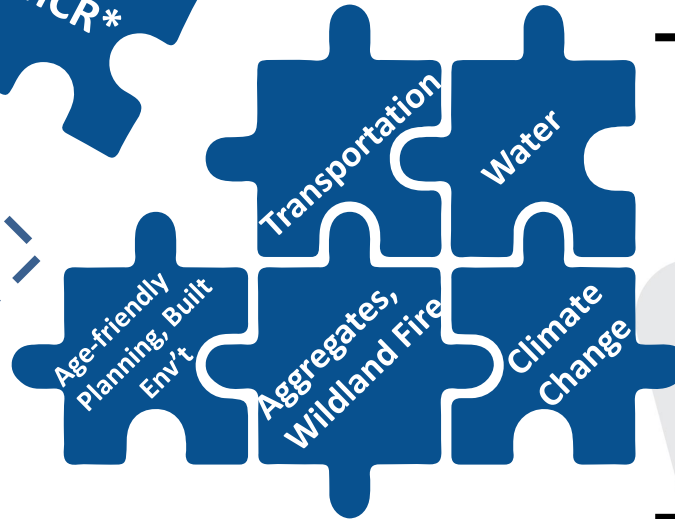
**Municipal
Comprehensive
Review (MCR)
2019-2021**

Peel 2041: Regional Official Plan Review Process



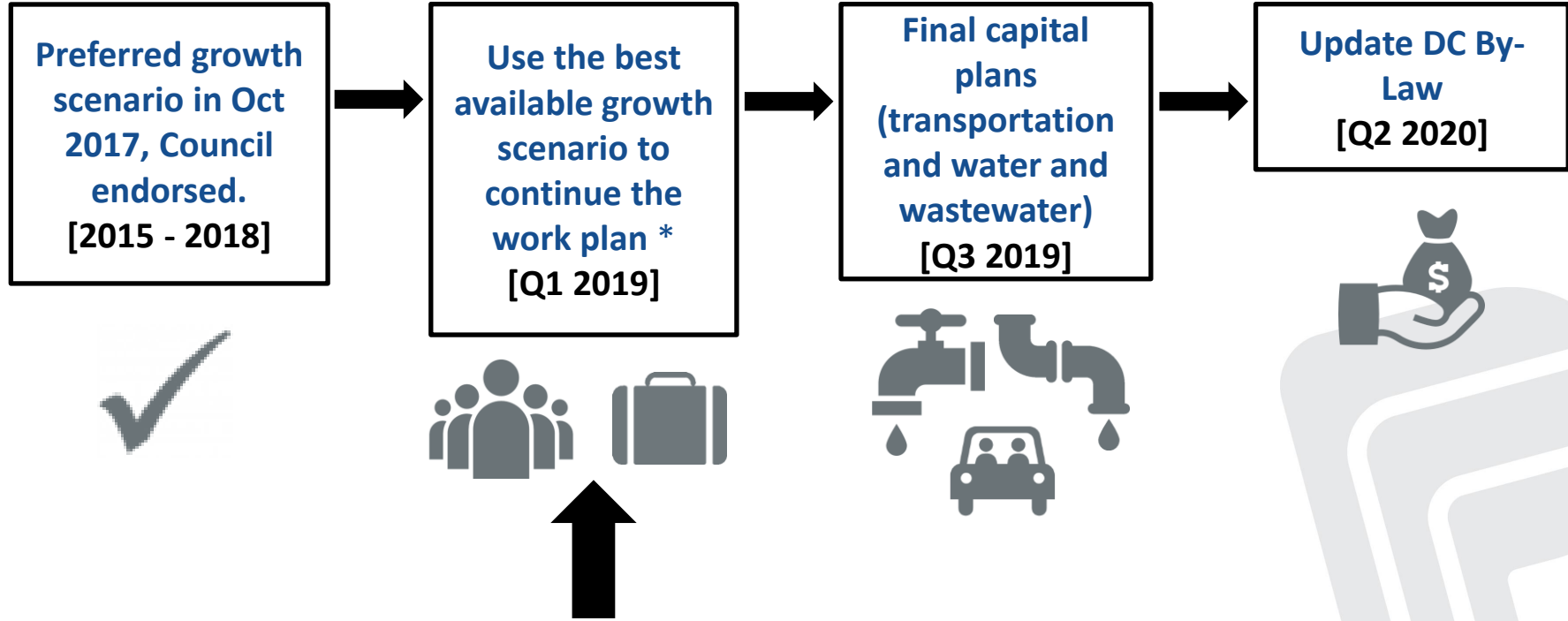
What to expect in 2019

- Draft ROPA Reports on Growth Management, Transportation, Environment 1, Housing to proceed with planning process
- Updates on Provincial guidance, Growth Plan direction, legislation
- Informal and formal public engagement



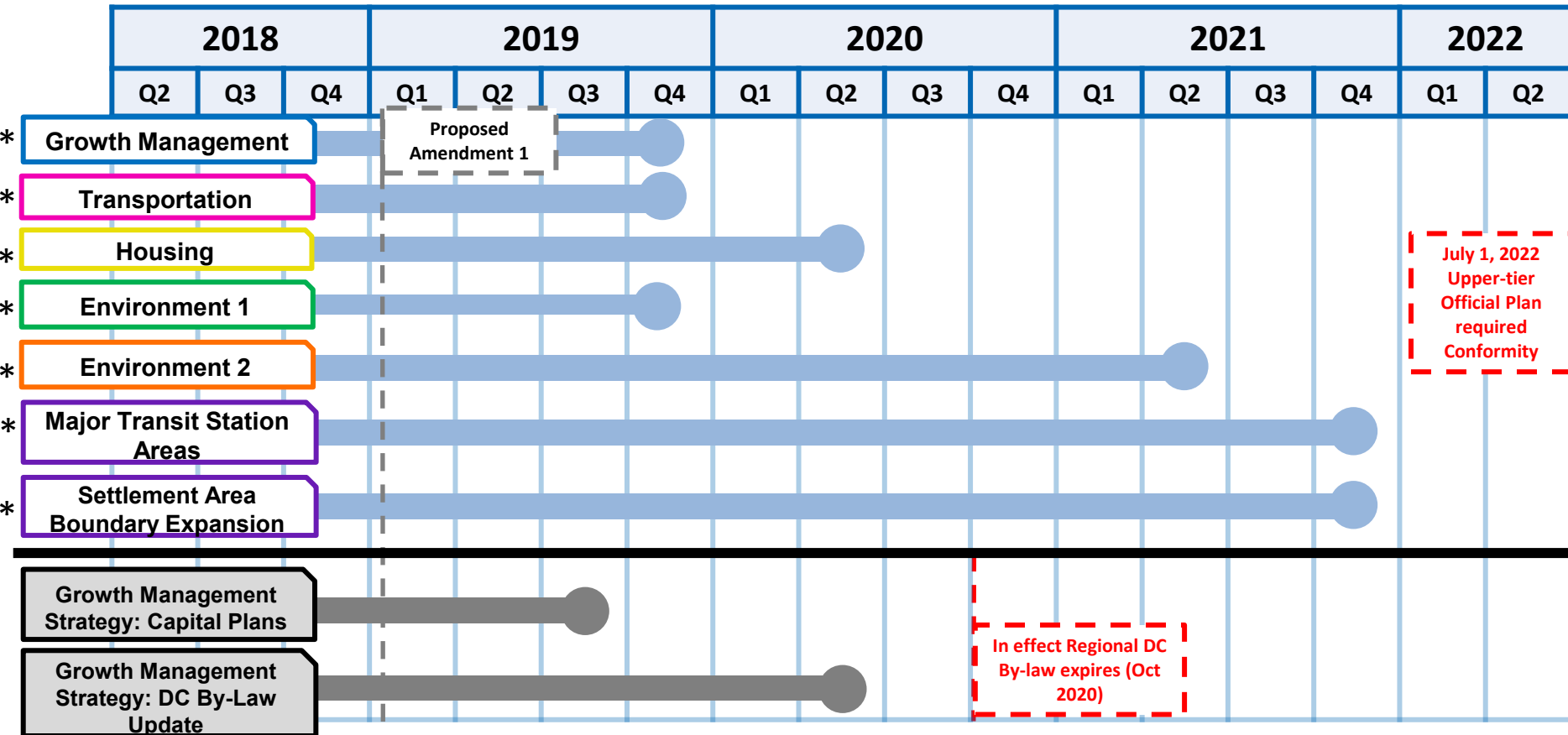
Peel 2041:
**Official
Plan
Review**

Growth Management Strategy Work Plan



* Staff continue to monitor the Province's proposed changes and guidance to the *Planning Act*, Provincial Policy Statement, and Growth Plan, while enabling the Growth Management Strategy work to continue and develop capital plans and an updated DC By-Law that supports growth in an integrated way. The current Regional DC By-law is in effect until October 2020.

Overall Outlook of Work Plans



*subject to change as per Provincial direction

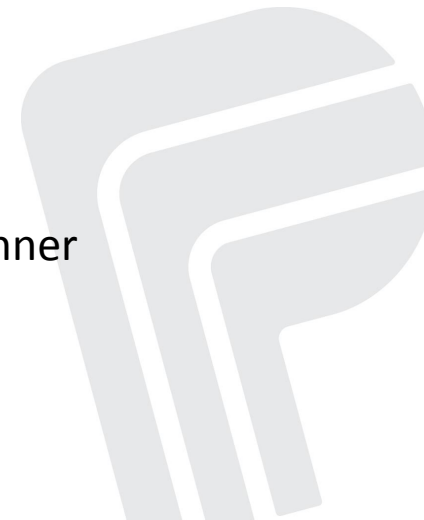
● ● Anticipated completion and Council Report Preparation



Thank you

Steve Jacques

Director of Regional Planning and Growth Management and Chief Planner
Region of Peel



For information

DATE: February 26, 2019

REPORT TITLE: **OPTIONS FOR A PUBLIC AWARENESS CAMPAIGN ON THE PROVINCIAL GOVERNMENT'S CONSIDERATION TO INCREASE WATER UTILITY RATES TO EXISTING RATE PAYERS SO IT CAN ELIMINATE DEVELOPMENT CHARGES FOR NEW HOUSES**

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

OBJECTIVE

To present three approaches for Council's consideration on a public awareness campaign regarding the potential impact on water utility rates if the Provincial Government eliminates Development Charges on new houses. Council is asked to choose one of the three approaches.

REPORT HIGHLIGHTS

- Council adopted the recommendations contained in the February 14, 2019 report and presentation to Council, titled "Recent Calls for the Elimination of Water and Wastewater Development Charges".
- Council further directed Regional staff to present options for a public awareness campaign on the potential risks to utility rate payers.
- If water and wastewater Development Charges were eliminated, utility rates for existing users could increase between 72 to 74 per cent in the first year for residents, businesses and public sector organizations in Peel.
- This report will be accompanied by a presentation at the 28 February, 2019 Council meeting which will include options for a soft, moderate or strong approach to the public awareness campaign for Council to consider.
- Through targeted messaging and tactics, this campaign will focus on educating residents in Peel about potential increases to their water bill, should Development Charges be eliminated by the Provincial government.
- A further report to Council will be presented to Council on 28th March, 2019 on a campaign to inform businesses of the potential impact on business water rates.

DISCUSSION

1. Background

On February 14, 2019, by Resolution 2019-164, Council adopted recommendations stemming from the report titled "Recent Calls for the Elimination of Water and Wastewater Development Charges". Council further directed Regional staff to present options for a public awareness

OPTIONS FOR A PUBLIC AWARENESS CAMPAIGN

campaign on the potential risks for utility rate payers, if C.D. Howe's recommendations on water and wastewater Development Charges (DCs) are adopted by the Ontario government.

The February 14th report detailed recommendations by the C.D. Howe Institute to stop funding water and wastewater capital costs for new development through DCs. The impact on rate payers in the Region of Peel of eliminating water and wastewater capital costs from the calculation of DCs would be a rate increase of between 72 to 74 per cent in the first year of the change.

In response to the report and presentation, Council adopted the following resolution:

“Resolution 2019-164

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;

And further, that staff report to Regional Council with options for a public awareness campaign.”

2. Key Messages for the Public Awareness Campaign

This campaign aims to raise awareness of the potential impact on water rates through the following key messages:

- Water rates could rise significantly (for all homeowners) if water and wastewater DCs for new developments are eliminated.
- Any reduction in DCs will be absorbed into developer profit margins and are not expected to reduce the price of housing in the GTHA.
- Home prices are driven by market demand, informed by interest rates, mortgage accessibility, economic growth, and other variables.
- DCs represent only 5-7 per cent of home prices. Lowering them will not make housing more affordable. However, it will increase the cost of living in a home by driving up water and waste water utility rates.
- Existing home owners could begin to oppose new growth in their neighborhoods if it results in increases to their existing tax and water rates.

Appendix I contains options on a soft, moderate or strong approach to the public awareness campaign with corresponding calls to action.

The key messages of this campaign are in alignment with the Municipalities of Ontario (AMO), Municipal Finance Officers Association (MFOA) and the Ontario Regional and Single Tier Treasurers (ORSTT).

OPTIONS FOR A PUBLIC AWARENESS CAMPAIGN

A further report to Council will be forthcoming on a campaign to inform businesses of the potential impact on water rates.

In the event the Provincial government issues a statement advising that it has no intention of eliminating the capital costs of water and wastewater from the calculation of Development Charges, this campaign will cease.

Conclusion

Through this public awareness campaign, the Region is committed to working with key stakeholders to influence potential change that could result in significant negative unintended consequences to residents and businesses in Peel.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDIX.

Appendix I – Options for a Soft, Moderate or Strong Approach to the Public Awareness Campaign

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

Authored By: Todd Julie

Options for a Strong, Moderate or Soft Approach to the Public Awareness Campaign

The public awareness campaign will use a multi-dimensional approach by aligning traditional and digital channels to reach as many residents and businesses as possible. It will use simple language, short compelling, action-oriented and factual messages and clear visuals to ensure understanding of the issue and a call to action.

This Appendix includes samples of the following communications materials for the public campaign:

- Water bill insert (information in the 2019 Property Tax and Utility Rate brochure)
- Connect to Peel electronic newsletter
- Twitter cards to be posted as visuals with campaign tweets
- Website
- Infographic (adapted from the Municipal Financial Officers Association)

All samples are presented in strong, moderate and soft approaches.

Strong approach

This approach uses bold headlines and images with a direct Call to Action for residents to email their MPP and voice their concerns about a potential water rate hike. This approach is direct and action-oriented.

Moderate approach

This approach has a moderate Call to Action of engagement to provide the Region with data on whether residents support the water rate increase. This data will provide insights that the Region can share with Regional Council, the provincial government and residents. It will also allow for the Region to create a list of engaged residents who could potentially be contacted again to take further action.

Soft approach

This is an informational/educational approach which raises awareness about the issue, explains development charges, indicates that the Region of Peel is working with the province to ensure that water rates do not go up. This approach does not have a call to action for residents other than to be informed.

The following additional campaign tactics are recommended: letters to editors, print advertisements in local newspapers, media relations campaign, a toolkit for Regional Council (a resource with key messages, visuals, stats, FAQ).

How our Rates Compare

Municipality	Average Rate
Halton	\$1,100
Durham	\$1,155
Markham	\$1,177
Toronto	\$1,103
Vaughan	\$1,173
Peel	\$697
Richmond Hill	\$1,253

Average household in Peel consumes about 290 m³ per year.
* 2018 rate

Where water and wastewater dollars go

- Ongoing maintenance and replacement of the water and wastewater systems
- The system of pipes and pumping stations that bring water to your property and the separate system that takes wastewater away from your property
- Leading-edge water and wastewater treatment
- Ensuring the accuracy of more than 334,000 water meters and their meter readings
- Local conservation authorities' initiatives that include drinking water source protection and reducing the effects of climate change

How to reduce your bill

You are billed according to how much water goes through the meter at your property, even if the water is consumed by an undetected leak. Fixing leaks and using less water will help reduce your bill.

Need tips on how to use less water and detect leaks? Visit watersmartpeel.ca

Have a question about your bill?
 Please call **905-791-8711** or visit peelregion.ca/waterbills

Can you afford another \$500 per year?

The provincial government is considering changes that would increase your water bill to pay for water and waste water to new houses.

Voice your concerns by emailing your MPP.
[Visit peelregion.ca/dc](http://peelregion.ca/dc)

10 Peel Centre Drive
 Brampton, ON L6T 4B9
905-791-7800 | peelregion.ca

CFO-0011 19/03 Kubra number

2019 Property Tax and Utility Rate Information

Investing to build our Community for Life

The Region of Peel's annual budget outlines how your property tax and utility dollars will be invested to help provide a wide range of essential community services such as police services, waste services, affordable housing and safe, clean drinking water.

Your property taxes and water payments help provide these community services to **1.49 million** residents and **173,000** businesses operating in Brampton, Caledon and Mississauga.

To learn more, visit peelregion.ca/budget

Connect to Peel

Water Bill insert

View web version

Can you afford another \$500 per year?

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Act now

Region of Peel @regionofpeel · 2h

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Can you afford another \$500 per year?

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Tweet

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Brace yourself for a 70% water bill hike

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Connect to Peel

Water Bill insert

working with you
Connect to Peel

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[Act now](#)

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Stop the water bill hike before it's too late

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We don't want to raise your water bill

The provincial government is considering changes that would increase your water bill to pay for water and waste water to new houses.

Are you OK with your water bill going up? Visit peelregion.ca/dc and let us know your opinion.

Region of Peel
working with you

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Water Bill insert

working with you
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Region of Peel @regionofpeel · 2h

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- Local conservation authorities' initiatives that include drinking water source protection and reducing the effects of climate change

How to reduce your bill

You are billed according to how much water goes through the meter at your property, even if the water is consumed by an undetected leak. Fixing leaks and using less water will help reduce your bill.

Need tips on how to use less water and detect leaks? Visit watersmartpeel.ca

Have a question about your bill?
 Please call **905-791-8711** or visit peelregion.ca/waterbills

Should you be paying for Peel's growth?

The provincial government is considering changes that would increase your water bill to pay for water and waste water to new houses.

The Region of Peel is working with the provincial government to ensure that your water bill does not go up to pay for growth. For more information, visit peelregion.ca/dc

2019 Property Tax and Utility Rate Information

Investing to build our Community for Life

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Your property taxes and water payments help provide these community services to **1.49 million** residents and **173,000** businesses operating in Brampton, Caledon and Mississauga.

To learn more, visit peelregion.ca/budget

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working with you

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Brampton, ON L6T 4B9
905-791-7800 | peelregion.ca

CFO-0011 19/03 Kubra number

Connect to Peel

Water Bill insert

Region of Peel working with you
Connect to Peel

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How our Rates Compare

Region	Average Household Water Bill
Halton	\$1,100
Durham	\$1,155
Hamilton	\$1,177
Toronto	\$1,103
Vaughan	\$1,173
Peel	\$697
Richmond Hill	\$1,253

Average household in Peel consumes about 290 m³ per year.
* 2018 rate

Where water and wastewater dollars go

- Ongoing maintenance and replacement of the water and wastewater systems
- The system of pipes and pumping stations that bring water to your property and the separate system that takes wastewater away from your property
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Peel is expanding. Who is covering the cost?

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- Region of Peel Events
- Alerts and Announcements

Stop the Water Bill Hike Before It's Too Late

The provincial government is considering changes that would increase your water bill to pay for water and waste water to new houses.

What are Development Charges?

The purchase price of a new home is made up of many components – a significant portion of which is a tax referred to as Development Charges (DCs). These are one-time fees imposed by municipalities on land developers, homebuilders and institutions when they build within their boundaries.

Municipalities in Ontario use DCs to recover certain costs associated with home and business growth – things like new water and wastewater systems, roads and transportation infrastructure, community centres, parks, trails, fire and police facilities.

These funds may only be used for the purpose for which they are collected.

Why you should understand Development Charges

Development charges can cost a lot of money, but they're also necessary. A simple way to think of this system is that growth pays for growth. It is important to understand that the people who come to live in this region will pay for the services they require to live here.

Home builders will front the costs with municipalities but then these fees are passed on to the buyer as part of the cost of a new home.

If development charges are lowered, your water bill could go up by 70 per cent.

Follow the steps to email your MPP to voice your concern

Step 1. Find Your Member of Provincial Parliament (MPP)
[Find electoral district by entering a postal code.](#)

Step 2. Email Your MPP

Riding	Name
Brampton Centre	Singh, Sara
Brampton East	Singh, Gurratan

Moderate approach

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We Don't Want to Raise Your Water Bill

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Are you OK with your water bill going up to pay for growth?

Yes No

Strong approach

Region of Peel working with you

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We Are Looking out for You and Your Water Bill Rates

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Soft approach

Who Pays For Growth?

With changes to development charges, **YOU could be paying more**

Development charges are fees collected on new development and are currently the primary funding source for infrastructure needed to service growth.

If you're a growing municipality, chances are your community needs new infrastructure to accommodate new residents and businesses.

That's because when most infrastructure was originally built, no one could predict the way communities would grow.

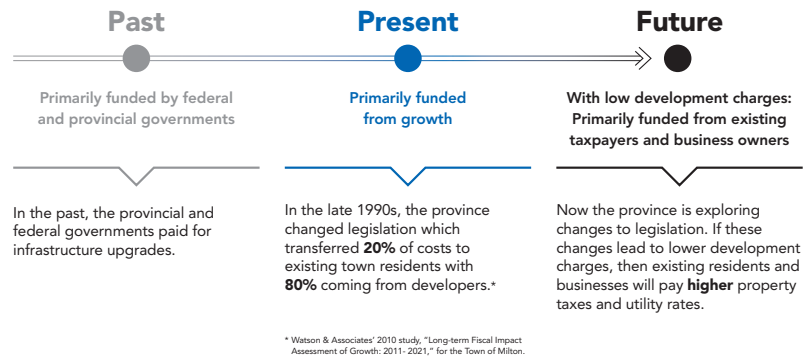
For example, a pipeline meant for a population of 10,000 can't handle more people without upgrading or building new infrastructure.

These changes cost money.



Someone has to pay for infrastructure if growth is going to occur.
The question is who?

How is growth-related infrastructure paid for?



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

Someone has to pay for infrastructure if growth is going to occur.
The question is who?



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



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.



Inefficient

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



Ineffective

- It will result in higher property taxes and utility rates for municipalities with new development, to cover funds for infrastructure not recovered through development charges.
- It provides a disincentive for residents to support new housing.



Counterproductive

- Municipalities are already struggling to meet their current infrastructure demands. Without development charges, growth projects would compete with other municipal projects. Municipalities may not have the funds available to put the infrastructure in place needed for development to occur in a timely way.
- Reducing development charges would reduce growth.

Someone has to pay for infrastructure if growth is going to occur.
The question is who?



**ITEMS RELATED TO
HUMAN SERVICES**

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For information

DATE: February 21, 2019

REPORT TITLE: **INVITATION TO APPEAR AT THE STANDING COMMITTEE ON PUBLIC ACCOUNTS TO DISCUSS THE AUDITOR GENERAL'S REPORT OF ONTARIO WORKS**

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To inform Regional Council that staff will be attending a hearing with the Standing Committee on Public Accounts that has been scheduled to discuss the Auditor General's audit of the Ontario Works program (Section 3.11 – Ontario Works Volume 1 of the 2018 Annual Report of the Office of the Auditor General of Ontario).

REPORT HIGHLIGHTS

- The Office of the Auditor General of Ontario (Auditor General) completed an audit of the Ontario Works program to assess the effectiveness of the program's processes and systems.
- The Region of Peel and the Cities of Toronto, Windsor and Thunder Bay were selected as part of the sample for the audit.
- The Auditor General's recommendations aligned with the new Social Assistance reform to improve program delivery and increase oversight and accountability.
- Management in Human Services supports the recommendations and has developed an action plan to ensure their timely implementation.
- Ontario Works Administrators from the Region of Peel and the other audited municipalities have been invited to appear before the Standing Committee on Public Accounts to discuss the Auditor General's findings and recommendations.

DISCUSSION
1. Background

The Ontario Works Program is designed to provide temporary financial assistance and employment supports with a focus on working with recipients to achieve financial stability. The program is delivered through 47 Consolidated Municipal Service Managers and District Social Services Administration Boards (service managers). In 2017/18 more than 450,000 individuals in Ontario received assistance through this program.

The Office of the Auditor General of Ontario conducted an Ontario Works audit from January 2018 to November 2018. The Ministry of Children, Community and Social Services, and the service managers of the Region of Peel, and the Cities of Toronto, Windsor and Thunder

9.1-2

INVITATION TO APPEAR AT THE STANDING COMMITTEE ON PUBLIC ACCOUNTS TO DISCUSS THE AUDITOR GENERAL'S REPORT OF ONTARIO WORKS

Bay participated in this audit. The objective of the audit was to determine if the Ministry and the service managers deliver an effective program through their current systems and processes, that meets the needs of Ontario Works recipients.

The audit included:

- A review of the Ontario Works legislation, directives, policies and procedures.
- A focus on the Ministry's and the four participating service managers' activities between March 2013 to March 2018.
- Surveys for all 47 service managers.

The results of the Auditor General's Ontario Works Program audit consisted of 19 recommendations, of which six were directed to the service managers. The Human Services department at the Region of Peel and its designated Ontario Works Administrators welcomed the advice of the Auditor General and responded with their commitment to improve Ontario Works program delivery and an action plan has been developed to strengthen the specific internal controls identified in the audit.

2. Standing Committee on Public Accounts

The Standing Committee on Public Accounts is one of nine standing committees in the Legislative Assembly of Ontario, formed to examine certain matters in greater depth. This Committee is responsible for reviewing selected sections of the Auditor General's Annual Report, Ontario's Public Accounts and any special reports by the Auditor General. The Committee holds meetings with the Auditor General and holds public hearings with relevant ministries and organizations. The following MPPs (and their political party affiliation) form the committee:

- Chair: Catherine Fife (New Democrat)
- Vice-Chair: Peggy Sattler (New Democrat)
- Goldie Ghamari (Progressive Conservative)
- Jim McDonell (Progressive Conservative)
- Norman Miller (Progressive Conservative)
- Suze Morrison (New Democrat)
- Michael Parsa (Progressive Conservative)
- Kinga Surma (Progressive Conservative)
- Daisy Wai (Progressive Conservative)

The hearing is scheduled for Wednesday, March 20. The Deputy Minister of Children, Community and Social Services will be delivering remarks on behalf of the Ministry and the service managers in response to the audit recommendations. As part of the presentation, the Deputy Minister will provide an outline of the various departmental initiatives and plans each municipality is undertaking to address the findings of the audit. Following the Deputy Minister, each municipality will be provided with an opportunity to address the Committee.

The Commissioner of Human Services and the Director of Community Access will represent Peel Region, and will provide a high level response to the Auditor General's report on the Ontario Works audit and then answer any questions that the Committee may have.

9.1-3

INVITATION TO APPEAR AT THE STANDING COMMITTEE ON PUBLIC ACCOUNTS TO DISCUSS THE AUDITOR GENERAL'S REPORT OF ONTARIO WORKS

RISK CONSIDERATIONS

In light of the Auditor General's findings, there may be a reputational risk involved as the Committee hearings are public.

The potential report by the Committee following the hearing could also influence Ontario Works program direction and could have a direct impact on program delivery, funding and legislation.

CONCLUSION

The Ontario Works Administrators at the Region of Peel, which includes the Commissioner of Human Services and the Director of the Community Access division, have been receptive to the Auditor General's recommendations. An action plan is in place with the goal of updating internal procedures, improving compliance, enhancing the partnership with the Ministry and increasing positive outcomes for vulnerable Ontarians in financial need.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Stella Danos-Papaconstantinou, Director, Community Access at stella.danospapaconstantinou@peelregion.ca, ext. 8300.

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**ITEMS RELATED TO
PLANNING AND GROWTH
MANAGEMENT**

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DATE: February 26, 2019

REPORT TITLE: **COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017**

FROM: Janette Smith, Commissioner of Public Works
Steve Van Ofwegen, Commissioner of Finance and Chief Financial Officer

RECOMMENDATION

That the comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 outlined in the report of the Commissioner of Public Works and Commissioner of Finance and Chief Financial Officer, titled “Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017”, be endorsed;

And further, that the Peel 2041: Official Plan Review and the Growth Management Strategy work program outlined in the subject report, be endorsed, and that the overall municipal growth allocations previously endorsed by Council in October 2017 continue to be utilized for necessary infrastructure and financial planning along with the detailed growth allocations that have been updated to reflect best available information;

And further, that a copy of the subject report be forwarded to the Government Relations Committee for advocacy regarding Peel’s comments and concerns with the proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017;

And further, that the Regional Chair write, on behalf of Regional Council, to the Minister of Municipal Affairs and Housing, the Premier of Ontario and local MPPs requesting that policy language be added in the Provincial Growth Plan that allows for a staged approach to implementing a Municipal Comprehensive Review, because the related Provincial Growth Plan policies are not consistent with the Provincial Government’s ‘open for business’ approach;

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

REPORT HIGHLIGHTS

- On January 15, 2019, the Ministry of Municipal Affairs and Housing (the Ministry) released proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017, along with proposed changes to implementation and transition regulations under the *Places to Grow Act, 2015* and *Planning Act, 1990*.

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

- Significant concerns for Peel Region include: implications on growth allocations from a proposed higher minimum intensification target; the inability to move ahead with policy amendments in a staged manner because of the continued single MCR process; adding restrictions of a 40 hectare maximum for settlement area boundary expansions that can be considered outside of other MCR work; and the potential for privately initiated settlement boundary expansions.
- The proposed amendments and evolving provincial planning context will require some adjustments to the Peel 2041: Official Plan Review and Growth Management Strategy work plan as currently proposed.
- A detailed response to the Ministry is attached in Appendix II and will be submitted by the February 28, 2019 comment deadline.

DISCUSSION

1. Background

On January 15, 2019, the Ministry of Municipal Affairs and Housing (the Ministry) released “Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017” for comment. Changes were also proposed to regulations under the *Places to Grow Act, 2015* and the *Planning Act, 1990* and included a new proposed framework for Provincially Significant Employment Zones. This report highlights the key proposed changes, identifies major implications, and staff recommendations. Appendix I provides more detail regarding the proposed changes. Staff comments are provided in Appendix II and will be submitted to the Ministry by the February 28, 2019 commenting deadline, following Council endorsement.

Notwithstanding the uncertainty associated with the current Provincial planning framework, it is important that the Region’s Peel 2041: Official Plan Review and Growth Management Strategy work plans continue to move forward. This work will include progressing background reports, technical studies and stakeholder engagement to ensure Peel Region’s land uses, infrastructure and finances are well planned to accommodate growth projected to 2041.

A number of the proposed policy changes in Amendment 1 are related to requirements of a Municipal Comprehensive Review (MCR). The Growth Plan, 2017 redefined an MCR as a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the *Planning Act*. Section 26 of the *Planning Act* relates to official plan updates that implement Provincial plans and policies, and must be approved by the Province. This is a change from the previous Growth Plan, where MCRs applied only to employment conversions and settlement boundary expansion, which could be initiated by local municipalities and did not require Provincial approval.

2. Overview of Proposed Policy Changes, Implications and Response

This section provides highlights of the key changes proposed in Amendment 1 to the Growth Plan, 2017 and identifies key implications and recommendations. Detailed technical comments and staff recommendations are provided in Appendix II.

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

Employment Planning

- Proposed Amendment 1 provides flexibility by allowing employment designations and conversions in advance of an MCR, subject to criteria. This additional flexibility was requested by Peel and is supported. Employment conversions taking place ahead of other MCR work are subject to appeal.
- To avoid the prospect of many requests for conversion from private landowners, this policy should only allow municipally-initiated employment conversions. Without these changes, significant resources could be diverted and the outcomes could potentially result in a loss of strategic employment opportunities.
- *It is recommended that only municipalities be permitted to undertake employment land conversions in advance of an MCR.*

Provincially Significant Employment Zones

- Proposed Amendment 1 includes new policies on Provincially Significant Employment Zones and mapping (see Appendix III). Staff are reviewing detailed mapping of these Zones and will recommend revisions to the Ministry's mapping before it is finalized.
- The Region supports this initiative which will help protect valuable employment lands for the long term by requiring Provincial approval of conversions in these Zones and be a part of an MCR.
- However, there are concerns that some Significant Employment Zones include mixed-use areas (such as major transit station areas) and in other instances, may exclude areas that warrant consideration as provincially significant. Further, it is unclear how the Ministry will identify and protect future employment lands and infrastructure, such as the GTA West Corridor and North-South Transportation Corridor in Brampton as Provincially Significant Employment Zones.
- *It is recommended that the Ministry revise the policies associated with Provincially Significant Employment Zones to allow planning for major transit station areas within these Zones to continue, which may include employment conversions.*
- *It is recommended that detailed consultation occur between the Ministry and municipal staff on the proposed Provincially Significant Employment Zone mapping since, in some areas, a property by property analysis may be warranted.*

Settlement Area Boundaries

- The proposed policies allow for some settlement area boundary expansions to proceed ahead of other MCR work, subject to criteria. This responds, in part, to Peel comments submitted to the Province previously. Settlement area boundary expansions taking place ahead of other MCR work are subject to appeal.
- However, this policy should be reconsidered to eliminate the 40 hectare restriction and also require that the expansion be municipally initiated. The proposed policies would potentially lead to multiple privately initiated settlement expansion applications. The proposed policies would take away from the current coordinated approach, lead to uncertainty in managing growth, further complicating the MCR process.
- In Peel's case, the elimination of the 40 hectare restriction would permit the advancement of Mayfield West Stage 2 Phase 2 (110 hectares) as a settlement boundary expansion ahead of the full MCR work, for which the technical work has

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

been completed, and allow for the identification of additional settlement boundary expansions to accommodate 2041 growth.

- *It is recommended that any settlement area boundary expansion or adjustment occurring in advance of an MCR only be permitted if they are municipally initiated, and not be limited to 40 hectares.*
- *It is recommended that these policies be revised to require the completion of a land needs assessment and conformity with policies of the Growth Plan, including minimum intensification and density targets, to support rational settlement boundaries that reinforce planning for complete communities.*

Intensification Targets

- Amendment 1 proposes to increase minimum annual intensification targets for Peel by removing the current phased approach, requiring achievement of an annual minimum 60% intensification target between 2021 and 2041. Previously, the Region could phase intensification at a rate of 50% to 2031.
- Preliminary staff analysis concludes that the proposed increased intensification target may be accommodated without significant adjustments to the overall municipal population and employment growth allocations (see Appendix IV). However, it will have impacts on the timing and phasing of growth currently planned, including delaying some currently designated greenfield area development, meaning more housing units within the built-up area than what Peel's draft municipal growth allocation has planned to date. This raises concerns related to the Region's land budget, ability to meet overall housing mix and form, as well as providing affordable large units that can accommodate families.
- *It is recommended that the annual intensification target be maintained including the existing phased approach (as per the current Growth Plan, 2017).*

Designated Greenfield Area Density Targets

- Amendment 1 proposes to reduce the designated greenfield area target from the current minimum of 80 people and jobs per hectare to 60 people and jobs per hectare.
- The proposed minimum of 60 people and jobs per hectare greenfield density target is supported since it reflects the current planning for existing greenfield areas (approx. 60 to 70 people and jobs per hectare). This change will continue to provide compact complete communities, while recognizing that higher order rapid transit is not likely to be available in most of these newly added greenfield areas by the planning horizon of 2041. Some greenfield areas of Peel are planned to be serviced by higher order transit by 2041, and those areas are planned to exceed 80 people and jobs per hectare.
- Amendment 1 proposes that some municipalities in the Greater Toronto and Hamilton Area (GTHA) have a lower density target than was proposed in the 2017 Growth Plan.
- *It is recommended that greenfield densities in GTHA municipalities be planned to a minimum of 60 people and jobs per hectare.*

Municipal Comprehensive Review

- Proposed Amendment 1 and the regulations continue to retain the Region role to initiate MCR studies and planning to 2041, as intended in Peel 2041.

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

- However, the Ministry did not make revisions to the definition of an MCR or other policies to allow for staged implementation, as requested by Peel. This means many policies will not proceed until all of the technical analysis is completed and included in one Regional official plan amendment (such as the growth allocations). This will impact the Region's options to proceed with staged official plan amendments and delay implementation and certainty for local planning work until 2021 or beyond.
- *It is recommended that the Ministry allow the MCR process to proceed in a staged manner to address conformity requirements (i.e. through more than one official plan amendment completed as part of an MCR process to meet the 2022 Growth Plan compliance deadline).*

3. Regional Work Plan Implications

a) Implications on Peel 2041: Official Plan Review Work Program

The Region's Peel 2041: Official Plan Review process has been underway for a number of years. Since this process began, the Ministry introduced multiple new plans, policies, guidance and regulations that impacted the work plan. The Ministry has now introduced Proposed Amendment 1 to the Growth Plan, 2017 and pending guidance, as detailed in this report. As currently proposed, Amendment 1 has a cumulative effect in unnecessarily delaying important community building initiatives, local municipal implementation of planning matters, bringing forward new housing mix and supply, and revenue for infrastructure already in the ground (see Appendix V). This would not be in keeping with the Provincial Government's open for business objectives.

Although some of the flexibility being proposed in Amendment 1 is appropriate and supported, there remains uncertainty in how the various Growth Plan conformity requirements will proceed in the Region's Official Plan Review process. Staff will continue to work with local municipal staff and other stakeholders to proceed with studies as currently proposed in Amendment 1, including background research, various technical studies, policy development and stakeholder engagement.

b) Implications to Peel's Growth Management Strategy

The Region established a Growth Management Strategy (the Strategy) in 2013 to plan and manage Peel Region's growth in a way that integrates planning, development, infrastructure, and financial decisions. The Strategy integrates growth allocation scenarios with the preparation of transportation and water and wastewater master plans, and development charges policies to support growth.

In October 26, 2017, Council endorsed a report titled "Peel 2041 Growth Allocations and Growth Management Regional Official Plan Amendment" (Resolution 2017-860, Resolution 2017-861 and Resolution 2017-862). This was planned as the second amendment of Peel 2041 and included growth allocations to the local municipalities as per the Growth Plan, 2017 (see Appendix IV for growth allocations). In April 2018, Council endorsed a report titled "Implication of the Current Provincial Planning Context on Major Planning Initiatives in Peel" (Resolution 2018-345). This report endorsed permissions to make minor adjustments to the detailed allocation using the most updated information as it becomes available.

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The work in the Growth Management Strategy completed to date, with the most recent refinement made as of November 2018, provides a foundation to continue key transportation, water and wastewater, and development charges work. Delaying the Growth Management Strategy work as a result of growth allocation changes would significantly increase the risk of not meeting capital planning and DC By-law update timelines (in force until October 2020). It is recommended that the overall growth allocation work described in October, 2017 (and subsequently updated based on new data), be used to move forward on capital planning and development charges work. Staff will continue to monitor announcements from the Ministry to assess whether further adjustments will be needed and would bring any such changes to Council for approval.

Next Steps

Proposed Amendment 1 fails to provide a clear, simple and flexible MCR process and is not consistent with the Ministry's 'open for business' approach. As a next step, it is recommended that the Regional Chair write, on behalf of Regional Council, to the Minister of Municipal Affairs and Housing, the Premier of Ontario and local MPPs requesting that policy language be added to the policies or definition of an MCR in the Growth Plan to allow for a staged approach to implementation. This would allow for more than one official plan amendment to be completed as part of an MCR process in a timely and streamlined manner to meet the 2022 Growth Plan compliance deadline.

Upon Council endorsement of this report, detailed comments to the Ministry and this report will be provided to the local municipalities and the Ministry of Municipal Affairs and Housing. Updates on the status of proposed amendments to the Growth Plan as they continue through the legislative process, as well as proposed guidance materials will be monitored and brought forward to Council, as appropriate.



Janette Smith, Commissioner of Public Works



Steve Van Ofwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

**COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE
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APPENDICES

Appendix I - Proposed Changes - Amendment 1 to the Growth Plan, 2017 and O. Regs.
Appendix II - Staff Comment letter to the Province on proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017
Appendix III - Proposed Provincially Significant Employment Zones Mapping
Appendix IV - Potential Implications on Peel 2041: Official Plan Review Work Plan
Appendix V - Total Growth Allocations to Local Municipalities

*For further information regarding this report, please contact Steve Jacques, MScPI, MCIP, RPP,
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Authored By: Virpal Kataure and Adrian Smith

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

Proposed Changes – Amendment 1 to the Growth Plan, 2017, Proposed Provincially Significant Employment Zones, O. Reg. 311/06 Transitional Matters and O. Reg. 525/97 Exemption from Approval

Proposed Amendment 1 to the Growth Plan, 2017

Employment Planning & Provincially Significant Employment Zones

- New “Provincially Significant Employment Zones” as identified by the Minister, will require protection through official plan designations and cannot be converted outside of a MCR;
- Removal of the optional nature of Prime Employment Areas provincial policy framework and designation;
- A new one-time window to allow municipalities to undertake some employment conversions between the effective date of Amendment 1 but prior to the next MCR, subject to specific criteria (i.e. justifying whether there is a need for the conversion and that it would not negatively affect the achievement of minimum intensification and density targets);
- Flexibility to allow designation of “Employment Areas” in upper- and single-tier municipal official plans at any time in advance of the next MCR;
- Stronger direction to designate and preserve employment areas adjacent to major goods movement facilities and corridors;
- Requirement for a similar number of jobs when redeveloping employment lands; and,
- No longer requiring that an employment strategy be prepared as one of the MCR study requirements, but rather requiring minimum density targets (jobs per hectare) for each employment area (rather than a single overall regional employment density target) to be implemented through official plan policies and zoning by-law designations.

Settlement Area Boundaries

- Ability to adjust settlement area boundaries outside of a MCR, subject to criteria including that there is no net increase of land within the settlement area, that the lands are not a rural settlement or in the Greenbelt Area, or that the lands are no larger than 40 hectares and are planned to achieve the minimum designated greenfield area density target.

Intensification Targets

- New minimum intensification targets are proposed for the delineated built-up areas for various municipalities that take effect at the next MCR.
- The proposed Peel, Waterloo, York and Hamilton target is a minimum of 60% of all residential development occurring annually in the delineated built-up area from the next MCR to 2041 (it is currently 50% from the MCR to 2031, and 60% from 2031 to 2041); Durham, Halton, Niagara, Barrie, Brantford, Guelph, Orillia and Peterborough target has been reduced to 50%.

Designated Greenfield Area (DGA) Density Targets

- New minimum Designated Greenfield Area (DGA) density targets are proposed for municipalities that would take effect at the next MCR and apply to the entire DGA.
- The proposed Peel, Waterloo, York and Hamilton target is 60 residents and jobs combined per hectare (it is proposed to be reduced from 80 for newly added DGA, but kept the same for the current target in existing DGA); Durham, Halton, Niagara, Barrie, Brantford, Guelph, Orillia and Peterborough target is proposed to be reduced to 50 residents and jobs combined per hectare.

Major Transit Station Areas

- Simplified process and criteria for approval of a lower alternative MTSA density targets, including new policies allowing the Minister to approve a lower target by demonstrating that development is prohibited by provincial policy or severely restricted, among other conditions;
- Boundary delineation and the establishment of density targets would be permitted for MTSA in advance of a MCR, provided the Protected MTSA tool under the *Planning Act* is used; and,
- Clarification that MTSA boundaries can be planned within a range from an approximate 500 to 800 metre radius of a transit station.

APPENDIX I

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

Agricultural System and Natural Heritage System

- Provincial mapping of the Agricultural System and the Natural Heritage System (NHS) for the Growth Plan will not apply until the mapping has been implemented in upper- and single-tier official plans; prior to this, Growth Plan policies for protecting these areas will apply to the NHS as mapped in municipal official plans outside of settlement areas; and,
- Refinement and implementation of provincial mapping is permitted in advance of the MCR by municipalities; however, once provincial mapping has been implemented in official plans, further refinements may only occur through a MCR.

Municipal Comprehensive Review

- Increased flexibility to implement various studies/policies in advance of a MCR, as noted above, including some aspects of MTSAs, employment area designations and conversions, settlement area boundary adjustments and expansions less than 40ha, minor rural settlement boundary adjustments and Provincial agriculture and NHS mapping, subject to various criteria; and,
- No proposed revisions to the definition of a MCR.

Other Matters

- Removal of a required housing strategy, employment strategy and innovation hubs;
- Clarification of water resources policies; addition of “or equivalent” for watershed planning and stormwater master plan; and,
- Minor amendments have been made to update terminology to align with recent changes to Provincial direction and initiatives.

ERO 013-4506 Proposed Framework for Provincially Significant Employment Zones

- A new framework with associated mapping for Provincially Significant Employment Zones in the Greater Golden Horseshoe, as referred to in Amendment 1;
- Areas in this zone are only subject to conversions through a MCR, and subject to Provincial approval;
- Additional request for feedback on the land identified and how MTSAs that overlap with the employment areas should be addressed; and,
- Proposed Zones in Peel include: (13) 427 QEW, (14) Pearson Airport Hub (Airport), (15) Pearson Airport Hub (Airport Hwy 50), (16) Mavis and Burnhamthorpe, (17) Oakville East and (18) 401 407 (Meadowvale) (see Appendix IV).

O. Reg. 311/06 Transitional Matters under the *Places to Grow Act, 2015*

- Removal of a phased-in designated greenfield area density target to 2031, as noted earlier;
- Removal of the Land Needs Assessment Methodology (used to calculate amount of land needed for development) that was approved by the Minister in May 4, 2018 (potential for a new Land Needs Assessment Methodology to replace previous one approved by the former Minister); and,
- Request for additional feedback on whether other planning matters in process should be addressed through the transition regulation (i.e. official plans or official plan amendments that have been adopted or are currently under appeal to be exempt from some policies in Amendment 1).

O. Reg. 525/97 Exemption from Approval – Official Plan Amendments under the *Planning Act, 1990*

- Proposed revisions remove exemptions from approval for official plan amendments proposing refinements to Agricultural System and Natural Heritage System mapping before the next MCR, and such amendments require Minister approval.

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COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH
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February 28, 2019

Ontario Growth Secretariat
C/O Charles O'Hara
Director, Growth Planning and Analysis Branch
Ministry of Municipal Affairs
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Dear Charles O'Hara

Re: **Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO #013-4504)**
Proposed Modifications O. Reg. 311/06 Transitional Matters under the Places to Grow Act, 2005 (ERO #013-4505)
Proposed Modification O. Reg. 525/97 Exemption from Approval – Official Plan Amendments under the Planning Act, 1990 (ERO #013-4507)
Proposed Provincially Significant Employment Zones (ERO #013-4506)

Thank you for the opportunity to review and comment on the above noted Environmental Registry of Ontario postings. The following comments are provided by Region of Peel staff as input to the Ministry to consider regarding Proposed Amendment 1 to the Growth Plan and the associated regulations and mapping. Comments provided herein are responding to Environmental Registry numbers 013-4504, 013-4505, 013-4507 and 013-4506. These comments are accompanied by a high-level report containing comments that were brought before Regional Council for endorsement on February 28, 2019. A copy of the Report is attached. The Council resolution will be forwarded to Ministry staff for further consideration at a later time.

Overall, the Region supports the intent to create a more flexible municipal planning process as proposed in Amendment 1. The proposed changes would permit some aspects of settlement boundary expansions, employment conversions, agricultural and natural heritage system mapping, and major transit station area (MTSA) planning to proceed separate from a municipal comprehensive review (MCR). Amendment 1 does not explicitly state that these amendments can only be municipally initiated, which is critical to ensure growth is planned comprehensively, the public interest is protected, and the planning of complete communities is supported.

However, proposed Amendment 1 fails to provide a clear, simple and flexible MCR process. Through a number of previous submissions, the Region of Peel has requested that the Province permit a staged approach to completing a MCR to achieve conformity. From the perspective of the Region, it represents a logical and simple approach to undertaking conformity. This would allow municipalities to proceed with the adoption of a growth management amendment, including input from a land needs assessment, as the foundation of the remaining work that could proceed in subsequent stages including transportation, housing, environmental matters, MTSA planning and settlement area boundary expansions. With the exception of MTSA planning, some settlement area boundary expansions and natural heritage and agriculture policies, the amendments on other Peel Official Plan Review focus areas are underway and could be adopted by Council well in advance of the 2022

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compliance deadline. This approach would also enable the Region to proceed with Council adoption of the Secondary Plan that completes the Mayfield West Phase 2 community.

A staged approach would advance the Provincial objectives related to providing a framework that is 'open for business'. By allowing implementation of official plan policies on various components of a MCR as they are completed, employment opportunities would be made available sooner as well as opportunities to provide an increased housing supply and provide a range of housing types. This approach would eliminate the need to permit amendments on certain policy areas to proceed 'ahead of' or 'outside of' a MCR as currently proposed and would result in a streamlined and much simpler planning framework. Each component of the staged approach would be subject to Provincial approval, providing oversight by the Province that conformity is proceeding in a comprehensive manner, while still being sheltered from appeals.

It is also anticipated that the Province will experience significant resourcing issues at the conformity deadline of 2022, when all Ontario municipalities submit their MCR amendments for approval. The staged approach would help spread the approval process out over the next three years as amendments are completed. It is likely that without this provision, there will be significant delays in implementing planning work until 2021 and beyond.

Other technical comments include maintaining the transition policies for the intensification targets to ensure the timely delivery of infrastructure and appropriate growth, and appropriate engagement with municipalities when considering changes to proposed Provincially Significant Employment Zone mapping, draft guidelines and land needs assessment methodology revisions. Overall, the Ministry should maintain a strong policy framework led by municipalities to ensure that growth is planned comprehensively, the public interest is protected, and the planning of complete communities is supported.

The Region's top 5 recommendations related to proposed Amendment 1 are:

- 1. Allow the MCR process to proceed in a staged manner to address conformity requirements (i.e. through more than one official plan amendment completed as part of a MCR process to meet the 2022 Growth Plan compliance deadline considered under Section 26 of the Growth Plan). This eliminates the need to have policies that permit some policies to proceed prior to or ahead of the MCR, which are subject to appeal.**
- 2. Only allow municipally initiated employment land conversions and ensure conversions of MTSAs within Provincially Significant Employment Zones can take place in advance of a MCR.**
- 3. Maintain the intensification target at 50% to 2031 in accordance with Growth Plan, 2017, to allow for appropriate planning of infrastructure and complete communities.**
- 4. Permit municipally initiated settlement area boundary expansions in advance of a MCR and not be limited to 40 hectares, with protection from appeal under Section 26 of the *Planning Act*. These policy revisions would not be required however, if municipalities are permitted to undertake a staged MCR process.**

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5. **Establish a process for minor refinement of Provincially Significant Employment Zone boundaries outside of a MCR, or ensure detailed consultation occur between the Ministry and municipal staff on the proposed mapping.**

Detailed Regional comments and specific suggested revisions to the Acts and regulations to address the Region's interests and concerns are attached as Appendix I and II. We trust that these comments are of assistance to the Ministry. Regional staff would be pleased to discuss any clarifications or further comments.

Sincerely,

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Appendix I – Regional Comments on the Proposed Amendment 1 to the Growth Plan, 2017

Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

Municipal Comprehensive Review (definition and policies throughout the Growth Plan)

Through a number of previous submissions, the Region of Peel has requested that the Province permit a staged approach to completing a Municipal Comprehensive Review (MCR) to achieve conformity. From the perspective of the Region, it represents a logical approach to undertaking conformity by proceeding with adoption of our growth management amendment as the foundation of the rest of our work including transportation, housing, environmental matters, major transit station area (MTSA) planning and settlement area boundary expansions. With the exception of MTSA planning and some settlement boundary expansions, the amendments on other Regional Official Plan Review focus areas are underway and could be adopted by Council well in advance of the 2022 compliance deadline.

This approach would also enable the Region to proceed with Council adoption of the Secondary Plan that completes the Mayfield West Phase 2 community (see Appendix IV). As a result of the need to redistribute growth allocations, it was necessary to exclude approximately 110 ha of land from the Mayfield West Phase 2 Secondary Plan. This resulted in an area where the necessary supporting studies have been undertaken, and inclusion of the land represents the completion of the community. However, under the current planning framework, the Secondary Plan cannot be approved outside of the MCR process.

A staged approach would advance the Provincial objectives related to providing a framework that is ‘open for business’. By allowing implementation of official plan policies on various components of a MCR as they are completed, employment opportunities would be made available sooner as well as opportunities to provide an increased housing supply and provide a range of housing types. This approach would eliminate the need to permit amendments on certain policy areas to proceed ‘ahead of’ or ‘outside of’ a MCR as currently proposed and would result in a streamlined and much simpler planning framework. Each component of the staged approach would be subject to Provincial approval, providing oversight by the Province that conformity is proceeding in a comprehensive manner, while still being sheltered from appeals.

It is also anticipated that the Ministry will experience significant resourcing issues at the conformity deadline of 2022, when all Ontario municipalities submit their MCR amendments for approval. The staged approach would help spread the approval process out over the next three years as amendments are completed.

It is recommended that the Ministry allow the MCR process to proceed in a staged manner to address conformity requirements (i.e. through more than one official plan amendment completed as part of a MCR process to meet the 2022 Growth Plan compliance deadline considered under Section 26 of the Growth Plan).

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Delineated Built-Up Areas, Intensification Targets (s.2.2.2)

The proposed intensification targets remove the requirement that 50% of all residential development occurring annually occurs within the delineated built-up area by the time of the next MCR and up to 2031. This increases the minimum annual intensification target in Peel to 60% between 2021 and 2041, eliminates the opportunity to phase in a higher target, and will mean more housing units are required within the built-up area than what Peel's draft municipal growth allocation has planned to date. Although this reflects a positive opportunity to benefit from investment in areas where new higher order transit is planned, a more immediate and substantial change in housing market preference will be necessary. To provide more units in the built-up boundary, the units may become smaller and exacerbate the challenge of providing large higher density units that are affordable and can accommodate family households.

Maintain the intensification target at 50% to 2031 in accordance with Growth Plan, 2017, to allow for appropriate planning of infrastructure and complete communities.

Transit Corridors and Station Areas (s.2.2.4)

The Region previously requested, and therefore, supports the proposed amendments to MTSAs policies that allow increased flexibility for the planning of a diverse range of conditions in MTSAs. The Region supports the simplified process to request a lower target in circumstances where there may be high ridership, but a limited number of people and jobs associated with the built form. The Region also supports the opportunity to pursue delineation of boundaries and minimum targets of MTSAs in advance of the next MCR.

It is understood that the streamlined approach to request alternative targets and allowing such requests to be submitted alongside the delineation of MTSAs boundaries and targets can occur as one submission to the Ministry. The Region is supportive of these policies based on this interpretation.

Employment (s.2.2.5)

The Region supports the flexibility being provided in allowing employment designations and conversions in advance of a MCR, subject to appropriate criteria, as previously requested by the Region. However, the Ministry should ensure strong policies for limiting employment conversions with appropriate flexibility. This can be done by strengthening the proposed policies to ensure only municipalities initiate employment conversions to avoid the prospect of many requests for conversion from private landowners. Without these changes, significant resources could be diverted and could impact the outcomes that may potentially result in a loss of strategic employment opportunities.

The Region is interpreting that the one time window for municipal recommendations for conversion will be subject to appeal. This would further complicate the planning process since municipalities would be managing appeals on provincial conformity matters, that should be protected from appeal. A staged MCR approach would eliminate the need to have policies permitting employment conversions prior to a MCR and would address this concern.

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It is recommended that employment policies be amended to ensure that only municipalities can undertake employment land conversions and consider approval of conversions under Section 26 of the Planning Act.

Provincially Significant Employment Zones (s.2.2.5.11)

The introduction of Provincially Significant Employment Zones is a positive initiative that will help protect valuable employment lands for the long term by requiring Provincial approval of conversions in these Zones and only through a MCR. Provincially Significant Employment Zones must be identified and protected through official plan policies.

There are concerns that the Provincial mapping may extend beyond employment areas to include some mixed use areas, and may exclude other employment areas that may be considered provincially significant. With the identification of Provincially Significant Employment Zones, there will be some locally or regionally important employment areas left out. These employment areas may become targets for employment conversion if they are not identified as provincially significant, reinforcing the need for conversions to be initiated by municipalities. Appendix III provides maps for informational purposes that illustrate discrepancies between the proposed Provincially Significant Employment Zones and a conceptual draft employment area designation that has been identified to date by Peel.

It is recommended that detailed consultation occur between the Ministry and municipal staff on the proposed Provincially Significant Employment Zone mapping since, in some areas, a property by property analysis may be warranted.

Staff will be submitting detailed shapefiles with proposed amendments to the Zones. However, the Ministry must introduce policies that allow for minor refinements of these Zones to occur outside of a MCR to avoid discrepancies between Provincial and municipal mapping.

It is recommended that the Ministry establish a process for minor refinement of Provincially Significant Employment Zone boundaries outside of a MCR.

The Ministry should clarify how future infrastructure, such as the GTA West Corridor and the North South transportation corridor in Brampton, will be considered in the identification of additional Provincially Significant Employment Zones.

It is recommended that the proposed policy framework for Provincially Significant Employment Zones in the Growth Plan provide direction and criteria for the identification of future zones by the Province.

A number of MTSAs are located within the proposed Provincially Significant Employment Zones. MTTA boundary delineation and minimum targets can be set in advance of the next MCR. The same flexibility should be permitted in MTSAs that are within Provincially Significant Employment Zones, including any potential employment conversions that may be needed for mixed use development.

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It is recommended that municipalities be permitted to proceed with planning for MTSAs within Provincially Significant Employment Zones, including conversions in advance of a MCR.

The Ministry's role in future planning initiatives within Provincially Significant Employment Zone should be limited to Growth Plan policies that provide strong protections in these Zones. This would include maintaining the strong policy framework that is currently in place which limits encroachment of non-employment uses and prohibits sensitive land uses.

It is recommended that the Ministry strengthen the policy framework for Provincially Significant Employment Zones by linking s.2.2.5.11 to other employment area policies in the Growth Plan.

It is recommended that new policies be added allowing municipalities to establish transition policies as deemed appropriate at a municipal level.

Housing (s.2.2.6)

It is recommended the Ministry maintain or enhance the housing policy requirement to acknowledge the alignment with housing and homelessness plans (Service Manager requirement in the Housing Services Act). Official Plan policies have the legislative authority to implement actions and targets and address housing needs, as opposed to a standalone housing and homelessness plan.

Given the above, the Ministry should also maintain or enhance the requirement to plan a settlement boundary expansion, based on inputs from the housing policies. There must be more consideration for housing related factors beyond policies 2.2.6.1 and 2.2.6.2. For example, the housing policies should address housing needs, supply, and affordability along the continuum that can be considered in a settlement boundary expansion.

It is recommended that housing policies be strengthened to implement actions and targets, and address housing needs.

Designated Greenfield Areas (DGA) (s.2.2.7)

The Ministry is proposing to reduce the designated greenfield area (DGA) target from the current minimum of 80 people and jobs per hectare, to 60 people and jobs per hectare. This will affect Regional lands that are added after July 1, 2018. The proposed minimum of 60 people and jobs per hectare DGA target is supported since it reflects the current planning for existing greenfield areas (approx. 60 to 70 people and jobs per hectare) and provides for an appropriate range and mix of housing types. This change will continue to support compact complete communities, while recognizing that higher order rapid transit is not likely to be available in most of these newly added greenfield areas by the planning horizon of 2041. Some greenfield areas of Peel where higher order transit is expected to be available by 2041 are planned to exceed the 80 people and jobs per hectare.

Amendment 1 proposes that some municipalities in the GTA such as Halton and Durham have a lower density target than others, such as Peel. All GTHA municipalities should have a minimum of 60 people and jobs per hectare to support complete community principles.

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It is recommended that greenfield densities in GTHA municipalities be planned to a minimum of 60 people and jobs per hectare.

Settlement Area Boundary Expansions (s.2.2.8)

The Region supports the revisions to the policies and criteria for settlement boundary expansions that clarify requirements, improve flexibility and remove overly onerous requirements. The proposed policies also expand opportunities for settlement area boundary expansions to occur ahead of a MCR which responds, in part, to Regional comments submitted previously and are supported. However, the Ministry is stipulating a maximum area of 40 hectares. This policy should be reconsidered to eliminate the 40 hectare restriction, and strengthened to explicitly require that applications for settlement area boundary expansions be municipally initiated. Restricting settlement boundary expansions to municipally initiated processes is important to discourage what could potentially be many individual site-specific settlement expansion applications that when considered as a whole, would amount to much more than 40 hectares. Reviewing private amendments for settlement area boundary expansions would be resource intensive, take away from the current coordinated approach, lead to uncertainty in managing growth, and result in number appeals that could take significant time to resolve, further complicating the larger MCR process.

Instead of stipulating a size limit, the Ministry should apply outcome based criteria related to addressing settlement expansion policies in the Growth Plan, the completion of a land needs assessment, alignment with settlement area boundary expansion criteria, and the creation of rational settlement boundaries that reinforce planning for complete communities.

In Peel's case, this change would be appropriate to permit the advancement of Mayfield West Stage 2 Phase 2 (110 hectares) as a settlement boundary expansion ahead of the full MCR work, including the broader process to identify additional settlement boundary expansions to accommodate 2041 growth. The technical settlement boundary expansion policy work has already been completed demonstrating the merits of the Mayfield West Phase 2 Stage 2 expansion area, as noted earlier. Allowing this project to proceed would introduce a range and mix of housing supply, provide employment opportunities, support complete communities and provide revenue to the Region to fund infrastructure already in place.

The proposal to reconcile the land budget at the next MCR to accommodate any settlement boundary expansions undertaken in the interim is of concern generally and is compounded if privately initiated amendments are permitted. Settlement boundary expansions should always be required to be supported by the municipal land needs assessments, based on settlement expansion criteria, and a comprehensive application of the Growth Plan.

It is recommended that if settlement area boundary expansions are permitted to occur in advance of a MCR, they are required to be municipally initiated and not be limited to 40 hectares. The application of these policies should be protected from appeal under Section 26 of the Planning Act. These policy revisions would not be required however, if municipalities are permitted to undertake a staged MCR process.

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Rural Areas (s.2.2.9)

The Region supports the removal of undelineated built-up areas and replacement with a new defined term *rural settlements*. However, the new policy permitting minor adjustments to rural settlements outside of a MCR should only permit these minor adjustments if they are municipally initiated, for the same reasons noted above with respect to settlement area boundary expansions.

It is recommended that any minor adjustments to rural settlements occurring in advance of a MCR only be permitted if they are municipally initiated.

Water Resource Systems (s.4.2.1)

The revisions in Amendment 1 are supported as they provide appropriate flexibility. No changes are recommended.

Natural Heritage System (s.4.2.2)

The revisions in Amendment 1 that provide the option to refine Natural Heritage System mapping prior to a MCR are supported. However, the policy continues to link Natural Heritage System mapping to MCR requirements, which complicates the implementation of staged amendments in the Region's Official Plan Review. The inclusion of Natural Heritage System mapping in the MCR requirement is unnecessary and can be resolved by permitting a staged approach to complete MCR requirements (permitting mapping to proceed either before or after other MCR elements are adopted), and/or by a further policy change that permits mapping refinements to proceed separately and not part of the required MCR elements.

In order to set a timeline to complete mapping, the policies could require mapping to be completed at the time of the next official plan review in accordance with Section 26 of the *Planning Act*. This would allow municipalities to move forward quickly with important community building policies, such as the ability to proceed with growth allocation and staged settlement boundary expansion amendments, while more detailed natural heritage system and agricultural mapping work and engagement is completed. The proposed policies should permit staged implementation of MCR conformity requirements and mapping refinements.

It is recommended that staged implementation of MCR conformity requirements, including mapping refinements, be permitted (allowing Natural Heritage System mapping refinements to proceed either before or after other MCR elements).

The Ministry should also reconsider the need to temporarily extend the Growth Plan's NHS policies to municipal natural heritage systems beyond the boundaries of the Growth Plan's NHS. The extension of the policies is unnecessary as municipal natural heritage systems are currently subject to policies for their protection and enhancement. It would be more appropriate for the policies indicate that the Growth Plan's policies apply to municipal NHS within the Growth Plan's NHS boundary as mapped by the Province. Once refinement of the Growth Plan's NHS mapping is completed, the policies could then apply to the NHS as refined by municipalities.

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Agricultural System (s.4.2.6)

The changes clarifying that the provincial mapping of the agricultural system land base, including mapping of prime agricultural areas, does not apply in the Growth Plan Area until it is implemented by upper-tier municipalities is supported. The implementation of this policy will mean that provincial mapping of prime agricultural areas will continue to apply in the Greenbelt Area (including the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan areas) whereas municipal mapping of existing agricultural designations will apply outside of the Greenbelt.

If the intent of the policy within the Growth Plan Area is to enable municipalities to undertake a local consultation process to appropriately evaluate and refine provincial mapping taking into consideration local information and studies before the mapping comes into effect, it is appropriate that this same process also apply in the Greenbelt Area. The Province's release of the agricultural system mapping on February 9, 2018 with corresponding Implementation Procedures for the Agricultural System (OMAFRA, 2018) should be re-issued as draft mapping, with additional guidance in the Implementation Procedures that the Provincial agricultural land base mapping does not apply until it is refined and implemented by upper-tier municipalities through their official plan reviews.

It is recommended that the Province re-issue the agricultural system land base mapping with revised Implementation Procedures indicating that the mapping is draft and not in effect until it is implemented by upper-tier municipalities, in accordance with the applicable direction in the Growth Plan, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan.

Additional revisions to the policies in Section 4.2.6 to permit flexibility regarding the timing of agricultural land base mapping refinements through a staged implementation of MCR requirements is also recommended.

It is recommended that staged implementation of MCR conformity requirements, including mapping refinements, be permitted (allowing Agricultural System mapping refinements to proceed either before or after other MCR elements are completed).

Climate Change (s.4.2.10)

The Region supports the revisions proposed in Amendment 1 and the continued inclusion and recognition of the important role of land use planning in mitigating and adapting to climate change. No changes are recommended.

Supplementary Direction (s.5.2.2)

The additional policy that the Province may update employment zone, agricultural land base or NHS mapping in response to a municipal request is supported. Appropriate flexibility needs to be incorporated in the Growth Plan to ensure the policy is effective and implementable.

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Definitions

The Ministry should maintain recognition of complete communities through policy language throughout the Growth Plan. It is unclear why these references have been removed, while the definition remains intact, and should continue to play an important role in Growth Plan policies.

The Ministry should strengthen the policies of *employment areas* (s.2.2.5.7) to also apply to Provincially Significant Employment Zones (i.e. prohibiting residential uses, limiting sensitive land uses, prohibiting major retail, etc.). In multiple areas of draft Growth Plan, 2017, 'employment zone' is italicized but not defined. The Ministry should provide additional clarity.

The definition of *office park* is modified by remove language that identified office parks as an *employment area*. The Ministry should maintain office parks as an employment area to ensure this continues to be included in the minimum employment area density targets and not be subject to conversion.

The Ministry did not make revisions to the definition of a MCR, as noted throughout this letter. It is recommended that the Ministry amend the MCR definition or provide transition regulations to allow for a staged amendment and MCR implementation process, under a 5/10 year official plan review process (under s.26 of the *Planning Act*).

It is recommended that the Ministry allow the MCR process to proceed in a staged manner to address conformity requirements (i.e. through more than one official plan amendment completed as part of a MCR process to meet the 2022 Growth Plan compliance deadline).

It is recommended the Ministry maintain the Growth Plan, 2017 office park definition.

Schedule 3

The population and employment forecasts identified on Schedule 3 are the basis for the implementation of the Growth Plan policies to direct and manage growth. These forecasts are to be reviewed every 5 years in accordance with Section 5.2.4.7 of the Growth Plan.

To meet the Growth Plan, 2017 conformity date of July 2022, the Region of Peel and many other municipalities have initiated their MCR using the 2041 planning horizon and the population and employment forecasts on Schedule 3 of the Plan. As noted earlier, the Region can proceed with the adoption of a growth management amendment, including input from a land needs assessment, well in advance of the 2022 compliance deadline. If new forecasts are to be released, municipalities should have the option of using existing Schedule 3 or updated forecasts in their ongoing conformity work.

It is recommended that the current 2041 planning horizon and population and employment forecasts be maintained for the July 2022 municipal comprehensive review conformity date.

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Proposed Modifications O. Reg. 311/06 Transitional Matters under the Places to Grow Act, 2005

It is recommended that the Ministry continue applying the standard methodology for the land needs assessment. If revised guidance is being considered, the Ministry should provide municipalities new guidance as soon as possible.

It is recommended that the Ministry engage municipalities as soon as possible on any plans for a new or revised land needs assessment methodology.

Proposed Modification O. Reg. 525/97 Exemption from Approval – Official Plan Amendments under the Planning Act, 1990

There are no objections to the proposed regulatory changes. However, the Ministry should ensure that official plan amendments as part of an official plan review process (including some components of a MCR) not be precluded from taking place in a staged manner to remove the exemption from official plan amendments that commenced on or after the regulation effective date until July 1, 2022.

Should the Ministry not support the proposed revised approach to settlement area boundary expansions outside of other components of a MCR, additional policy revisions to the Growth Plan, transition regulations and implementation guidance should be included with Amendment 1 to enable staged implementation of MCR requirements for growth allocation and settlement boundary expansions, in addition to the flexibility afforded to the Agricultural System and NHS mapping.

Proposed Provincially Significant Employment Zones

Please refer to comments provided under proposed Amendment 1 to the Growth Plan, 2017.

It is recommended that opportunity be provided for detailed consultation between the Ministry and municipal staff on the proposed Provincially Significant Employment Zone mapping since, in some areas, a property by property analysis may be warranted.

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Appendix II: Regional Suggested Revisions to the Proposed Amendment 1 Changes to the Growth Plan, 2017

2.2.2 Delineated Built-up Areas

1. By the year 2031 time the next *municipal comprehensive review* is approved and in effect, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area the applicable minimum intensification target is as follows:

a. ~~A minimum of 60 per cent of all residential development occurring annually within each of the City of Hamilton and the Regions of Peel, Waterloo and York will be within the delineated built-up area,~~

b. 2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality of the Cities of Barrie, Brantford, Guelph, Orillia and Peterborough and the Regions of Durham, Halton and Niagara will be within the *delineated built-up area*. ~~and~~

2.2.5 Employment

7. Municipalities will plan for all *employment areas*, including provincially significant employment zones, within *settlement areas* by:

- a. prohibiting residential uses;
- b. prohibiting major retail uses or establishing a size or scale threshold for any *major retail* uses that are permitted and prohibiting any *major retail* uses that would exceed that threshold; and
- c. providing an appropriate interface between *employment areas* and adjacent non-employment areas to maintain land use compatibility.

9. In implementing provincially significant employment zones, municipalities may refine provincial mapping with greater precision outside of a municipal comprehensive review.

10. Notwithstanding policy 2.2.5.9, until the next *municipal comprehensive review*, lands within existing *employment areas* may be converted to a designation that permits non-employment uses provided it is initiated by a municipality and the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e); and
- b. maintain a significant number of jobs on those lands.

13. Notwithstanding policy 2.2.5.12, where it has been determined that a major transit station area conversion within a provincially significant employment zones, single- or upper-tier municipalities may convert employment lands as per policy 2.2.5.6.

2.2.6 Housing

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will develop housing policies that:

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- a. support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, to serve all sizes, incomes and ages of households including second units and *affordable* housing to meet projected needs of current and future residents; and
 - ii. establishing targets to address low and moderate income household needs including for *affordable* ownership housing and rental housing;
- b. identify and implement mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
- c. align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and
- d. implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.

2. Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing housing policies in accordance with implementing policy 2.2.6.1, municipalities will support the achievement of *complete communities* by:

- a. planning to accommodate forecasted growth to the horizon of this Plan;
- b. planning to achieve the minimum intensification and density targets in this Plan;
- c. considering the range and mix of housing options and densities of the existing and future housing stock; and
- d. planning to diversify their overall housing stock across the municipality.

5. When a *settlement area* boundary has been expanded in accordance with the policies in subsection 2.2.8, the new *designated greenfield area* will be planned accordance with policies 2.2.6.1 and 2.2.6.2.

2.2.7 Designated Greenfield Areas

2. The minimum density target applicable to the *designated greenfield area* of each upper- and single-tier municipality is as follows:

- a. The City of Hamilton and the Regions of Peel, Waterloo, **Halton, Durham,** and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 60 residents and jobs combined per hectare;

2.2.8 Settlement Area Boundary Expansions

1. Where the need for a *settlement area* boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following: ...

l) The planned area to be expanded is aligned to the housing polices, supporting a diverse range and mix of housing options to serve all sizes, incomes, and ages of households, based on community need and market demand

4. Notwithstanding policy 2.2.8.2, municipalities may adjust *settlement area* boundaries outside of a *municipal comprehensive review*, provided:

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- a. there would be no net increase in developable land within *settlement areas*;
- b. the adjustment would support the municipality's ability to meet the intensification and density targets established pursuant to this Plan;
- c. the location of any lands added to a *settlement area* will satisfy the applicable requirements of policy 2.2.8.3;
- d. the affected *settlement areas* are not *rural settlements* or in the *Greenbelt Area*; and
- e. the *settlement area* to which lands would be added is serviced by *municipal water and wastewater systems* and there is sufficient reserve *infrastructure* capacity to service the lands.

5. Notwithstanding policy 2.2.8.2, and 5.2.4.3, a *settlement area* boundary expansion may occur in advance of a *municipal comprehensive review*, provided:

- a. it is initiated by a single or upper tier municipality;
- b. the need for the expansion is justified based a land needs assessment undertaken in accordance with policy 2.2.1.5;
- c. the lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 or policy 2.2.5.13 , as appropriate;
- d. the location of any lands added to a *settlement area* represent logical extensions to existing settlement area boundaries and will satisfy the applicable requirements of policy 2.2.8.3;
- e. the affected *settlement area* is not a *rural settlement* or in the *Greenbelt Area*;
- f. the settlement area is serviced by *municipal water and wastewater systems* and there is sufficient reserve *infrastructure* capacity to service the lands; and
- g. the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next *municipal comprehensive review*.

~~6. For a *settlement area* boundary expansion undertaken in accordance with policy 2.2.8.5, the amount of land to be added to the *settlement area* will be no larger than 40 hectares.~~

2.2.9 Rural Areas

1. Notwithstanding policy 2.2.8.2, minor adjustments may be made to the boundaries of *rural settlements* outside of a *municipal comprehensive review*, subject to the following:
 - a. it is municipally initiated;...
 - b. the affected *settlement area* is not in the *Greenbelt Area*;
 - c. the change would constitute minor rounding out of existing development, in keeping with the rural character of the area;
 - d. confirmation that water and wastewater servicing can be provided in an appropriate manner that is suitable for long-term; and
 - e. Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied.

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4.2.2 Natural Heritage System

1. Provincial mapping of the *Natural Heritage System for the Growth Plan* does not apply until it has been implemented in the applicable upper- or single-tier official plan. Until that time, the policies in this Plan that refer to the *Natural Heritage System for the Growth Plan* will apply outside *settlement areas* to the *natural heritage systems* identified in official plans that were approved and in effect as of July 1, 2017. The policies of the Growth Plan shall only apply to the natural heritage systems identified in official plans within the Natural Heritage System for the Growth Plan as currently mapped by the Province.
2. Upper- and single-tier municipalities, may refine provincial mapping of the *Natural Heritage System for the Growth Plan* at the time of initial implementation in their official plans or at the time of completion of municipal comprehensive review requirements which may be staged to permit municipal comprehensive review components to proceed separately while more detailed natural heritage system mapping refinement and consultation is completed. For upper-tier municipalities, the initial implementation of provincial mapping may be done separately for each lower-tier municipality. After the *Natural Heritage System for the Growth Plan* has been implemented in official plans, further refinements may only occur through a *municipal comprehensive review*.

4.2.6 Agricultural System

8. Provincial mapping of the agricultural land base does not apply until it has been implemented in the applicable upper- or single-tier official plan. Until that time, prime agricultural areas identified in upper- and single-tier official plans that were approved and in effect as of July 1, 2017 will be considered the agricultural land base for the purposes of this Plan.
9. Upper- and single-tier municipalities, may refine provincial mapping of the agricultural land base at the time of initial implementation in their official plans, based on implementation procedures issued by the Province or at the time of completion of municipal comprehensive review requirements which may be staged to permit municipal comprehensive review components to proceed separately while more detailed agricultural land base mapping refinement and consultation is completed. For upper-tier municipalities, the initial implementation of provincial mapping may be done separately for each lower-tier municipality. After provincial mapping of the agricultural land base has been implemented in official plans, further refinements may only occur through a municipal comprehensive review.

Employment Area Definition

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities, including provincially significant employment zones. (PPS, 2014)

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Municipal Comprehensive Review Definition

A new official plan, ~~or an~~ official plan amendment, [or coordinated official plan amendments](#), initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan [to address Growth Plan conformity](#).

Office Park Definition

[Employment areas designated in an official plan](#) Areas where there are significant concentrations of offices with high employment densities.

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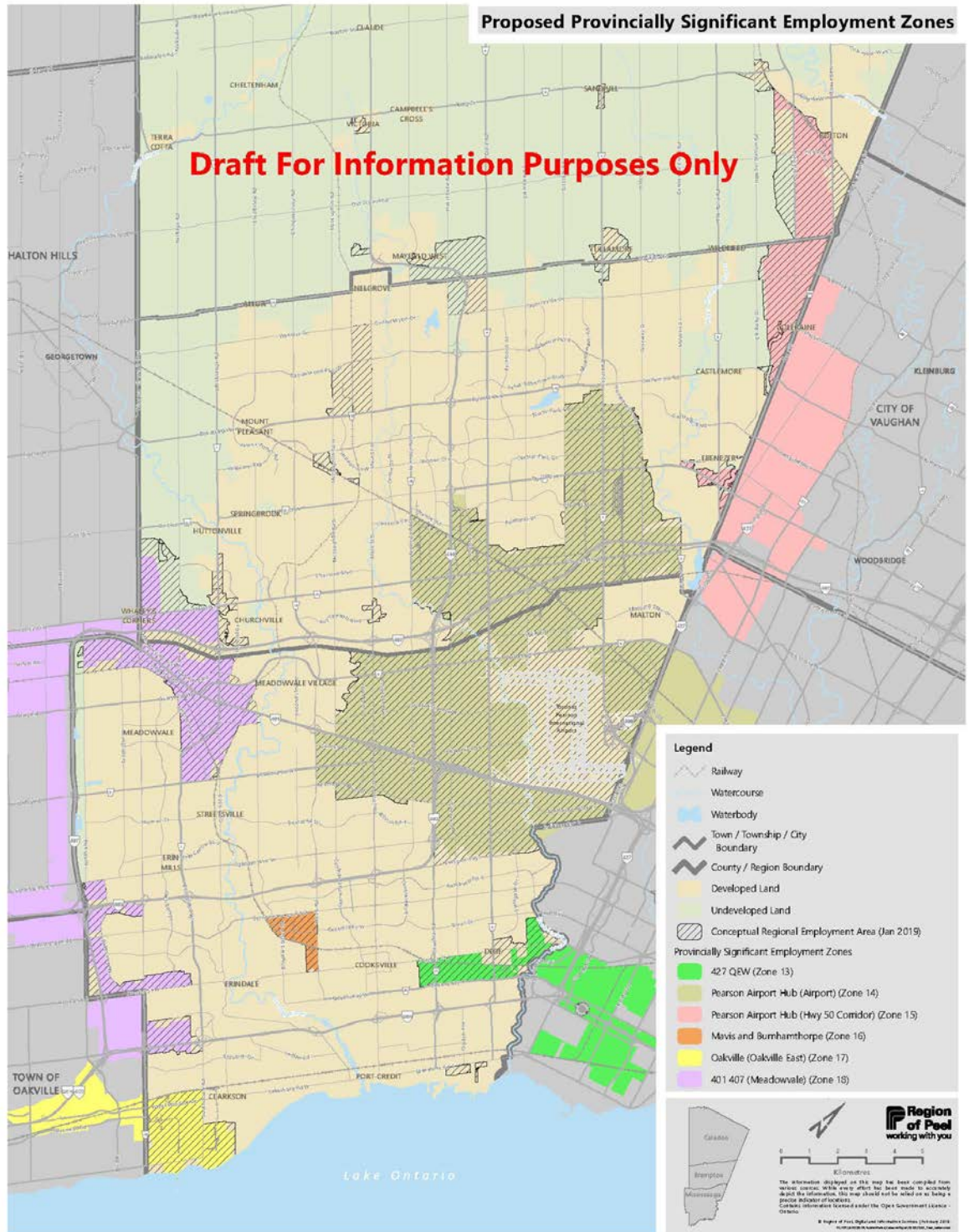


Appendix III: Map of Proposed Provincially Significant Employment Zones Discrepancies of Conceptual Draft Employment Area

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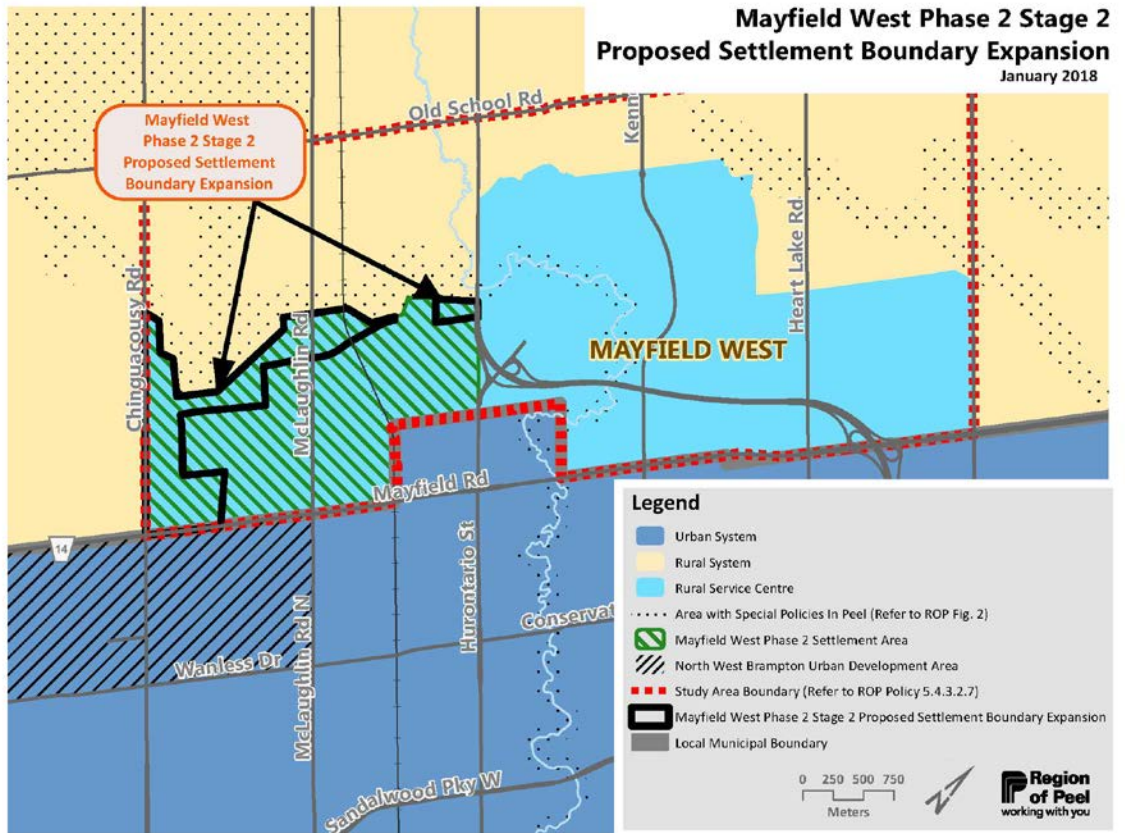
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Appendix IV: Mayfield West Stage 2 Phase 2 Map



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APPENDIX IV

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

TOTAL GROWTH ALLOCATIONS TO LOCAL MUNICIPALITIES

Overall 2016 & 2041 Population and Employment Growth Allocations by Municipality:

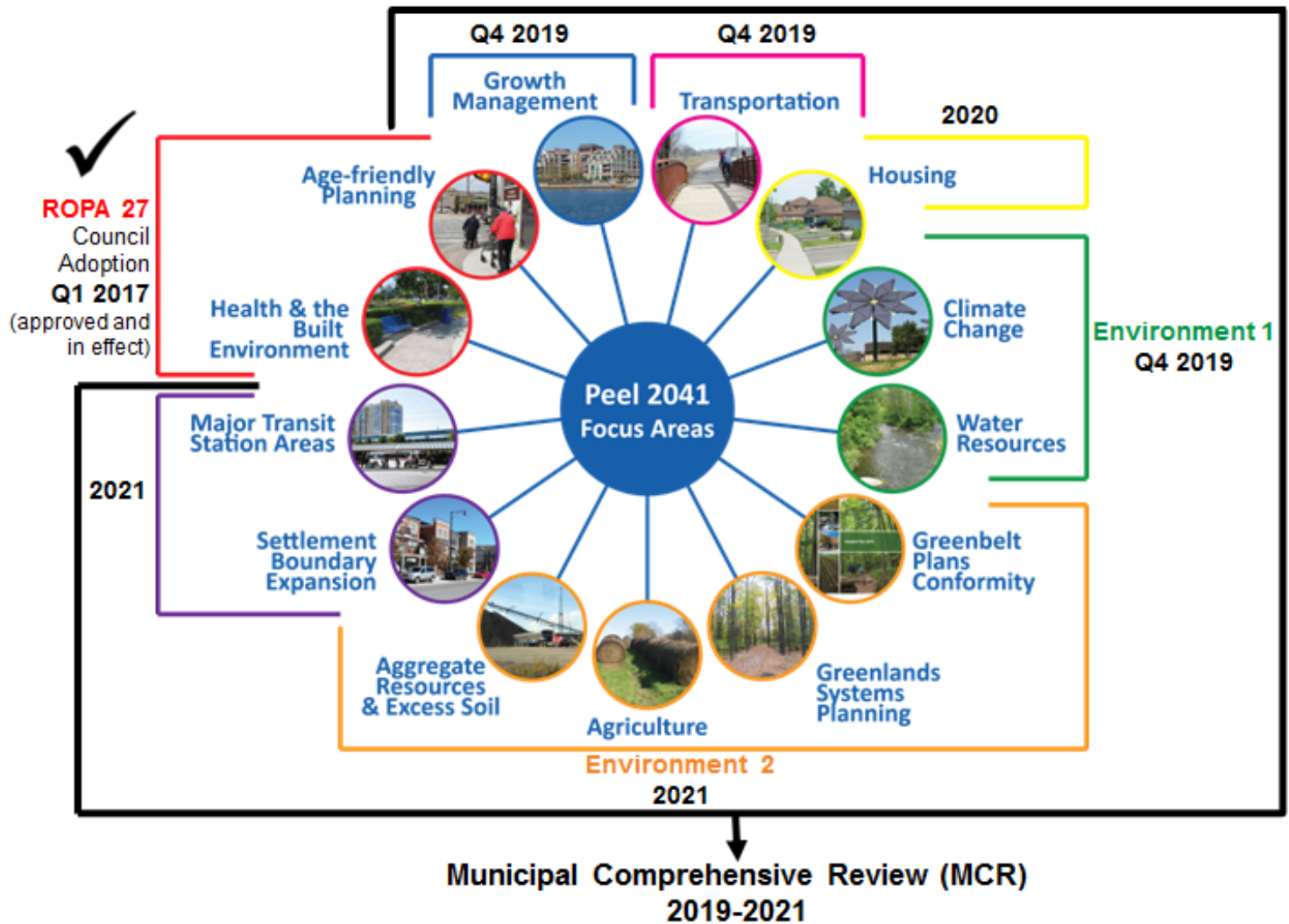
Year	Category	Brampton	Caledon	Mississauga	Peel
2016	Population	614,000	69,000	746,000	1,429,000
	Jobs	203,000	28,000	474,000	705,000
2041	Population	890,000	160,000	920,000	1,970,000
	Jobs	325,000	80,000	565,000	970,000

Note: The overall growth allocation described above is the same allocation reported and endorsed by Council in:

- October 2017, "Peel 2041 Growth Allocations and Growth Management Regional Official Plan Amendment" (draft amendment for public consultation)
- April 2018, "Implication of the Current Provincial Planning Context on Major Planning Initiatives in Peel" (revised inputs that made minor adjustments to the detailed allocation using the most updated information, data, and policies available, and a standard land needs assessment methodology, as per new Provincial direction)

COMMENTS ON PROPOSED AMENDMENT 1 TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

Potential Implications on Peel 2041 Work Plan Timelines based on Proposed Amendment 1 to the Growth Plan, 2017



NOTE: Some elements of the focus areas would be permitted to proceed in advance of a single Municipal Comprehensive Review (MCR) under Proposed Amendment 1 Growth Plan, 2017 (subject to criteria), such as:

- MTSA delineation and minimum density targets
- Employment area designations
- Existing employment area conversions through one-time basis between Amendment 1 and next MCR (must be outside of Provincially significant employment zones)
- Some settlement area boundary adjustments (that do not cause net increase in land) and settlement area boundary expansions (less than 40 hectares), subject to criteria
- Some minor rural settlement boundary adjustments for areas not in the Greenbelt, subject to criteria
- Provincial agriculture and natural heritage system mapping

The timing of bringing forward Regional Official Plan Amendments for Council endorsement will depend on final Provincial direction related to staged amendments and a phased MCR.

DATE: February 15, 2019

REPORT TITLE: **PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the recommended revisions to the Peel Rural Water Quality Program Guidelines attached as Appendix II in the report of the Commissioner of Public Works titled “Peel Agricultural Advisory Working Group 2018 Update and Revisions to the Peel Rural Water Quality Program Guidelines” be approved.

REPORT HIGHLIGHTS

- In 2018 the Peel Agricultural Advisory Working Group:
 - Reviewed and commented on the Region of Peel Official Plan Review.
 - Approved Peel Rural Water Quality Program grants, allocating approximately \$104,817 to 15 projects.
- From 2004 to 2018, the Peel Rural Water Quality Program has allocated a total of \$847,872 in funding towards 174 rural water quality projects that have a total value of just over \$4.25 million in on-farm stewardship enhancements in Peel.
- Regional and Conservation Authority Staff in consultation with the Peel Agricultural Advisory Working Group have completed a five-year review of the Peel Rural Water Quality Program Guidelines (the Guidelines). Implementing revisions to the Guidelines are summarized in the report and are recommended for Council approval.
- The Golden Horseshoe Food and Farming Alliance (the Alliance) and the Region of Peel continue to collaborate on agriculture and agri-food initiatives relevant to the Region. Information on Alliance activities is provided in the report.

DISCUSSION

1. Background

The Region of Peel recognizes the contribution of the agricultural sector to the local economy and cultural heritage of the Region. In 1997, the Region established the Peel Agricultural Advisory Working Group (the Working Group) to support agricultural interests and planning in the Region. The Working Group consists of three Regional or Area

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Municipal Councillors and ten additional members representing a range of agricultural interests in Peel.

The Working Group assists the Region in protecting agricultural lands and promoting the agricultural industry in Peel. Credit Valley Conservation (CVC) and the Toronto and Region Conservation Authority (TRCA) became partners with the Working Group in 2004 to support the delivery of the Peel Rural Water Quality Program in accordance with Council approved guidelines. The Working Group is the approval body for Peel Rural Water Quality Program projects.

The Region conducts a review of the Peel Rural Water Quality Program Guidelines every five years and renews appointments to the Working Group for each new term of Council. The purpose of this report is to provide Council with an update on the Peel Agricultural Advisory Working Group activities undertaken in 2018, to request Council's approval of revisions to the Peel Rural Water Quality Program Guidelines endorsed by the Working Group, and to request renewal of member appointments to the Working Group.

The Region is also a member and funding partner of the Golden Horseshoe Food and Farming Alliance ("the Alliance"), an organization that supports broader collaboration among regional agricultural interests. A summary update on the Alliance's initiatives is included in this report.

2. Peel Agricultural Advisory Working Group

a) 2018 Programs and Projects

i. Peel Rural Water Quality Program

The Region, in partnership with Credit Valley Conservation and Toronto and Region Conservation, has implemented the Peel Rural Water Quality Program (the Program) since 2004. The Program provides technical and financial resources to farmers to encourage stewardship focused on protecting and enhancing water quality and the natural environment. The Working Group is the approval authority for grant applications submitted under the Program. The Region of Peel provides capital funding to the conservation authorities for the delivery of the program and administration of the grants.

In 2018, the Working Group approved approximately \$104,817 in grants to support the implementation of 15 projects. An additional \$67,124 was leveraged from other project proponents and funders to help complete these projects.

A detailed performance summary of the Program is attached as Appendix I.

ii. Grown in Peel Local Food Guide

The Grown in Peel Local Food Guide (the Guide) has been published by the Region since 2006. The Guide promotes local farms, retailers and farmers' markets in Peel.

Approximately 25,080 copies of the 2018 edition were distributed across Peel with the help of over 100 community partners including local municipalities, Regional Councillors,

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

educational institutions and agricultural associations. An expanded version of the Guide also continues to be available online at GrownInPeel.ca.

iii. Special Topics

The Working Group was consulted on a variety of special topics, including:

- Provincial Agricultural System mapping for the Greater Golden Horseshoe and the corresponding mapping requirements for the Region of Peel
- Draft Provincial Agricultural Impact Assessment Guidelines
- Peel 2041: Region of Peel Official Plan Review
- TRCA's Urban Agriculture Program and Regulation Mapping Updates
- The Peel Rural Water Quality Program Guideline Review
- Development of the Peel Agricultural Advisory Working Group Work Plan

b) 2019 Peel Agricultural Advisory Working Group Work Plan

An inaugural meeting will be held in early 2019 to orient members on their role as an advisory body to the Region and approval body for Peel Rural Water Quality Program projects. A key focus of the Working Group in 2019 will be the Peel 2041: Regional Official Plan Review including the Agricultural Resources, Greenlands System, and Growth Management Focus Areas. The Regional Official Plan will need to refine and include provincial agricultural system mapping and corresponding policies, therefore, staff will be seeking advice from the Working Group on policies that will support the viability of farming and protect agricultural lands.

The following action items remain as priorities in the work plan for 2019:

Policy, Research and Development

- Peel 2041: Regional Official Plan Review – Agricultural Resources Focus Area
- Review and provide feedback on the development of agricultural and natural heritage system mapping for the Region
- Review and provide feedback on growth management planning including planning for Regional settlement boundary expansion areas
- Review and provide feedback to the development of the TRCA Regulation Mapping update
- Ensure agricultural interests, where necessary, are considered in the planning of Regional capital projects

Peel Rural Water Quality Program

- Review and approval of Program funding applications to support stewardship on farms

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Support Agri-Food Business and Food Security Initiatives

- Provide feedback and direction on the Grown in Peel guide
- Investigate alignments that support Peel Food Charter initiatives
- Review and provide advice on Golden Horseshoe Food and Farming Alliance Initiatives

c) Peel Agricultural Advisory Working Group 2018 – 2022 Member Appointments

In accordance with the Peel Agricultural Advisory Working Group Terms of Reference, which was revised and approved by Regional Council under Resolution 2015-113, membership consists of the Regional Chair (ex-officio), three Regional or Area Municipal Councillors and ten additional members who are appointed by Regional Council for a term of four years or until successors are appointed by Regional Council.

Under Regional Council Resolution 2018-887, Regional Chair Iannicca (ex-officio), Councillor Innis, Councillor Dasko and Councillor Palleschi have been appointed to the Working Group, for a four-year term ending November 14, 2022. The recommended non-elected appointments for the 2018- 2022 term of Council are provided to Council in a supplementary in camera report.

3. Peel Rural Water Quality Program Guideline Five Year Review

The Peel Rural Water Quality Program Guidelines (the Guidelines) are reviewed every five years by Regional and Conservation Authority staff. In consultation with the Working Group, minor amendments to four existing grant categories are recommended. These amendments, summarized in Appendix II, improve interpretation of grant categories to ensure that projects address rural water quality and environmental enhancement objectives and clarify that applicants are eligible to reapply for project funding under each category with some exceptions.

A copy of the revised Guidelines is available in the Office of the Regional Clerk for viewing.

4. Golden Horseshoe Food and Farming Alliance

In 2012, the Golden Horseshoe Food and Farming Alliance (the Alliance) was formed to implement the 'Golden Horseshoe Food and Farming Action Plan: 2021' (the Action Plan). The Action Plan is posted on the Alliance's webpage at foodandfarming.ca/food-and-farming-action-plan/.

The Alliance is comprised of a Council representative from each of the Golden Horseshoe Regions, and the Cities of Hamilton and Toronto. There is also representation from agriculture-related industry associations, non-profits and other stakeholders. Mayor Thompson and Councillor Downey are the Regional Council's representatives to the Alliance. This multiple partner approach enables the Region to share resources and respond to agricultural issues.

Information on the Alliance's projects, initiatives and advocacy undertaken in 2018 is summarized in Appendix III.

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

CONCLUSION

The Peel Agricultural Advisory Working Group continues to facilitate and enhance relationships between the Region and agricultural groups within Peel, the Golden Horseshoe and the Province. The Working Group remains a valuable contributor to achieving the agricultural goals and policies of the Region.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Peel Rural Water Quality Program 2018 Status Report

Appendix II – Summary of Revisions to the Peel Rural Water Quality Program Guidelines

Appendix III – Summary of Golden Horseshoe Food and Farming Alliance Activities

For further information regarding this report, please contact Steve Jacques, Director, Regional Planning and Growth Management and Chief Planner, extension 4625, Steve.Jacques@peelregion.ca.

Authored By: Ricardo Razao

Memo

To: Peel Agricultural Advisory Working Group

From: Mark Eastman, Credit Valley Conservation
Nadine Abrams, Toronto and Region Conservation Authority

Date: January 19, 2019

Re: Peel Rural Water Quality Program – 2018 Status Report

The year 2018 marked the fourteenth complete program year for the Peel Rural Water Quality Program (PRWQP). This status report summarizes the program's accomplishments over the past fourteen years, with an emphasis placed on the 2018 program year.

Number of projects approved in 2018: 15

Types of projects approved in 2018:

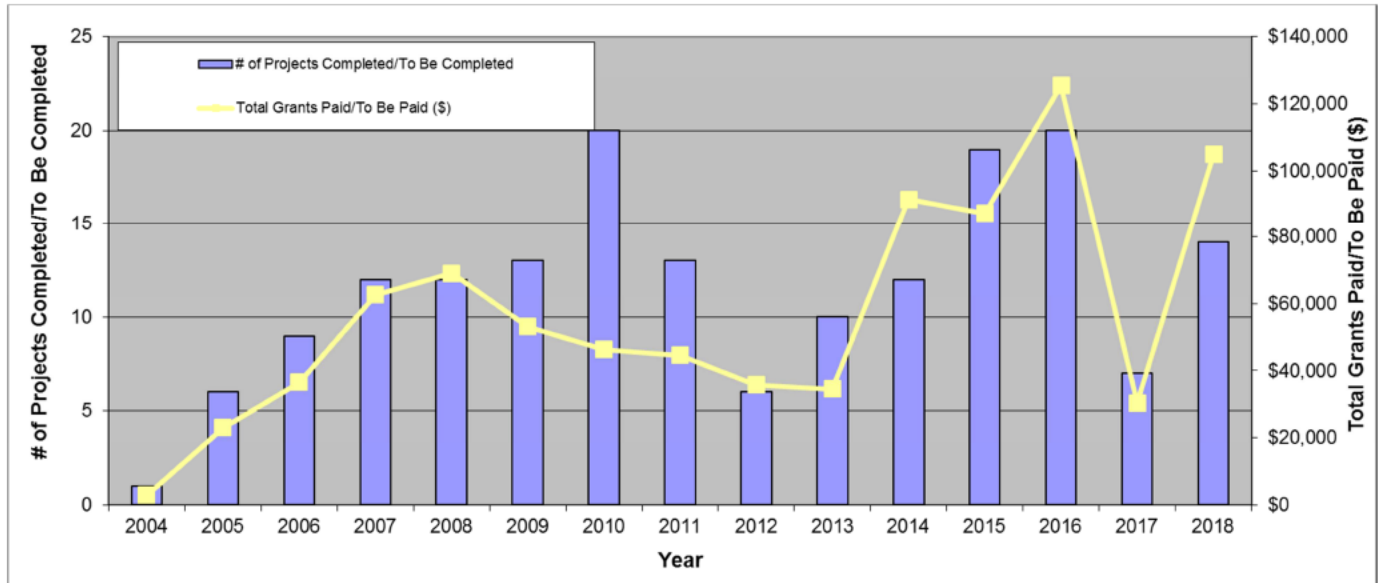
Manure Storage	0
Milkhouse Washwater	0
Barnyard Runoff Control	0
Nutrient Management Strategy	0
Nutrient Management Plan	0
Private Well Upgrade	1
Clean Water Diversion	0
Livestock Access Restriction	3
Erosion Control Structure	1
Tree Planting	4
Buffer Strip Planting	0
Education	1
Chemical Storage	0
Fuel Storage	0
Silage Storage Upgrade	0
Irrigation Management	0
Integrated Pest Management	0
Cover Crop	4*
Natural Area Enhancement and Creation	1
TOTAL	15

* four cover crop projects were approved, but one has been withdrawn. Therefore, it is anticipated that 14 projects will be completed.

Grants paid and/or to be paid on 2018 projects: \$104,817.53

Annual program activity:

In 2018, fifteen projects were approved and fourteen projects have been completed or are in progress. Total grants paid/to be paid is \$104,817.53. This financial support has leveraged an additional \$67,124.40 from project proponents and other funders to assist with the completion of these fourteen projects. The graph below illustrates the program’s performance for each year since 2004.



Notes:

- 2004 was not a complete program year.
- Statistical discrepancies between annual status reports are a result of approved projects not proceeding with construction, therefore resulting in a withdrawal of applications.

After a slower than normal year in 2017, both total projects completed/to be completed and grants paid/to be paid rebounded in 2018. The Canadian Agricultural Partnership Program was released in early 2018 and it is believed that this helped to motivate farmers to implement projects on their farms. Program staff are hopeful that this momentum continues over the next few years while the Canadian Agricultural Partnership Program becomes more familiar.

Program accomplishments:

Between 2004 and 2018, the PRWQP has paid/allocated a total of \$847,872 in funding towards 174 agri-environmental projects. These funds have leveraged an additional \$3,413,480 to contribute to the completion of projects valued at \$4,261,352.

Environmental benefits of BMPs:

Over the past thirteen years, agri-environmental projects completed with technical and financial assistance from the PRWQP have helped to:

Safely store 292,453 m³ of livestock manure to reduce the risk of nutrient, pathogen and bacteria contaminating drinking water, streams and wetlands.



This equates to 36,557 dump trucks of manure!

Install 15.95 km of livestock fencing to improve the habitat quality of our streams, wetlands and woodlots and to reduce water quality impacts caused by sediment, nutrient and pathogen/bacteria.



Plant 36,446 trees and shrubs to restore degraded habitats, reduce erosion and to sequester carbon dioxide.



Restore and/or protect 126 ha of land to improve water, air, soil and habitat quality.



This is an area equal to 126 football fields!

Program promotion:

In 2018, advertisements for the program were run in the Caledon Enterprise every other month. In addition, an article profiling cover crops and the Peel Rural Water Quality Program was published in the Golden Horseshoe Soil and Crop Improvement Association newsletter.

Program staff also promoted the program at the following events/workshops:

- Equine Workshop
- Peel Soil and Crop Improvement Association Annual General Meeting
- Peel Dufferin Plowing Match
- Equine Manure and Pasture Management Twilight Tour
- Cover Crop Twilight Tour
- Door-to-Door Visits

Program staff will continue to advertise the program in local media, by attending events and meetings and by hosting and participating in workshops. Staff encourage Peel Agriculture Advisory Working Group members to continue promoting the program to friends, neighbours, and peers. Peer to peer promotion of the program is the best form of advertisement, and we depend on you to help spread the word.

If you have any questions regarding the 2018 program year, please contact Program staff.

Sincerely,



Mark Eastman

Credit Valley Conservation



Nadine Abrams

Toronto and Region Conservation

APPENDIX II

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Summary of Revisions to the Peel Rural Water Quality Program Guidelines

Proposed Revision	Rationale
<p>Under “Grant Assistance” (Page 3), insert the following clarification:</p> <p><i>A single property may be eligible to receive grants under each category up to the category cap each calendar year (some exceptions apply). For large projects that are planned to be implemented in phases, applicants are encouraged to present the complete project as well as the immediate phase that is requesting funds. Each phase of the project must provide a demonstrable environmental improvement as determined by the Region of Peel and the Peel Agricultural Advisory Working Group. Applicants are encouraged to seek funding from other sources as grants may be combined.</i></p>	<p>The recommended revision clarifies that applicants are eligible to apply for grants under each project category up to to the grant cap for the category each calendar year with some exceptions. This permits an applicant to undertake additional beneficial projects in subsequent years or to phase large projects that require implementation over more than one year.</p> <p>Examples of project categories that are eligible for funding in each calendar year include:</p> <ul style="list-style-type: none"> - Erosion control structures - Natural area enhancement - Livestock fencing from environmentally sensitive features - Manure storage and handling systems - Tree planting
<p>Under “Table 1 – Eligible Projects” (Page 4), insert the following footnotes to clarify the grant rates and caps for manure storage and handling (footnote 4), nutrient management strategies (footnote 5) and nutrient management plans (footnote 6):</p> <p>4. <i>For first application – 50% up to \$25,000. For second and subsequent applications on the same property - 35% up to \$15,000</i></p> <p>5. <i>For first application – 70% up to \$3,000. For second and subsequent applications – 35% up to \$1,500 and only available to farms that are 1) not currently phased into nutrient management legislation or 2) required to update an existing strategy and/or plan as a result of a voluntary best management practice project.</i></p> <p>6. <i>For first application – 70% up to \$2,000. For second and subsequent applications – 35% up to \$1,000 and only available to farms that are 1) not currently phased into nutrient management legislation or 2) required to update an existing strategy and/or plan as a result of a voluntary best management practice project.</i></p>	<p>The revision is recommended to adjust the grant rate and cap if applicants request funding for additional projects in the following categories:</p> <ul style="list-style-type: none"> • Manure Storage & Handling Systems and Composting Facilities • Nutrient Management Plan • Nutrient Management Strategy

APPENDIX II

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Summary of Revisions to the Peel Rural Water Quality Program Guidelines

<p>Amend the “Cover Crop” category (Page 12), by inserting the following clarification under “Project Details”:</p> <ul style="list-style-type: none"> • <i>Applicants are encouraged to consider planting multi-species cover crops to ensure adequate germination and residue coverage.</i> • <i>Applicants are encouraged to consider the use of winter killed cover crops to reduce the necessity for additional herbicide applications.</i> 	<p>The recommended revision encourages applicants to consider a broader range of cover crop types and the use of cover crops which require little to no herbicide applications.</p>
<p>Amend the “Livestock Fencing from Environmentally Sensitive Features” category (Page 24), by inserting the following clarification under “Purpose”:</p> <ul style="list-style-type: none"> • <i>To restrict livestock from existing or created, environmentally sensitive features including but not limited to woodlands, wildlife corridors, buffer strips, watercourses, wetlands, ponds, meadows and prairies.</i> 	<p>The recommended revision clarifies the types of environmentally sensitive features that could be eligible for livestock fencing.</p>
<p>Amend the “Livestock Fencing from Environmentally Sensitive Features” category (Page 24), by inserting the following clarification under “Project Details”:</p> <ul style="list-style-type: none"> • <i>Wildlife corridors must be a minimum width of 5 metres to be considered eligible for funding under this category. For details on what constitutes a wildlife corridor, please refer to the Natural Area Enhancement and Creation category.</i> • <i>In some cases, it may be desirable to manage meadows and prairies through controlled livestock grazing. In such cases, a rotational grazing plan must be submitted with the application.</i> 	<p>The recommended revision provides further clarification on what constitutes a wildlife corridor and provides an exception to allow eligibility for funding for livestock fencing while still permitting livestock grazing in areas that are proposed to be managed as meadows or prairies.</p>

APPENDIX II

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Summary of Revisions to the Peel Rural Water Quality Program Guidelines

<p>Amend the “Livestock Fencing from Environmentally Sensitive Features” category (Page 24), by inserting the following restriction under “Ineligible Costs”:</p> <ul style="list-style-type: none"> • <i>Fencing to restrict livestock from a windbreak.</i> 	<p>The recommended revision provides clarification that livestock fencing of windbreaks on pasture land is not eligible for funding. Windbreaks installed on pasture land where livestock fencing may be required do not provide a rural water quality benefit as pasture land typically has a permanent vegetative cover. Fencing of windbreaks adjacent to cultivated land to prevent soil erosion is eligible for funding.</p>
<p>Amend the “Manure Storage & Handling Systems and Composting Facilities” category (Page 27), by inserting the following footnote:</p> <p>Cost-Share Rate:</p> <p><i>* For first application – 50% up to \$25,000. For second and subsequent applications on the same property - 35% up to \$15,000</i></p>	<p>The recommended revision adjusts the grant rate and cap if an applicant requests funding for additional projects in the category.</p>
<p>Amend the “Manure Storage & Handling Systems and Composting Facilities” category (Page 27), by inserting the following clarification under “Eligible Projects”:</p> <ul style="list-style-type: none"> • <i>Manure storage and handling systems for a new or expanding farm operation may be eligible subject to confirmation that the project will exceed minimum regulatory standards and provide a substantive water quality benefit.</i> 	<p>The revision is recommended to extend eligibility to new or expanding farms to encourage the installation of manure storage and handling systems that exceed minimum regulatory standards and that provide a substantive water quality benefit.</p>
<p>Amend the “Manure Storage & Handling Systems and Composting Facilities” category (Page 28), by inserting the following clarification under “Project Details”:</p> <ul style="list-style-type: none"> • <i>Pro-rating for funding eligibility for manure storage and handling systems to the volume of storage required for existing/previous conditions is not required in the following case:</i> 	<p>The recommended revision is a technical clarification for new or expanding farms that pro-rated funding is not necessary if the proposed project exceeds applicable minimum regulatory standards and provides a substantive water quality benefit.</p>

APPENDIX II

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Summary of Revisions to the Peel Rural Water Quality Program Guidelines

<ul style="list-style-type: none"> ○ <i>The proposed manure storage and handling system exceeds a minimum regulatory standard required under the Nutrient Management Act;</i> ○ <i>The project will provide a substantive water quality benefit; and,</i> ○ <i>The Nutrient Management Strategy and Plan that is required for the farm operation is updated to ensure the project is subject to a regulatory requirement.</i> 	
<p>Amend the “Natural Area Enhancement & Creation” category (Page 33), by inserting the following clarification under “Eligible Projects”:</p> <ul style="list-style-type: none"> ● <i>Wildlife corridors and hedgerows.</i> 	<p>The recommended revision extends eligible projects under the category to wildlife corridors and hedgerows.</p>
<p>Amend the “Natural Area Enhancement & Creation” category (Page 33), by inserting the following clarification (underlined text) under “Project Details”:</p> <ul style="list-style-type: none"> ● <i>Livestock must be permanently excluded from the site; special considerations may be given for grassland, prairie and meadow restoration where sustainable rotational grazing is proposed. <u>The cost associated with fencing may be eligible for a grant. For details, please contact Program staff.</u></i> 	<p>The recommended revision informs applicants that required fencing could be eligible for a grant under the “Livestock Fencing from Environmentally Sensitive Features” category.</p>
<p>Amend the “Natural Area Enhancement & Creation” category (Page 34), by inserting the following clarification under “Project Details”:</p> <ul style="list-style-type: none"> ● <i>For wildlife corridor and hedgerow projects:</i> <ul style="list-style-type: none"> ○ <i>Corridors and hedgerows must be a minimum of 5 metres and 1 metre wide, respectively and must contain a mix of native tree and/or shrub species (i.e. no mono-culture planting). Applicants are encouraged to increase the width as its length increases; and,</i> ○ <i>Applicants must demonstrate the project will provide a rural</i> 	<p>The recommended revision provides minimum standards for wildlife corridors and hedgerows and requires applicants to demonstrate that the project will provide rural water quality or ecological benefits.</p>

APPENDIX II

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Summary of Revisions to the Peel Rural Water Quality Program Guidelines

<p><i>water quality or ecological benefit and provide details of the expected environmental improvements and the species that will benefit from the project. Program staff can assist with wildlife corridor and hedgerow design.</i></p>	
<p>Amend the “Nutrient Management Strategy & Plan” category (Page 37), by inserting the following footnote (underlined text):</p> <p>Nutrient management Strategy: 70% up to \$2,000* Nutrient management Plan: 70% up to \$3,000**</p> <p><u><i>* For first application – 70% up to \$2,000. For second and subsequent applications - 35% up to \$1,000</i></u></p> <p><u><i>** For first application – 70% up to \$3,000. For second and subsequent applications - 35% up to \$1,500</i></u></p>	<p>The recommended revision adjusts the grant rate and cap if an applicant requests funding for additional projects in the category.</p>
<p>Amend the “Nutrient Management Strategy & Plan” category (Page 37), by inserting the following clarification under “Eligible Projects”:</p> <ul style="list-style-type: none"> <i>This project category is only available to farms that are 1) not currently phased into nutrient management legislation or 2) required to update an existing strategy and/or plan as a result of a voluntary best management practice project.</i> 	<p>The recommended revision clarifies the requirements necessary to be eligible for a grant.</p>
<p>Amend the “Tree Planting” category (Page 45), by inserting the following clarifications (underlined text) under “Purpose”:</p> <ul style="list-style-type: none"> To <u><i>maintain</i></u> and increase forest cover throughout the Region of Peel. To <u><i>improve woodland biodiversity, resiliency, and wildlife habitat value.</i></u> 	<p>Minor amendments are recommended to clarify the project category purpose.</p>

APPENDIX II

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Summary of Revisions to the Peel Rural Water Quality Program Guidelines

<ul style="list-style-type: none"> To re-establish stream banks <i>and wetland boundaries</i> with adequate vegetated buffer strips and provide a buffer to overland runoff. 	
<p>Amend the “Tree Planting” category (Page 45), by inserting the following clarification (underlined and strikethrough text) under “Eligible Projects”:</p> <ul style="list-style-type: none"> Permanent retirement of floodplains <i>fragile agricultural land</i>. 	<p>Minor amendment is recommended to clarify project eligibility. Project funding is not limited to only floodplains but may extend beyond floodplain limits.</p>
<p>Amend the “Tree Planting” category (Page 45), by inserting the following clarifications under “Project Details” (strikethrough and underlined text):</p> <ul style="list-style-type: none"> <i>Livestock must be permanently excluded from the site <u>plantings</u>. <u>With the exception of windbreak projects, the cost associated with fencing may be eligible for a grant. For details, please contact Program staff.</u></i> <i><u>Understory plantings must include a mix of native tree and/or shrub species so as to increase biodiversity.</u></i> 	<p>Minor amendments are recommended to clarify project requirements.</p>
<p>Amend the “Tree Planting” category (Page 46), by inserting the following clarifications under “Project Details”:</p> <ul style="list-style-type: none"> <i>Applications for tree windbreak projects will only be considered eligible when the windbreak is adjacent to cultivated lands (i.e. not next to pastures, permanent hay fields, orchard, etc.).</i> 	<p>Minor amendments are recommended to clarify project requirements.</p>

APPENDIX III

PEEL AGRICULTURAL ADVISORY WORKING GROUP 2018 UPDATE AND REVISIONS TO THE PEEL RURAL WATER QUALITY PROGRAM GUIDELINES

Golden Horseshoe Food and Farming Alliance – Summary of Activities for 2018

Activities undertaken by the Alliance in 2018 include projects, outreach and engagement initiatives and communications.

Projects:

- **Food and Farming Asset Mapping:** An ongoing project to maintain a database and map agri-food supply chain assets across the Golden Horseshoe and other regions in Ontario to enable the use of this data for planning and economic development initiatives. During 2017-18, the Alliance has partnered with the Economic Developers of Ontario on a project to add manufacturing data to the database. This project was completed in December 2018.
- **Local Food Procurement in Long-Term Care Homes:** The Region of Peel continues to work with the Alliance and the Greenbelt Foundation to investigate implementation of the initiative “Serving Up Local” in all five of the Region’s long-term care homes. The goal is to increase the amount of local food offered in facilities and improve the nutritional health and well-being of residents. A three-year project with the Alliance and University of Guelph to study the economic benefits for Long Term Care homes has begun in January 2019. Peel will be participating in this project along with homes from Durham, Halton, Hamilton and Niagara.

Significant engagement initiatives:

- Municipal Agriculture Economic Development and Planning Forum
- Food and Farming Asset Mapping Training Workshops
- Small Plot Farming Workshop

Policy review and communication initiatives:

- Consulted with the Province and municipal partners on Provincial Agricultural System mapping, implementation procedures and methodology
- Published monthly online e-newsletters and stories showcasing agriculture in the Golden Horseshoe, including activities within Peel Region
- Consulted with municipal partners on the ongoing development of a report card to evaluate progress towards achieving the goals of the Action Plan

Subject: RE: Letter from Minister Clark

From: Minister (MMAH) [<mailto:minister.mah@ontario.ca>]

Sent: February 15, 2019 4:52 PM

Subject: Letter from Minister Clark

**Ministry of
Municipal Affairs
and Housing**
Municipal Services Division
777 Bay Street - 16th Floor
Toronto ON M5G 2E5
Telephone: 416 585-6427
Fax: 416 585-6445

**Ministère des
Affaires municipales
et du Logement**
Division des services aux municipalités
777, rue Bay, 16^e étage
Toronto ON M5G 2E5
Téléphone : 416 585-6427
Télécopieur : 416 585-6445



19--2037

Dear Head of Council:

As the consultation on our government’s Housing Supply Action Plan has come to a close, I wanted to draw your attention to one part of that work that is focused on land use planning - the need to increase supply and streamline the development approval process to speed up the time it takes to get the right kind of housing built in the right places. We have received some great suggestions in that consultation that will inform potential changes.

Our Government for the People is going to take swift action to streamline the development approvals system. Earlier this year we introduced proposed changes to the Growth Plan for the Greater Golden Horseshoe. These proposed changes are in response to the implementation challenges our government heard when we took office. Consultation on these changes closes on February 28, 2019.

Given that land use planning and development approvals are critical to achieving housing and job-related priorities in communities across Ontario, my Ministry is also reviewing the Planning Act and Provincial Policy Statement to ensure they are calibrated to achieve our streamlining and housing supply objectives.

My intention is to bring forward legislation and concrete policy changes that would impact planning province-wide in the coming months. I encourage you to consider the context of this streamlining work and its focus on the Planning Act and the Provincial Policy Statement, as it may help to inform your local actions. You may wish to consider an interim pause on some planning decisions or reviews of major planning documents such as official plans or comprehensive zoning bylaw updates until this work is completed.

Sincerely,

Steve Clark
Minister

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Ministry of Economic Development,
Job Creation and Trade

Ministère du Développement économique,
de la Création d'emplois et du Commerce



Office of the Minister

Bureau du ministre

18th Floor
777 Bay Street
Toronto ON M7A 1S5
Tel.: 416-326-8475

18^e étage
777, rue Bay
Toronto ON M7A 1S5
Tél.: 416-326-8475

February 20, 2019

Dear Head of Council:

This week our government was pleased to announce our first step in supporting Ontario's automotive industry – Driving Prosperity: The Future of Ontario's Automotive Sector.

As you know, one of the biggest barriers automakers face if they want to build or expand an auto assembly plant is the availability of large-scale sites for manufacturing. The auto sector is generally concentrated in densely populated parts of Ontario where it isn't easy to find the right site.

Automakers have told us they are looking for sites with access to servicing, skilled labour and transportation — and that aren't situated on sensitive lands. In response to this, our plan includes a *Job Site Challenge* which will give municipalities, that wish to participate, the opportunity to propose sites of 500 to 1,500 acres for industrial expansion.

Our goal is to help proponents create competitive shovel-ready sites where an automaker can build a plant and bring thousands of good-paying jobs to the community. Lands that are located in the Green Belt, Oak Ridges Moraine, Ground Water Protection Zones or other sensitive lands are specifically excluded from eligibility.

The Job Site Challenge is modelled on successful U.S. projects that have played a major role in attracting auto assembly plants to several southern states. These new plants, along with their extensive supply chains, have created thousands of new jobs.

We look forward to working with municipalities on this. We will partner with the successful proponents to make sure that development opportunities are competitive. This will of course include streamlining the approvals processes for planning, environmental and servicing.

RECEIVED

FEB 20 2019

Region of Peel
Clerks Dept.

REFERRAL TO _____

1/2

RECOMMENDED

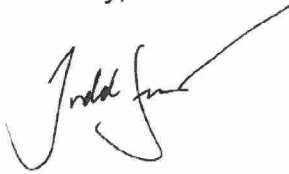
DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

This is an opportunity for us to work together to bring high-quality jobs to your community, helping to drive one of Ontario's key economic sectors forward in the coming decades.

Please feel free to contact either of us with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Smith". The signature is stylized with a large, sweeping flourish at the end.

Todd Smith
Minister of Economic Development,
Job Creation and Trade

A handwritten signature in blue ink, appearing to read "Steve Clark". The signature is written in a cursive, flowing style.

Steve Clark
Minister of Municipal Affairs
and Housing

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**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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DATE: February 14, 2019

REPORT TITLE: **PREGNANCY AND PARENTAL LEAVE FOR MEMBERS OF COUNCIL**

FROM: Catherine Matheson, Commissioner of Corporate Services

RECOMMENDATION

That the amendments to Policy Number HR10-08, Remuneration of Council Members, as outlined in the report of the Commissioner of Corporate Services, titled “Pregnancy and Parental Leave for Members of Council”, be approved;

And further, that the revisions to Procedure By-law 9-2018 be presented for enactment.

REPORT HIGHLIGHTS

- On May 30, 2017, Bill 68, the *Modernizing Ontario’s Municipal Legislation Act, 2017, S. O. 2017, c.10*, received Royal Assent.
- Schedule 1 of Bill 68 legislates amendments to the *Municipal Act, 2001, S.O.2001, c.25* (the *Act*) and requires municipalities to adopt and maintain a policy on pregnancy and parental leave for Members of Council by March 1, 2019.
- Policy Number HR10-08, Remuneration for Members of Council, has been amended by adding a section titled, “Pregnancy and Parental Leave – Members of Council”, to comply with the requirements of the *Act* as amended by Bill 68.

DISCUSSION

1. Background

On May 30, 2017, the Province of Ontario enacted Bill 68, the *Modernizing Ontario’s Municipal Legislation Act, 2017, S.O. 2017, c.10* to amend various pieces of legislation relating to the municipal sector.

Schedule 1 of Bill 68 legislates amendments to the *Municipal Act, 2001, S.O.2001, c.25* in that two sections have been amended:

- Section 259 – Vacant Seat – A new subsection 259 (1.1) was added to provide that an office is not vacated due to absences related to pregnancy or the birth or adoption of the member’s child.

PREGNANCY AND PARENTAL LEAVE FOR MEMBERS OF COUNCIL

- Section 270 – Subsection 270 (1) – A new paragraph 8 was added that requires the municipality to adopt and maintain a policy on pregnancy and parental leave for members of Council.

Section amendments come into force on March 1, 2019.

2. Findings

Section 259 of the *Municipal Act, 2001, S.O.2001, c.25* (the *Act*) provides that a Member's seat becomes vacant if the Member is absent from meetings of Council for three successive months without being authorized to do so by a resolution of Council. Prior to Bill 68, a Member was required to obtain a resolution of Council for an extended leave of absence due to pregnancy, the birth or adoption of a child. Bill 68 provided an exception to the above noted provision.

Section 259 of the *Act*, now includes the following exception to the rules when a Council member's seat becomes vacant:

“(1.1) Clause (1) (c) does not apply to vacate the office of a member of council of a municipality who is absent for 20 consecutive weeks or less if the absence is a result of the member's pregnancy, the birth of the member's child or the adoption of a child by the member.”

Bill 68 adds a new requirement that the municipality adopt and maintain a policy on pregnancy and parental leave for Members of Council. Therefore, the following section is to be added to Policy Number: HR10-08, titled “Remuneration of Council Members”:

D. Pregnancy and Parental Leave of Absence

1. A Member of Council may take a leave of absence for the Member's pregnancy, the birth of the Members' child or the adoption of a child by the Member in accordance with Section 270 of the *Municipal Act, 2001*.
2. The pregnancy or parental leave of absence shall be twenty (20) consecutive weeks or less as a result of a Member's pregnancy, the birth of a Members' child or the adoption of a child by the Member in accordance with Section 259 (1.1) of the *Municipal Act, 2001*.
3. A Member of Council on pregnancy or parental leave will continue to receive their regular salary and benefits for the duration of their leave of absence, up to a maximum of twenty (20) consecutive weeks, or less (i.e. matching the leave of absence time period indicated by the Member if less than twenty (20) consecutive weeks).
4. The Member shall provide advance written notice to the Regional Clerk and Director, Human Resources outlining the expected duration of leave including the start date and the expected return date; and information about which duties, if any, will continue to be undertaken by the Member of Council.

13.1-3

PREGNANCY AND PARENTAL LEAVE FOR MEMBERS OF COUNCIL

5. Continuation of Council duties
 - a. The office of a Member of Council shall not become vacant and no resolution of Council is required if a member is absent for twenty (20) consecutive weeks or less and the absence is a result of the member's pregnancy, the birth of the member's child or the adoption of a child by the member;
 - b. A Member of Council on pregnancy or parental leave reserves the right to participate as a Member at any time during their leave; and
 - c. An alternate Member may be appointed as per the procedures for such alternate member attendance.
6. If following the end of a pregnancy or parental leave of absence the Member continues to be absent from the meetings of council for three (3) further successive months without being authorized to do so by a resolution of council within the meaning of clause 259(1)(a) of the *Municipal Act, 2001* S.O. 2001, c.25, the office of the Member shall be considered to have become vacant in accordance with that clause.
7. If the Member of Council's term of office ends prior to the end of the stated leave of absence period, the leave of absence period will also end effective the same date as the end of the term of office (including salary and benefits).

The policy amendment was prepared to ensure the needs of the flexibility and unique representative role for the Members of Council, as well as the administrative duties required by the Regional Clerk and Human Resources are both met.

Since Members of Council are not employees and not eligible for Employment Insurance benefits under the *Employment Insurance Act S.C. 1996, c.23*, staff recommend that the Member on a pregnancy and/or parental leave continues to receive their salary and benefits for the duration of their leave for 20 consecutive weeks or less.

The amended Policy Number HR10-08, Remuneration for Member of Council, will be in place effective March 1, 2019.

CONCLUSION

Approving the amendment to Policy Number HR10-08 will meet the mandatory legislative requirements to adopt and maintain a policy on pregnancy and parental leave for members of Council by March 1, 2019 as required by section 270 of the *Municipal Act, 2001*.



Catherine Matheson, Commissioner of Corporate Services

PREGNANCY AND PARENTAL LEAVE FOR MEMBERS OF COUNCIL

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Mary Killeavy, Director, Human Resources at ext. 4049 or email at mary.killeavy@peelregion.ca.

Authored By: Tian Yang, Benefits Analyst

DATE: February 15, 2019

REPORT TITLE: **LEGISLATIVE REQUIREMENTS - DECLARATION OF CONFLICT OF INTEREST**

FROM: Catherine Matheson, Commissioner of Corporate Services

RECOMMENDATION

That the Disclosure of Interest form attached as Appendix I to the report of the Commissioner of Corporate Services, titled “Legislative Requirements – Declaration of Conflict of Interest”, be approved;

And further, that the revisions to Procedure By-law 9-2018 be presented for enactment.

REPORT HIGHLIGHTS

- On May 30, 2017, Bill 68, the *Modernizing Ontario’s Municipal Legislation Act, 2017, S.O. 2017, c.10*, received Royal Assent.
- Schedule 3 of Bill 68 legislates amendments to the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*.
- Members of Council shall, in addition to a verbal declaration of interest at meetings, make their declaration in writing using a prescribed form, as well a registry of declarations shall be made available to the public.
- New processes must be in place by March 1, 2019.

DISCUSSION

1. Background

On May 30, 2017, the Province of Ontario enacted Bill 68, the *Modernizing Ontario’s Municipal Legislation Act, 2017, S.O. 2017, c.10*, to amend various pieces of legislation relating to the municipal sector.

Schedule 3 of Bill 68 legislates amendments to the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*, in that two new sections have been added:

- Section 5.1 – “Duty of Member – Written statement re: disclosure”, and
- Section 6.1 – “Registry – Requirement to establish registry”.

Section amendments come into force on March 1, 2019.

LEGISLATIVE REQUIREMENTS - DECLARATION OF CONFLICT OF INTEREST

2. Findings

Section 5.1 outlines that at a meeting at which a member discloses an interest under Section 5 of the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*, or as soon as possible afterwards, the member shall file a written statement of the interest and its general nature with the Clerk of the municipality or the Secretary of the committee or local board, as the case may be.

Appendix I attached to this report is the form for use by the member when disclosing an interest at a meeting.

Section 6.1 outlines that every municipality and local board shall establish a registry and maintain a registry in which shall be kept:

- a) A copy of each statement filed under Section 5.1;
- b) A copy of each declaration recorded under Section 6; and,
- c) The registry shall be available for public inspection in the manner and during the time that the municipality or local board as the case may be, may determine.

The Regional Clerk will establish and maintain a registry of these records for Regional Council meetings, committee meetings and Regional local board meetings, and make them available to the public.

The new form and process will be in place effective March 1, 2019.

CONCLUSION

The Region of Peel continues to ensure that accountability and transparency is applied to all policies, practices and procedures during regional council/committee and local board meetings.



Catherine Matheson, Commissioner of Corporate Services

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

Appendix I - Disclosure of Interest Form

13.2-3

LEGISLATIVE REQUIREMENTS - DECLARATION OF CONFLICT OF INTEREST

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk at ext. 4325 or email at kathryn.lockyer@peelregion.ca.

Authored By: Tim Ivanyshyn, Legislative Specialist



Disclosure of Interest Municipal Conflict of Interest Act

Agenda:

- Regional Council
- Committee of Council _____
- Advisory Committee _____
- Other: _____

Applicant signature/certification:

I, Councillor _____, disclose a pecuniary interest in a matter which is the subject of consideration at the meeting. If applicable, the matter is the subject of consideration under the following agenda item or report:

Date of Meeting: _____

Agenda Item: _____

Report Title: _____

Subject matter: _____

The interest and its general nature are described as follows:

Councillor signature: _____

Councillor name: _____

DATE: February 14, 2019

REPORT TITLE: **COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY**

FROM: Catherine Matheson, Commissioner of Corporate Services

RECOMMENDATION

That the Regional Council Code of Conduct, Schedule A to Bylaw 1-2017, be amended to include local board members as well as Council members;

And further, that the Council-Staff Relations Policy, attached as Appendix I to the report of the Commissioner of Corporate Services, titled “Council Code of Conduct and Council-Staff Relations Policy”, be approved as an interim measure to comply with a statutory requirement that such a policy be adopted by March 1, 2019;

And further, that the Council-Staff Relations Policy be referred with the Regional Council Code of Conduct to the Council Policies and Procedures Committee for further review.

REPORT HIGHLIGHTS

- On May 30, 2017, Bill 68, the *Modernizing Ontario’s Municipal Legislation Act, 2017, S.O. 2017, c.10*, received Royal Assent.
- Schedule 1 of Bill 68 legislates amendments to the *Municipal Act, 2001, S.O. 2001, c.25* and requires municipalities to establish codes of conduct for members of the council and of its local boards, as well as adopt and maintain a policy on Council-Staff relations, by March 1, 2019.
- The existing Regional Council Code of Conduct will be amended to apply to local board members as well as Council members.
- It is proposed that the Council-Staff Relations Policy (Appendix I) be approved as an interim policy to comply with the requirements of the new legislation in force on March 1, 2019.
- It is recommended that the Council Code of Conduct and the interim Council-Staff Relations Policy be referred to the Council Policies and Procedures Committee for further review.

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

DISCUSSION

1. Background

On May 30, 2017, the Province of Ontario enacted Bill 68, the *Modernizing Ontario's Municipal Legislation Act, 2017, S.O. 2017, c.10*, to amend various pieces of legislation relating to the municipal sector.

Schedule 1 of Bill 68 legislates amendments to the *Municipal Act, 2001, S.O.2001, c.25*, in that:

Section 223.2 (1) - now provides that all municipalities must establish codes of conduct for members of the council of the municipality and of local boards of the municipality, and;

Section 270 (1) - has been amended to require that a municipality shall adopt and maintain policies with respect to the relationship between members of council and the officers and employees of the municipality.

These amendments come into force on March 1, 2019.

2. Findings

Code of Conduct:

Section 223.2 of the *Municipal Act, 2001, S.O.2001, c.25* (the *Act*) authorizes municipalities to establish codes of conduct for members of council of the municipality and of local boards of the municipality. As of March 1, 2019, Bill 68 amends this Section to require that municipalities shall establish codes of conduct for members of the council of the municipality *and of its local boards*.

Sections 223.1 of the *Act*, defines local boards for this purpose and expressly excludes certain bodies that would otherwise be considered local boards. Most notably it excludes police services boards with the result that the Region's revised code of conduct will still not be applicable to members of the Regional Municipality of Peel Police Services Board.

Some examples of local boards to which the code of conduct as revised will apply include: the Friends of PAMA Advisory Board, the Audit and Risk Committee and the Planning Advisory Committee.

It is recommended that the existing Regional Council Code of Conduct, Schedule A to By-law 1-2017, be amended to apply to local board members as well as Council members.

Council-Staff Relations Policy:

Sections 224 and 227 of the *Municipal Act, 2001, S.O.2001, c.25* formally define the roles and responsibilities of Council and the municipal administration. In addition to these definitions, and in line with the new legislated requirement for a policy, the draft policy proposed in Appendix I to this report more clearly outlines these roles and responsibilities and the formal relationship between Members of Council and employees of the municipality. The Region of Peel currently does not have such a policy.

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

The Region of Peel has established various policies with respect to council and staff relations such as the Council Code of Conduct, Employee Code of Conduct, Workplace Harassment and Discrimination Policy and Workplace Violence Policy. While the existing policies may satisfy the technical requirements of the legislation, it is recommended that Council adopt an overarching and principled Council-Staff Relations Policy that incorporates and points to existing codes of conduct, protocols and practices that will provide clarity, accountability and transparency with respect to council and staff relations. The intent of the proposed draft policy is to strike a balance between the individual Councillor's role to represent the best interest of their constituents and staff's requirement to take direction only from Council as a collective body.

It is proposed that the draft policy attached as Appendix I to this report be approved as an interim Council-Staff Relations Policy, to comply with the requirements of the new legislation in force on March 1, 2019, until such time as the Council Policies and Procedures Committee reviews the policy and provides further recommendations.

CONCLUSION

The Region of Peel continues to ensure a respectful, healthy and safe working environment for Members of Council and employees of the municipality.



Catherine Matheson, Commissioner of Corporate Services

Approved for Submission:


D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Council-Staff Relations Policy

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk at ext. 4325 or email at kathryn.lockyer@peelregion.ca.

Authored By: Tim Ivanyshyn, Legislative Specialist

Region of Peel Council–Staff Relations Policy

Policy Statement:

The Region of Peel is committed to a respectful and productive relationship between and amongst Council, Members of Council, and the officers and employees of the municipality, in their respective roles established by statute, municipal by-laws and policies, corporate administrative direction, and operating conventions.

Policy Purpose:

The purpose of this Policy is to guide the nature of business interactions between members of Regional Council and Regional Staff.

Guiding Principles:

Interpretation of this Policy is to be guided by the statutory and policy framework within which the Region of Peel is governed. This framework includes:

A. *Municipal Act, 2001* provisions which provide that:

1. it is the role of council:
 - “(a) to represent the public and to consider the well-being and interests of the municipality;
 - (b) to develop and evaluate the policies and programs of the municipality;
 - (c) to determine which services the municipality provides;
 - (d) to ensure that administrative policies, practices and procedures and controllership policies, practices and procedures are in place to implement the decisions of council;
 - (d.1) to ensure the accountability and transparency of the operations of the municipality, including the activities of the senior management of the municipality;
 - (e) to maintain the financial integrity of the municipality; and
 - (f) to carry out the duties of council under this or any other Act.”
2. it is the role of the head of council to:
 - “(a) to act as chief executive officer of the municipality;
 - (b) to preside over council meetings so that its business can be carried out efficiently and effectively;
 - (c) to provide leadership to the council;
 - (c.1) without limiting clause (c), to provide information and recommendations to the council with respect to the role of council described in clauses [(d) and (d.1) above];
 - (d) to represent the municipality at official functions; and

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

(e) to carry out the duties of the head of council under this or any other Act.”

2a. as chief executive officer of a municipality, the head of council shall:

“(a) uphold and promote the purposes of the municipality;

(b) promote public involvement in the municipality’s activities;

(c) act as the representative of the municipality both within and outside the municipality, and promote the municipality locally, nationally and internationally; and

(d) participate in and foster activities that enhance the economic, social and environmental well-being of the municipality and its residents.”

3. it is the role of the officers and employees of the municipality:

“(a) to implement council’s decisions and establish administrative practices and procedures to carry out council’s decisions;

(b) to undertake research and provide advice to council on the policies and programs of the municipality; and

(c) to carry out other duties required under this or any Act and other duties assigned by the municipality.”

B. Region of Peel Code of Conduct for employees, which provides that:

- Employees and volunteers of the Region of Peel are expected to maintain the highest standard of lawful and ethical behaviour in order to sustain and enhance public confidence in all aspects of the organization. The Code of Conduct serves as a representation of the basic principles of integrity, honesty, impartiality, accountability and common-sense, and recognizes that all municipal employees and volunteers have a responsibility to uphold these principles.
- The Region’s employees are entrusted with access to a wide range of information and responsibilities which must be used properly, in a manner that recognizes a fundamental commitment to the well-being of the community. Furthermore, as an organization entrusted with public funds, the Regional Council, leadership and staff are responsible for ensuring the protection and appropriate use of all of the Region’s resources and assets.

C. Region of Peel policy on Workplace Harassment and Discrimination, the purpose of which is:

- to ensure that employees, volunteers, students, contractors, consultants, clients, customers and elected officials are aware

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

that the Region of Peel is committed to a safe, supportive, respectful work environment and is free from harassment and discrimination.

- to outline the responsibilities and compliance of all employees and management under the law, and the Regional expectations and possible consequences of inappropriate behaviour or conduct.

D. Region of Peel policy on Violence in the Workplace, the purpose of which is:

- to ensure that employees, volunteers, students, contractors, consultants, clients, customers and elected officials are aware that the Region of Peel is committed to a safe, supportive, respectful work environment with a zero tolerance for all acts of workplace violence committed upon or by its employees, volunteers, students, contractors, consultants, clients, customers and elected officials.
- to outline the responsibilities and compliance of all employees, management and committees under the law, and the Regional expectations and possible consequences of inappropriate behaviour or conduct.

E. Regional Code of Conduct For Members of Council, which provides that:

- The Regional Chair and Members of Council will respect the role of staff to work for The Regional Municipality of Peel as a corporate body, with responsibility to make recommendations that reflect their professional expertise and corporate objectives.
- Regional staff are governed by a separate and complementary *Employee Code of Conduct (HR02-01)*.
- The Regional Chair and Members of Council must respect the fact that staff carry out directions and implement actions and policies of Council as a whole. A Member shall not attempt to influence staff to perform their duties or functions other than in accordance with either the expressed will of Council or in accordance with corporate policy.
- The Regional Chair and Members of Council will not defame the reputation of the Region, its Council, its collective administration or its employees on any basis which the member is not willing and prepared to substantiate to the Council sitting in open session.

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

- The Regional Chair and Members of Council will conduct themselves with decorum demonstrating respect toward colleagues and staff and avoid behavior that could be interpreted as bullying and/or harassment.
- The Regional Chair and Members of Council will not obstruct an officer, employee or agent of the Region of Peel in the performance of their duties.
- The Regional Chair and Members of Council will encourage those employed or otherwise engaged by the Region of Peel to provide advice or services, to do so in a politically neutral, objectively determined and professionally bound manner. No attempt to influence such persons to depart from these standards in the provision of advice or services will be made.
- The Regional Chair and Members of Council will respect the principle that decision-making, including policy making, the direction of staff and the commitment of municipal resources is only to be exercised by Members acting collectively through the Council as a whole.
- The Regional Chair and Members of Council are not to use the services of Regional staff or services contracted by the Region, for personal purposes or for purposes other than the purposes of the Region, and for the purposes of the Region, only under the direction of the staff responsible.
- Members of Council are required to conduct themselves in accordance with the Municipal Elections Act, 1996, as amended and any Region election-related policy or procedure in place. The use of regional resources, including both real and personal regional property and staff time, for election-related activity is strictly prohibited. The prohibition applies to both the promotion of and opposition to the candidacy of a person for elected office. Election-related activity includes not only a Member's personal campaign for office, but also other campaigns for municipal, provincial and federal office.

Scope:

This Policy applies to all Staff and elected officials of the Region of Peel.

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY**Definitions:**

Staff: means leadership, the officers, employees, probationary employees, temporary employees, students and volunteers of the Region or of a local board of the Region, as the case may be.

Member(s) of Council: means the individuals elected or appointed to the Council for the Region of Peel who have taken the declaration of office for the current term. For the purpose of this Policy and as applicable in the circumstances, Member of Council includes an individual who is supervised or directed by a Member of Council and who purports to represent or undertake an activity covered by this Policy on behalf of the Member of Council.

Member of the Public: means a person or entity residing and/or having a business, ceremonial or policy interest in the Region of Peel.

Leadership: means the Executive Leadership Team of the Region, consisting of the Chief Administrative Officer, Chief Financial Officer, the Region's Commissioners; the Regional Clerk; Medical Officer of Health; Solicitor; and the Chief Planner.

Routine Matter: means a communication by a Member of Council with a Member of Staff, in person, in writing, by phone, by text, or by other electronic means, which

- a) in the ordinary course of business constitutes a type of communication that would typically occur between a Member of the Public and Staff;
- b) constitutes a request for information that is routinely produced by the member of Staff in the course of their duties; or
- c) constitutes a request for a service that is routinely provided by Staff in the course of their duties; and which requires no expenditure of unbudgeted resources.

Non-Routine Matter: means a communication, request for information or service that is not typically undertaken in the ordinary course of business, and/or for which there is no routine process, procedure, guideline or convention to guide members of Staff.

Policy Framework:**Part A****General Relationship between Staff and Members of Council:**

Council is the policy and decision-making authority for the municipality and only Council as a whole can direct Staff.

Individual Members of Council have a responsibility to support Council's role to represent the public and to consider the well-being and interests of the municipality, and in that regard have a representative relationship with the citizens and businesses they serve.

Members of Council require advice and information from Staff as needed in order to fulfill their constituent, decision-making and oversight responsibilities.

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

Communications between Staff and Members of Council, and between Members of Council and Staff, must be courteous and professional. All communications should take into account:

- The author's and the recipient's responsibilities under the respective provision, policy, procedure or code of conduct applicable to the person
- The impact upon any Member of the Public involved
- The legitimate corporate or departmental priority of the matter
- The anticipated length of time it would take to properly comply with a request

Communications, especially communications shared with Members of the Public, should not be disparaging of any person. Legitimately held criticisms shall be stated directly and professionally, clearly identified as the author's own opinion. This Policy does not condone the making of defamatory statements or statements based on conjecture.

Communications made in the course of a matter before a committee or local board, or before Regional Council, shall be made in compliance with the applicable procedural by-law.

Part B

Members of Council Communications with Staff on Behalf of a Member of the Public:

When a Member of Council desires to bring a matter to the attention of Staff on behalf of a Member of the Public, such as to ask a question or to act in a representative capacity for a constituent, the Member of Council shall communicate only with a Member of leadership except in respect of Routine Matters.

When a Member of Council is uncertain or requires assistance to determine which member of Staff would be most appropriate to address a Routine Matter or a Non-Routine Matter, the Member of Council should contact a member of leadership or the Regional Clerk for advice.

Members of Council shall respect the role of staff and shall refrain from engaging in administrative matters. When a Routine Matter or Non-Routine Matter has been forwarded to Staff, the Member of Council shall refrain from interfering with Staff's carriage of the matter.

This Policy is not intended to inhibit a Member of Council from carrying out their duties. It does require however that prior to communicating directly with a member of Staff on behalf of a Member of the Public, the Member of Council give consideration to the following preferred courses of action:

- It is preferred that the Member of the Public be referred to the appropriate department or member of staff by providing contact information or reference to established corporate or departmental procedures.

COUNCIL CODE OF CONDUCT AND COUNCIL-STAFF RELATIONS POLICY

- For Routine Matters, where it is necessary to do so in order to provide an appropriate level of customer service to a Member of the Public, the Member of Council may attend at a public counter or provide a personal introduction to a department or a member of Staff normally accessible to Members of the Public. In so doing, The Member of Council should not interfere with Staff nor attempt to influence an outcome.
- For matters that have been referred to an appropriate department or member of Staff, the Member of Council may request, having obtained the consent of the Member of the Public involved, to receive status updates for tracking purposes and for communicating with the Member of the Public.
- For matters that involve the administration of justice, such as by-law enforcement, Members shall refrain from making requests or statements or taking actions which may be construed as an attempt to influence the independent administration of justice.

Part CStaff Communications with Members of Council:

Routine Matters referred to Staff by a Member of Council should be responded to in accordance with the department's standard operating procedures or conventions.

For matters which have been referred to a department or member of Staff by a Member of Council, Staff may, where the consent of the Member of the Public involved has been obtained, provide status updates to the Member of Council for tracking purposes and for communicating with the Member of the Public. This Policy however does not override confidentiality or privacy requirements that may otherwise apply.

Non-Routine matters brought to the attention of Staff by a Member of Council shall be referred to the appropriate member of leadership, with the Member of Council being so advised.

When a request involving a Routine or Non-Routine Matter is received by staff from a Member of Council, the member of Council should be advised of the approximate time for resolution based on the type of response required and operational priorities.

Part DMeetings:

Requests for Staff attendance at meetings organized by a Member of Council shall be made to the appropriate member of leadership. Notice of at least 24 hours should be provided except in urgent circumstances.

Members of Council shall not attend a Staff meeting, or a meeting involving Staff and Members of the Public, without first discussing with a member of leadership.

Part E

Policy Management

Staff are authorized and directed to take the necessary action to give effect to this policy.

This Policy forms part of the ethical framework for Members of Council and the Integrity Commissioner may at any time be consulted by a Member of Council with regard to interpretation or compliance.

The Regional Clerk is delegated the authority to make administrative changes to this Policy that may be required from time to time due to legislative changes or if, in the opinion of the Regional Clerk, the amendments do not change the intent of the policy.

Legislative Reference:

This Policy is made pursuant to s. 270(1)(2.1) of the *Municipal Act*.

DATE: February 15, 2019

REPORT TITLE: **REGION OF PEEL SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS: A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)**

FROM: Catherine Matheson, Commissioner of Corporate Services

RECOMMENDATION

That comments outlined in the report of the Commissioner of Corporate Services, titled “Region of Peel Submission on Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan (ERO #013-4208)”, and contained in Appendix I, be endorsed;

And further, that a copy of the subject report, with the appended Environmental Registry of Ontario (ERO) submission, be forwarded to the City of Brampton, the City of Mississauga, the Town of Caledon, and the Ministry of the Environment, Conservation and Parks.

REPORT HIGHLIGHTS

- On November 29, 2018 the Ontario Ministry of the Environment, Conservation and Parks (MOECP) released *Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan* (the Environment Plan) for a 60-day period of review and comment.
- The 2018 Environment Plan is intended to be the Provincial Government’s update to the previous government’s Ontario Climate Action Plan (2016-2020).
- The Environment Plan focuses on four broad areas: protecting air, lakes and rivers; addressing climate change; reducing litter, waste and keeping land and soil clean; and, conserving land and greenspace.
- Staff has reviewed the Environment Plan and support the proposed approach including the increased focus on climate change resiliency and completion of a province-wide risk assessment.
- More detailed information on resources, evaluation metrics, timelines and implementation of actions across all sections of the Environment Plan would be beneficial including, for example, costs to fund policy updates or program changes; or the effectiveness of new standards.
- To streamline approvals for infrastructure and protect the environment clearer consistency is needed between the goals of the Environment Plan and provincial direction across relevant ministries.

ROP SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS: A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)

- The Region of Peel continues to have interest in provincial guidance supporting the regional greenhouse gas (GHG) emissions reduction target of 80 per cent below 1990 levels by 2050.
- It is unclear if eligibility of Ontario municipalities to access the Investing in Canada Infrastructure Program is now secured given the federal requirement for a climate change plan.

DISCUSSION

1. Background

By 2041, the Region is expected to welcome more than 500,000 new residents. Sustainability is a key consideration as we plan for this growth, and to that end, the Region's Long Term Strategic Plan includes "a community that is environmentally friendly" as one of its 20-year goals. To achieve this goal, it is critical to take action now by establishing a practical and effective framework to address the risks posed by climate change and protect the environment.

On November 29, 2018 the Ontario Ministry of the Environment, Conservation and Parks (MOECP) posted Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan (the Environment Plan) to the Environmental Registry of Ontario (#013-4208) for a 60-day commenting period. The Environment Plan is the Provincial Government's update to the previous government's Ontario Climate Action Plan (2016-2020).

The Environment Plan proposes three foundational principles including: clear rules and enforcement; trust and transparency; and, resilient communities and local solutions. The Environmental Plan includes four themed chapters: Protecting air, lakes and rivers; Addressing climate change; Reducing waste and litter; Keeping our land and soil clean; and, Conserving land and greenspace.

A cover letter and Region of Peel staff comments on the Environment Plan, were submitted electronically through the Environmental Registry of Ontario portal and by mail to the Environmental Policy Branch on January 28, 2019. Staff advised the Province that the comments were being provided on time to meet the deadline, but subject to Regional Council endorsement. A summary of staff comments is provided below. Detailed comments, organized by Environment Plan chapter, are captured in Appendix I and include 34 recommendations.

COMMENTS

1. General Comments

Staff has reviewed the Environment Plan and support the proposed approach, including the three foundational principles. The Region is encouraged to see the Environment Plan focuses on climate change resilience, including the completion of a province-wide risk assessment. This assessment will provide municipalities with a better understanding of the effects of climate change on communities, particularly with respect to the exposure of municipal assets and infrastructure to extreme weather.

ROP SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS: A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)

The Environment Plan does not specify how the Province plans to consult with stakeholders, including municipalities, with regards to the province-wide climate change risk assessment, or include municipal representation on proposed advisory panel for climate change. Therefore, the Province is encouraged to continue to work with the Region and other engaged stakeholders as the Environment Plan takes shape and resulting initiatives are implemented to meet the needs of Ontarians.

2. Specific Comments

While the Environment Plan demonstrates the need to address climate change and other environmental issues, more detailed information on resources, evaluation metrics, timelines and implementation of actions across all sections of the Environment Plan would be beneficial. For example, the Environment Plan is unclear on how policy updates and program improvements will be funded or how the effectiveness of new standards will be measured.

To streamline approvals for infrastructure, while effectively addressing climate change and protecting the environment, clearer consistency is needed between the goals of the Environment Plan and provincial direction to relevant ministries. For example, the Plan could include actions to recognize the provincial land use planning policy framework and transportation policies prioritizing sustainable modes.

The Region of Peel continues to have interest in provincial guidance that supports meeting the regional greenhouse gas (GHG) emissions reduction target of 80 per cent below 1990 levels by 2050 and ensure access to federal infrastructure funding. However, the Environment Plan does not mention 2050 or long-term GHG emission reduction targets and it is unclear if eligibility of Ontario municipalities to access the Investing in Canada Infrastructure Program is now secured given the federal requirement for a climate change plan.

The Region of Peel's submission letter to the Province and detailed comments, including 34 recommendations for the Environment Plan, can be found in Appendix I.

NEXT STEPS

Upon Council endorsement of this report and Appendix I, submission letter (ERO #013-4208), copies will be provided to the MOECP. Staff will continue to work with appropriate stakeholders to advocate for the recommendations included in Appendix I and monitor progress of the Environment Plan as it continues through the Provincial consultation process. Council will be provided updates on the progress of the Environment Plan as appropriate.



Catherine Matheson, Commissioner of Corporate Services

ROP SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS: A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Region of Peel Submission on *Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan* (ERO #013-4208)

For further information regarding this report, please contact Christine Tu, Director, Office of Climate Change and Energy Management, ext. 4084, Christine.Tu@peelregion.ca

Authored By: Mark Pajot, Advisor, Office of Climate Change and Energy Management

**SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)**

January 28, 2019

Nathaniel Aguda
Environmental Policy Branch
40 St. Clair Avenue West
10th floor
Toronto ON M4V 1M2

**Corporate
Services**

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

peelregion.ca

Re: Region of Peel Submission on *Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan* (ERO #013-4208)

Thank you for providing an opportunity to review and comment on the above noted Environmental Registry of Ontario posting. The attached comments are provided by Region of Peel administration as input to the Ministry to consider regarding *A Made-in-Ontario Environment Plan*. The comments here should be viewed as pending the endorsement of Regional Council, with a staff report to Council anticipated for presentation and endorsement in February. A copy of the report and Council resolution will be forwarded to the Ministry for further consideration.

With a population of over 1.4 million people, the Region of Peel is the second largest municipality in Ontario and continues to grow. By 2041, the Region is expected to welcome more than **500,000** new residents and **250,000** new jobs. Sustainability is a key consideration for this growth, and to that end, the Region's Long Term Strategic Plan includes "a community that is environmentally friendly" as one of its 20-year goals.

To achieve this goal, it is critical to take action now in establishing a practical and effective framework to address the risks of climate change and protect the environment. The Region will continue to collaborate with the Province and other key stakeholders to ensure commitments to improvement, including tangible efforts in all of the four areas identified in the proposed plan. Whether through conserving land and greenspace, protecting air and water, reducing litter and waste, or mitigating and adapting to the effects of climate change, Peel Region is committed to supporting strategies to protect the environment, strengthen resilience, and ultimately mitigate the long-term impacts of climate change that threaten future generations.

The Region has reviewed the proposed Environment Plan and supports the Province providing guidance on the important issues highlighted. The Region also supports the Environment Plan's foundational principles of 'clear rules – strong enforcement', 'trust and transparency' and 'resilient communities and local solutions'. The Region is encouraged by the Environment Plan's increased focus on climate change resilience and supports the completion of a province-wide risk assessment to better understand the effects of climate change on communities and strengthen resiliency, particularly with respect to municipal infrastructure.

While the Environment Plan demonstrates the need to address climate change and other environmental issues, more detailed information on resources, evaluation metrics, timelines and implementation of actions across all sections of the Plan would be beneficial. For example, the Plan is unclear on how policy updates and program improvements will be funded or how the effectiveness of new standards will be measured.

**SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)**

To assist with streamlining approvals for infrastructure, while effectively supporting efforts to address climate change and protect the environment, clearer consistency between the goals of the Environment Plan and direction provided by the Province across ministries and through relevant legislative updates is needed. For example, the Plan could include actions to recognize the provincial land use planning policy framework and transportation policies prioritizing sustainable modes.

Importantly, the Region continues to have interest in provincial climate change guidance that supports meeting the regional greenhouse gas (GHG) emissions reduction target of 80 per cent below 1990 levels by 2050 and ensures access to federal infrastructure funding. However, the Environment Plan does not mention 2050 or long-term GHG emission reduction targets and it is unclear if eligibility of Ontario municipalities to access the Investing in Canada Infrastructure Program is now secured given the federal requirement for a climate change plan.

**Corporate
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Brampton, ON
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peelregion.ca

In addition to the overall comments stated above, Regional staff has provided specific comments, recommendations and points for further discussion. These detailed comments are organized by Environment Plan chapter and summarized in the enclosed for consideration by the Province. For easy reference, the comprehensive list of 34 recommendations is presented in the appendix.

Thank you for the opportunity to provide feedback on the proposed Environment Plan. We encourage the Province to continue to work with the Region and other engaged stakeholders as the Environment Plan takes shape and resulting initiatives are implemented to meet the needs of Ontarians, now and into the future. Should you require more information or have any questions regarding this submission, please contact Christine Tu, Director, Office of Climate Change and Energy Management at Christine.Tu@peelregion.ca or 905-791-7800, ext. 4084.

Sincerely,

A handwritten signature in blue ink that reads 'C Matheson'.

Catherine Matheson, MBA, CEC
Commissioner, Corporate Services

Encl.

APPENDIX I

SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)**Regional Staff Comments On *Preserving And Protecting Our Environment For Future Generations: A Made-In-Ontario Environment Plan* (ERO #013-4208)**

The following are Regional staff comments, recommendations and points for further discussion for consideration by the Province. This content is organized by the four chapter topics presented in the Environment Plan (herein referred to as “the Plan”). Recommendations to the Province are also listed an appendix of this submission.

I. PROTECTING OUR AIR, LAKES AND RIVERS***i) Clean Air***

The Plan proposes to protect the air by ensuring that Ontario has strong environmental standards that safeguard human health and the environment. The plan would implement measures to enforce air quality standards in four areas including:

1. *Improve air quality in communities by creating unique solutions to their challenges;*
2. *Reduce emissions from heavy-duty vehicles;*
3. *Improve understanding of different sources of air pollution and their impact;*
4. *Strengthen collaboration on addressing air pollution that comes from outside of Ontario's borders.*

The Region supports the Plan's proposal to protect clean air. Climate change and poor air quality are deeply interconnected. Air quality impacts are exacerbated by climate change¹. Importantly, the benefit of reducing air pollution will serve to reduce the impacts of climate change on human health and the environment.

Air quality is significantly impacted by transportation in Ontario. The 2014 report “Improving Health by Design in the Greater Toronto-Hamilton Area”² noted that susceptibility to pollutants is not uniform and that certain groups are more highly affected. These include people with heart disease, asthma, chronic obstructive pulmonary disease, obesity and diabetes and young children, the elderly and pregnant women. People who live or work within 300 meters of major roads or highways and those who travel in vehicles are also exposed to higher levels of air pollution. Many schools, childcare centres, and long-term care facilities are located within this range.

Research from the same report has shown that traffic-related emissions in the Greater Toronto-Hamilton area are estimated to be responsible for approximately 1,000 premature deaths each year. Public Health Ontario³ and Cancer Care Ontario estimate that there are 290 to 900 new cancer cases in Ontario annually from exposure to fine particles in outdoor air. The estimated number of lung cancer cases attributable to diesel particulate matter exposure is 100 per year (range 20 to 280).

Furthermore, a study by the University of Toronto identified heavy-duty vehicles to be the greatest contributors to black carbon emissions close to major roadways, which is a marker for exposure to diesel exhaust that causes negative health effects⁴. Targeting these high-emitting vehicles will serve to improve near-road air quality and ultimately the health of the public.

¹ Environmental Protection Agency, Air Quality and Climate Change Research, accessed at <https://www.epa.gov/air-research/air-quality-and-climate-change-research>

² Improving Health by Design in the Greater Toronto-Hamilton Area, accessed at <https://www.peelregion.ca/health/resources/healthbydesign/pdf/moh-report.pdf>

³ Cancer Care Ontario, Ontario Agency for Health Protection and Promotion (Public Health Ontario). Environmental Burden of Cancer in Ontario. Toronto: Queen's Printer for Ontario; 2016, accessed at [https://www.publichealthontario.ca/fr/eRepository/Environmental Burden of Cancer in Ontario 2016.pdf](https://www.publichealthontario.ca/fr/eRepository/Environmental%20Burden%20of%20Cancer%20in%20Ontario%202016.pdf)

⁴ Large Trucks are Biggest Culprits of Near-Road Air Pollution: University of Toronto, accessed at <https://www.utoronto.ca/news/large-trucks-are-biggest-culprits-near-road-air-pollution-u-t-study>

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While the Region supports the strategies outlined in the Plan for clean air, additional details are needed regarding how these actions will be implemented, particularly related to transportation and should be integrated within the climate change section of the plan. There are also several effective mitigation strategies which have not been outlined in the Plan. These strategies are as follows:

- A comprehensive strategy to increase uptake of low carbon vehicles. This should include incentives for the purchase of low carbon vehicles and the development and implementation of a comprehensive charging network across the province.
- Strategic actions related to goods movement. As previously mentioned, heavy-duty vehicles disproportionately contribute to poor air quality in Ontario. Every day, nearly 70,000 vehicles transport goods over Peel's roads and almost 45% of jobs in the Region rely on goods movement activities⁵. The Region has expressed support to construct the GTA West Highway as a means to address goods movement and the Plan could help strengthen the alignment with emissions reduction.
- Strategic measures to support congestion reduction and lower emitting modes through policy and infrastructure investment. Lower emitting modes, like active transportation and transit, contribute to congestion reduction which can reduce emissions from vehicular traffic. This should include policy and funding to support the infrastructure for active transportation, measures to reduce congestion (e.g. corridor management, street design, sharing economy, transportation pricing, on-demand transit) and improved mobility options beyond subway and GO Service (e.g. ride hailing, integrated service applications for all transit options⁶)

While the Region also supports transparency about pollution incidents and spills, additional details are needed on the proposed online reporting platform for pollution (e.g. who will respond to these complaints, will the response be posted and available to the public, how will the platform be promoted to the public?).

The Plan intends a focus on "parts of the province" that continue to experience air quality challenges due to pollution from transportation, industry and other sources. However, more detail is needed as to how and which communities will be identified and whether the cumulative impacts of many sources of air pollution will be assessed. Further, clarification is sought on the steps that will be taken to begin creating unique solutions to air pollution in these communities (e.g. how and when partnerships will be developed to address these issues).

The Province currently monitors pollutants to evaluate long-term trends of air pollution; however, the Plan is not clear on whether the Province is proposing to do something differently or if it is a continuation of existing work. Further clarity is sought on current monitoring efforts for road-side traffic pollution, and strategies the Province will employ to increase road-side monitoring (e.g. stationary highway monitoring, mobile monitoring).

Currently the *Environment Protection Act* (section 14) indicates odour can be a pollutant if it impacts the enjoyment of the normal use of land. The Region has responsibilities for wastewater infrastructure, including managing odour as a pollutant. It is unclear if odour is managed through this Plan as an emission, and if so, the Region would welcome further discussion on implications of this Plan.

Additional details are also needed on measures to reduce emissions, for example, from heavy duty vehicles such as standards and frequency of emission testing for heavy-duty vehicles, operationalization of on-road enforcement.

⁵ Region of Peel. Goods Movement Planning in Peel, accessed at <http://www.peelregion.ca/pw/transportation/goodsmovement/>

⁶ David Thurlow, Technological Advances in Community Transportation Webinar, Ontario Community Transportation Network, Nov. 28/18 <http://www.octn.ca/resources>

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As the feasibility of autonomous vehicles matures, proactive research into developing a policy framework for the use of autonomous vehicles in Ontario is of interest and Region staff would welcome further discussion.

Recommendations:

To address the concerns identified above for Clean Air, Regional staff is recommending that the Plan should include the following:

- 1. Comprehensive details on the implementation of all actions related to clean air and integrate with the climate change section of the Plan.**
- 2. A number of additional strategies to address air pollution from transportation-related sources, specifically:**
 - a. a comprehensive strategy to increase uptake of low carbon vehicles,**
 - b. strategic actions related to goods movement, and**
 - c. strategic measures to support congestion reduction and lower emitting modes through policy and infrastructure investment.**

ii) Clean Water

The Plan proposes to conserve and manage Ontario's water resources by taking enforcement actions to protect Ontario's waters and keep beaches clean for swimming, recreation, enjoyment and traditional use. The measures include:

- 1. Continue to work to restore and protect the Great Lakes;*
- 2. Continue to protect and identify vulnerable waterways and inland waters;*
- 3. Ensure sustainable water use and water security for future generations;*
- 4. Help people conserve water and save money; and*
- 5. Improve municipal wastewater and stormwater management and reporting.*

The Region supports the Plan's proposal to ensure sustainable water use and water security for future generations. However, in reviewing the Province's water taking policies, a holistic view must be considered in assessing water taking within a watershed. Surface water and groundwater are interconnected by the hydrologic cycle, and both should be considered for any planned water-taking actions. Further, the Plan does not address the current lack of regulatory oversight of smaller scale water bottling facilities, which can result in bottled water being produced under unsafe and unsanitary conditions that may compromise public health and safety.

The Region supports efforts to prevent sewage and wastewater overflowing into our lakes and rivers or salt making its way into our waterways. The Region notes though that overflows are often the result of previous design standards associated with infrastructure construction. In addition, those design standards did not contemplate the allowance for inflow and infiltration and did not anticipate the level of change in storm related rainfall generation. As such, significant design standard changes coupled with capital investment will be required to reduce overflows to waterways.

The Region understands that the Province intends to work with municipalities and other partners to increase transparency through real-time monitoring of the sewage overflows from municipal wastewater systems and to improve wastewater and stormwater management and reporting. The Region is working toward a real time monitoring and reporting system and would welcome the Province providing clarity on the extent of reporting that is required, especially as it relates to the following:

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- Inclusion of facilities where partial treatment is provided.
- Inclusion of facilities where bypass events are discharged several hundred metres into Lake Ontario and at significant depth.
- Flow rates and/or volumes
- The format of reporting and whether it is to be via the Agency's web page or if another format is preferred.

Further, the Region recognizes the Plan intends to incorporate reporting of overflows from the municipal wastewater systems with notification to the public. Greater detail on this reporting function is sought and clarity on how this action compares with existing reporting of overflows to the public and downstream water users as part of the new Environmental Compliance Approvals templates for the treatment plants.

The Region supports clarification and simplification of wastewater policy. The Region also supports the review of wastewater financing. The Region has completed many reviews of industry best practices under our asset management and state of good repair programs. We have also implemented many innovative condition assessment and rehabilitation programs. These programs support and point to the need for increased funding mechanisms to meet the need for long term infrastructure sustainability.

The approvals framework and the *Drinking Water Quality Management Standard* for Ontario helped municipal owners and operating authorities to adopt the concept of continual improvement into their business and ensure a high-quality drinking water supply. With commitment to improve municipal wastewater management and reporting to address climate change, a similar provincial standard would improve consistent environmental protection.

The Region supports the establishment of programs delivered by water utilities that help people conserve water and save money – this would help support the 2013 Peel Water Efficiency Strategy. However, currently the Plan does not identify who is responsible for water conservation planning. Under the *Ontario Water Opportunities Act 2010*, water sustainability plans are required by the municipality.

The Region supports the Plan's intent to modernize the Building Code to equip new homes and buildings to reduce impacts of extreme weather, particular basement flooding. However, consideration should also be given to existing (older) homes through the direction to retrofit with installation of backwater valves. This could be achieved through plumbing work inspection warranting building permit issuance (additions or alterations) and home construction subsidy programs.

Plastic pollution in water sources is a global concern and, as identified in the Plan, a growing problem in the Great Lakes. The Province's direction to reduce plastic waste and encourage plastic recycling efforts is admirable and the Region continues to look to the Province to introduce sustainable plastic reduction drivers such as deposit return program.

The Region supports the Province's continued efforts to build robust education and outreach programs that remind the public that Ontario is home to "some cleanest and best protected drinking water in the world" and to leave bottled water to those without access to clean drinking water.

Recommendations:

To address the concerns identified above for Clean Water, Regional staff is recommending that the Province consider or the Plan include the following:

- 3. Comprehensive details on the implementation of all actions related to clean water and integrate with the climate change section of the Plan.**

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4. Increased regulatory oversight of water bottling facilities withdrawing less than 50,000L/day and include a requirement for these smaller scale facilities to notify the appropriate regulatory authorities of their intent to operate.
5. Water-taking policies that protect the sustainability of this vital resource and apply to all water taking activities across the province.
6. Increased funding mechanisms for long term wastewater infrastructure sustainability, consistent with findings from Regional program assessments.
7. Reference to the *Ontario Water Opportunities Act 2010* and reinforcement that municipalities are responsible for water conservation planning.
8. Leading the design of a provincial wastewater management standard that would assist municipalities with ensuring effective environmental protection in the face of climate change, and that the standard is integrated into the regulatory approvals for municipal wastewater treatment and collection systems.

II. ADDRESSING CLIMATE CHANGE

i) *Building Resilience: Helping Families and Communities Prepare*

The Plan proposes to prepare families and communities for the costs and impacts of climate change, and protect the natural environment, communities, businesses and municipalities by:

1. *Improving our understanding of how climate change will impact Ontario;*
2. *Helping Ontarians understand the impacts of climate change; and*
3. *Updating government policies and building partnerships to improve local climate resilience.*

The Region of Peel supports the completion of a province-wide risk assessment in order to understand the effects of climate change on our communities and strengthen resiliency. As the Region has a substantial amount of information related to vulnerabilities within our geographic boundary, we would welcome sharing this information with the Province to inform the Plan and avoid any duplication of efforts. Ensuring stakeholder consultation and review of risk assessment findings will also be important.

Providing increased resilience to critical infrastructure such as wastewater systems will require significant capital investment. In addition, wastewater capital and rehabilitation standards will need significant enhancement to meet the long-term needs of resilience against extreme weather events. In recognition that a province-wide risk assessment would likely be a multi-year exercise, further clarification is sought on how the Province will advance the immediate needed to address existing known vulnerabilities and risks that may affect critical municipal infrastructure and services.

Climate change disproportionately impacts communities that are less advantaged or those who are more vulnerable (e.g. seniors). These individuals have a reduced capacity to adapt and respond⁷ to the shocks of extreme weather or chronic stress of a warming climate. Engagement with local health units will enable the Province to better address climate change and health equity as they are already deeply connected to these communities and can provide a trusted and credible voice.

⁷ Climate Change, Health and Equity: A Guide for Local Health Departments, accessed at https://www.apha.org/-/media/files/pdf/topics/climate/climate_health_equity.ashx?la=en&hash=14D2F64530F1505EAE7AB16A9F9827250EAD6C79

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The Region supports efforts to educate the public of climate change impacts and how different communities across Ontario will be affected and how they can incorporate climate science into decision making to mitigate and adapt to the effects of climate change. It is important that any education or engagement plan is informed by leading climate change experts and science-based.

The Region supports the review of the Municipal Disaster Recovery Assistance Program (MDRAP) as a means to further embed climate resilience planning and implementation into an existing response. However, the Province will need to consider financial impacts to repairing or replacing damaged infrastructure with a more resilient design. The program review should also consider how to support municipalities with proactively reducing their infrastructure vulnerabilities to extreme weather such that the MDRAP is less needed over time.

ii) Continuing to Do Our Share: Achieving the Paris Agreement Target

The Plan aims to set an achievable GHG reduction target to focus efforts and provide a benchmark to assess progress by aligning Ontario with Canada's 2030 target under the Paris Agreement.

The Region recognizes the Province's commitment to a 30 per cent reduction in GHG emissions relative to 2005 by 2030 aligns with the federal government's commitments. However, the outcomes of the recent COP24 meeting in Poland indicated the need for more ambitious climate targets. Countries are set to re-submit or update their climate pledges (known as "nationally determined contributions", or NDCs) in 2020. The Paris Agreement says successive pledges should "represent a progression" on the previous one and "reflect its highest possible ambition". As such, Canada may be increasing its targets in the near future.

Furthermore, Canada has also committed to reduce emissions by 80 per cent relative to 2005 levels by 2050 consistent with the Paris Agreement's objective of a maximum global average temperature rise of 1.5 to 2 degrees Celsius. The Region has committed to a similarly ambitious GHG emissions reduction target of 80 per cent below 1990 levels by 2050. A longer term target, beyond 2030, is not currently reflected in the Plan. It is critical that investments are put in place as early as possible to ensure that the Province has the ability to support municipalities and contribute to these longer term targets.

The Region supports the inclusion of natural gas conservation as a pathway to meeting Ontario's 2030 target and is interested in further details. This could include adding measures such as fuel switching, building envelope improvements, heat recovery systems and incentivizing projects that help transform passive consumers through integration and optimization of new technologies (for example, demand response, advance batteries, Photo Voltaic solar systems, chillers, smart thermostats and electric vehicles).

iii) Make Polluters Accountable

The Plan proposes to make polluters pay for their share of GHG emissions, while ensuring industry continues to make advances to help Ontario emission reductions.

The Region agrees that emissions-intensive industries should be held accountable. However, it is unclear in the Plan how emission performance standards might impact municipalities with equipment that discharges to the environment within their water and wastewater systems (e.g. generators, incinerators, etc.). More details on the implementation of this commitment would be beneficial.

Further, Region staff would welcome a discussion on how the Province will ensure reduction in GHGs across sectors of large emitters. The Province is encouraged to consider the following:

- clear and binding absolute emission reduction targets that do not allow large emitters to emit above their historical levels;

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- an outline of strong measures and indicators to assess the progress made towards reaching the targets and commitments; and
- a monitoring framework that describes progress and supports learning and continuous improvement.

The Region also supports Ontario-based companies are able to compete in the global economy. The Region is interested in understanding the metrics used to evaluate business competitiveness and encourages the Plan to include an evaluation of local economy benefits due to lower emitting industry standards.

iv) Activate the Private Sector

The Plan proposes to ‘facilitate the private sector’s best projects and ideas to drive emission reductions to the lowest cost to taxpayers’ and ‘enable consistent disclosure about financial risks associated with climate change so that companies can provide information to investors, lenders insurers and stakeholders.’

The Region recognizes that partnerships with the private sector can be leveraged to achieve shared climate change goals. However, there is a need for more predictable, long-term sustained funding to support systemic, scalable and multi-year municipal planning initiatives that have both capital and operational cost implications.

The Region understands that the Province is committing an estimated fund of \$400M over four years into the Ontario Carbon Trust. The Region encourages the Province to incorporate a municipal sector stream into the Ontario Carbon Trust program that can provide sustained funding for all climate action. It should also be noted, however, that this estimate may represent insufficient funding to advance the deep mitigation action needed to meet GHG reduction targets over the longer-term.

Further, to meet Ontario’s 2030 GHG emissions reduction target, additional investments are needed for research and market transformation solutions that are innovative, but not yet commercially viable. Recognizing that Ontario has the largest and fastest growing cleantech sector in Canada, it is unclear how the plan would support this sector to produce needed energy solutions.

v) Use Energy and Resources Wisely

The Plan emphasizes a need to save energy, resources and money.

Energy conservation and renewable energy are critical components in the transition to a low-carbon and resilient future. The Region supports initiatives in the Plan aimed at conserving energy in homes and buildings and increasing availability and accessibility of data that can lead to conservation. The Plan indicates water reporting through the Green Button initiative would be voluntary; for consistency, the Province should consider making the Green Button initiative mandatory to align with other utilities.

Extreme weather conditions from climate change are likely to exacerbate issues related to energy supply and resilience and place further stress on our communities and businesses. Community energy planning and district-scale energy systems present an opportunity to address this climate risk by increasing access to clean and affordable energy and developing a roadmap to transitioning to a more de-centralized and diverse energy system that incorporates non-traditional approaches for securing capacity. Some examples of initiatives that could address this include the capture and use of landfill gas and biogas, renewable natural gas (RNG), energy storage, smart grid, heat recovery, renewable energy and waste heat electrical generation.

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Further, the Region is interested in how the Province will work with utilities and other stakeholders, such as municipalities and industry, to best ensure more innovative projects and increased uptake of renewable natural gas programs.

vi) Doing Our Part: Government Leadership

The Plan promotes local leadership on climate change by municipal governments, the broader public sector, business associations, community groups, Indigenous communities and voluntary organizations. Several actions include:

1. *Make climate change a cross-governmental priority and develop a Climate Change Governance Framework;*
2. *Support communities and support green infrastructure projects; and*
3. *Work with federal and municipal governments through the green stream of the Investing in Canada Infrastructure Program*

The Region is encouraged that the Province intends to work with federal and municipal governments through the green stream of the Investing in Canada Infrastructure Program (ICIP) to invest up to \$7 billion in federal, provincial and municipal funding over the next 10 years. Securing these funds is critical to municipalities. The Region had previously understood eligibility to receive this federal funding would be linked to Ontario having a climate change plan. It is unclear if this Plan will ensure the eligibility of municipalities to access this ICIP funding. Additionally, it is very important to sustain and increase funding over time to infrastructure spending for alternative outcomes including climate change adaptation, resiliency and long term wastewater system sustainability.

The Region is encouraged that a Climate Change Governance Framework will be established as the Plan highlights cross-cutting issues, which are already addressed by various ministries, applying existing provincial plans and regulations. However, further detail is needed on how the Plan will acknowledge existing plans with the need for consistent guidance as a basic principle. For example, existing provincial policies set the transportation direction towards sustainable modes, therefore, the Plan should encourage and support municipalities in developing transportation master plans that shift focus away from single-occupant vehicle trips and towards sustainable transportation with lower GHGs. This alignment would be further strengthened if the Province required provincial highway projects include sustainable transportation components such as transitways, HOV/HOT lanes and carpool lots.

The Region supports the establishment of an advisory panel on climate change, as proposed in the Next Steps section of the Plan, however, greater transparency is required regarding which stakeholders will be participating and how the advisory panel will be established. In addition, given the significant role of local public health in addressing the health impacts of climate change, they should be included among your stakeholders.

Recommendations

To address the concerns identified above for the various sections within Addressing Climate Change, Regional staff is recommending the Province consider or the Plan include the following:

9. **Sustainable climate action funding that would support meeting the Region's GHG emissions reduction target (80 per cent below 1990 levels by 2050) through a suite of measures, including fleet and building initiatives, water efficiency and organics diversion; as well as support adaptation initiatives, including investments in resilient infrastructure and green infrastructure.**

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10. Consultation with stakeholders, including municipalities, on the province-wide climate change risk assessment approach; and invites stakeholder participation in a review of the assessment findings.
11. Strategies to address the impact of climate change on health inequities.
12. Establish a long-term plan for mandatory renewable natural gas (RNG) content requirement with natural gas utilities to encourage and leverage the production of RNG by private and public sectors.
13. Further review and integrate existing provincial plans and regulations through the Climate Change Governance Framework to ensure consistent direction and strengthened alignment with municipal initiatives relating to clean air, lakes and rivers, waste, transportation, conservation of land and greenspace and climate change.
14. Municipalities and local public health departments are represented on the proposed advisory panel for climate change.

III. REDUCING LITTER AND WASTE IN OUR COMMUNITIES AND KEEPING OUR LAND AND SOIL CLEAN

The Plan proposes to keep land and water clean by taking a strong enforcement action that ensures waste, including hazardous waste, is properly stored, transported, recycled, recovered or disposed. The provincial government is considering ways to reduce the amount of waste going into landfills or becoming litter, increases opportunities for Ontarians to participate in efforts to reduce waste, use technologies, manage excess soil and hauled sewage and redevelop brownfields to better protect human health and the environment.

i) Reduce and Divert Food and Organic Waste from Households and Businesses

The Region of Peel supports the expansion of organics collection systems in large cities and relevant businesses. However, it should be recognized that expanding organics collection without funding will be a significant new cost for property taxpayers.

Updated regulations will be necessary to enforce the expansion of organics collection systems in the Industrial, Commercial and Institutional sector. Further, it is necessary to determine how, exactly, food and organic waste diversion will be measured.

The Region supports the Province's commitment to develop and consult on a proposal to ban food waste from landfill and believes this policy change will send a strong market signal to increase diversion, preserve landfill capacity and support end-markets. However, it is important to recognize that there must be sufficient lead time before the implementation of the ban to develop the necessary organics processing infrastructure. It is also important that the ban is designed and enforced to ensure that food waste is not simply disposed of or directed out of province.

The Region is pleased to see the Province engaged in promotion and education on reducing and diverting food and organic waste. However, a coordinated province-wide effort is needed to address the lack of awareness that results in inappropriate disposal and a challenge in achieving higher diversion rates. It is important that households, businesses and institutions are provided with consistent and reliable information to encourage proper disposal and behaviour change.

ii) Reduce Plastic Waste

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The Region of Peel has established and implemented programs to reduce waste generation and increase resource recovery. However, one of the most significant challenges that we face today is the recycling of plastic and plastic composite products and packaging. Plastic products and packaging are becoming more difficult to manage at the end-of-life. To make matters worse, producers' messages often confuse consumers about the recyclability of their products and packaging resulting in municipalities carrying the costs of managing these materials in our waste streams.

The Region is pleased that the Province will work with the federal government, and other provincial and territorial governments to develop a plastics strategy to reduce waste and keep plastics out of the marine and terrestrial environment. Further, the Region supports the development and implementation of national standards for recyclability and labelling of plastic products and packaging. This practice could be expanded to include recycled content.

iii) Reduce Litter in our Neighbourhoods and Parks

The Region welcomes the Province's efforts to work with municipalities to tackle illegal dumping of waste. While we support reducing litter in our neighbourhoods and parks, we caution that there is a cost to doing so and encourage the Province to include the cost of collecting products and packaging from litter in a producer responsibility program.

iv) Increase Opportunities for Ontarians to Participate in Waste Reduction Efforts

Municipalities are currently facing challenges with the collection and processing of recyclable materials. Exponential growth in the number of different types of products and packaging, many of which do not have viable end markets, has resulted in these products and packaging ending up either in disposal sites or as pollution in the environment. Further, increased contamination and global market changes have significantly decreased the value of recyclable materials collected in the Blue Box program.

The Region supports the Province's commitment to work with municipalities and producers to provide more consistency in materials accepted in municipal Blue Box programs. The Region would be pleased to collaborate with producers in the development and implementation of a harmonized program as it would move Ontario towards a circular economy and improve environmental outcomes.

The Region agrees that the industrial, commercial and institutional sector needs to do more on diversion. It is important for generators and service providers in the sector to report on materials being generated to find a cost-effective approach to increasing diversion.

v) Make Producers Responsible for the Waste Generated from their Products and Packaging

Full producer responsibility remains a key policy issue for municipal governments. The Region supports making producers responsible for the end-of-life management of their products and packaging. Producers are in the best position to address how to ensure these materials can be recovered and reincorporated into new products. Designating materials under full producer responsibility will create new competitive markets for those materials, recognizing the potential for creating jobs, promoting innovation, and protecting the environment.

The Region supports transitioning the existing waste diversion programs, including the Blue Box program, to a full producer responsibility model. The transition process needs to provide clarity and certainty, so municipalities, producers and service providers can plan ahead and ensure decisions on service delivery do not impact Ontarians. The Region is committed to working collaboratively with producers and service providers to transition all existing waste diversion programs to full producer responsibility in a seamless manner.

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The Blue Box and other recycling programs that contribute to the circular economy cause significant reductions in GHGs by reducing the need to harvest, extract and refine raw materials. For example, Peel's Blue Box program, which manages roughly 100,000 tonnes per year, saves the equivalent of not burning 19 million litres of gasoline per year.

vi) Explore Opportunities to Recover the Value of Resources in Waste

The Region is investigating the feasibility of developing Mixed Waste Processing capacity to process the Region's garbage stream, enabling the recovery of recyclables, organics, and other hard to recycle materials left in the garbage. The Region is pleased the Province will encourage increased recycling and new technologies that recover the value of waste, however, investment in these technologies and improvements to the current approvals process are required to facilitate increased recycling and resource recovery across Ontario.

The Region is encouraged the Province will investigate options to recover additional resources from waste using technologies, such as chemical recycling and thermal treatment as outlined in the proposed plan.

vii) Provide Clear Rules for Compostable Products and Packaging

Some producers improperly label and advertise about the compostability of their products, which undermines the legitimate efforts being made by other companies. These products add unnecessary costs to municipal composting programs and can degrade the value of recovered materials. This practice also confuses consumers and erodes citizen confidence that their efforts are helping to protect the environment. For this reason, the Region supports the Province engaging municipalities and private composting facilities to develop compostability requirements to ensure that compostable packaging is accepted by existing and emerging green bin programs. The Region would be pleased to work with producers to test collection and processing of new packages before they are introduced to the public or are labelled compostable.

The Region supports the introduction of a full producer responsibility program for compostable products and packaging and encourages the Province to engage in consultation with all stakeholders, including municipalities, in the development of such a program.

viii) Support Competitive and Sustainable End-Markets for Ontario's Waste

It is essential to strengthen and promote high quality and functional secondary markets for materials recovered from Ontario's waste. This requires private and public investment in infrastructure and technology to improve the quality of materials so that secondary markets are competitive.

ix) Make it easier and safer to reuse excess soil

The Region has previously provided comments on the new Excess Soil regulations. The impact of the new regulations will increase costs to capital projects and result in a decreased amount of infrastructure improvement being completed.

x) Improve management of hauled sewage

The Region welcomes improved management of hauled sewage programs. The Province will need to consider impacts of program modification on the cost of those services to users. A significant increase of cost may be experienced and the Province is urged to consider cost/benefits associated with amended programs. In addition the administrative and environmental control, management for the amended program will result in increased cost to Regional programs and increased funding for these programs should be part of the program review.

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SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)Discussion Points

Regional staff has several questions regarding the Province's approach to waste reduction and would welcome discussions with the Province, especially as it relates to the following:

- How will the Province collaborate with stakeholders in the development of a consistent message across the Province?
- How will the Plan recognize the contributions of the Blue Box program and consider expanding it and other recycling programs to further reduce Ontario's GHG emissions?
- How will the Province support the use of these technologies putting measures in place to incentivize their use over landfill and ensure they do not take recyclable plastics out of recycling stream?
- How will the Province ensure that increased costs to Regional programs as a result of hauled sewage management are considered when reviewing this action?

Recommendations

To address the concerns identified above for the various sections within Reducing Litter and Waste in Our Communities and Keeping our Land and Soil Clean, Regional staff is recommending the Province consider or the Plan include the following:

15. **Specific funding mechanisms for organics diversion programs and infrastructure or as part of a comprehensive climate change funding.**
16. **Update the Province's 3Rs (O. Reg 102/04, 103/04, 104/04) regulations to make diversion mandatory, and not just require reasonable efforts.**
17. **Consultation with stakeholders, in a timely manner, to determine how food and organic waste diversion will be measured to allow for planning of programs to meet required targets.**
18. **Expand the Province's promotion and education efforts to also increase awareness of the benefits of recycling paper and packaging.**
19. **Seek commitment on the following when developing the actions for the Plastics Strategy:**
 - **establishing a harmonized national extended producer responsibility (EPR) framework, outlining minimum EPR principles, guidelines or requirements, yet retain the necessary flexibility to adapt EPR to local conditions;**
 - **incentivizing producers to design plastic products and packaging that are reusable or recyclable;**
 - **incentivizing public and private service providers to develop plastics recovery technologies, including advanced energy recovery technologies, recognizing however that energy recovery technologies should be used to reduce the amount of plastic waste sent to disposal and should not cannibalize recycling efforts; and**
 - **investing in waste infrastructure and technology to improve the recycling and recovery rates.**
20. **Standards for recycled content in new plastic products and packaging to promote recycling and further reduce the use of primary raw materials.**

APPENDIX I

SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)

21. A recycling solution for the excluded materials, if a harmonized EPR Framework results in a shortened list of materials accepted in the Blue Box.
22. Issue a Blue Box wind-up letter in early 2019 to start the process of planning and consultation on the development of a regulation under the *Resource Recovery and Circular Economy Act*.
23. Require producers of compostable products and packaging to obtain feedback from waste facility operators and municipalities before promoting a product or package as compostable.
24. Support commodity markets that incent the use of secondary materials over virgin materials and motivate producers to choose materials that preserve value after use and reintegrating them as feedstock in the production process.
25. Provide compensation for infrastructure funding to municipalities to account for the increased capital costs from reuse of excess soil.

IV. CONSERVING LAND AND GREENSPACE

The Plan recommends several courses of action to protect and enhance the province's natural areas, support conservation efforts, continue to conserve species at risk, develop adaptation strategies, and promote the importance of healthy natural spaces for future generations to use and enjoy, including:

1. *Improve resilience of natural ecosystems;*
2. *Support Conservation and Environmental Planning*
3. *Sustainable Forest Management; and*
4. *Protect species at risk and respond to invasive species*

i) Improve the Resilience of Natural Ecosystems

The recent reviews and updates to the Provincial land use planning system in the Provincial Policy Statement, Growth Plan, and Greenbelt Plans represent an important foundation for conserving land and greenspace through land use planning. Successful implementation requires maintaining strong policy direction and supporting implementation through guidelines and resources.

Recommendations in the Advisory Panel's *Planning for Health, Prosperity and Growth in the Greater Golden Horseshoe: 2015-2041* report on the Coordinated Review of the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, as well as the consultation guide *Shaping Land Use in the Greater Golden Horseshoe* emphasized the consideration of climate change in land use policy and an integrated systems approach to managing growth, land use, transportation and the environment.

The recommendations emphasize the identification, protection and planning for natural heritage, water resource and agricultural systems, and the integrated consideration of stormwater planning and management, infrastructure planning, land use and growth management informed by watershed planning.

The policies and plans also provided direction to adopt planning approaches and embed climate change mitigation and adaptation throughout key theme areas in municipal official plans. Many of the recommendations were reviewed through extensive consultation and have been incorporated into the provincial policies and plans. The principles embedded in these consultations to update Ontario's policy led land use planning system are relevant to the actions proposed in the Environment Plan.

APPENDIX I

**SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)**

The Environment Plan's actions could be enhanced by recognizing the role of the Provincial land use planning policy framework and the corresponding role of municipalities in implementing integrated systems approaches for natural heritage, water resource and climate planning in land use policy.

The Environment Plan should also include a comprehensive commitment to review, update or provide land use planning guidance for municipalities in related topic areas including:

- Watershed, subwatershed and stormwater management planning guidance
- Guidelines for implementing water resource systems approaches in land use planning addressing the identification, protection, restoration and improvement of water quantity and quality similar to the Natural Heritage Reference Manual for natural heritage systems planning
- Land use planning policy guidelines to address overland or urban flooding
- Implementation of enhanced stormwater management for climate change
- Updated guidelines for natural heritage system planning with improved guidance to address habitat compensation, no net loss and enhancement of natural systems in land use planning
- Guidelines on implementing renewable and alternative energy systems through land use planning approvals
- Provision of model policy, guidelines and best practices to implement sustainability measures in land use planning

Recommendations

To address the concerns regarding the resilience of our natural ecosystems, Regional staff is recommending the Plan included the following:

26. Actions to recognize the Provincial land use planning policy framework and its role in protecting, restoring and enhancing natural heritage and water resource systems.

27. A complementary action to provide comprehensive implementation guidance for land use planning on topics related to the conservation of land and water resources.

ii) Support Conservation and Environmental Planning**(a) Streamlining of Environmental Assessment Requirements**

The Region supports the proposed actions to streamline and simplify environmental assessment requirements and support conservation and environmental planning. Where appropriate, further review and improved coordination and integration of environmental legislation and policy requirements at the federal and provincial levels is recommended to streamline approvals for infrastructure and other development projects. Improved coordination and integration of multiple approval requirements for projects such as under the *Environmental Assessment Act*, *Endangered Species Act*, and the *Fisheries Act* is recommended.

(b) Conservation Authorities

It is important for the Province to clarify and confirm the mandate of the Conservation Authorities to achieve greater consistency in programs and services offered and to continue to enable Conservation Authorities to offer a broad range of programming that meets municipal needs. This should take into consideration the varying levels of resourcing for Conservation Authorities depending on their location and tax-base, and the implications for delivering mandated activities.

APPENDIX I

SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
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The Province is also encouraged to continue with planned consultations on detailed changes to the Conservation Authorities Act's implementing framework (i.e., regulations, policies, programs) and engaging municipalities and conservation authorities prior to finalizing the framework components.

(c) Wetland Protection

The Region welcomes the Province's interest in wetlands. The proposed action to protect vulnerable or sensitive natural areas such as wetlands and other important habitats through good policy, strong science, stewardship and partnerships is an important direction in the Environment Plan. The Region encourages the Province to continue to invest in provincial mapping of wetlands and making this information available to municipalities. Importantly, provincial direction should continue to provide strong policy protection for significant wetlands and improved guidance for wetland habitat mitigation, compensation and enhancement for all wetlands in circumstances where it may be necessary to offset wetland loss.

(d) Greenlands Securement Funding

There is a currently an absence of funding by senior levels of government for greenlands securement which has either been discontinued or reallocated to only land trusts. The Government of Canada's \$500 million investment in the new Canada Nature Fund supports the protection of Canada's ecosystems, landscapes and biodiversity, including species at risk. The fund provides initial funding that will be matched by partners and other stakeholders with the goal of raising \$1 billion for conservation action. The Natural Heritage Conservation Program, funded by the Canada Nature Fund, enables a coordinated pan-Canadian approach to private land acquisition for purposes of establishing new protected and conserved areas.

(e) Watershed Planning Guidance

Provincial watershed planning guidance should be updated to clarify the relationship between watershed planning and land use planning at different planning stages and decisions including for official plan policy development, decisions on allocating growth, determining the feasibility and location of settlement expansions, and associated infrastructure, and in undertaking water, wastewater and stormwater master planning. Provincial guidance on watershed planning should also take into consideration municipalities with multiple provincial plans within their jurisdiction such as Peel Region and identify ways to scope and combine requirements into consolidated and simplified watershed planning exercises to meet multiple requirements.

Recommendations

To address the concerns identified in the 'Support Conservation and Environmental Planning' section of the report, Regional staff is recommending the Province consider or the Plan include the following:

- 28. Further review and integration of environmental legislation and policy requirements to streamline approvals for infrastructure and other development projects.**
- 29. Support for the proposed provincial confirmation of conservation authorities mandated activities along with the continued ability of conservation authorities to offer a broad range of complementary programming to meet municipal needs.**
- 30. Continued investment in wetland mapping and consider expanding provincial guidance and direction for wetland protection, restoration and enhancement.**
- 31. Provincial funding for greenlands securement and make funding available to municipalities and conservation authorities to assist in achieving the Pathway to Canada Target 1**

APPENDIX I

SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)

commitment of protecting 17% of terrestrial areas and inland water, and 10% of coastal and marine areas by 2020 under the Canada Nature Fund.

32. Updated watershed planning guidance and flexibility to undertake appropriately scoped watershed and sub-watershed planning studies to inform growth allocation including the feasibility and location of settlement boundary expansions.

iii) Sustainable Forest Management

Ontario's urban forests provide many benefits to residents including improving air quality, moderating stormwater runoff, sequestering carbon, reducing energy consumption through shading, as well as increased mental health, stress reduction and lower risk of depression. There are currently several Provincial ministries including the Ministry of Natural Resources and Forestry, Ministry of Municipal Affairs, and Ministry of the Environment, Conservation and Parks, who actively engage, work, or depend on municipal urban forestry work to help achieve their mandates. However, there is currently no one ministry that is leading and coordinating these efforts.

As per the recommendations in Green Infrastructure Ontario's (GIO) *Ontario's Urban Forests: A Call to Action* report, there is a recognized need for proactive and consistent provincial leadership through the identification of one ministry responsible for urban forests.

Recommendation

To address the concerns regarding the sustainable forest management, Regional staff is recommending the Province consider the following:

33. **Identify a lead ministry and strengthen its support for urban forestry, which plays a key role in addressing the extreme weather and urban heat island events associated with climate change through the development of provincial policy and programs aimed at supporting urban forest health**

iv) Protect Species at Risk and Respond to Invasive Species

The impacts of climate change are known to facilitate the spread and establishment of many invasive species and create new opportunities for them to thrive. Invasive species can reduce the resilience of natural habitats, agricultural systems and urban areas to climate change and place further stress on species at risk. Furthermore, they threaten the various ecosystem services that humans derive from natural systems, including water and air quality, habitat diversity, food and timber and recreational opportunities. As such, any response to addressing invasive species and protecting species at risk, must take into the account the links between the two issues. Climate change should also be explicitly incorporated into risk assessments for invasive species to help identify those species that could become a threat in the future.

Recommendation

To address the concerns regarding the response to invasive species, Regional staff is recommending the Plan include the following:

34. **Climate change considerations integrated with efforts to respond to invasive species.**

APPENDIX I

SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)Appendix: List of Region of Peel Staff Recommendations on *A Made-in-Ontario Environment Plan for Consideration by the Province*

I. PROTECTING OUR AIR, LAKES AND RIVERS

1. Include comprehensive details on the implementation of all actions related to clean air and integrate with the climate change section of the Plan.
2. Include a number of additional strategies to address air pollution from transportation-related sources, specifically:
 - comprehensive strategy to increase uptake of low carbon vehicles,
 - strategic actions related to goods movement, and
 - strategic measures to support congestion reduction and lower emitting modes through policy and infrastructure investment.
3. Include comprehensive details on the implementation of all actions related to clean water and integrate with the climate change section of the Plan.
4. Provide increased regulatory oversight of water bottling facilities withdrawing less than 50,000L/day and include a requirement for these smaller scale facilities to notify the appropriate regulatory authorities of their intent to operate.
5. Include water-taking policies that protect the sustainability of this vital resource and apply to all water taking activities across the province.
6. Provide increased funding mechanisms for long term wastewater infrastructure sustainability, consistent with findings from Regional program assessments.
7. Include reference to the *Ontario Water Opportunities Act 2010* and reinforcement that municipalities are responsible for water conservation planning.
8. Provide leadership on the design of a provincial wastewater management standard that would assist municipalities with ensuring effective environmental protection in the face of climate change, and that the standard is integrated into the regulatory approvals for municipal wastewater treatment and collection systems.

II. ADDRESSING CLIMATE CHANGE

9. Provide sustainable climate action funding that would support meeting the Region's GHG emissions reduction target (80 per cent below 1990 levels by 2050) through a suite of measures, including fleet and building initiatives, water efficiency and organics diversion; as well as support adaptation initiatives, including investments in resilient infrastructure and green infrastructure.
10. Undertake consultation with stakeholders, including municipalities, on the province-wide climate change risk assessment approach; and invites stakeholder participation in a review of the assessment findings.
11. Include strategies to address the impact of climate change on health inequities.

APPENDIX I

SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)Appendix: List of Region of Peel Staff Recommendations on *A Made-in-Ontario Environment Plan for Consideration by the Province*

12. Establish a long-term plan for mandatory renewable natural gas (RNG) content requirement with natural gas utilities to encourage and leverage the production of RNG by private and public sectors.
13. Further review and integrate existing provincial plans and regulations through the Climate Change Governance Framework to ensure consistent direction and strengthened alignment with municipal initiatives relating to clean air, lakes and rivers, waste, transportation, conservation of land and greenspace and climate change.
14. Municipalities and local public health departments are represented on the proposed advisory panel for climate change.

III. REDUCING LITTER AND WASTE IN OUR COMMUNITIES AND KEEPING OUR LAND AND SOIL CLEAN

15. Provide specific funding mechanisms for organics diversion programs and infrastructure or as part of a comprehensive climate change funding.
16. Update the Province's 3Rs (O. Reg 102/04, 103/04, 104/04) regulations to make diversion mandatory, and not just require reasonable efforts.
17. Undertake consultation with stakeholders, in a timely manner, to determine how food and organic waste diversion will be measured to allow for planning of programs to meet required targets.
18. Expand the Province's promotion and education efforts to also increase awareness of the benefits of recycling paper and packaging.
19. Seek commitment on the following when developing the actions for the Plastics Strategy:
 - establishing a harmonized national extended producer responsibility (EPR) framework, outlining minimum EPR principles, guidelines or requirements, yet retain the necessary flexibility to adapt EPR to local conditions;
 - incentivizing producers to design plastic products and packaging that are reusable or recyclable;
 - incentivizing public and private service providers to develop plastics recovery technologies, including advanced energy recovery technologies, recognizing however that energy recovery technologies should be used to reduce the amount of plastic waste sent to disposal and should not cannibalize recycling efforts; and
 - investing in waste infrastructure and technology to improve the recycling and recovery rates.
20. Include standards for recycled content in new plastic products and packaging to promote recycling and further reduce the use of primary raw materials.
21. Include a recycling solution for the excluded materials, if a harmonized EPR Framework results in a shortened list of materials accepted in the Blue Box.
22. Issue a Blue Box wind-up letter in early 2019 to start the process of planning and consultation on the development of a regulation under the *Resource Recovery and Circular Economy Act*.
23. Require producers of compostable products and packaging to obtain feedback from waste facility operators and municipalities before promoting a product or package as compostable.

**SUBMISSION ON PRESERVING AND PROTECTING OUR ENVIRONMENT FOR FUTURE GENERATIONS:
A MADE-IN-ONTARIO ENVIRONMENT PLAN (ERO# 013-4208)****Appendix: List of Region of Peel Staff Recommendations on *A Made-in-Ontario Environment Plan for Consideration by the Province***

24. Support commodity markets that incent the use of secondary materials over virgin materials and motivate producers to choose materials that preserve value after use and reintegrating them as feedstock in the production process.
25. Provide compensation for infrastructure funding to municipalities to account for the increased capital costs from reuse of excess soil.

IV. CONSERVING LAND AND GREENSPACE

26. Include actions to recognize the Provincial land use planning policy framework and its role in protecting, restoring and enhancing natural heritage and water resource systems.
27. Include a complementary action to provide comprehensive implementation guidance for land use planning on topics related to the conservation of land and water resources.
28. Further review and integration of environmental legislation and policy requirements to streamline approvals for infrastructure and other development projects.
29. Support for the proposed provincial confirmation of conservation authorities mandated activities along with the continued ability of conservation authorities to offer a broad range of complementary programming to meet municipal needs.
30. Continued investment in wetland mapping and consider expanding provincial guidance and direction for wetland protection, restoration and enhancement.
31. Provincial funding for greenlands securement and make funding available to municipalities and conservation authorities to assist in achieving the Pathway to Canada Target 1 commitment of protecting 17% of terrestrial areas and inland water, and 10% of coastal and marine areas by 2020 under the Canada Nature Fund.
32. Updated watershed planning guidance and flexibility to undertake appropriately scoped watershed and sub-watershed planning studies to inform growth allocation including the feasibility and location of settlement boundary expansions.
33. Identify a lead ministry and strengthen its support for urban forestry, which plays a key role in addressing the extreme weather and urban heat island events associated with climate change through the development of provincial policy and programs aimed at supporting urban forest health
34. Climate change considerations integrated with efforts to respond to invasive species.

DATE: February 26, 2019

REPORT TITLE: **WATERMAIN AND SANITARY SEWER REPLACEMENTS -
CONTRACT 2, STREETSVILLE, CITY OF MISSISSAUGA**

FROM: Patrick O'Connor, Regional Solicitor
Janette Smith, Commissioner of Public Works

RECOMMENDATION

That a contract for the completion of the works previously contracted with Con-Ker Construction Corporation pursuant to Document 2016-035T for Watermain and Sanitary Sewer Replacements – Contract 2, Streetsville, City of Mississauga, Projects 06-1335, 09-1390, 09-1392, and 11-2305 be awarded to Pacific Paving Ltd., in the total amount of \$4,105,156.18, (excluding applicable taxes), in accordance with Procurement By-law 30-2018.

REPORT HIGHLIGHTS

- Pursuant to a competitive procurement process, the Region of Peel (“Peel”) entered into a contract with Con-Ker Construction Corporation (“Con-Ker”) for Watermain and Sanitary Sewer Replacements in Streetsville.
- Con-Ker initiated bankruptcy proceedings and defaulted on the Original Contract.
- There is approximately 40 per cent of work remaining to be completed under the Original Contract.
- The Region of Peel called upon the performance bond posted for its benefit for this project. The Surety has accepted the claim under the Bond.
- The Surety selected Pacific Paving Ltd. (“Pacific”) to complete the Original Contract given that Pacific has specialized knowledge of and familiarity with these works through Con-Ker’s principal who had joined Pacific.
- The work required to complete the Original Contract, along with the deficiency work from the Original Contract is valued at \$4,105,156.18. Pacific has begun undertaking completion and deficiency remediation work to the extent of approximately \$250,000 of value to date.
- Any amounts in excess of the Original Contract price will be reimbursed to the Region of Peel by the Surety.

WATERMAIN AND SANITARY SEWER REPLACEMENTS - CONTRACT 2, STREETSVILLE, CITY OF MISSISSAUGA

DISCUSSION

1. Background

Initial Tender

On August 8, 2017, the Region of Peel entered into the Original Contract with Con-Ker pursuant to which Con-Ker agreed to perform the work described in the Original Contract as Request for Tender Contract No. 2016-035T – Watermain and Sanitary Sewer Replacements – Contract 2, Streetsville, City of Mississauga, Projects 06-1335, 09-1390, 09-1392, and 11-2305, and its issued addenda (the “Project”) in the amount of \$7,250,500.00.

Default

On or about January 29, 2018, when the work was about 60 per cent complete (\$4,408,385.42 in value of work certified), Con-Ker filed a Notice of Intention to File a Proposal to Creditors pursuant to the *Bankruptcy and Insolvency Act* (the “Act”) and on June 28, 2018, Con-Ker was deemed bankrupt. Con-Ker had ceased performing the work under the Original Contract. Its filing under the Act causes it to be deemed bankrupt.

Con-Ker has accordingly defaulted on the Original Contract and there is certain work remaining to be completed, which includes remediation of deficiencies in Con-Ker's work.

Calling on Performance Bond

On May 4, 2018, Peel wrote to Con-Ker advising that Con-Ker is in default of its contractual obligations under the Original Contract.

A Performance Bond, Bond No. 37-4296-99996 (the “Bond”) was executed by Echelon Insurance (the “Surety”) on August 15, 2016 and submitted in connection with the Original Contract.

Pursuant to the terms of the Bond, the Surety is entitled to complete the Original Contract, or to obtain a bid or bids and arrange a contract between the bidder and the Owner.

Selection of Pacific

One of the principals of Con-Ker joined Pacific. That principal was already familiar with the work done to date, and the work remaining to be done, as well as the prices that had been committed to by Con-Ker. Pacific put together a proposal to the Surety for the completion of the Project. The Surety has selected Pacific as the completion contractor due to its specialized knowledge of and familiarity with the work through Pacific's employee who was formerly a principal of Con-Ker. The Surety further indicates that while it did not undergo a formal competitive procurement process, it did have discussions with other construction companies.

**WATERMAIN AND SANITARY SEWER REPLACEMENTS - CONTRACT 2, STREETSVILLE,
CITY OF MISSISSAUGA**

The Region of Peel is also familiar with Pacific. Pacific successfully completed other work for the Region and currently is in a maintenance contract for Water Operations. The Region accepted the Surety's choice given the Surety's right to propose a competent completion contractor under the terms of the Bond.

Payment of Pacific

The work required to complete the Original Contract along with the deficiency work from the Original Contract is valued at \$4,105,156.18 which includes a \$350,000.00 contingency. Pacific has begun undertaking completion and deficiency remediation work to the extent of approximately \$250,000 of value to date.

Any amounts in excess of the Original Contract price will be reimbursed to the Region of Peel by the Surety.

Regional Council authority is required to approve an award of the completion contract to Pacific based on the Region's Procurement By-law which indicates that directly negotiated contracts in excess of \$250,000 must be approved by Council. There is little opportunity or benefit in the Region carrying out a competitive process in this case due to the rights of the Surety to direct the work to its selected contractor under the terms of the performance bond, and the Surety's obligation to reimburse the Region for any additional costs in having the work completed

2. Proposed Direction

In order to avail itself of the benefits under the bond, this report recommends a directly negotiated contract between the Region of Peel and Pacific Paving Ltd. for the performance of the completion work and that that contract be awarded pursuant to s. 5.2.5 of Procurement By-Law 30-2018 which provides for Direct Negotiation where the required goods and services are to be supplied by a particular Vendor having special knowledge, skills, expertise or experience.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the Budget to carry out the necessary completion work.



Patrick O'Connor, Regional Solicitor



Janette Smith, Commissioner of Public Works

**WATERMAIN AND SANITARY SEWER REPLACEMENTS - CONTRACT 2, STREETSVILLE,
CITY OF MISSISSAUGA**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Michelle Wong, Senior Legal Counsel at ext. 4730 or via email at michelle.wong@peelregion.ca or Nicole Sartor, Project Manager, Water Capital at ext. 7832 or via email at nicole.sartor@peelregion.ca

Authored By: Michelle Wong and Nicole Sartor

Reviewed in workflow by:

Procurement
Legal Services

**Ministry of
Municipal Affairs
and Housing**

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RECEIVED

January 31, 2019

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

January 31, 2019

Dear Head of Council:

On Monday at the ROMA conference, Premier Doug Ford announced the Ministry of Municipal Affairs and Housing and the Ministry of the Attorney General intend to launch a consultation on the long-standing issues surrounding joint and several liability.

We have listened to our municipal partners across the province and have heard the concerns about insurance costs and a “liability chill” affecting the delivery of everyday public services.

We want to gather the facts, so we are going to consult with you. We’ll need to look at the evidence and develop solutions that make sense for the people and ensure that vulnerable, injured Ontarians are compensated fairly. This will be an honest conversation, and our decisions must be based on hard facts and evidence.

Minister Mulroney and I look forward to these important discussions. Details related to the consultation process and timing will be shared in the near future.

Sincerely,

Steve Clark
Minister

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

**Ministry of
Municipal Affairs
and Housing**

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RECEIVED

February 8, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

February 8, 2019

Dear Regional Chair Iannicca:

As I mentioned in my letter dated January 15, 2019, I have taken steps to move forward on the government's commitment to review regional government that will focus on governance, service delivery and decision making. Indicated in the letter was the appointment of two special advisors, Michael Fenn and Ken Seiling, to conduct the review and provide me with recommendations.

As you look forward to the year ahead in the course of this review, I wanted to acknowledge the legislative requirements for regional municipalities to undertake regular reviews of regional council composition after the 2018 municipal election. While not all municipalities are immediately impacted by this requirement, all regional municipalities may determine and change their composition.

I encourage you to consider the context of the province's regional government review when determining whether to begin an evaluation of regional council composition at this time, as the results of the province's review may help inform your local actions. You may wish to consider an interim pause on any action towards evaluating your regional council composition while the early stages of the province's review are in progress.

If you have completed work or are planning to move forward with work on a review of regional council composition during the province's review, I would encourage you to ensure that the special advisors have the benefit of that work and advice throughout your local process.

Both Michael (Michael.Fenn2@ontario.ca) and Ken (Ken.Seiling@ontario.ca) are eager to get work underway to help the government deliver on the important commitment to ensure that municipal governments continue to work for the people and business community.

Sincerely,

Steve Clark
Minister

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

**ITEMS RELATED TO
PUBLIC WORKS**

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DATE: February 20, 2019

REPORT TITLE: **LAKEVIEW VILLAGE COMMUNITY - SUSTAINABLE URBAN DEVELOPMENT TOUR IN SWEDEN TO EXPLORE BEST PRACTICES**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That authorization be given for three Regional staff to participate in a sustainable urban development tour organized by the Lakeview Community Partners, Business Sweden, and the Consulate General of Sweden to evaluate proposed progressive approaches to community design and their impact on Regional services as it relates to the Lakeview Village Community.

REPORT HIGHLIGHTS

- Located in south Mississauga on the Lake Ontario waterfront, the Lakeview Village development proposal is for a large new mixed-use community that will be home for up to 20,000 people and create more than 3,000 new jobs. This new community is adjacent to the Lakeview Water Treatment Plant and the G.E. Booth Wastewater Treatment Plant.
- The vision for the community proposes to incorporate a series of progressive sustainable design elements, as well as district energy and vacuum waste.
- Together with the Lakeview Community Partners, Business Sweden and the Consulate General of Sweden have proposed a Sustainable Urban Development tour to demonstrate developments in three cities in Sweden that have implemented district energy, vacuum waste systems and other innovative approaches to community design.
- Effective planning and community integration will be a challenge as a number of these proposals are new to Peel. Regional staff recognizes the benefits of participating in this tour to gather information from municipal staff, architects, planners, and industry groups to be in a better position to evaluate the Region's role in supporting the development of Lakeview Village and similar initiatives across Peel.
- It is recommended that a total of three program staff attend at an estimated total cost of \$21,000.
- If approved, staff will report back to Regional Council after the trip on programming insights and with the breakdown of costs incurred.

LAKEVIEW VILLAGE COMMUNITY - SUSTAINABLE URBAN DEVELOPMENT TOUR**DISCUSSION****1. Background**

In December 2011, the City of Mississauga initiated the Inspiration Lakeview Master Plan. The plan, developed together with the City, the Province of Ontario and Ontario Power Generation used the Inspiration Lakeview Vision as a starting point. One of the key visions for the Inspiration Lakeview Master Plan is the integration of sustainable energy technologies.

Over a period of seven years and with many consultations, technical studies, and input from the community, the City of Mississauga adopted Official Plan policies to implement the vision for Inspiration Lakeview. Region of Peel staff were, and continue to be, involved in the development of the Inspiration Lakeview Master Plan and the supporting City of Mississauga Official Plan policies.

The proposed plan envisions the Lands owned by Lakeview Community Partners to be developed in a series of districts that collectively provide for townhouse and apartment residential uses, park and open spaces, a retail commercial market area and a portion of the innovation corridor envisioned to be home to employment and institutional uses. An overall plan of the site is provided in Appendix I.

Of significant interest to the Region is:

- The proposal of District Energy within the community through the potential use of water from the Region's G.E. Booth Wastewater Treatment Plant
- Vacuum Waste Collection system and its integration into the Region's current Waste Collection system
- Adjacencies to the Region's Water and Wastewater treatment plants
- Smart infrastructure design within the municipal road network

In March 2018, the Ontario Power Generation announced the sale of their lands within Lakeview to the Lakeview Community Partners. Lakeview Community Partners is a consortium of companies investing in these lands and intending to see the Inspiration Lakeview vision materialize.

The Official Plan policies developed and enacted by the City of Mississauga outlined the need to explore the potential of a District Energy and vacuum waste system in this community and required a Development Master Plan be submitted and approved prior to the submission of any subsequent planning applications for the properties within the Inspiration Lakeview Lands.

The Lakeview Community Partners submitted a Development Master Plan in 2018 and both City of Mississauga and Region of Peel staff have established a series of standing meetings with the Lakeview Community Partners and their consultants. This has encouraged the continuous dialogue between all parties during the review of the Development Master Plan and is intended to continue through the review and approval of development applications to follow.

In the Fall of 2018, the Lakeview Community Partners issued a Request for Qualification to draw in proponents that could deliver a District Energy system to this community. As of

LAKEVIEW VILLAGE COMMUNITY - SUSTAINABLE URBAN DEVELOPMENT TOUR

February 2019, all interviews have been completed by the Lakeview Community Partners (the Applicant) and they are in the process of selecting the successful proponent. It is understood that once the successful proponent is awarded the project, they would begin discussions and investigative work with both the Region of Peel and the City of Mississauga regarding funding, ownership and operations/maintenance.

2. Regional Role

The Region of Peel is participating in the review of the Development Master Plan and will participate in the review of subsequent development applications as per the Region's normal review process. The Region is also encouraging regular discussions about the application, plan and priority matters through regular meetings with the City of Mississauga staff and the Applicant.

Of particular interest to the Region at this time are the following proposals:

District Energy: In order to provide for a District energy system in the community, the Lakeview Community Partners are proposing to use water from the Region of Peel's G.E. Booth Wastewater Treatment Plant to establish a district energy system to be operated through a central District Energy building to be located within the Innovation Corridor.

Vacuum Waste: Proposed network of vacuum waste pipes within the right of ways that lead to a central waste collection facility – also within the innovation corridor. Vacuum waste collection would be provided to all residential, commercial and public open spaces within the community. Lakeview Community Partners have engaged Envac to develop a high level network for vacuum waste in the community. The system's potential has been developed to be convenient for residents and the businesses, institutional and public open spaces. All the vacuum waste pipes would be connected to a central waste collection building where trucks would collect the waste and bring it to various transfer stations within Peel.

Smart infrastructure design: The need to work with the Lakeview Community Partners and City of Mississauga staff regarding smart infrastructure design is driven by the potential of a network of different utilities all located within the same municipal right of way and ensuring that installation, maintenance and general operations of all the utilities function well for all parties involved. With the potential for district energy and vacuum waste infrastructure to now be located within the same right of way space as water, wastewater and storm infrastructure, the dynamic between their coexistence, function, operations, etc. in the same limited space is key to developing a community that not only can initiate these innovative sustainable design elements, but that those systems can all function optimally over the years.

3. Sustainable Urban Development Tour - Sweden

Together with the Lakeview Community Partners, Business Sweden and the Consulate General of Sweden have proposed a Sustainable Urban Development tour to demonstrate developments in three cities in Sweden that have implemented district energy, vacuum waste systems and other innovative approaches to community design.

LAKEVIEW VILLAGE COMMUNITY - SUSTAINABLE URBAN DEVELOPMENT TOUR

There will be organized discussions and site visits with Swedish municipalities, organizations, suppliers and developers. A Sustainable Urban Development tour was suggested as a suitable way to learn more about Swedish developments in the field of sustainability that directly relate to the new Lakeview community.

Business Sweden and the Consulate of Sweden have suggested the following tour format:

- Five full day tour proposed from Sunday, May 5 to Friday, May 10, 2019
- Visits to Gothenburg, Stockholm and Malmö
- Presentations by government experts from all levels, authorities involved in urban development, architects, planners, developers, companies and their stakeholders
- The program will include site visits to relevant projects in the cities visited
- Tour can accommodate 20-30 delegates.

The suggested travel itinerary includes visiting three of the largest cities in Sweden: Gothenburg, Stockholm and Malmö. Proposed site visit locations while in Sweden include:

- Hammarby Sjöstad, Stockholm:
 - Community developed for the 2004 Summer Olympics.
 - Includes underground waste collection and district energy as well as an information centre to educate residents about the recycling and waste program in the community.
- Royal Seaport, Stockholm:
 - Largest Urban development in Stockholm.
 - 12,000 new homes and 35,000 new jobs
 - Locally produced renewable energy
 - Innovation Centre to include an Arena, Universities and private sector industries
- River City, Gothenburg:
 - Urban development to increase density by the water for 150,000 new residents.
 - Redevelopment of inner city lands, a former shipyard and industrial lands
- Western Harbour, Malmö:
 - Old industrial shipyard converted to an eco-system
 - The Western Harbour has underground waste collection system and district energy throughout the site.
 - Home to Malmö University and many cleantech sector companies

FINANCIAL IMPLICATIONS

The organizers of this tour, Business Sweden would charge a fee for arranging the program. The fee would include all travel within Sweden, accommodations, meals and meetings. The price range for each participant is \$6,500 - \$7,000 (CAD) depending on the size of the group and confirmation on the cost of accommodations and transportation.

These costs would be funded from an operating cost centre within Public Works.

Public Works would consider sending three staff on this tour from Development Services, Waste Management, Water and Wastewater Services.

LAKEVIEW VILLAGE COMMUNITY - SUSTAINABLE URBAN DEVELOPMENT TOUR

CONCLUSION

This tour is intended to gather information regarding sustainable urban development so that the Region of Peel is better prepared and informed when considering the implementation of these sustainable initiatives in the Lakeview community and in our Region in general.

Regional staff would report back to Regional Council on the final costs from this tour and the learnings for the Lakeview Village and other future developments.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Lakeview Overall Land Use Plan

For further information regarding this report, please contact Andrea Warren, Director, Development Services, ext.4355, email at andrea.warren@peelregion.ca.

Authored By: Christina Marzo

APPENDIX I
LAKEVIEW VILLAGE COMMUNITY - SUSTAINABLE URBAN
DEVELOPMENT TOUR IN SWEDEN TO EXPLORE BEST PRACTICES



For Information

DATE: February 15, 2019

REPORT TITLE: **CURBSIDE BATTERY COLLECTION UPDATE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide an update on Peel's curbside battery collection program.

REPORT HIGHLIGHTS

- On March 26, 2015 Regional Council approved a curbside battery collection pilot in Peel, consisting of two events per year.
- On February 8, 2018 Regional Council approved the continuation of the curbside battery collection program, timed to coincide with Earth Week in April 2018 and Waste Reduction Week in October 2018.
- The total cost of the two 2018 curbside collection events was \$81,000 (exclusive of applicable taxes). Collection costs totaled \$65,300 and promotional costs totaled \$15,000.
- The two curbside collection events contributed 18.9 tonnes to the 50.6 tonnes of batteries diverted from landfill in 2018 through the Peel's various battery collection programs.
- The battery program is partially funded through a producer responsibility program, which will undergo changes in 2019, at the direction of the Minister of the Environment, Conservation and Parks. Staff will remain engaged in the process.

DISCUSSION
1. Background

On March 26, 2015, Regional Council approved the implementation of a curbside battery collection program, consisting of two events per year, beginning in 2016 and directed staff to evaluate the program and report back to Regional Council (Council Resolution 2015-168).

At the February 9, 2017 meeting of Regional Council, staff put forward a report titled, "Curbside Battery Collection Update". Regional Council directed staff to continue with the curbside battery program in 2017 with the following provisions (Council Resolution 2017-80):

- Collection events be scheduled to coincide with Earth Week in April and Waste Reduction Week in October (to avoid inclement weather)
- Instead of using specially printed bags distributed by the Region, residents to be advised to use any transparent, sealable bag to set out their batteries

CURBSIDE BATTERY COLLECTION UPDATE

- Staff were directed to evaluate the program after one more year and report back to Regional Council

On February 8, 2018, staff brought another update and Regional Council approved the continuation of the curbside battery collection program going forward and directed staff to provide annual updates to Regional Council (Council Resolution 2018-70).

2. Findings

Two curbside battery events were conducted in 2018; the first curbside collection event ran from April 16 to April 26 during Earth Week and the second curbside collection event ran from October 15 to October 25 during Waste Reduction Week.

Residents were asked to use any transparent, sealable bag to set out their batteries. Residents were also directed to place their bags of batteries on top of their closed organics cart for collection on their scheduled recycling collection day.

Staff promoted the curbside battery collection events through mobile signs, ads in local papers, social media, news releases and the Region's website.

Approximately 18.9 tonnes of batteries were collected through the two curbside collection events in 2018.

Table 1 below shows the amount of batteries collected at each curbside event in 2016, 2017 and 2018.

Table 1: 2016, 2017 and 2018 Curbside Battery Collection Tonnages and Costs Summary

Battery Collection Date	Batteries Collected (Tonnes)	Cost (exclusive of applicable taxes)
Spring 2016	14.8	\$228,500
Fall 2016	10.1	
Total 2016	24.9	
Spring 2017	4	\$70,000
Fall 2017	6.2	
Total 2017	10.2	
Spring 2018	7.6	\$81,000
Fall 2018	11.3	
Total 2018	18.9	

CURBSIDE BATTERY COLLECTION UPDATE

Chart 1: 2016, 2017 and 2018 Curbside Battery Collection Tonnages



Along with the solicited batteries, residents also set-out wet-cell lead acid batteries (car batteries), rechargeable batteries, lithium type batteries, compact fluorescent lightbulbs, lighters, cell phones and electronic games which were sorted and properly managed at Peel's Household Hazardous Waste facilities.

Overall, the collection service ran well; and the amount of batteries collected increased in 2018, with the second highest tonnage collected in the fall of 2018. The only other collection that saw a higher collection was the initial curbside battery collection in the spring of 2016.

An additional 24.7 tonnes were collected in 2018 through Peel's Community Recycling Centres, 0.5 tonnes were collected at Multi-Residential buildings, and 6.5 tonnes were collected through the battery bins at Regional and Municipal facilities.

Combined with the curbside events, these programs diverted a total of 50.6 tonnes of used batteries from landfill in 2018.

3. Producer Responsibility Program

Batteries are part of Stewardship Ontario's Extended Producer Responsibility program. Therefore, the process of recycling batteries is fully funded through Stewardship Ontario. Peel's vendor, Raw Materials Company Inc. provides all supplies, transportation and recycling at no cost to the Region of Peel as these costs are recovered by Raw Materials Company Inc. through the Stewardship Ontario funding program. The cost of collecting batteries from the curb and sorting the batteries at Peel's facilities is the responsibility of the Region.

Stewardship Ontario indicated that they will continue funding existing collection programs but will not fund any new battery collection programs.

CURBSIDE BATTERY COLLECTION UPDATE

In April 2018, the Minister of the Environment, Conservation and Parks (the Minister) sent a letter to Stewardship Ontario identifying the existing Municipal Hazardous and Special Waste program as the third waste diversion program to transition to full producer responsibility under the *Resource Recovery and Circular Economy Act*. In the letter, Stewardship Ontario was directed to develop and submit a wind-up plan to the Resource Productivity and Recovery Authority by June 30, 2019. The existing Municipal Hazardous and Special Waste program will cease operations on December 31, 2020. The new Municipal Hazardous and Special Waste program will begin on January 1, 2021.

In December 2018, the Minister amended the timelines of the existing Municipal Hazardous and Special Waste program directing Stewardship Ontario to wind up the program for single-use batteries on June 30, 2020. The timelines for all other programs under the Municipal Hazardous and Special Waste remain the same.

The Minister also requested Stewardship Ontario to consult with stakeholders and provide opportunities for meaningful engagement in the development of the wind-up plans. It is anticipated that consultation will occur in 2019. Concurrently, the Ministry of the Environment, Conservation and Parks is developing a regulation for the new Municipal Hazardous and Special Waste program as well as the Single-Use Batteries. Staff will participate in the review and provide comments on the proposed wind-up plans and regulations when they are released.

FINANCIAL IMPLICATIONS

Batteries are part of Stewardship Ontario's Extended Producer Responsibility program. The approximate cost of \$62,000 for process of recycling batteries is fully funded through Stewardship Ontario. Peel's vendor, Raw Materials Company Inc. provides all supplies, transportation and recycling at no cost to the Region of Peel as these costs are recovered through the Stewardship Ontario funding program by the vendor.

The cost of collecting batteries from the curb and sorting the batteries at Peel's facilities is the responsibility of the Region. The cost for the 2019 curbside battery collection program is estimated to be \$74,000 (exclusive of applicable taxes) and is included in the approved operating budget for the Waste Management service.

PROPOSED DIRECTION

Staff will continue the curbside battery collection program to divert as many batteries from landfill as possible.



Janette Smith, Commissioner of Public Works

CURBSIDE BATTERY COLLECTION UPDATE

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:

Financial Support Unit



THE REGIONAL MUNICIPALITY OF PEEL

WASTE MANAGEMENT STRATEGIC ADVISORY COMMITTEE

MINUTES

WMSAC - 1/2019

The Region of Peel Waste Management Strategic Advisory Committee met on February 7, 2019 at 1:00 p.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: G.S. Dhillon*; P. Fortini; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; M. Palleschi; K. Ras; I. Sinclair*; R. Starr

Members Absent: Nil

Also Present: A. Farr, Acting Commissioner of Public Works; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; N. Lee, Director, Waste Management; K. Lockyer, Regional Clerk and Director of Legal Services; S. Jurrius, Committee Clerk; S. MacGregor, Legislative Assistant; T. Kobikrishna, Legislative Assistant

S. Jurrius, Committee Clerk, presided.

1. ELECTION OF CHAIR AND VICE CHAIR

Councillor Fortini placed the following motion:

That Councillor Starr be elected Chair of the Waste Management Strategic Advisory Committee, for a term ending November 14, 2020 or until a successor is appointed.

Councillor Innis placed the following motion:

That Councillor Palleschi be elected Chair of the Waste Management Strategic Advisory Committee, for a term ending November 14, 2020 or until a successor is appointed.

* See text for arrivals

◆ See text for departures

RECOMMENDATION WMSAC-1-2019:

That Councillor Starr be elected Chair of the Waste Management Strategic Advisory Committee, for a term ending November 14, 2020 or until a successor is appointed.

Councillor Starr, having received a majority of votes, was elected Chair of the Waste Management Strategic Advisory Committee.

Councillor Mahoney placed the following motion:

RECOMMENDATION WMSAC-2-2019:

That Councillor Innis be elected Vice-Chair of the Waste Management Strategic Advisory Committee, for a term ending November 14, 2020 or until a successor is appointed.

Councillor Starr assumed the Chair.

2. DECLARATIONS OF CONFLICT OF INTEREST - Nil

3. APPROVAL OF AGENDA

RECOMMENDATION WMSAC-3-2019:

That the agenda for the February 7, 2019 Waste Management Strategic Advisory Committee meeting, be approved.

4. DELEGATIONS - Nil

Councillor Sinclair arrived at 1:05 p.m.

5. REPORTS

5.1 Overview of Waste Management in the Region of Peel
Presentation by Norman Lee, Director, Waste Management

Received

Councillor Dhillon arrived at 1:15 p.m.

Norman Lee, Director, Waste Management, highlighted that the key role of the Waste Management Strategic Advisory Committee (the Committee) is to provide strategic guidance on the implementation of the waste initiatives identified in the long-term strategic plan called the Roadmap to Circular Economy. He advised that operational decisions on waste operations, such as Request for Proposals, are brought directly to Regional Council and that the day to day operational decisions on waste management issues are delegated to staff.

The waste management system in the Region of Peel focuses on diverting waste from landfill. Peel has the second largest waste operations in Ontario, second only to Toronto. The waste management service includes planning the waste operations, education and outreach, and collaboration with various levels of government and industries on issues affecting the waste sector. Norman Lee advised that Peel's current diversion rate is at 50 percent. The blue box and green bin participation rates in Peel are similar to other Ontario municipalities. Participation in these two Peel programs have increased since bi-weekly garbage collection was implemented.

Norman Lee stated that the waste management system has to fit within the provincial and federal framework. He provided an overview of the *Waste-Free Ontario Act, 2016*; the Provincial Strategy for a Waste-Free Ontario; and, the Food and Organic Waste Framework comprised of an Action Plan and a Policy Statement. The Province released the proposed "Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan" (the Plan) which aims to reduce litter and waste. Norman Lee advised that staff will report to a future meeting of Regional Council regarding the Plan as it relates to Peel. He advised that the Canada-wide Strategy on Zero Plastic Waste was approved by the Federal government and sets out nationwide waste reduction targets.

The provincial and federal framework aligns with Peel's Roadmap to a Circular Economy with the intent of zero waste from residential sources and zero greenhouse gas emissions from residential waste management. Peel's current target is to reach 75 per cent diversion rate by 2034. To achieve this target, staff are exploring options to update waste policies, programs and processing infrastructure to increase public's participation and to increase diversion.

Norman Lee noted that the key areas of focus for this Term of Council are: material recovery facility upgrades; anaerobic digestion; mixed waste processing; yard waste transfer and composting; townhouse conversions; Community Recycling Centres optimization; and, education, enforcement and volume based user fees.

In response to a question from Councillor Ras, Norman Lee advised that staff will report back to a future meeting of the Committee with a recommended approach to various options for volume-based user fees and an update on townhouse conversions.

In response to a question from Councillor Fortini, Norman Lee stated that waste collection at townhouses is dependent on the ability of collection trucks to access the complex, noting that some complexes utilize a common area for collection.

In response to a question from Councillor Kovac, Norman Lee stated that electronic and recycling materials, and municipal special hazardous waste can be dropped off at Peel's Community Recycling Centres free of charge. Applicable fees are required for mixed waste loads.

Councillor Sinclair requested a tour of the Peel Integrated Waste Management Facility.

5.2 History of Energy from Waste in Peel (Oral)
Presentation by Norman Lee, Director, Waste Management

Received

Norman Lee, Director, Waste Management, provided an overview of the history of energy from waste in Peel. In the past, approximately 50 per cent of the Region's residual waste was sent to the Algonquin Power Energy from Waste Facility and the rest of Peel's residual waste and the ash from incineration was sent to landfill. In 2010, Regional Council directed staff to conduct a long-term disposal study which considered all available disposal technologies. In 2011, Regional Council approved the development of a 300,000 tonnes per year energy from waste facility using established thermal conversion technology. In 2015, Regional Council adopted a new 3Rs target of 75 per cent and subsequently, the procurement process for thermal conversion technology, the Peel Energy Recovery Centre, was terminated. Currently, Peel delivers up to 10,000 tonnes per year of residual waste to Emerald Energy (formerly the Algonquin Power facility).

5.3 Anaerobic Digestion Facility Project Update

RECOMMENDATION WMSAC-4-2019:

That Peel's Anaerobic Digestion Facility be built at 125 Orenda Road in the City of Brampton;

And further, that staff issue the Request for Proposals for the Anaerobic Digestion Facility identifying 125 Orenda Road in the City of Brampton, as the location of the Anaerobic Digestion Facility;

And further, that the owners and occupants of properties near 7500 Danbro Crescent in the City of Mississauga be informed that the Anaerobic Digestion Facility will not be built at the subject location;

And further, that the risk assessment of 7500 Danbro Crescent in the City of Mississauga (Resolution 2018-703) not be completed.

6. COMMUNICATIONS - Nil

7. IN CAMERA MATTERS - Nil

8. OTHER BUSINESS - Nil

9. NEXT MEETING

The next meeting of the Waste Management Strategic Advisory Committee is scheduled for Thursday, April 4, 2019 at 1:00 p.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Stephanie Jurrius, Committee Clerk, (905) 791-7800, extension 4502 or at stephanie.jurrius@peelregion.ca.

10. ADJOURNMENT

The meeting adjourned at 1:50 p.m.

Jurrius, Stephanie

Subject: FW: Taking Action on Vision Zero
Attachments: RecommendationGC-0052-2019.pdf; Vision Zero.pdf

From: Stephanie Smith [<mailto:Stephanie.Smith@mississauga.ca>]
Sent: February 8, 2019 3:59 PM
To: ZZG-RegionalClerk
Subject: Taking Action on Vision Zero

This confirms that the attached letter was considered by General Committee at its meeting on January 30, 2019 and subsequently adopted by Council on February 6, 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

Please consider the environment before printing.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



RECOMMENDATION GC-0045-2019
Approved by General Committee on January 30, 2019
and adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on February 6, 2019

GC-0052-2019

1. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be received for information.
2. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be referred to the Road Safety Committee for information.
3. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be referred to the Region of Peel for information.

City of Mississauga
Corporate Report



Date: 2019/01/15

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
 Transportation and Works

Originator's files:
 Project Site 156

Meeting date:
 2019/01/30

Subject

Taking Action on Vision Zero

Recommendations

1. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be received for information.
2. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be referred to the Road Safety Committee for information.
3. That the report from the Commissioner of Transportation and Works dated January 15, 2019 entitled "Taking Action on Vision Zero" be referred to the Region of Peel for information.

Report Highlights

- Significant milestones in Mississauga's journey to Vision Zero have been achieved since General Committee received the Corporate Report entitled "The Vision Zero Approach to Road Safety" on March 1, 2017, including the re-establishment of the Mississauga Road Safety Committee and the creation of the Region of Peel Vision Zero Road Safety Strategic Plan 2018 - 2022.
- The Mississauga Moves project has developed a Draft Vision Zero framework, embedded as a foundational component of the City's first Transportation Master Plan that will guide the future of travel on Mississauga roads, sidewalks, trails and transit from today to 2041.
- The Draft Transportation Master Plan advances the Vision Zero principle in its Vision Statement, the first of its six Goals (Safety), and 26 proposed Actions specific to achieving the Safety Goal.
- The Draft Transportation Master Plan has been made available for public and stakeholder review and comment at www.mississaugamoves.ca from January 9th to February 4th. A revised version will be presented to General Committee for approval in Spring 2019.

Background

Significant milestones in Mississauga's journey to Vision Zero have been achieved since General Committee received the Corporate Report entitled "The Vision Zero Approach to Road Safety" on March 1, 2017. This report provides an overview of Vision Zero progress and an outline of the City of Mississauga's Vision Zero framework that will be a fundamental component of the city-wide Transportation Master Plan.

Vision Zero

Vision Zero is an internationally recognized approach to road safety thinking and can be summarized in one sentence: no loss of life is acceptable. The philosophy, which originated in Sweden in the late 1990s, has had significant influence in North America in recent years. New York City is celebrated as an early adopter in North America and has reported a 28% decline in traffic fatalities, and a 45% decline specifically in pedestrian fatalities, since adopting Vision Zero in 2014. Vision Zero was formally adopted by the Region of Peel in December 2017 and by the City of Mississauga soon after in early 2018.

Current State of Road Safety in Mississauga

In the most recent Ontario Road Safety Annual Report, Mississauga was shown to have the second lowest rate of fatalities and injuries on its roads of municipalities in the GTHA at the rate of 1.6 per 1000 residents. The vast majority of these incidents occur on Mississauga's arterial and major collector roadways, with intersections accounting for the most serious conflicts between vehicles and pedestrians, cyclists, and other vulnerable road users. Aggressive, impaired, and distracted driving are significant concerns.

Road safety is not only a concern for people who are travelling; it is a barrier that prevents people from travelling by their preferred mode. In a survey associated with the City's recently updated Cycling Master Plan, 61% of respondents characterised themselves as "interested, but concerned", meaning they wished to cycle more than they currently do, but are prevented from cycling due to concern for their safety. Public input for the Transportation Master Plan indicated people also avoid walking if their trip would cross a major intersection. This is especially true of slower or less confident walkers, such as older adults, families with children, those using a mobility device or those travelling with luggage. In many cases, safety threats do not simply prevent people from using their preferred mode; they prevent people from travelling at all.

Mississauga Road Safety Committee

On March 8, 2017 City Council approved the re-establishment of the Mississauga Road Safety Committee bringing together Councillors, staff, agency partners and citizens to advance road safety in Mississauga. The Committee's mandate is to "provide a community perspective on road safety issues, promotes public awareness and education for road safety initiatives and programs, with an aim to enhance community participation and cooperation". As such, the Committee is a critical champion of the principle of Vision Zero and supporting policies, programs and partnerships at the City of Mississauga and the Region of Peel.

Mississauga Road Safety Program

Mississauga's commitment to road safety is ongoing. It includes the implementation of specific initiatives, countermeasures and staff involvement with organizations, to promote and advocate for road safety best practices. Examples of these include:

- **Traffic Calming:** City staff completed the installation of traffic calming on five roadways this year – Homelands Drive, Thorn Lodge Drive, Perran Drive, Fieldgate Drive and Bough Beeches Blvd. Staff are also implementing a number of traffic calming measures to further reduce speeding and aggressive driving throughout Mississauga. These include traffic circles and speed humps;
- **Crossing Guards:** The City has more than 200 school crossing guards who are ready every school day to help students at designated crossings; and
- **Pedestrian Crossover Pilot Project:** The City recently completed the installation of five new pedestrian crossovers in various neighbourhoods. A pedestrian crossover is a type of crossing where by law; drivers are required to stop for pedestrians intending to cross the road. Pedestrian crossovers allow pedestrians to cross roads safely and all have specific signs and pavement markings.

New road safety initiatives are currently being explored, including: automated speed enforcement in school zones (i.e. photo radar); red light cameras at City intersections; reduced speed limits; physically separated cycling lanes and safe crossings for cyclists.

Region of Peel Vision Zero Road Safety Strategic Plan and Task Force

In 2018, the Region of Peel established the Vision Zero Road Safety Strategic Plan 2018 – 2022 (The Plan), which set a goal of 10% reduction in fatal and injury collisions by 2022. The Plan includes over 100 countermeasures that align with four “E”s of road safety: engineering; enforcement; education; and empathy. These countermeasures will enable the Region of Peel to make progress in six emphasis areas (intersections, aggressive driving, distracted driving, impaired driving, pedestrian collisions, and cyclist collisions) and two awareness areas (truck collisions and school zones). The Region of Peel Vision Zero Task Force has been struck to advance the implementation of the Plan; a City of Mississauga staff representative will sit on the Task Force along with representatives from City of Brampton, Town of Caledon, Peel Regional Police, Ontario Provincial Police, and the Ministry of Transportation Ontario. The mandate of the task force is to institutionalize road safety within the Region of Peel and partner agencies.

Mississauga Vision Zero Framework

In 2016, the Mississauga Moves project was launched to develop the City's first Transportation Master Plan (TMP). The TMP will provide a policy framework and action plan for the future of transportation on Mississauga's roads, sidewalks, trails and public transit system. Safety has been a consistent and prominent theme in the feedback received in each phase of public and stakeholder engagement. Throughout the study it became clear that Vision Zero cannot be treated as a standalone issue; it must be a foundational principle on which the city-wide TMP is

General Committee

2019/01/15

4

Originators files: Project Site 156

built. The Draft TMP was published at www.mississaugamoves.ca for public and stakeholder review and comment on January 9th, 2019. The feedback survey remains open until Monday February 4th, 2019. It is expected that the TMP will be presented to General Committee, finalized and put into effect in the spring of 2019.

Comments

The Mississauga TMP will establish that Vision Zero is at the heart of the City's vision for the future of transportation on Mississauga's roads, sidewalks, trails and transit from today to 2041. The TMP provides the framework of goals, objectives and actions that will advance Mississauga's progress toward Vision Zero. Embedding Vision Zero in the city-wide long range TMP ensures that attention paid to Vision Zero will be high profile and enduring throughout coming decades.

Vision: The Freedom to Move

The Draft TMP establishes "freedom to move" as the fundamental purpose of the transportation system, and defines safety, universal access, efficiency, and convenience as its necessary traits. Safety is the first and foremost characteristic of the envisioned transportation system reflecting that safety is a primary focus for the transportation system, consistent with the philosophy of Vision Zero.

Transportation Vision Statement as it appears in Draft Transportation Master Plan

In Mississauga, everyone and everything will have the **freedom to move** safely, easily and efficiently to anywhere at any time.

Goal: Safety – Freedom from Harm

Six Goals comprise the core of the Draft TMP, each characterized by a freedom. Safety is the first Goal, clearly defined by the City's commitment to Vision Zero as follows:

Safety Goal as it is defined in the Draft Transportation Master Plan**Safety: Freedom from Harm**

Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities.

In a Vision Zero city, people can travel any way they choose without fear of injury or death. Risks will be proactively mitigated with the five 'Es' of road safety:

- **Engineering:** prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing and operating streets
- **Education:** enabling travellers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics
- **Enforcement:** ensuring there are consequences for breaking rules or taking unnecessary risks while travelling
- **Empathy:** demonstrating concern for those who are harmed or feel threatened while travelling
- **Evaluation:** tracking and monitoring incidents, learning from the past to improve conditions in the future

People will be more conscious of their travel habits. The potential impact of people making mistakes or poor choices will be proactively mitigated, reducing the inherent risk of travelling. Mississauga will strive for zero fatalities on the road.

A set of Safety Objectives are also provided in the TMP to specify how the Goal of Safety will be pursued. The Safety Objectives are as follows:

Safety Objectives as they appear in the Draft Transportation Master Plan

- Roads, sidewalks, and trails are designed to prioritize the safety of pedestrians, cyclists, and other vulnerable travellers
- People feel safe and secure when travelling in Mississauga by any mode
- Speed limits are well-matched with the types of activity happening in the roadway and along the street
- Tracking and monitoring systems are in place to learn from past incidents to better inform future decisions
- All travellers understand and obey the rules of the road, regardless of how they travel
- People feel the consequences of breaking rules of the road, including for impaired, distracted, and aggressive driving
- The City and other organizations promote and encourage good habits for drivers, passengers, pedestrians, and cyclists to reduce unnecessary or unintended risk-taking behaviour
- Injuries and losses can be acknowledged and remembered
- Hazards related to trucks travelling in mixed traffic are identified and mitigated
- Non-motorized means of travelling to school, perceived to be safe by students and parents, are available to all
- Safety of all travellers is a priority during extreme weather events
- Support for personal security is easy to access for anyone who feels threatened while walking, cycling, riding transit, hiring a ride, or driving

Actions: Short, Medium and Long Term Steps

Chapter 6 of the Draft TMP lists nearly 90 Actions, grouped into five pathways to implementation: policies, guidelines and standards; plans and studies; programs; procedures; and partnerships. Each action indicates the City Division most responsible, the target timeline (Short - 1 - 5 years, Medium - 5 - 15 years, or Long - 15+ years) and which of the six Goals would be advanced through the completion of the Action.

Twenty-six of the Actions are expected to directly advance the Safety Goal, and many others will make indirect safety improvements. A complete list of action items that will advance the Safety Goal are included in Appendix 1. Nine of the Actions are featured in the Plan as “Key Actions” for Safety as follows:

Key Actions for Safety as they appear in the Draft Transportation Master Plan

- **Vision Zero infrastructure enhancement program:** safer roads require identifying and addressing a range of issues using hard and soft measures. The City will invest in hard measures by developing and implementing a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, and traffic calming design interventions (see Action 40).
- **Vision Zero education program:** All road users have a responsibility to use the road safely. The City will establish road user education programming designed to promote best safety practices for travellers by any mode, using road signs, social media, formal training, and other creative outreach and education tactics (see Action 42).
- **Speed management program:** Higher vehicle speeds increase both the likelihood of collisions and the severity of their effects. The City will address both through the creation of a Speed Management Program that includes both location-specific and Mississauga-wide actions (see Action 43).
- **Road safety enforcement program:** Often accidents are caused by breaking rules of the road. The City will work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired and distracted driving (see Action 45).
- **Vision Zero memorial program:** Friends, families, and loved ones need ways to acknowledge and remember losses that take place on the road. The City will work with the Road Safety Committee to introduce a program by which a loss of life on the road can be formally recognized (see Action 41).
- **Enhanced road safety monitoring program:** The future will be better if people learn from past mistakes. The City will modernize the way that collisions are tracked and monitored, enabling staff to more effectively analyze trends and identify hot spots to inform future priorities and decisions in road design and traffic management (see Action 44).
- **Complete Streets design guidelines:** Not all streets serve the same function. The Complete Streets Design Guidelines will describe what elements should be prioritized in different types of streets to support safe travel (see Action 1).
- **Peel Safe Routes to School program:** Parents' choices about how their children travel to and from school are dominated by safety concerns. The Peel Safe Routes to School program has been helping to address these concerns. The City will support enhancements to the program, such as expanding existing activities and introducing new activities to encourage more walking and cycling by students (see Action 73).
- **Emergency preparedness for extreme weather:** Extreme weather and flash flooding can disrupt the normal operations of a transportation system and create safety issues. The City will identify vulnerable portions of its transportation system and will develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with the development of Emergency Response Protocols. (see Action 32).

By embedding safety as a central element of the TMP Vision for the future of transportation in Mississauga, upheld by a clear Goal and Objectives and advanced through the pursuit of specific Actions, the City will continue its progress toward Vision Zero.

Strategic Plan

Vision Zero supports all five pillars within the Strategic Plan.

Financial Impact

Some of the Safety Action items in the TMP will require funding for implementation. Action-specific implementation plans and funding implications will be developed and presented to City Council through the annual budgeting process.

Conclusion

The City of Mississauga is committed to the Vision Zero approach to road safety and has taken steps to advance the philosophy across the City and in the public consciousness. The City's forthcoming Transportation Master Plan will establish that Vision Zero is at the heart of the City's vision for the future of transportation on Mississauga's roads, sidewalks, trails and transit from today to 2041. The TMP will also provide the framework of goals, objectives and actions that will advance Mississauga's progress toward Vision Zero. Embedding the City's Vision Zero framework as a fundamental component of the Transportation Master Plan ensures that the attention paid to Vision Zero will be high-profile and enduring throughout the coming decades. This Draft Transportation Master Plan is expected to be finalized and put into effect in spring 2019.

Attachments

Appendix 1: Draft Transportation Master Plan Actions Toward Vision Zero



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Michelle Berquist, MScPI, RPP, Project Leader, Transportation Planning

Appendix I: Draft Transportation Master Plan Actions Toward Vision Zero

The City of Mississauga will work toward Vision Zero by taking action on initiatives that will achieve the Safety Objectives in the Draft Transportation Master Plan. These Actions are listed below. Original numbering is used as it appears in the Draft Transportation Master Plan (TMP); skipped numbers indicate Actions that work toward the other five Goals in the Draft TMP. The full length Draft TMP is available for download at www.mississaugamoves.ca.

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
Policies, Guidelines, and Standards		
Actions to establish or update the rules and regulations that govern Mississauga's transportation system at the local municipal level.		
1	Complete Streets design guidelines Create and apply Complete Streets Design Guidelines and implementation plan that specify the types of infrastructure and streetscape elements that may be suitable for different classes of road.	Short (1 - 5 years)
2	Road classification system Revise the City's Road Classification system to recognize movement and placemaking function of streets, incorporate into City's transportation planning practices, and update Mississauga Official Plan accordingly.	Short (1 - 5 years)
3	Engineering design standards Review and update Engineering Design Standards, such as intersection design standards and sidewalk standards, to prioritize safety of vulnerable road users and remove barriers to accessibility	Short (1 - 5 years)
11	Location of new community infrastructure Prioritize sustainable mode access in the location choice and designs for new community infrastructure and City buildings by adding suitable criteria to the Official Plan and other guiding documents.	Medium (5 - 15 years)
Plans and Studies		
Actions to conduct research and strategic planning projects to establish clear, well-informed direction on new transportation projects and initiatives in the public interest.		
12	Pedestrian network plan Identify and address gaps and inconsistencies in pedestrian network, with special attention to transit connectivity and accessibility standards, by conducting a detailed audit.	Short (1 - 5 years)
16	Bus stop and terminal evaluation Include evaluation of the status of bus terminals as pleasant places to wait and transfer between services in the MiWay Infrastructure Growth Plan, using a detailed assessment of their existing facilities and pressures	Short (1 - 5 years)
24	Highway interchange safety and streetscape Create strategy to address safety issues and improve streetscape on municipal roads around 400-series highway interchanges, in collaboration with MTO.	Medium (5 - 15 years)
25	Off-road trail lighting Examine feasibility of extending street lighting program to serve off-road components of cycling and pedestrian networks through amendment of the Park Trail Lighting policy or otherwise	Medium (5 - 15 years)

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
32	Emergency preparedness for extreme weather Identify parts of the transportation system vulnerable to flash flooding or extreme weather events, and develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with development of Emergency Response Protocols.	Medium (5 - 15 years)
Programs Actions to invest in new programs or improved levels of service for City work in planning, design, construction, operation, and maintenance of the transportation system.		
40	Vision Zero infrastructure enhancement program Develop and implement a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, traffic calming measures.	Short (1 - 5 years)
41	Vision Zero memorial program Develop and implement a program by which a loss of life on the road can be formally recognized	Short (1 - 5 years)
42	Vision Zero education program Establish road user education programming designed to promote best safety practices for travellers of every mode, by using road signs, social media, formal training and other creative outreach and education tactics	Short (1 - 5 years)
43	Speed management program Address unlawful and undesirable vehicle speeds through creation of a speed management program that includes both location-specific and city-wide actions.	Short (1 - 5 years)
44	Enhanced road safety monitoring program Modernize the way that collisions are tracked and monitored, enabling the City to more effectively analyze trends and identify hot spots to inform future priorities and decisions	Short (1 - 5 years)
45	Road safety enforcement program Work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired and distracted driving	Short (1 - 5 years)
46	Mid-block crossings Establish program to provide mid-block crossings, including creation of design standards and protocol for identifying appropriate locations (such as where off-road trails intersect roads), drawing on road safety and accessibility work.	Short (1 - 5 years)
52	Cycling outreach, education and promotion Establish cycling outreach, skills training and promotion programming, in line with recommendations of Cycling Master Plan.	Short (1 - 5 years)
55	Long (15+ years)-term cycling network Establish implementation program for Long (15+ years) term Cycling Network, as it appears in the Cycling Master Plan.	Medium (5 - 15 years)

Full List of Actions for Safety as they appear in the Draft Transportation Master Plan		
#	Action	Timeline
56	Multi-modal access audits: private sites Introduce a program to offer multi-modal access audits to privately-owned, publicly accessible sites (such as shopping centres and fitness centres), using tool developed for City sites (see action 36)	Medium (5 - 15 years)
57	Advanced Traffic Management System Introduce new modules to the City's new Advanced Traffic Management System (ATMS) to improve safety, efficiency and effectiveness of traffic flow within Mississauga in normal and disrupted conditions, aligned with wider aims of Transportation Master Plan.	Long (15+ years)
Procedures Actions to implement new ways of doing business or adapt existing business practices and standard operating procedures to align with evolving transportation priorities.		
58	Vision zero working group Establish an interdepartmental working group tasked with advancing Vision Zero related goals, objectives and action items identified in the Transportation Master Plan	Short (1 - 5 years)
59	Winter maintenance service standards Establish protocol to raise standards for snow clearance on sidewalks, transit stops, cycling facilities and trails where technically, operationally and fiscally feasible, as part of routine review of winter maintenance service standards, with the aim of achieving comparable service levels for pedestrians, transit riders and cyclists as for drivers.	Short (1 - 5 years)
60	Walking/cycling construction mitigation Ensure accessible transit stops, pedestrian routes and cycling routes through construction sites that obstruct normal routes by developing and enforcing suitable standards and procedures.	Short (1 - 5 years)
65	Third-party grants Dedicate suitable staff resources to researching and applying for third-party grants that can help advance the aims of the Transportation Master Plan.	Short (1 - 5 years)
Partnerships Actions to collaborate with allies, stakeholders, and partner agencies in the transportation field.		
73	Peel Safe Routes to School program Seek opportunities to support enhancements to the Peel Safe Routes to School (PSARTS) program, with the aim of expanding existing activities or introducing new activities to encourage active transportation options for students.	Short (1 - 5 years)
74	Multi-modal access audits: schools Offer multi-modal access audits to schools, using tool developed for City sites (see action 36)	Short (1 - 5 years)

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**ITEMS RELATED TO
HEALTH**

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DATE: February 19, 2019

REPORT TITLE: **UPDATE ON PROVINCIAL DISPATCH REFORM**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the issue of provincial dispatch reform be referred to the Government Relations Committee for action, as it continues to be a Regional advocacy priority given the lack of provincial direction and progress with implementation;

And further, that staff be directed to explore alternative delivery models for dispatch in partnership with Halton Region and report back to Regional Council by the end of 2019;

And further, that a copy of the report of the Commissioner of Health Services titled, “Update on Provincial Dispatch Reform” be shared with the Minister of Health and Long-Term Care, Central West Local Health Integration Network, Mississauga Halton Local Health Integration Network, William Osler Health System, Trillium Health Partners, the Association of Municipalities of Ontario, Halton Region Paramedic Services, Halton Regional Chair and all Peel area MPPs for their information.

REPORT HIGHLIGHTS

- In April 2018, the Ministry affirmed their commitment to proceed with important reforms to ambulance communications and dispatch centres, and to prioritize these reforms at the Central Ambulance Communication Centre that serves Peel and Halton (Mississauga CACC).
- The Ministry has also committed to a series of business improvements, including upgrading to a new version of the computer-aided dispatch technology, and providing paramedic services with access to real time data.
- At this time, implementation of the new triage tool is significantly delayed, and provincial directions related to system modernization and other technology improvements are unclear.
- Improvements to ambulance dispatching will lead to improved patient care, increased system sustainability, and mitigation of rising costs due to efficiency improvements for service delivery.
- Ongoing advocacy to the province is necessary to ensure reforms to the dispatch system move forward in a timely way.
- Challenges with staffing and management at provincially operated CACCs are of concern and signal the need for the Region of Peel to explore other options of dispatch delivery to protect our community’s safety and wellbeing.

UPDATE ON PROVINCIAL DISPATCH REFORM

DISCUSSION

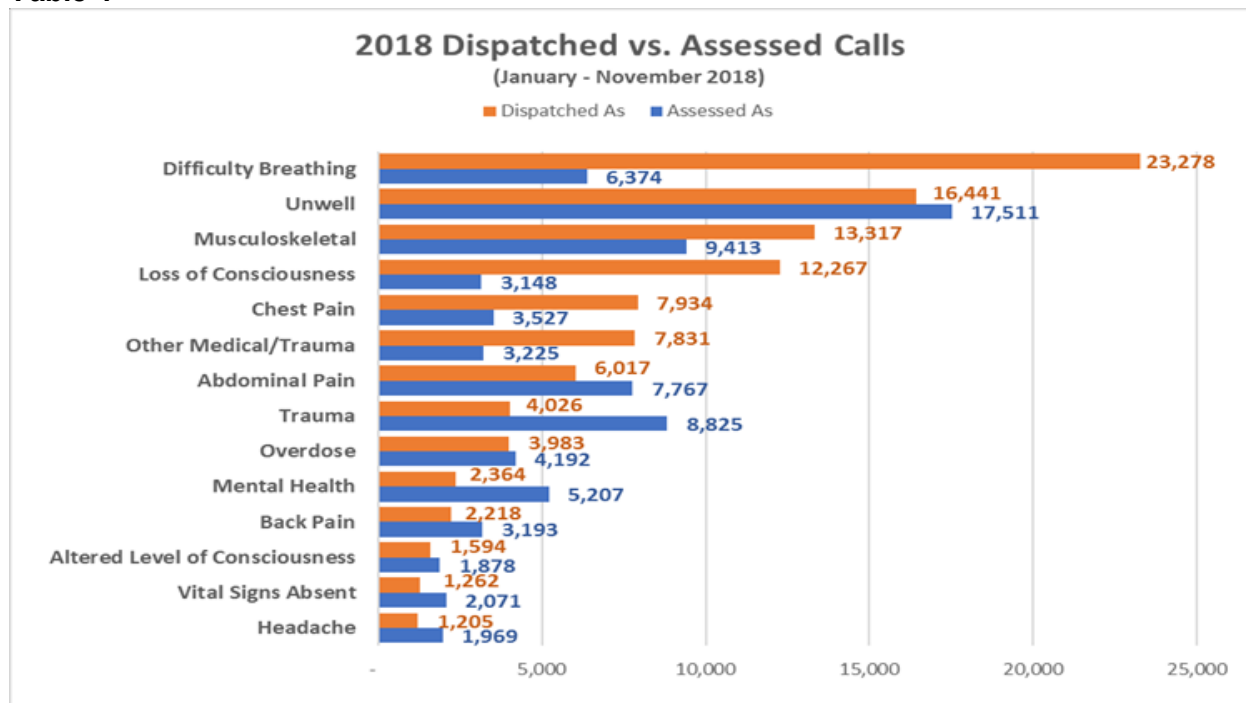
1. Background

In Ontario, single and upper tier municipalities are responsible for operating land ambulance services. The Ministry of Health and Long-Term Care (the Ministry) is responsible for system oversight, standards, and funding of Central Ambulance Communication Centres. In addition, the Ministry directly operates half of Ontario’s Central Ambulance Communication Centres (CACCs or ‘dispatch centres’) including the CACC responsible for deploying and coordinating ambulances and other resources operated by Peel and Halton Region Paramedic Services (Mississauga CACC). Further details on the role of Peel Regional Paramedic Services are included in the report titled, “Peel Regional Paramedic Services – Council Update”, also included on the February 28, 2019 Regional Council agenda.

Evidence from government reports, Paramedic Service commissioned reports (e.g. 2009 GTA Pomax Report), stakeholders and research has recommended the modernization of ambulance communication and dispatch technologies in Ministry-operated dispatch centres. Ministry-operated dispatch centres are challenged by inaccurate ambulance triaging and other systematic and technological inefficiencies that present risks to patient safety and to overall system performance. Specifically, the current patient triage tool - Dispatch Priority Card Index 2 (DPCI 2) - used in Ministry-operated dispatch centres over-prioritizes ambulance calls, meaning many calls are inaccurately assigned as life-threatening (lights and sirens). As a result, fewer ambulances are available to respond to calls that are in fact life-threatening emergencies.

Table 1 illustrates the disparity between calls dispatched using this current patient triage tool, compared to the on-site patient assessment by Paramedics. As an example, on-site patient assessment for the complaint “difficulty breathing” demonstrated that 73% of these calls were over-triaged.

Table 1



UPDATE ON PROVINCIAL DISPATCH REFORM

Since 2006, the Region of Peel continuously advocates that the Ministry reform ambulance communications and dispatch by:

- Adopting the Advanced Medical Priority Dispatch System currently used in Niagara and Toronto as the industry standard in patient triaging technology
- Providing ambulance operators with real-time data
- Upgrading the Computer-Aided Dispatch system
- Leveraging technology solutions that help manage system deployment and design
- Establishing accountability agreements and greater operational oversight between CACCs and Paramedic Services
- Prioritizing the Mississauga CACC that serves Peel and Halton for implementation of these reforms

2. Provincial Dispatch Implementation Plan and Improvements

In April 2018, the Ministry confirmed plans originally announced in 2017 to proceed with dispatch reforms and implement the Advanced Medical Priority Dispatch System tool at the Mississauga CACC by the end of 2018.

In addition to implementing the Advanced Medical Priority Dispatch System tool, the Ministry committed to a series of critical business improvements including:

- Upgrading to a new and more effective version of the existing Computer-Aided Dispatch technology
- Providing push technology to paramedic smart devices, enabling responding paramedics to get call details sooner
- Providing access to real-time data that will allow Paramedic Services and the CACC to bi-directionally feed data to improve response.

The Ministry also committed to a system modernization agenda, including implementing new models of care such as ‘treat and release’, ‘treat and refer’ and transport to alternate destinations. At the June 29, 2017 meeting of Council’s Health System Integration Committee, Ministry staff provided an overview of these initiatives, as well as a Ministry review of options for improving the performance and accountability of the ambulance communication model in Ontario.

3. Cost Mitigation and Benefits Associated with Dispatch Reform

Implementing the Advanced Medical Priority Dispatch System tool and other dispatch reforms are crucial to efficient paramedic service delivery within a broader health system. Prioritizing reforms at the Mississauga CACC is crucial to managing growing ambulance call volume which contributes to pressure on hospitals and resulting ‘hallway medicine’.

Ambulance dispatching improvements will lead to enhanced patient care, increased system sustainability, and mitigation of rising costs due to efficiency improvements for service delivery. Benefits that can be realized include:

- **Patient care:** The Advanced Medical Priority Dispatch System tool provides better accuracy in determining patient care needs at the time of dispatch. In the current state of

UPDATE ON PROVINCIAL DISPATCH REFORM

inaccurate patient triaging, the ability to provide effective and responsive paramedic services is negatively impacted which can risk patient and public safety.

- **System sustainability:** Accurate triaging of calls will increase the performance and reliability of dispatch handling. This will enable Peel Paramedics to better deploy resources and more effectively respond to call volumes. Over-triaging of ambulance calls has resulted in elevated activity levels for Peel Paramedics who are responding to a disproportionate number of lights and sirens calls. Table 2 below illustrates the rate of over triage in Toronto and Niagara using Dispatch Priority Card Index 2 (DPCI 2) and the positive impact of using Advanced Medical Priority Dispatch System (AMPDS) to reduce calls that require a red lights and siren response.

Table 2

Paramedic Service	DPCI 2 (red lights & siren)	AMPDS (red lights & siren)
Peel	68% in 2018	Not applicable
Toronto	69% in 1997	38% in 2018
Niagara	71% in 2004	39% in 2018

- **Cost mitigation:** In response to increasing ambulance call volume and over-triaging, Paramedic Services gross budget for 2019 is \$109.4 million which includes a rate increase over the last three years of 13.5%. Provincial working groups have reported improved cost efficiency associated with implementing dispatch reforms across Ministry-operated dispatch centres. Any potential cost impact to the Region would need to be analyzed following implementation of the Advanced Medical Priority Dispatch System tool.

4. Status Update

The previous update to Council in June 2018, titled “Update on Provincial Dispatch Reform”, suggested that the Advanced Medical Priority Dispatch System tool would be operational at the Mississauga CACC by the second quarter of 2019. Assuming a timely commitment from the Ministry, the first quarter of 2020 is now a more likely timeline for implementation. Implementation delays are due to the following:

- Upgrades to the Computer-Aided Dispatch system are needed before introducing the Advanced Medical Priority Dispatch System tool
- Training CACC communications and dispatch staff needs to take place while CACCs remain operational
- Hiring of appropriate staff to implement dispatch reforms has been prevented by the new government’s priority to reduce costs and conduct a line by line review of program spending

The previous government also committed to advancing additional technology reforms including implementing push technology to Paramedic smart devices for streamlined communication and providing access to real-time data. At this time, these initiatives have been put on hold.

Despite delays and a lack of clarity about reforms moving forward, staff in Paramedic Services continue to prepare for implementation of dispatch reforms as it remains an

UPDATE ON PROVINCIAL DISPATCH REFORM

essential improvement to service delivery. More information and clear timelines from the Ministry are required to support further planning for implementation and timely staff training.

5. Continued Focus on Regional Advocacy

The current state of Paramedic Service delivery and continuous delays to dispatch reform poses a risk to community safety and well-being and may impact patient outcomes. Improvements to the Ministry-operated dispatch system, including improved triage will enable the Region to better manage this risk through more effective deployment of paramedic resources and more efficient responses to lights and sirens calls. Continued Regional advocacy is required, as follows.

a) Implementing Dispatch Reforms

Staff recommend that Regional Council endorse and support ongoing advocacy to ensure reforms to the dispatch system are implemented. In absence of direction and progress under the new government, Peel is looking to the provincial government to build upon and validate Ministry commitments to improve ambulance dispatch by:

- Confirming Ministry commitment to prioritize and immediately move forward with implementation of the Advanced Medical Priority Dispatch System tool, beginning with the Mississauga CACC
- Providing timelines for implementation to support training and effective local planning
- Providing clarity about when and how supporting technology improvements will move forward
- Clarifying provincial funding and support for Paramedic Services costs associated with implementation of the Advanced Medical Priority Dispatch System tool and other dispatch reforms

These outcomes will be considered positive progress towards implementation.

b) Examining Options for Ambulance Dispatch Models

Peel is looking to the Ministry to provide an update on system modernization efforts, including provincial directions regarding improvements to ambulance communication centre models that support improved system performance. Urgent attention to this issue is required to mitigate potential impacts to patient safety.

Across the province, other municipalities are exploring alternative dispatch models. Recently, the Region of Waterloo and Middlesex-London began advocating for the opportunity to operate their local CACCs to address accountability and staffing issues. This is in alignment with advocacy from the Association of Municipalities of Ontario that municipal paramedic services should have the option to operate their local CACC while they remain 100 per cent Ministry-funded.

UPDATE ON PROVINCIAL DISPATCH REFORM

It is recommended that Peel Paramedic Services, with support from Regional Council, examine alternative dispatch delivery models in collaboration with Halton Region to determine a model that would best address local needs and contribute to an improvement in overall system efficiency and effectiveness.

The Region will continue to take a strategic approach to advocacy activities by demonstrating the cost mitigation and benefits of dispatch reforms, engaging Peel area MPPs and exploring opportunities to work with Ministry staff to expedite overdue improvements to ambulance dispatching.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

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

Authored By: Cullen Perry and Nicole Britten, Strategic Policy & Projects

For Information

DATE: February 20, 2019

REPORT TITLE: **PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE**

FROM: Nancy Polsinelli, Commissioner of Health Services

OBJECTIVE

To provide an overview of the role of Peel Regional Paramedic Services, some of the key measures of performance and system management and provide information on additional programs and projects.

REPORT HIGHLIGHTS

- Peel Regional Paramedic Services provides pre-hospital care and transport to hospital for residents and visitors of Peel.
- Paramedic Services actively monitors and seeks to mitigate three risk elements, call volume, response time framework and the dispatch system.
- Paramedic call volume in Peel is expected to be close to 150,000 responses by end of 2019.
- A separate report entitled 'Update on Provincial Dispatch Reform' on the February 28, 2019 Regional Council agenda provides a detailed update on the importance of continued advocacy for improvements to provincially operated dispatch centres and their inability to triage calls.
- The Divisional Model was fully implemented on January 14, 2019 with the opening of the fourth reporting station located at Erin Mills and Thomas Street.
- The Paramedic deployment plan is about how ambulances are utilized and moved within the system. It is a mathematical model based on historical data that predicts where and when 911 calls are most likely to occur across Peel.
- With the full implementation of the Divisional model, a measurement and reporting framework will be used to measure performance, cost effectiveness, satisfaction, engagement and efficiency achieved through the adoption of the model and report back to council regularly.
- Foundational development on psychological health and safety has been undertaken and progress made.
- Community paramedicine and public access defibrillator programs continue to impact the lives of Peel residents.

DISCUSSION
1. Background

Peel Regional Paramedic Services (Paramedic Services) provides pre-hospital care and transport to hospital for residents and visitors of Peel. As part of an integrated health

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE

system, Peel Paramedics work with local hospitals and other health system partners to deliver efficient and effective care.

The Ministry of Health and Long-Term Care (Ministry) provides accountability and governance for ambulance services in Ontario and funds them on a 50-50 cost sharing basis with municipalities. The Ministry operates half of Ontario’s 22 Central Ambulance Communications Centres (CACC or ‘dispatch centre’) including the CACC responsible for deploying and coordinating ambulances and other resources operated by Halton and Peel Region Paramedic Services (Mississauga CACC). In addition, the Ministry also administers the certification of all paramedic services operators and all paramedics, and funds base hospital programs that provide medical direction and oversight to paramedics.

The Region of Peel is the designated delivery agent for land ambulance services in Peel. Regional Council is responsible for ensuring the proper provision of land ambulance services and oversees the administration of Peel Regional Paramedic Services including setting service levels (response time standards) and approving operating and capital budgets.

Paramedic Services actively monitors and seeks to mitigate three major risk elements – call volume, meeting Response Time Framework, and dispatch. Each is described in greater detail in the report.

2. Key Service Delivery Measures

Paramedic Services reports on two key measures, Call Volume and Response Time. These two measures provide essential information on the volume of work and the effectiveness of service delivery.

a) Call Volume

The number of 911 calls received by the Mississauga Central Ambulance Communications Centre (CACC) is the primary driver of paramedic operations within Peel. The 10-year average annual growth rate is 5 per cent and in the past three years (including 2018 year to date) the rate of increase in calls has been between 8 and 9 per cent. The major drivers that influence call volume are population growth and an aging population. The following table shows call volume from 2016 through 2018 (projected based on November 30, 2018). By the end of 2019 it is forecasted that Paramedic Services will respond to close to 150,000 calls or about 400 calls each day.

Year	Number of 911 Calls
2016	115,029
2017	125,378
2018	136,800

b) Response Time Framework

The Response Time Framework is a Ministry mandated commitment set by Regional Council regarding how quickly an ambulance will respond to a 911 call a specified percentage of the time based on their Canadian Triage Acuity Scale (CTAS) level determined by paramedics upon patient contact. The two most critical time measures

17.2-3

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE

(Sudden Cardiac Arrest – SCA and Canadian Triage Acuity Scale 1 – CTAS1) are set by the Ministry. The percentile targets for these and all other measures are established by Council. The table below sets out Paramedic Service's 2018 targets.

	Target Time	Target %	2017	Jan-June 2018
SCA	0:06:00	70%	73.0%	83.0%
CTAS 1	0:08:00	75%	68.3%	70.1%
CTAS 2	0:10:00	90%	84.4%	83.5%
CTAS 3	0:13:00	90%	94.1%	93.7%
CTAS 4	0:14:00	90%	95.0%	94.7%
CTAS 5	0:14:00	90%	94.7%	93.6%

(SCA is short for Sudden Cardiac Arrest. SCA 2018 measure is based on January through June 2018. CTAS refers to the Canadian Triage Acuity Scale. CTAS 1, representing a life-threatening situation.)

In 2017 and 2018, Paramedic Services have been slightly below targets for CTAS 1 and CTAS 2 due in large part to a high call volume increase and inability for the Ministry CACC to triage calls appropriately. Paramedic Services works with established working groups consisting of frontline, union and program staff throughout the year to look at drivers that may impact these results. The reviews may then alter how resources are deployed, how staffing can be utilized and how it may impact resource need for the upcoming year.

c) System Pressures

(i) Dispatch

Major causes of pressure within the 911 response system is the inability for the current dispatch system to appropriately triage incoming calls and the lack of technological advances that would allow for better management of the system in real time. Various commitments have been made by the Ministry regarding a variety of vitally important upgrades and enhancements. Progress has been very slow and a separate report is before Regional Council at its February 28, 2019 meeting, entitled "Update on Provincial Dispatch Reform", providing a detailed update on the importance of continued advocacy for necessary improvements to the provincially operated dispatch centres (including the Mississauga Central Ambulance Communications Centre that handles all calls for Peel and Halton) and the need to look at alternative delivery models.

(ii) Offload Delay

The delay in transfer of patient care from the paramedic to the hospital is referred to as offload delay. Peel has been a sector leader in addressing offload delay. Beginning in 2011, Peel Paramedics led significant work in improving the offload process in hospitals using LEAN methodology. The gains achieved by 2013/2014 have been sustained. Paramedic Services, together with partner hospitals, have decreased offload time to an average of between 37 to 39 minutes per transport, down from 52 – 57 minutes in 2011, decreasing the average time spent by as much

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE

as 46 per cent. This is despite an 8 to 9 per cent increase in the number of calls annually

The use of Ministry funded Dedicated Offload Nurses in local hospitals plays an essential role in managing offload time. Funding for this program (\$1.44 million for 2018/19 fiscal year) has not yet been confirmed for the 2019/2020 period.

Due to the increasing volume of calls, total offload hours continue to increase even as the time taken per transport remains steady. Paramedic Services continues to monitor and manage offload time. In 2019, a LEAN review of offload processes, with the Region's healthcare partners, will be undertaken. The objectives of that review will be to ensure that the current average times are maintained and to recover additional time from offload where possible.

3. System Delivery

Regional Council adopted a Divisional Model in 2007 through Resolution 2007-833 to meet the growing health care needs of the Peel community, get paramedics to emergencies faster and ensure system efficiency and sustainability. Council reinforced its support for this model of delivery again on November 28, 2013 through Resolution 2013-1102 and on September 13, 2018 through Resolution received 2018-792.

In early 2009 staff reviewed service delivery models to determine best practices in the design, construction and functionality of reporting stations. This led to a reduction from six reporting stations to four. These larger stations would have the capacity to process vehicles and clean and restock in a controlled environment. Historically, paramedics would have to do this work, which would keep them out of service for prolonged periods of time. The results of the review contributed to a design that enabled quicker response in the system, more efficient vehicle deployment, and well-organized vehicle cleaning, stocking and redeployment. These reviews continue to enhance the quality of service delivery. Continuous quality improvements have helped inform design as well as reducing budget impacts into the future.

The Divisional Model changes the approach to ambulance facilities, from one of 'stand-alone' stations to a 'hub and spoke' where smaller satellite stations are organized around large reporting stations. Vehicles are prepared (i.e., cleaned, stocked, serviced) by dedicated and specialized staff at reporting stations and assigned to paramedics who are then positioned at satellite stations or to specific geographic areas throughout Peel to provide coverage and respond to emergency calls. A 10-year capital plan which began in 2008 outlined where reporting and satellite stations would be located. To support efficiencies, Council directed staff to, where possible, co-locate satellite stations with Fire and Emergency Services, other Regional facilities and other Regional land holders (Peel Police) to maximize land use. The program has been successful in creating co-location agreements for 11 of the 21 satellite stations.

The divisional model is about the strategic placement of stations to support paramedic coverage, response time and availability of paramedics in the community; in addition to where paramedics report for work. How ambulances are utilized within the model is detailed in the Region's deployment plan.

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE

Paramedic Services' deployment plan is a mathematical model based on historical data that predicts where and when 911 calls are most likely to occur across Peel. It factors in time of day, population/location, call volume, types of calls, and the Council-approved response time framework. The deployment plan is used by the Ministry's CACC to optimally place ambulances where calls are likely to come in and backfill zones when ambulances respond to 911 calls. The plan also advises the Ministry CACC how to manage the system as it relates to coverage, managing meal breaks or getting paramedics off work on time. This is accomplished in part through the staggered shifts throughout the day. The staggered shifts allows for coverage to be maintained in key areas so that earlier shifts can be brought back to a reporting station to end their day.

The deployment plan also includes a process to manage the system at times when emergency calls are significantly high, and resources are being depleted. In this fluid system, the Ministry's CACC constantly adjusts the locations of ambulances, based on available resources in the system at any given minute of the day, to ensure coverage for the next call. As well, the CACC deploys the closest ambulance to each code 4 call (red lights and siren), regardless of municipal borders (e.g., a Peel ambulance that is at Headwaters Health Care Centre in Orangeville may be assigned to a call in that community if it is closest to the emergency at the time). This provincial guideline ensures that resident safety is prioritized, and that there is seamless service across jurisdictions.

These elements, along with the Ministry CACC, work together to create a system that ensures as many paramedics are available as possible when and where they are needed.

4. The Divisional Model Today

The last of the Region's four reporting stations became operational on January 14, 2019. This station is located at Erin Mills and Thomas in Mississauga. With this, the divisional model was fully operationalized, meaning that all paramedics in Peel now start their shifts at one of four reporting stations. Paramedics arrive for their shift, meet briefly with their supervisor and colleagues, perform a final vehicle check and within approximately 17 minutes are on the road and available to respond to emergency calls or to be assigned for coverage. The 17 minutes of time is based on evaluation of industry best practices as well as input from staff and supervisors on how they would like to begin their shifts. Dedicated time with supervisors at the start of shift is also aligned with the psychological health and safety supports for paramedics. Today, all paramedics have access to their supervisor and a fully stocked vehicle waiting for them.

In support of improving operational excellence, staff continue to collect data to help inform our system performance and the identification of continuous improvement opportunities. With the implementation of the Divisional model, a measurement and reporting framework will be used to measure performance, cost effectiveness, satisfaction, engagement and efficiency achieved through the adoption of the model. This framework will support regular updates to Council on the business and service impacts of the divisional model, and the identification of continuous improvement opportunities.

In the short term, data will help to inform the upcoming 10-year capital plan for Paramedic Services and will help ensure that paramedic infrastructure continues to be planned and implemented in the most effective and efficient way possible.

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE**6. 10-Year Facility Plan**

Three paramedic satellite stations are still in the construction phase from the most recent ten year plan and are slated to open in the spring of 2019. As the program evolved an opportunity came forward to co-locate with Brampton Fire & Emergency Services in the area of Chinguacousy and Bovaird. This build will be included in the next ten year plan and has been approved through Council Resolution 2018-732

Planning has begun for the upcoming 10-year capital plan, 2020-2030. While it is an iterative process, the foundational plan will be presented in late 2019 in preparation for the 2020 budget. The plan will be based on a variety of inputs including population growth, call volumes and types (current and projected), geography and demographics. The goal will be to plan infrastructure that helps ensure the Region maintains paramedic coverage throughout Peel as efficiently as possible and also has capacity to house and maintain the Region's resources.

7. Other Programs and Services**a) Psychological Health & Safety**

Central to the work on psychological health and safety is a commitment on the part of Paramedic Services to implement the Canadian Standards Association national standard entitled 'Psychological Health and Safety in the Paramedic Service Organization.' This multi-year project gathered momentum in 2018 with monthly meetings of an Advisory Group, including frontline staff and union representation.

There are several priorities with one being a work package focussed on Paramedic Service's response to critical incidents that occur in the first responder work environment. An early step in this initiative was a course provided by the Centre for Addiction and Mental Health (CAMH) during October and November 2018 to assist supervisory staff responding to and supporting staff needs.

Other psychological health and safety working groups include suicide awareness and prevention, workplace harassment, improved management of return to work, and the role of leadership in the prevention of psychological injury.

A more detailed report related to the Collaborative Culture Framework for the psychological health and safety system for paramedics will be brought to Regional Council mid-year.

b) Community Paramedicine

Fully funded by the Mississauga-Halton LHIN, Paramedic Services are participating in a community paramedicine pilot program that is organized by McMaster University called Community Paramedic at Clinic (CP@clinic). Paramedic Services partnered with Peel Housing Corporation to host three half day clinics per week in Peel Living buildings for seniors.

CP@clinic is a temporary drop-in community-based health promotion program in subsidized seniors' apartment buildings. CP@clinic provides assessments and

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE

health education, linking participants to community resources, and reporting results to the participant's family physician.

The medical component targets several important health measures including cardiovascular risk (blood pressure), blood glucose (diabetes), obesity and risk of falling. All residents of the building are invited to participate and with their permission the medical information gathered can be shared with family physicians. Paramedics have been met with an enthusiastic response from residents who are often waiting for the clinic to open.

The Region's paramedic teams have established excellent relationships with the residents seeing approximately 223 individuals through numerous check-ins for a total of 1,664 visits since inception. A community health partner (Peel Senior Link) has shown a reduction in falls at one site in the fourth quarter of 2018.

A report on the Community Paramedic at Clinic pilot program results will be brought to Council after the completion of the pilot project on March 31, 2019.

c) Public Access Defibrillator (PAD) Program

The Public Access Defibrillator program (known as the PAD program) was launched in 2015. The program has grown considerably with the planned placement of 201 automatic external defibrillators (AEDs) in Regional buildings and facilities, including all Peel Housing Corporation buildings. The program also includes a registry of portable defibrillators located in other facilities across Peel. With the help of partners (municipalities, school boards, GTAA, and private business), the locations of an additional 1,000 defibrillators have been documented. Data regarding the placement of more than 1,200 defibrillators is provided to the Mississauga CACC to help connect 911 callers to the closest AED.

Research has shown that lay bystanders who respond in the event of a sudden cardiac arrest can experience difficulties related to their experience. Paramedic Services staff have initiated a bystander support program that includes meeting with, supporting and debriefing individuals about their experience. The meeting is an essential technical review of the event that also acknowledges the significance of their action, encourages them to act again and, when necessary, links them with appropriate mental health support. The information gathered has resulted in research publication and inquiries about the program from across Canada, the United States and Europe.

Since initiated, staff have followed up with over 100 cardiac arrest events that involved lay responder CPR/AED, and debriefed over 300 individuals that acted to save a life. In 2018, six people who previously provided CPR/AED performed the actions a second time.

Other research opportunities related to AED drone delivery will be brought forward to a future date with Council.

PEEL REGIONAL PARAMEDIC SERVICES - COUNCIL UPDATE

CONCLUSION

Paramedic Services prides itself as being a leader in pre-hospital care. This is possible through the investments Council has made to ensure the Region delivers the highest level of care to the residents of Peel.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Peter F. Dundas, Chief - PRPS, Peter.Dundas@PeelRegion.ca, Ext. 3921.

DATE: February 15, 2019

REPORT TITLE: **UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS**

FROM: Nancy Polsinelli, Commissioner of Health Services
 Catherine Matheson, Commissioner of Corporate Services
 Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

That funding from the Province of Ontario to be utilized towards costs related to recreational cannabis, be accepted;

And further, that staff report back to Regional Council a with an outline of resource consumption for the legalization of cannabis;

And further, that the report of the Commissioners of Health Services and Corporate Services and the Medical Officer of Health titled “Update: Post-Legalization of Recreational Cannabis” be referred to the Government Relations Committee for the development of a Regional advocacy approach.

REPORT HIGHLIGHTS

- Recreational cannabis is currently available for online purchase through the Ontario Cannabis Store to adults 19 years of age and older. Private cannabis retail stores will be permitted to open in Ontario on April 1, 2019.
- A lottery system was used to determine eligible applicants who will be licensed to operate the first 25 retail stores, including six selected in the Greater Toronto Area. There is no indication from the province as to when Ontario will implement additional retail stores.
- Mississauga and Caledon have opted out of licensed cannabis retail stores; Brampton has opted in. A proposed cannabis retail store authorization application was submitted for 186 Main Street South, Brampton.
- Municipalities and residents will have the opportunity to submit comments on retail license applications for each proposed store site during a 15-day public notice period.
- Recent efforts by Region of Peel have focused on advocacy and policy, education and awareness, and enforcement related to recreational cannabis legalization.

DISCUSSION

1. Background

On October 17, 2018, recreational cannabis was legalized in Canada. The *Cannabis Act, 2018* creates the legal framework for controlling the production, distribution, sale and possession of cannabis across Canada. In Ontario, the newly elected provincial government passed Bill 36, the *Cannabis Statute Law Amendment Act, 2018* to amend various acts including the *Cannabis Control Act, 2017* (formerly known as the provincial *Cannabis Act*); the *Smoke-Free Ontario Act, 2017*; and the *Ontario Cannabis Retail Corporation Act, 2017*;

UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS

as well as introduced the *Cannabis License Act, 2018*. Recreational cannabis is currently available for online purchase only through the Ontario Cannabis Store to adults 19 years of age and older. Private retail outlets will be permitted to open on April 1, 2019. The Alcohol and Gaming Commission of Ontario (“the Commission”) will be responsible for the oversight of the licensed private retail system.

The City of Mississauga voted to opt out on December 12, 2018 and the Town of Caledon voted to opt out on January 15, 2019. The City of Brampton voted to opt in on January 21, 2019. For the moment, the City of Brampton will be the only municipality to host private cannabis retail stores in the Region of Peel.

2. Current State of Recreational Cannabis Legalization**Federal**

As of October 17, 2018, recreational cannabis can be sold by authorized persons under five classes of cannabis (i.e., dried cannabis, fresh cannabis, cannabis oil, cannabis plants and cannabis plant seeds) within the *Cannabis Act, 2018*¹. The federal government recently released the proposed regulations on the production and sale of additional forms of cannabis, including edible cannabis, cannabis extracts and cannabis topicals. These products are expected to be legal by October 17, 2019.

Provincial**a) Private Retail Stores**

The Ontario government announced a phased approach for private retail store licensing in Ontario on December 13, 2018². Initially, 25 retail stores will be permitted to begin operation on April 1, 2019. A lottery system authorized under Ontario Regulation 468/18 was used on January 11, 2019, to determine which eligible applicants will be able to legally operate the first 25 stores. Six stores will be permitted to open within the Greater Toronto Area, which includes Peel, Durham, York and Halton regions. Additionally, five stores are allocated to the City of Toronto³. No details on additional license availability or allocation have been communicated.

The Commission lottery winners are to submit their application for the retail operator licence to the Commission. The *Cannabis License Act, 2018* requires the Commission to provide a 15-day public notice period for municipalities and residents to submit comments on store license applications for each proposed store site. Comments must focus on the ‘public interest,’ which would address public health or safety, protecting youth, and eliminating the illegal market. More information regarding the 15-day public notice can be found in Section 3 a).

¹ Government of Canada (2018). Cannabis Legalization and Regulation. Department of Justice. Retrieved from <https://www.justice.gc.ca/eng/cj-jp/cannabis/>

² Government of Ontario (December 13, 2018). Ontario Takes a Phased Approach to Cannabis Retail Licensing Due to National Supply Shortages. Retrieved from <https://news.ontario.ca/mof/en/2018/12/ontario-takes-a-phased-approach-to-cannabis-retail-licensing-due-to-national-supply-shortages.html>

³ The Alcohol and Gaming Commission of Ontario (2018). Expression of Interest Lottery Rules; The Alcohol and Gaming Commission of Ontario Cannabis Retail Store Licensing Expression of Interest Lottery. Retrieved from <https://www.agco.ca/cannabis/expression-of-interest-lottery-rules>

UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS

A cannabis retail store authorization application was submitted for 186 Main Street South, Brampton ON L6W 2E2. The 15-day public notice submission deadline was February 21, 2019.

Municipalities can only develop by-laws related to places of use and are prohibited from establishing a licensing system, determining retail locations and limiting retail stores through zoning as this is the responsibility of the Commission.

b) Provincial Funding

The Ontario government has committed to \$40 million in funding over two years to municipalities to assist with implementation costs. On November 26, 2018, the Ontario Ministry of Finance advised municipal treasurers of funding for all municipalities and how it would be distributed. Of the \$40 million, \$30 million will be distributed in two separate payments of \$15 million each.

Municipalities must use these funds for increased costs that are directly related to the legalization of recreational cannabis. Examples of allowable costs for the Region of Peel include:

- Increased paramedic services;
- Increased responses to public inquiries (e.g., 311, e-mail);
- By-law/policy development; and
- Increased enforcement efforts (e.g., police and public health).

The province may ask municipalities for information on the use and impact of the funding, requiring municipalities to maintain records related to all funds received for audit purposes.

The province has set aside \$10 million of the \$40 million to address unforeseen circumstances related to cannabis legalization, and priority will be given to municipalities that have opted in to retail stores. More details about the \$10 million allocation are expected to be provided at a later date. Additionally, municipalities that allow cannabis retail stores to operate in their communities could receive more funding from the province by way of the surplus federal excise duty. If the province's portion of the federal excise duty exceeds \$100 million over the first two years, the province will provide 50 per cent of the surplus to municipalities that have opted in.

UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS**3. Regional Updates and Initiatives****a) The 15-Day Public Notice and Comment Period for Retail Stores**

Region of Peel staff will actively monitor the Commission website for notifications of cannabis store license applications. Regional staff have developed a standard checklist of considerations for retail siting to support municipalities with their written submissions to the Commission. The Region's checklist focuses on considerations to protect public health and safety from the perspective of Regional programs and services. Considerations include distance from youth-serving facilities; density and placement of stores and proximity to other substances; access to regulated and controlled cannabis products by marginalized groups; adequate access to help eliminate the illegal market and advocacy for funding. Additionally, Region of Peel staff are available for further consultation with city staff, as needed.

b) Advocacy and Policy

The Region of Peel, through Public Health, has engaged in various advocacy efforts through the following federal and provincial consultations:

- Canadian Drug and Substances Strategy to advocate for a stronger public health approach to addressing substance use across the country;
- Proposed Regulatory Amendments to O. Reg. 268/18 under the *Smoke-Free Ontario Act, 2017* to influence aspects including places of use and the advertisement and promotion of vaping products (in collaboration with the Tobacco Control Area Networks); and
- Consultation on the proposed regulations for edible cannabis, cannabis extracts and cannabis topicals.

The Region also continues to advocate for adequate provincial funding to cover increased municipal costs related to recreational cannabis legalization so that it does not result in negative impacts on municipal tax rates. See the Financial Implications section of this report for more details.

Regarding the siting of cannabis retail stores, the Region of Peel has recommended a minimum buffer distance of 500 metres be established between cannabis retail stores and youth-serving facilities in an effort to help mitigate the public health and public safety impacts. However, following the change in the provincial government and retail site model, the cannabis regulations pertaining to distance setbacks were established by the province at a minimum of 150 metres from schools with no ability to influence at the regional or municipal level.

Policy development by the Region of Peel includes the Multi-Unit Housing Smoke-Free Housing Initiative. On March 1, 2018 and April 5, 2018, the Peel Living Board of Directors and Regional Council respectively approved the implementation of a policy to ban smoking in Regionally-owned and/or operated multi-unit housing buildings. As of November 1, 2018, new leases of over 70 Regionally-owned and/or operated social housing apartment buildings and townhouse complexes contain a clause that bans the smoking of tobacco, cannabis and herbal material (i.e. shisha) inside the unit. Over time, this policy will impact approximately 7,000 households and 16,000 residents.

UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS

A memo from the Region of Peel was distributed to all local municipalities in Peel on December 3, 2018 to support decision making around opting in or out of private cannabis retail stores within the Region. This memo included public health implications for municipalities to consider when making their decision.

c) Education and Awareness

Public Health is reviewing and synthesizing evidence regarding the physical, mental and social health effects of recreational cannabis use. This will be used to develop key messages about the impacts of recreational cannabis use. Once the key messages are finalized, a communication plan will be developed to appropriately disseminate them to relevant stakeholders such as health professionals, educators, youth and the public.

Public Health has been working towards increasing education and awareness of the implications of recreational cannabis legalization among various stakeholders. Ongoing updates have been provided to Regional Council regarding the changing political and legislative landscape of legalization to provide information and offer support for decision making.

Public Health responses have been submitted to cannabis related questions from Peel residents, and communication has been provided to members of Regional Council as events related to legalization have unfolded (e.g., town hall event). Public Health staff have also attended community events and meetings to increase awareness of the implications of cannabis legalization.

To increase knowledge and awareness within the school community, Public Health has partnered with the Peel District School Board to present professional development opportunities for school administrators and staff. Presentations have included an overview of cannabis legalization, Public Health's role, including enforcement, and relevant key messages from the preliminary review of the evidence on health effects of recreational cannabis use. The partnership also includes planned curriculum support for teachers in the classroom.

d) Enforcement

The *Smoke-Free Ontario Act, 2017*, regulates the smoking and vaping of cannabis, which includes restrictions regarding places where cannabis (smoked or vaped) can be consumed. Public Health Inspectors are responsible for enforcing the *Smoke-Free Ontario Act, 2017*, including places of use, apart from the motor vehicle and boat provisions, which will be enforced by police. Public Health Inspectors may be responsible for conducting retail store inspections to ensure compliance with the regulations relating to vapour products in the *Smoke-Free Ontario Act, 2017*. Finally, under the *Smoke-Free Ontario Act, 2017* regulations, the Region of Peel monitors and responds to cannabis-related complaints and inquiries from residents and businesses.

A report to Regional Council will be submitted in 2019 recommending amendments to the *Peel Outdoor Smoking By-law*. Under consideration are the inclusion of cannabis and the use of e-cigarettes (vaping), as well as further restrictions on the places these products can be used in outdoor areas. Consultations with businesses and other community partners are underway to assess the level of support for the proposed amendments and its potential impact.

UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS

FINANCIAL IMPLICATIONS

The province is distributing two separate payments to all municipalities, totalling \$30 million across the province, to account for costs related to cannabis legalization. The Region of Peel received its first payment of \$563,085 in January 2019, which was based on a 50/50 split with local municipalities on a per household basis. The amount of the Region's second payment is based on the opt-out decisions of the local municipalities. As the City of Brampton has opted in to host private cannabis retail stores, Brampton and the Region will each receive, at a minimum, a second payment of \$220,018 based on a 50/50 split in the number of households. The City of Mississauga and the Town of Caledon have opted out of cannabis retail stores and each of these municipalities will receive only an additional \$5,000.

The table below shows the minimum amount of funding the Region of Peel and local municipalities are expected to receive from the province after the opt-out decisions of the local municipalities have been taken into consideration. Amounts for the Region and the City of Brampton will likely be higher given the number of municipalities with populations over 50,000 that have opted out (e.g., Oakville, Mississauga, Vaughan, Markham, Richmond Hill, etc.). A notice for the allocation of the second payment will be sent to municipalities at the end of February. Any municipality that chooses to opt in later, after initially opting out, will not be eligible for additional funding.

2018 Ontario Cannabis Legalization Implementation Funding for Peel

Municipality	1 st Payment* (January)	2 nd Payment (February)	Total Amount
Brampton	\$220,018	\$220,018***	\$440,036
Caledon	\$29,759	\$5,000**	\$34,759
Mississauga	\$313,309	\$5,000**	\$318,309
Region	\$563,085	\$220,018***	\$783,103
Total Peel	\$1,126,171	\$450,036	\$1,576,207

Note: *2018 Ontario Cannabis Legalization Implementation Fund Allocation Table. Ontario Ministry of Finance. <https://www.fin.gov.on.ca/en/budget/oclif/allocation.html>

** Opted out of allowing cannabis stores in their community, so will only receive a second payment of \$5,000.

*** 2nd payment represents the minimum amount of the second payment

The provincial funding the Region receives is expected to cover only a small portion of the overall increase in Regional costs directly related to cannabis legalization. The current estimated costs regarding services provided by Public Health are approximately \$500,000 annually. This does not include additional enforcement responsibilities under the *Smoke Free Ontario Act, 2017*, which came into effect in mid-November 2018, and work with local municipalities to expand the current *Peel Outdoor Smoking By-law*. Based on the Federation of Canadian Municipalities methodology for determining increased costs related to cannabis legalization, police costs in Peel are roughly estimated to be between \$6.3 and \$9.0 million annually.

In a letter, dated November 26, 2018, to heads of municipal council, the Minister of Finance asked the Association of Municipalities of Ontario and the City of Toronto to work with the Ministry of Finance to set up a process by which a sample group of municipalities assess the use and impact of the provincial funding. Regional staff supports this initiative, but recommends that, as part of this process, the province work with municipalities to look at the actual increased costs associated with addressing recreational cannabis so appropriate levels of provincial funding can be allocated to municipalities.

UPDATE: POST-LEGALIZATION OF RECREATIONAL CANNABIS

To ensure a timely response to the province on use of provincial funds and to assist with advocacy efforts (see Sections 3 a) and 3 b)), the Region will track implementation costs related to cannabis legalization and use the figures to develop a case for additional funding.

CONCLUSION

Upon endorsement of this report, regional staff will refer this matter to the Government Relations Committee of Regional Council to further consider advocacy efforts related to impacts stemming from the legalization of cannabis. In addition, staff will monitor for proposed retail sites in Brampton and provide comments to the City of Brampton for inclusion in written submissions to the Commission within the 15-day public notice period. Regional staff will also continue health promotion and program development efforts.



Nancy Polsinelli, Commissioner of Health Services



Catherine Matheson, Commissioner of Corporate Services



Jessica Hopkins, MD MHS Sc CCFP FRCPC, Medical Officer of Health

Approved for Submission:



D. Szwarc, Chief Administrative Officer

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

Authored By: Allison Imrie, Leah Smith, Giancarlo Cristiano

Reviewed in workflow by: Financial Support Unit, Legal Services

Ministry of Finance
Office of the Minister

Ministère des Finances
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Regional Municipality of Peel
Office of the Regional Chair

JAN 28 2019

January 25, 2019

RECEIVED

Dear Head of Council:

Municipalities are essential partners in the enforcement of Ontario's cannabis legalization framework. Recently, municipalities considered their option to opt-out of private retail stores. Whether municipalities chose to opt-out or not, all municipalities have new tools to address illegal stores in their communities. I am writing to ensure that you are aware of the tools that are now available to municipalities.

As you know, the *Cannabis Control Act, 2017* (the Act) came into force on October 17, 2018. It brings with it enforcement tools and penalties. The Act will help achieve the province's primary objectives of protecting youth and eliminating the illegal market.

The penalty for an individual who sells or distributes illegal cannabis, or who allows their property to be used to sell or distribute illegal cannabis, is a maximum fine of \$250,000 and/or up to two years in prison for first convictions. Corporations who are convicted of these offences can be liable for a maximum fine of \$1,000,000. There are also additional fines for each day on which the offence occurs or continues on subsequent convictions. As is the case with all offences under the *Provincial Offences Act*, **municipalities are entitled to retain the balance of fine revenues collected under the *Cannabis Control Act, 2017* after the remittance of certain fees and surcharges.**

The Act allows police officers and other persons designated by the Attorney General, which may include your By-Law Enforcement Officer, to enforce the Act, providing flexibility to enable community-based enforcement approaches, and to potentially broaden the scope of enforcement of the Act beyond police. If you would like further information on the designation process, please contact Renu Kulendran, Executive Director of the Ontario Legalization of Cannabis Secretariat, at Renu.Kulendran@ontario.ca.

REFERRAL TO _____ .../cont'd
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

The police and other persons designated under the Act have broad enforcement powers. New enforcement powers that are contained under the Act include: potential liability for landlords who knowingly permit a premises to be used for the illegal sale and distribution of cannabis, an interim closure authority of premises that are suspected of being used for the illegal sale or distribution of cannabis, removal of people from premises that are suspected of using the premise for contraventions under the Act, and seizure authority.

We appreciate the efforts of municipalities in the implementation of the federal government's legalization of cannabis and our government looks forward to continuing to work together.

Sincerely,

Vic Fedeli
Minister of Finance

- c: The Honourable Caroline Mulroney, Attorney General
- The Honourable Steve Clark, Minister of Municipal Affairs and Housing
- Paul Boniferno, Deputy Attorney General
- Greg Orencsak, Deputy Minister of Finance
- Laurie LeBlanc, Deputy Minister of Municipal Affairs and Housing
- Renu Kulendran, Ontario Legalization of Cannabis Secretariat, Ministry of Attorney General
- Nicole Stewart, Executive Lead, Cannabis Retail Implementation Project, Ministry of Finance
- Dan Miles, Chief of Staff

Responsibilities Under the Statutory Standard of Care – Safe Drinking Water Act

Training for Municipal Drinking Water System
Owners and Decision Makers

1

Training Materials

Developed by Advisory Group of
Mayors, Councillors and stakeholders

- 1) Presentation manual
- 2) Guidebook for elected officials
(online version coming soon)



2

Course Outline

Introduction

- Legislation, Responsibilities and Liabilities
- Multi-Barrier Approach

Risk Management

- Basic Risk Management Principles
- Common Risks Facing Drinking Water Systems

Case Studies

- Walkerton, North Battleford, Flint

What Do I Do Now?

- Achieving a Culture of Prevention
- Training and succession planning

Section 1 - Introduction

- Safe drinking water is vital to the health and economy of the community
- Ontario residents expect and are entitled to safe, high quality drinking water
- Municipal officials, councillors and managers have a direct legal responsibility for ensuring safe, high quality drinking water

Three Things to Remember

1. It's your duty to ensure safe drinking water

- The Statutory Standard of Care is part of the Safe Drinking Water Act, 2002
- It applies to those with decision-making responsibility for a municipal drinking water system or those who oversee the system's operating authority:
 - Councillors, mayors, senior municipal officials
 - Legal consequences for failing to carry out the duty, including possible fines or imprisonment

Three Things to Remember

2. Be Informed

- You don't have to be an expert, but you need to be informed
- You should be asking questions and getting answers
- Seek advice from those with expertise and act prudently on their advice

Three Things to Remember

3. Be Vigilant

- Complacency can pose one of the greatest risks to drinking water systems
- Never simply assume that all is well with the drinking water systems under your care
- The health of your community depends on diligent and prudent oversight

7

Section 11: Duties of Owners & Operating Authorities

- Section 11 of the *Safe Drinking Water Act, 2002* (SDWA) describes the legal responsibilities of owners and operating authorities of municipal drinking water systems
- This has been in effect since 2002



8

Section 11: Duties of Owners & Operating Authorities

Owners and operating authorities are responsible for ensuring that drinking water systems:

- meet drinking water quality standards and are operated in accordance with the SDWA and its regulations
- are properly maintained
- are staffed and supervised by qualified, trained persons
- comply with requirements for:
 - sampling, monitoring & testing, notification & reporting

SDWA Section 19: Your Duty and Liability

- Specific legal responsibility for decision-makers that oversee municipal drinking water systems or operating authorities
- In-Force date: December 31, 2012
- It requires the level of care, diligence and skill that a reasonably prudent person would be expected to exercise in a similar situation
- Honesty, competence and integrity required

Who does the Statutory Standard of Care apply to?

- The owner of the municipal drinking water system (typically the municipal corporation)
- If the municipal system is owned by a corporation other than a municipal corporation, every officer and director of that corporation
- If the municipal system uses an operating authority, anyone who oversees or makes decisions concerning the operating authority

Enforcing the Statutory Standard of Care

- A provincial officer can lay a charge against a person to whom the standard applies
- Maximum penalties - \$4 million fine and possible imprisonment for up to five years
- Actual penalties would be decided by the courts depending of the severity and consequences of the offence

Safety Through the Multi-Barrier Approach

1. Source water protection
 2. Treatment
 3. Distribution
 4. Monitoring
 5. Management
- Failure of a single barrier alone may not lead to a disaster
 - Historically, disease outbreaks have occurred when two or more barriers fail

1. Source Water Protection

- Source protection plans are mandatory for municipal residential drinking water systems within Ontario's source protection areas
- Peel has specific source protection plans:
<http://www.peelregion.ca/pw/water/source-water/approved-protection-plans.htm>
- Municipalities are responsible for implementing many of the policies in these plans
- Failure to implement these policies could put your drinking water systems at risk

1. Source Water Protection

- Any new or expanded municipal drinking water system in a source protection area is subject to Regulation 205/18, under the Safe Drinking Water Act, 2002
 - Owners must ensure these new systems are included in the local source protection plan before providing drinking water to the public

Source Water Protection cont'd.

- Source Protection Information Atlas – available through Ontario.ca:
 - Interactive mapping tool
 - Shows areas that are vulnerable to contamination
 - Indicates where local source protection plan policies apply
- Materials available through Conservation Ontario to help implement education and outreach policies
- Legislated training is provided by the Province for appointing Risk Management Officials and Inspectors

2. Treatment

- Treatment processes range from simple disinfection (secure groundwater) to highly specialized, complex technologies
- Critical role of treatment is removal and inactivation of pathogens
- Disinfection requirements specified for each facility
 - one of numerous SDWA requirements



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3. Distribution

- Water will only be safe if quality is maintained to the consumer's tap However,
- Utilities are generally responsible for safety to the consumer's property line / plumbing system
- Old infrastructure increases risks; leaks can be an entry point for pathogens
- 18% of waterborne disease outbreaks in the US were caused by distribution system deficiencies

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4. Monitoring

- Requirements for treated water compliance monitoring have increased significantly
- The Safe Drinking Water Act, 2002, includes some “failsafe” actions for everyone’s protection:
 - Continuous monitoring of critical parameters (chlorine and often turbidity) now required for most systems
 - Alarms and automatic shut-down devices are also part of this barrier

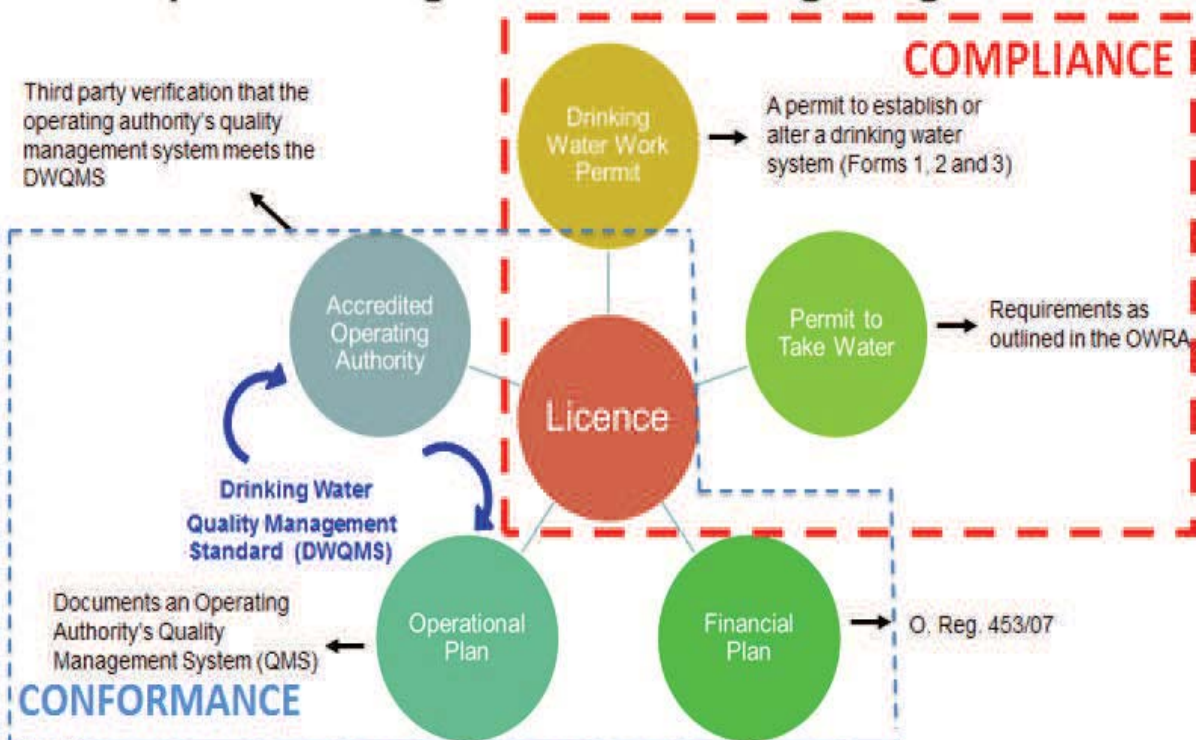
5. Management

- Regulatory framework must be effective
 - Ontario takes swift, strong action on adverse water quality incidents
- Owner and management staff of the water system must provide effective oversight
 - A Drinking Water Quality Management System must be in place for all municipal residential systems

Drinking Water Quality Management Standard

- Requirement of all Ontario municipal residential drinking water systems
- WCWC offers training on DWQMS
- Owners are ultimately responsible
- Requires written endorsement and commitment from top management and the system owner

Municipal Drinking Water Licensing Program



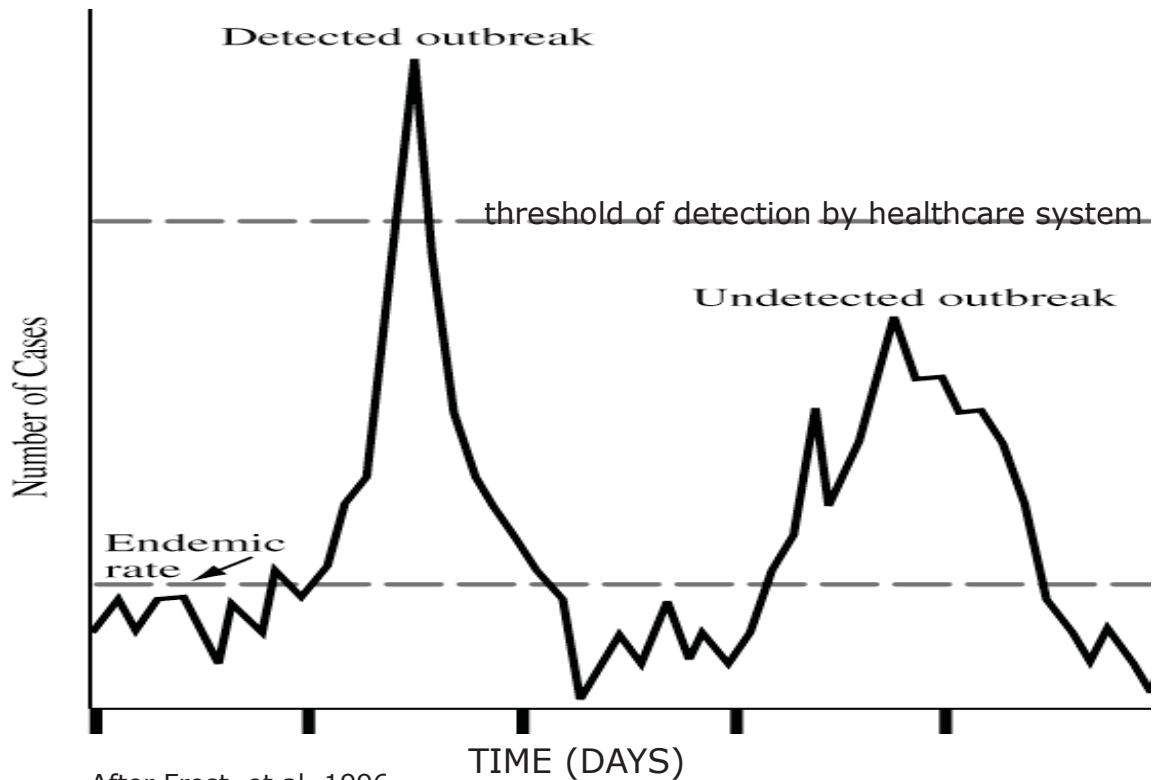
Section 2 - Risk Management



- Common risks for drinking water systems
- Reducing risk

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Most Waterborne Disease Outbreaks go Undetected



After Frost et al. 1996.

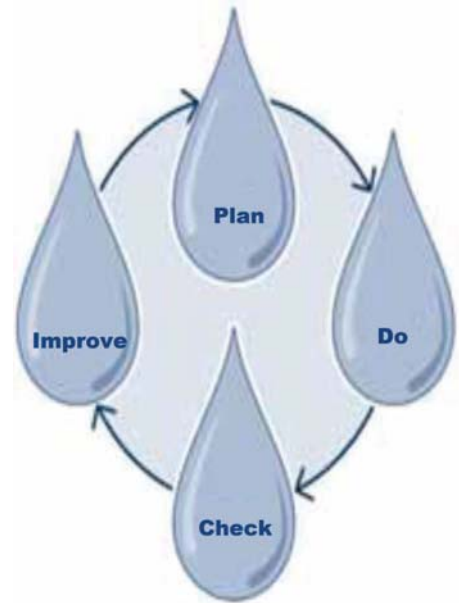
24

Risk Assessment

Your Operational Plan is part of your Drinking Water Quality Management System

The Operational Plan includes:

- Source water
- System description
- Risk assessment



Hazards, Hazardous Events & Risk

- **Hazard:** agent that can cause harm to public health (physical, chemical, biological or radiological)
- **Hazardous Event:** event that introduces a hazard, or fails to remove them from the water supply
 - Heavy rainfall (hazardous event) may introduce a pathogen (hazard) into source water
- **Risk:** The likelihood of a hazardous event allowing a hazard to cause adverse consequences
 - Includes the probability of occurrence and severity of consequences

Guiding Principles in Reducing Risk

The following must be recognized:

- I. Pathogens pose the greatest risk
- II. Robust multiple barriers are essential
- III. Trouble is usually preceded by change
- IV. Operators must be capable and responsive
- V. DW professionals must be accountable to consumers
- VI. Good risk management requires informed decision-making

I. Pathogens Pose the Greatest Risk

- Pathogens cause human disease; with most other contaminants the outcome is less certain
- Pathogens are everywhere humans and animals are found
- Pathogen sources are never far from water sources
- Pathogens can be removed or inactivated

Pathogen Summary (WHO 2004)

Pathogen	Type	Persistence in water	Resistance to chlorine
Norovirus	virus	Long	Moderate
<i>Campylobacter</i>	bacteria	Moderate	Low
E.H. <i>E. coli</i>		Moderate	Low
<i>Giardia</i>	protozoa	Moderate	Moderate
<i>Cryptosporidium</i>		Long	High

I. Pathogens Pose the Greatest Risk

- Lesser Risks
 - Levels of arsenic, selenium, nitrate and lead that exceed standards pose a risk to human health
 - Lead will be discussed in the Flint case study
 - Many toxic chemicals (pesticides) can pose site-specific problems, but
 - they are not common
 - health risks are often unclear; standards are very conservative and precautionary
 - Regulations must be met!

II. Robust Multiple Barriers Are Essential

- Human error is inevitable and nature can be unpredictable
- Multiple barriers help to reduce risks of contamination to negligible levels
- Multiple barrier concept has been advocated for many decades
- Focus on optimizing barrier performance, not just compliance

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II. Robust Multiple Barriers Are Essential

- Multiple barriers may seem redundant and may be perceived as an unnecessary cost
- However, optimized multiple barriers are cost-effective in achieving negligible risk and safe drinking water

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III. Trouble Usually Preceded by Change

- Treatment processes generally function best under constant conditions
- ~70% of outbreaks have occurred after extreme weather (heavy rainfall, unusual conditions)
- More frequent extreme weather events are forecast for the future
- Extra vigilance required when changes in process or operations occur
- Operators must predict and react to problems through experience and training

IV. Operators Must be Capable & Responsive

- Blaming human error is as helpful as blaming a fall on gravity
- People make mistakes; systems must be made resilient
- Competent, well-informed and dedicated staff are the best insurance for water safety
- The best operator is one who admits that failure could happen
- All parties need to learn from past mistakes and failures elsewhere

IV. Operators Must be Capable & Responsive

- Ontario's operator certification regulation has dramatically improved competency of operators
- Ineffective training and support will prove to be a mistake if disaster strikes
- Small drinking water system operators are often supported by larger neighbouring municipalities



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V. Drinking Water Professionals Must be Accountable

- Promote a culture of identifying trouble, not hiding or avoiding it
- Listen to consumer complaints (many outbreaks are signaled by consumer complaints)
- Management must document incidents to maximize opportunities to learn from the past
- Management staff must support operators and inform the owner of any issues

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VI. Effective Risk Management Requires Informed Decision-Making

- Effective risk management requires:
 - being preventive rather than just reactive
 - distinguishing greater risks from lesser ones
 - deal first with greater risks
 - learn from experience
- Sensible decisions depend on a commitment to understanding your system



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Risk Management Summary

- Your Operational Plan has an assessment of the risks to public health
- Risks are reviewed annually for Peel
- Understand the risks for your utility and the actions that are being taken to address them



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Section 3 - Case Studies

Water-related Disasters:

- Disease outbreak in Walkerton, ON
- Disease outbreak in North Battleford, SK
- Lead contamination in Flint, MI

Analysis of failures of the multiple barriers

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Case Study 1

Walkerton May 2000



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Scope of Outbreak

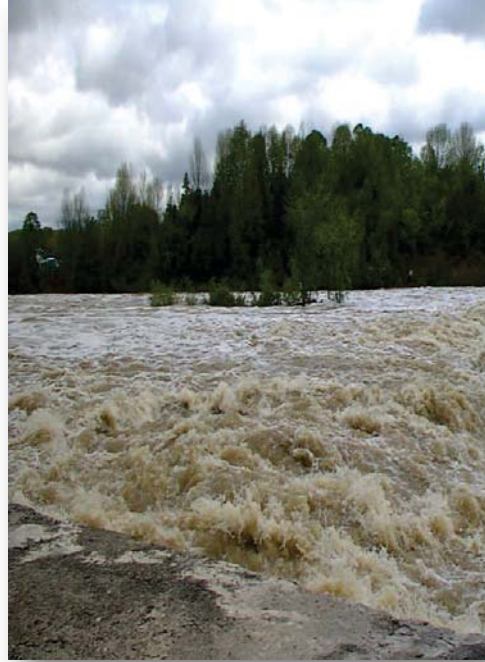
Walkerton, 2000

- A shallow groundwater well was heavily contaminated by bacteria from cattle manure from a local farm
- More than 2300 individuals were estimated to have illness, caused by the bacteria *E. coli* O157:H7 (60%) and *Campylobacter* spp. (40%)
- 65 were hospitalized, 27 developed hemolytic uremic syndrome (HUS) and 7 died
- A \$9 million public inquiry led by Justice Dennis O'Connor was called to:
 - Determine the causes
 - Recommend actions

Key Events of May 2000

- Walkerton experienced heavy rains during the 2nd week of May 2000
- Lab spoke to the General Manager (GM) to advise that water samples failed
- On three occasions, GM assured Health Unit that the water test results were OK
- The first (of 7) victim died the 3rd week of May 2000

Saugeen River, Walkerton before & during storm



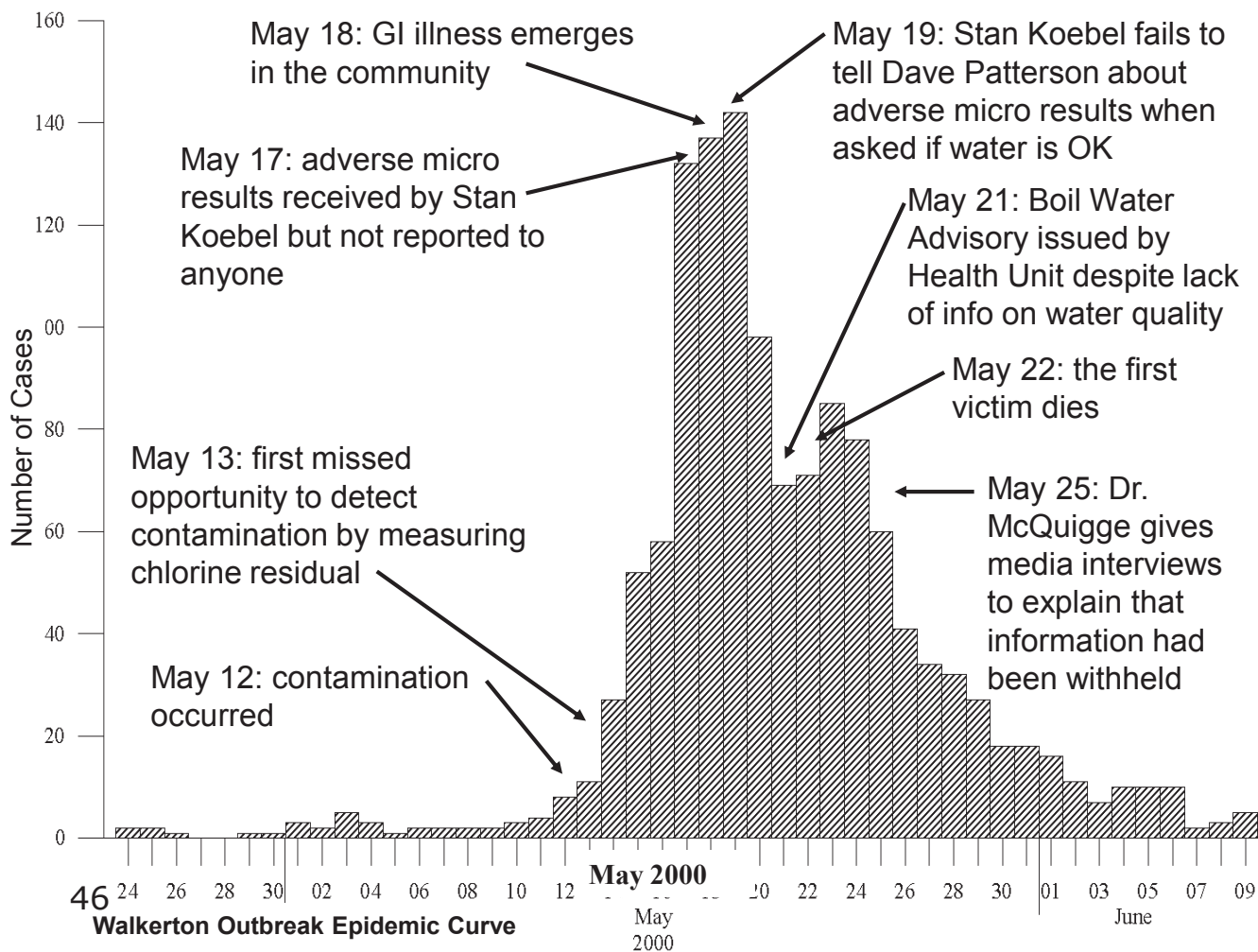
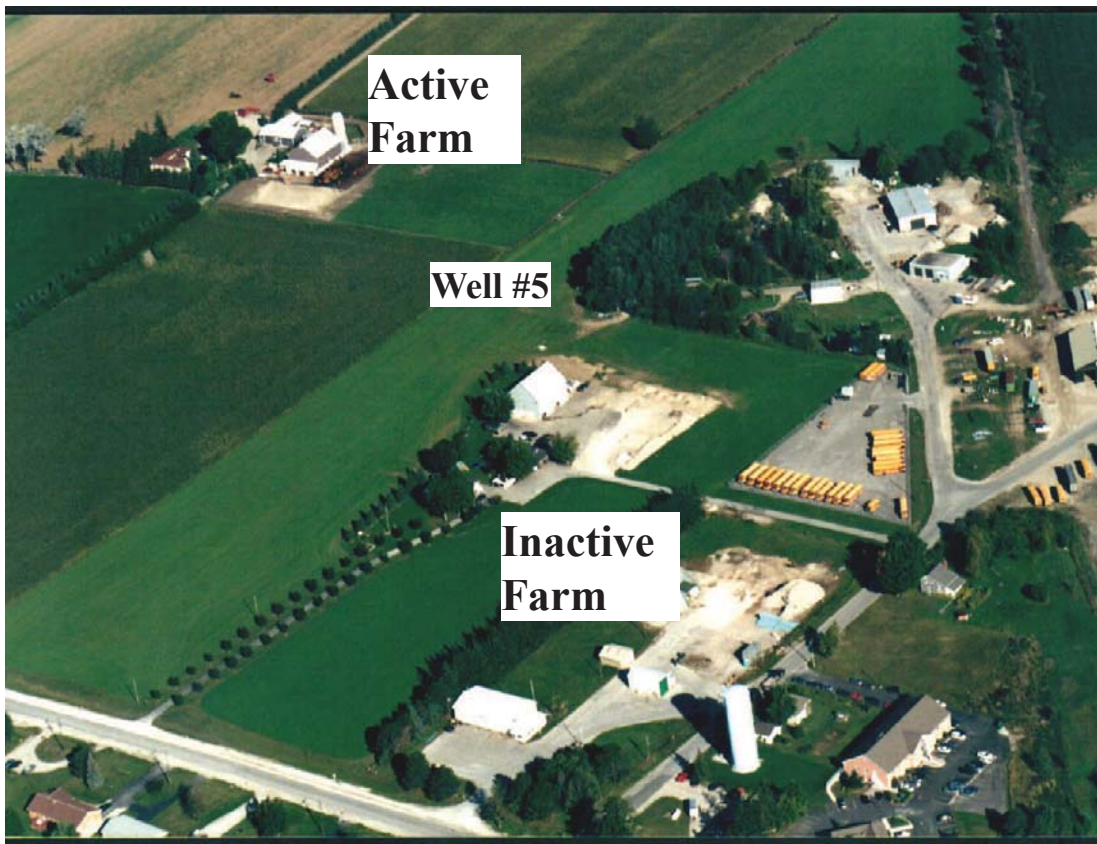
Photos by George & Susan Magwood, Walkerton

43

Causes of the Outbreak Walkerton, 2000

- Well 5 (commissioned in 1978) was contaminated during the initial and subsequent testing
- Despite problems, no MOE inspections in the 1980s
- DNA analysis of bacteria from human victims matched with manure samples from the farm
- Chlorine (disinfection) was not being applied properly
- Investigation showed that water levels in nearby surface ponds dropped when Well 5 was operating
- Well 5 was used to obtain soft water at low cost

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Summary Analysis of Failures Walkerton, 2000

1. Source Water Protection
 - Well 5 was known to be contaminated 22 years before the outbreak
 - Geology of Well 5 made it highly vulnerable to surface contamination:
 - Clear indicators of vulnerability were ignored

Summary Analysis of Failures Walkerton, 2000

2. Treatment
 - Chlorine is needed for disinfection – only treatment step for this system
 - Operators did not measure chlorine residual properly
 - Chlorine dosing was inconsistent and less than required

Summary Analysis of Failures Walkerton, 2000

3. Distribution & Storage

- Many distribution and storage vulnerabilities found but none were significant contributors to outbreak



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Summary Analysis of Failures Walkerton, 2000

4. Monitoring

- Daily chlorine residual testing was not done or was done improperly
- Monthly samples were often intentionally mislabelled
- Laboratory reported microbiological contamination to the client municipality only (not to the Health Unit or MOE)

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Summary Analysis of Failures Walkerton, 2000

5. Management

- Owner (Council/PUC) did not provide sufficient oversight – previous bad samples and issues raised by MOE
- Falsified data and lack of staff training
- System not maintained
- Regulator failed in oversight role in terms of inspections/approval of Well 5 and not following up on identified problems

Concluding Thoughts Walkerton, 2000

- O'Connor Inquiry - "failure at all levels"
- Complacency was evident at most levels
- Multiple factors came together to cause disaster
- Well 5 had been vulnerable for 22 years
- Outbreak could have been reduced or prevented by measuring chlorine residual and responding appropriately

Concluding Thoughts

Walkerton, 2000

- Microbiological contamination should have been reported to the Health Unit and the Ministry of the Environment (now required)
- Estimated economic cost of outbreak - \$72M
- Social and personal costs incalculable
- Approximate cost of system upgrades - \$10M

Case Study 2

North Battleford SK, March/April 2001



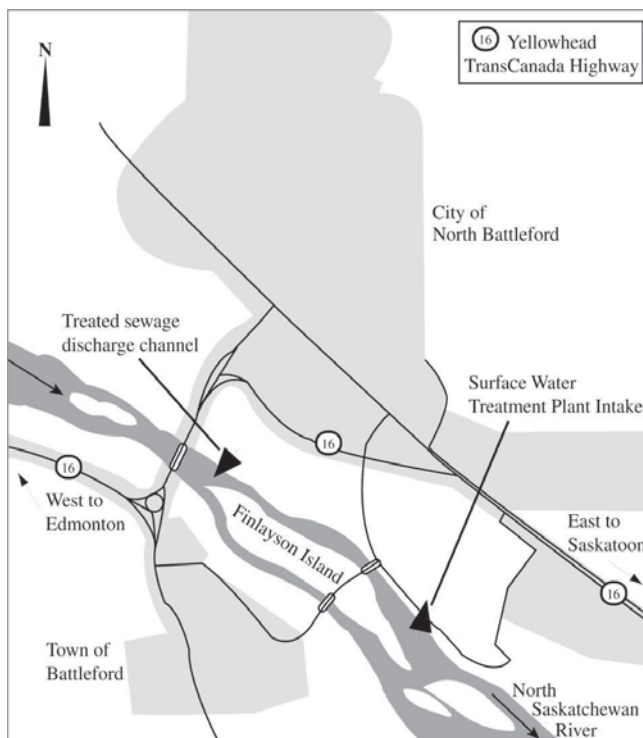
Scope of Outbreak

North Battleford, 2001

- In spring 2001, the raw water serving the City of North Battleford (pop. ~15,000) was contaminated by the protozoan parasite *Cryptosporidium*
- *Cryptosporidium* originated in the City's sewage outfall ~3.5 km upstream of the intake
- An estimated 5,800 to 7,100 in the region experienced illness
- A public inquiry by the Honourable Robert Laing was called to investigate the causes of this outbreak

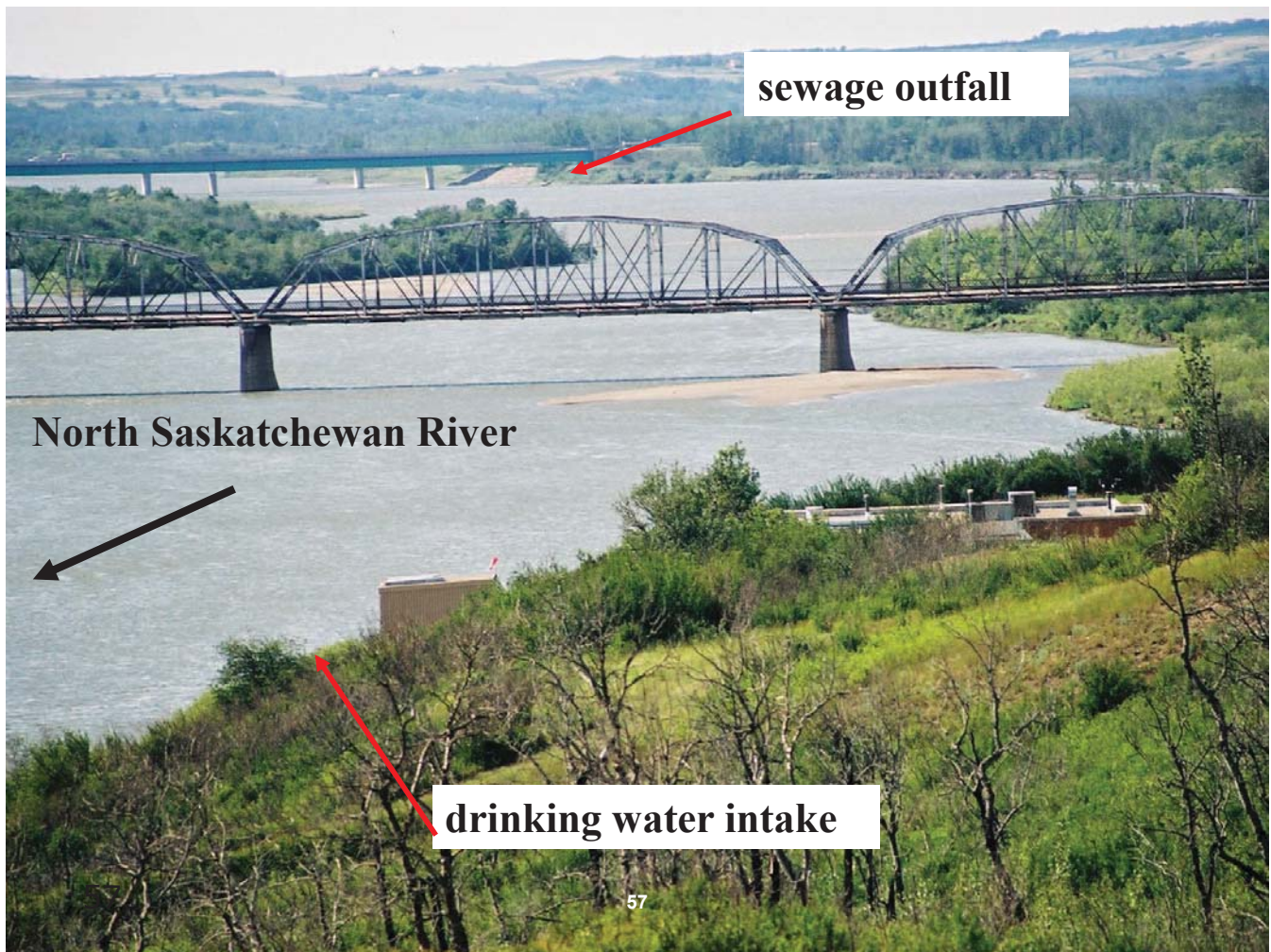
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The North Battleford Water System



- N. Saskatchewan River source known to have high levels of *Cryptosporidium* in spring thaw (manure from cattle operations)
- The water intake was ~3.5km downstream from the City's sewage outfall

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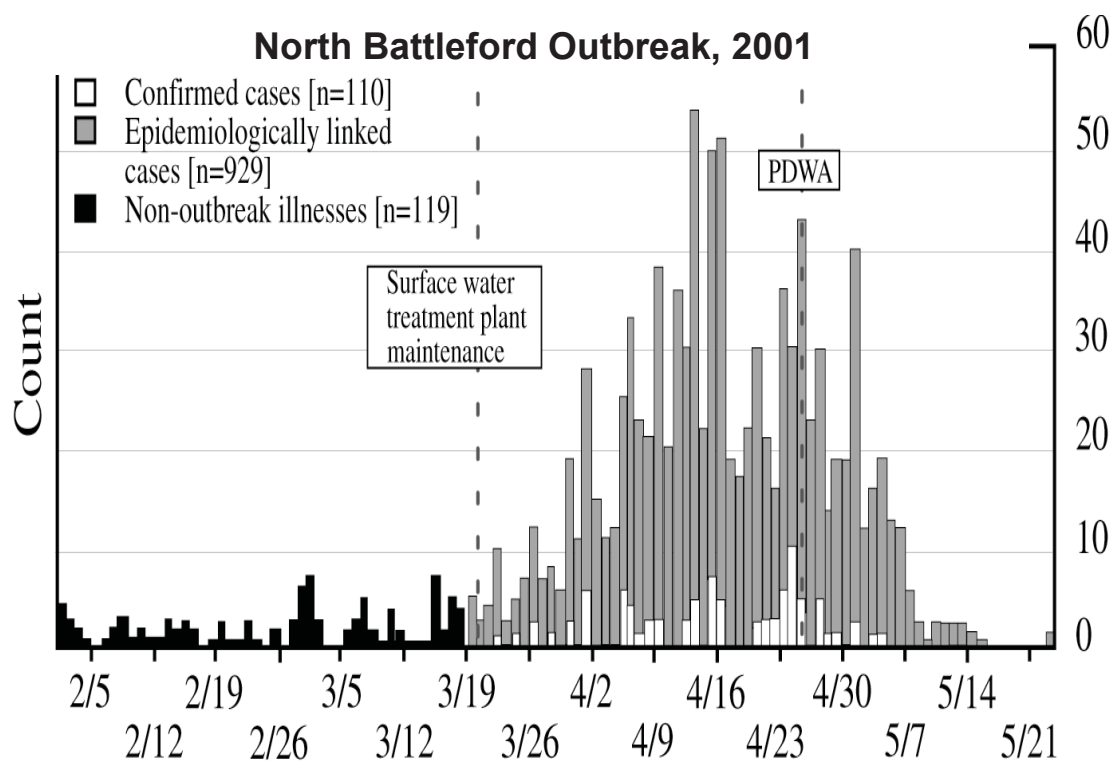
Key Events in North Battleford

- History of sewage treatment problems and influence of sewage on water treatment plant
- Boil water advisory called in September 2000 due to coliform bacteria and low chlorine residual
- Inexperienced operators performed poorly-timed maintenance in March 2001

Direct Causes of the Outbreak North Battleford, 2001

- Foreman retired in December 2000 after a previous stress leave because he was unable to convince management to invest in sewage and water treatment upgrades
- The water treatment plant used chlorination (ineffective for *Cryptosporidium*) so particle removal the only potential safety barrier
- Improper repair by junior staff compromised particle removal

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Direct Causes of the Outbreak North Battleford, 2001

- Direct cause - sewage contamination of raw water
- *Cryptosporidium* in sewage increased as outbreak emerged, further contaminating the source
- Problem was allowed to persist for 6 weeks
- Operators were trying to improve operations and reduce risks
 - Council and senior management rejected attempts at improvement

Summary Analysis of Failures North Battleford, 2001

1. Source Water Protection
 - No watershed protection program
 - Long history of poor sewage treatment practice (warnings dating back to 1963)
 - No action taken on past problems
 - The city continued to dispute the sewage theory even after it was essentially proven

Summary Analysis of Failures North Battleford, 2001

2. Treatment

- Chlorination alone not adequate for raw water contaminated by *Cryptosporidium*
- Timing of equipment repair was poor
- Poor particle removal (for weeks) should not have been tolerated
- Inexperienced operators did not understand the limitations of their treatment system

Summary Analysis of Failures North Battleford, 2001

3. Distribution and Storage

- No deficiencies noted

4. Monitoring

- Operators did not perform tests required to optimize treatment processes
- Operating procedures were outdated
- Lack of experience and training!

Summary Analysis of Failures North Battleford, 2001

5. Management

- Owner failed to provide sufficient resources to run the system
- Regulatory neglect
- Poor communications between public health, the city and the province
 - Caused a six-week delay in identifying the outbreak and issuance of a drinking water advisory

Concluding Thoughts North Battleford, 2001

- As with the Walkerton case study, the inquiry revealed failure at all levels
- Unlike the Walkerton tragedy, evidence that operators were trying to make improvements but were frustrated by management and council
- There was little evidence that lessons had been learned from previous failures

Concluding Thoughts - North Battleford, 2001

- The Canadian Environmental Law Association: “...the people of North Battleford were let down..”
- Refusal to spend money on the system, despite large contingency fund
- Provincial government was aware of problems, but hadn't inspected the plant in ten years
- Inexperienced operators were unable to heed the warning signs
- Out-of court settlements totaling \$3.2 million - Improvements to the water system cost \$600,000

Case Study 3 - Flint Michigan



Key Events in Flint

- Flint went bankrupt due to shrinking population from the declining auto industry
- Flint switched from the City of Detroit water supply (treated) to the untreated Flint River source for financial reasons
- State-appointed Emergency Managers made the decisions, **not locally elected officials.**
- Water chemistry differed significantly between these two sources

Key Events in Flint

- The Flint drinking water treatment plant was put into service before it was ready
- Drinking water was sent to consumers without appropriate treatment
- Municipal bankruptcy seems unlikely in Canada according to economists, political pundits and former mayors
- However, financial pressures may impact decisions made by municipal councils

Summary Analysis of Failures Flint MI, 2015

1. Source Protection

- Flint River received unregulated discharges from industries and municipalities for decades
- This contamination was not the main cause of the problems
- The naturally softer water from the Flint River was more chemically aggressive to the pipes in Flint's distribution system

Summary Analysis of Failures Flint MI, 2015

2. Treatment

- Treatment process very poorly controlled - trial and error used extensively
- No corrosion control, despite strong indications that it was necessary
- Inadequate equipment and ineffective operation
- Contamination with *E. coli*, THMs, bromate
- Provided favourable conditions for *Legionella*

Summary Analysis of Failures Flint MI, 2015

“If water is distributed from this plant in the next couple weeks, it will be against my direction.”

Mike Glasgow, Plant Supervisor

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Summary Analysis of Failures Flint MI, 2015

3. Distribution System

- Switch to a more chemically aggressive water caused increased leaching of lead from distribution system
- Attempts to flush system were unsuccessful
- Large percentage of homes had lead service lines

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Summary Analysis of Failures Flint MI, 2015

4. Monitoring

- Test results were intentionally omitted to reduce the average lead levels
- Test results by experts were dismissed as inaccurate
- Monitoring equipment had not yet been installed
- Poor record-keeping
- Treated water quality varied widely, suggesting poor operation

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Summary Analysis of Failures Flint MI, 2015

5. Management

- All levels of regulatory management failed:
 - MI Dept. of Environmental Quality (MDEQ)
 - MI Dept. of Health and Human Services
 - Genesee County Health Dept.
 - USEPA
- Emergency Managers made all decisions involving financial matters (not council)

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Concluding Thoughts Flint MI, 2015

- All of the barriers failed!
- 15 individuals criminally charged:
 - Involuntary manslaughter
 - Conspiracy
 - Misconduct in office
 - Willful neglect of duty
 - Obstruction of justice
 - Tampering with evidence

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Concluding Thoughts Flint MI, 2015

- March 2017 – Canadian (federal) government proposed a reduction in the lead guideline from 10 μ /L to 5 μ g/L in drinking water
- If Ontario were to reduce the regulated lead level from 10 μ /L to 5 μ g/L in the future would your municipality be able to meet 5 μ g/L?

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Summary - Case Studies

- Fecal contamination, pathogens and potential contaminants are everywhere
- Some pathogens are difficult to treat - *Cryptosporidium* seemed like an obscure risk until the 1993 Milwaukee outbreak
- Complacency can arise because waterborne outbreaks are relatively rare
- Relaxation of vigilance can lead to disaster

Summary - Case Studies

- Distribution systems are vulnerable because:
 - They are generally not visible
 - Leaks in pipes can allow contaminants and pathogens to enter the system
 - Cross connections can pose a risk, even if backflow prevention by-laws are in place
- Issues that initially appeared to be of little concern come under intense scrutiny if something goes wrong

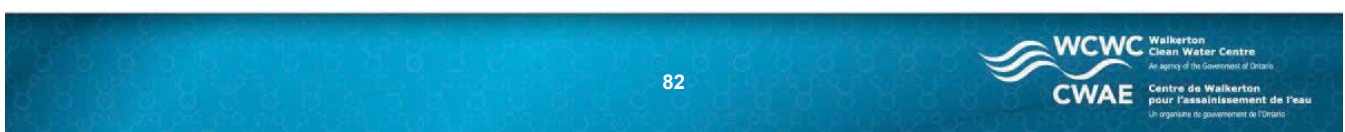
Section 4 - What Next?

Practical steps you can take to help ensure effective oversight



Achieving a Culture of Prevention

- Ensure good internal and external communications
- Promote a mentality of continuous improvement
- Promote the understanding of the entire system
 - Challenges and especially limitations
- Always maintain robust multiple barriers from source to tap
- Commitment to learning from past mistakes



Achieving a Culture of Prevention

- Enable recognition of new risks and threats by operational staff (training)
- Ensure that all staff understand that they are entrusted with protecting public health
- “Operational personnel should be given the status, training and compensation comparable with their responsibilities as guardians of the public’s health” (Justice O’Connor)
- Provide sufficient resources

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Ministry of the Environment, Conservation and Parks (MECP) Inspections

- Municipal residential drinking water systems inspected annually by MECP
- Inspection includes:
 - Source water
 - Treatment processes
 - Distribution components
 - Water quality monitoring procedures and practices



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MECP Inspections

- An inspection report will highlight areas of non-compliance and required corrective actions
- The report includes an inspection rating to compare current and past performance and areas for improvement
- Review this report and the actions being taken to respond
- Summary reports and annual reports are also required for municipal systems

Training and Succession Planning

- Ensure that operational staff receive meaningful training - confirm that you have a training plan
- Training may need to go beyond regulated requirements to address operator needs
- It will take several years for a new operator to progress to a Class III or Class IV certification

Course Summary

We need to:

- Foster Competence
- Eliminate Complacency
- Instil a Culture of Prevention
- Learn from Past Mistakes
- Emphasize Good Practice
- Promote Continuous Improvement
- Provide Sufficient Resources

3 Things to Remember

- It's your duty
- Be informed
- Be vigilant

Thank You!

Questions?

brian.jobb@wcwc.ca



WCWC is committed to supporting the owners, operators and operating authorities of Ontario's drinking water systems

- Hands-on training
- Helpline
- Drinking Water Resource Library
- Public & on-site courses
- Pilot testing

Visit wcwc.ca for more information!





Resolution

Moved By: Councillor Sinclair	Date: February 28, 2019
Seconded By: Councillor	Item Number 20.1

Whereas the current Paramedic Service Divisional Service Delivery Model has been based on a consultant's report and 10 Year Capital Plan in 2007;

And whereas, Paramedic Services 2019 Budget Project Number 197809 requests \$49,796 over the next 10 years for Ambulance Facilities Growth alone and \$116,131,000 in total for all Capital needs;

Therefore be it resolved, that the CAO be directed to conduct an independent review of the Divisional Service Delivery Model implementation since 2007 to determine successes and areas where improvement and efficiencies may be found;

And further, that a 10 year Capital Plan be presented as part of the 2020 Budget based upon the findings of the independent review.

CARRIED	LOST	REFERRED
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Chair



Resolution

Moved By: Councillor Medeiros	Date: February 28, 2019
Seconded By: Councillor	Item Number 20.2

That the Regional Clerk report back to a future meeting of Regional Council with regard to the establishment of a Labour Relations Committee including proposed mandate and Terms of Reference, for the consideration of Regional Council.

CARRIED	LOST	REFERRED	
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Chair



Resolution

Moved By: Councillor Parrish	Date: February 28, 2019
Seconded By: Councillor	Item Number 20.3

Whereas twenty-four Regional Councillors are equal members of the Board of Directors tasked with governing the Region of Peel;

And whereas, Section 224(d.1) of the *Municipal Act, 2001* as amended, defines the role of Councillors as "ensuring accountability and transparency in the operation of the municipality including in the activities of its senior management";

And whereas, Section 225 of the Act notes "It is an obligation of the Head of Council to provide information and recommendations to Council";

And whereas, Part C iv) of the Peel Regional Council Code of Conduct states "The Regional Chair and Members of Council will...have a duty to work together for goodwill, the common good and the public interest";

And whereas, section H i) of the Code states "Decision-making authority lies with Regional Council as a whole...";

And whereas, section I i) of the Code states "...this code applies in all respects to the Chair as a Member of Regional Council";

And whereas, section I iii) also states "The Regional Chair will work with Regional Council with regard to those decisions or authorities which have not been delegated to the Regional Chair by legislation. The Regional Chair will represent and promote those decisions reached by Regional Council as a whole";

And whereas, section J vii) states "The Regional Chair and Members of Council will respect the principle that decision making, including policy making, the direction of staff and the commitment of municipal resources is only to be exercised by Members acting collectively through the Council as a whole";

Therefore be it resolved that the Regional Chair shall ensure that all twenty-four Members of Council shall be fully and equally informed on all issues affecting the operation of the Region of Peel;

And further, that the newly formed Regional Council Policies and Procedures Committee review and refine the Peel Regional Council Code of Conduct to include the above recommendations so that the role of the Chair of the Region is clearly defined with respect to keeping all members of Council fully informed at all times.

CARRIED	LOST	REFERRED
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Chair

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**

Proposed Amendments to the Growth Plan

Presentation to: Regional Council, February 28, 2019

On behalf of: Brook Valley Homes Inc, Mayfield West

Presented by: Don Given

Our Request

- Adjust the intensification target to 45% - 50%
- Update the Built Boundary to 2018
- Extend the horizon to 2051
- Future Land Supply calculations should provide flexibility to plan for logical boundaries

Adjusting the Intensification Target to 45% - 50%

- OPA 114 was adopted by Regional Council in 1991, approved by the OMB in 1997, and directed growth to 3 areas. These areas are still identified in the current Official Plan:
 - Mayfield West
 - Bolton
 - Caledon East and other rural communities



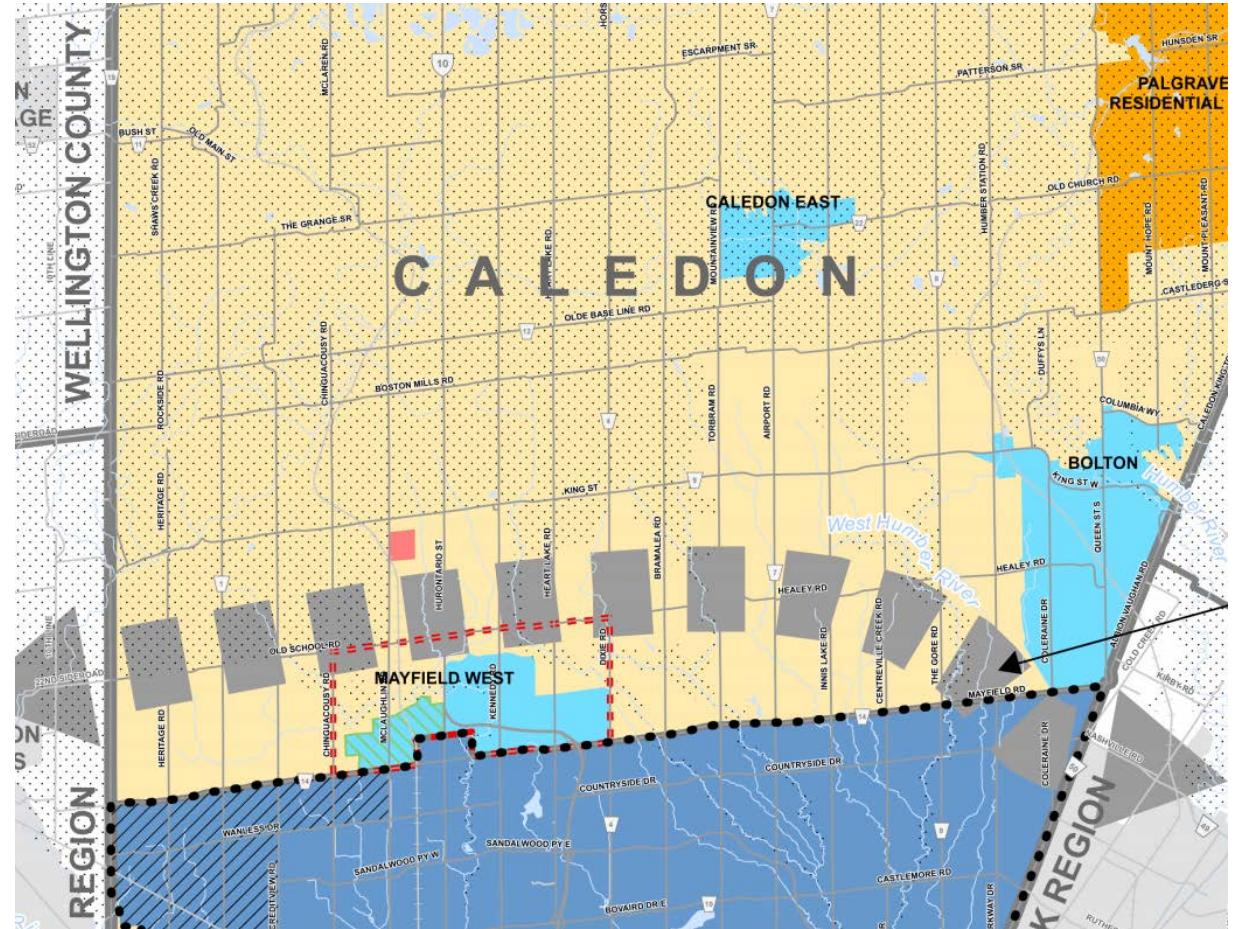
Adjusting the Intensification Target to 45% - 50%

- These communities are not yet complete and should be a priority for growth before further growth is directed elsewhere
- 45 - 50% intensification will allow for the completion of these communities and leave population for other places to grow
- Accommodating 50% of Peel's projected growth (all growth from intensification) from now until 2041 will require 1500 – 2000 hectares of land



Adjusting the Intensification Target to 45% - 50%

- The vacant unbuilt areas of the Mayfield West Study Area, if built at 60 people and jobs per hectare, can accommodate 28,000 people and jobs within the 460 hectares



Updating the Built Boundary

- The built boundary should be updated logically to reflect what has already been built



Extending the Planning Horizon to 2051

- By the time the 2017 Growth Plan is implemented through municipal comprehensive reviews in local municipal Official Plans, the last of which will be completed in 2022, the planning horizon will have shrunk to 19 years (2022 – 2041).
- Increasing the planning horizon to 25 years to 2046 or 2051 provides allows for effective application of the Growth Plan policies

Planning for Logical Boundaries

Mayfield West Study Area

Our Request

- Adjust the intensification target to 45% - 50%
- Update the Built Boundary to 2018
- Extend the horizon to 2051
- Plan for logical boundaries

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
-------------------------	--------------

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

DATE SUBMITTED YYYY/MM/DD

FEB 27 / 19

NAME OF INDIVIDUAL(S)

GLENN SCHNARR

POSITION(S)/TITLE(S)

Principal

NAME OF ORGANIZATION(S)

GSAI

E-MAIL

glens@gsai.ca

TELEPHONE NUMBER

905-566-8888

EXTENSION

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

GROWTH PLAN AMENDMENT 1

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

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

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

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

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

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



GLEN SCHNARR & ASSOCIATES INC.

URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:

GLEN SCHNARR, MCIP, RPP

GLEN BROLL, MCIP, RPP

COLIN CHUNG, MCIP, RPP

JIM LEVAC, MCIP, RPP

February 25, 2019

Ontario Growth Secretariat
 Ministry of Municipal Affairs
 c/o Business Management Division
 777 Bay Street
 17th Floor
 Toronto, ON
 M5G 2E5

RECEIVED

FEB 27 2019

REGION OF PEEL
 LEGISLATIVE SERVICES

Attention: Charles O'Hara

Dear Sir,

**RE: Proposed Amendments to the 2017 Growth Plan for GGH
 ERO #s 013-4504 through 013-4507
 Mayfield West Expansion Area (Alloa)
 Town of Caledon, Peel Region**

We are writing to you with respect to the above referenced matter on behalf of a group of landowners in the Mayfield West Expansion Area (Alloa Community) in south Caledon. The lands are situated at the northwest corner of Chinguacousy and Mayfield Roads, abutting the north boundary of the developing Mount Pleasant Secondary Plan Area in the City of Brampton and abutting the west boundary of the developing Mayfield West Phase 2 Secondary Plan Area in the Town of Caledon (see attached Context Plan). The subject Mayfield West Expansion Area (Alloa) is well positioned for future urban development on the immediate boundaries of developing greenfield areas in south central Caledon and northwest Brampton with direct access to full urban services and is in close proximity to the Mount Pleasant GO Station.

Proposed Amendment to 2017 Growth for GGH

Employment Planning

We largely concur with the direction of the proposed amendments to the employment policies of the 2017 Growth Plan which will introduce more flexibility into these employment policies. We agree with the implementation of Provincially Significant Employment Zones that can only be converted through an MCR and the elimination of the existing "prime employment areas" of the current Growth Plan which were too restrictive. We also concur with the abandonment of a single density target for all employment lands and that upper- and single-tier municipalities can designate employment lands outside of an MCR, which is a function that should be extended to lower-tier municipalities.

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

10 KINGSBRIDGE GARDEN CIRCLE
 SUITE 700
 MISSISSAUGA, ONTARIO
 L5R 3K6
 TEL (905) 568-8888
 FAX (905) 568-8894
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Settlement Area Boundary Expansions

We agree with the proposed amendment that would allow municipalities to adjust/refine settlement area boundaries outside of an MCR process but see no reason or need to restrict it to a 'no net increase' in land within settlement areas.

We also agree that municipalities should be permitted to undertake a settlement area expansion outside of an MCR process but are of the opinion that it should be permitted for areas greater than 40 hectares (99 acres). The typical net developable residential land yield in an urban setting is approximately 50-55% of gross land area. Considering this, and in the interest of the development of 'complete communities', the land area of a settlement area expansion under this policy should be allowed to exceed 40 hectares to ensure long term planning of 'complete communities' and the infrastructure needed to support such communities. Past practices of strict 'planning by numbers' for community growth allocations and settlement area boundaries are illogical and should allow for rounding out of settlement area boundaries beyond assigned population/employment allocations provided logical planning boundaries such as existing roads, the natural heritage system and other such features are established. Such exceedances of assigned growth allocations can readily be factored in to the subsequent MCR process and land budget exercise with no negative impacts.

Lastly the Growth Plan required that any settlement area expansion must occur through a comprehensive MCR in the context of multiple technical component studies as one complete official plan amendment package. Such a 'bundled' process is a complex and lengthy undertaking for any municipality and quite frankly, totally unnecessary and illogical; there is no reason why the Growth Plan should restrict municipalities from undertaking a staged or phased MCR process with the associated technical component studies as applicable, much like Peel Region's ongoing 2041 MCR process was planned to be advanced.

Small Rural Settlements

We agree with the proposed introduction of rural settlements and to permit minor rounding of same within the Growth Plan. The Town of Caledon has many such rural settlements (Villages and Hamlets) that have a long history and should be permitted minor, logical growth.

Agricultural and Natural Heritage Systems

We also concur with the proposed Growth Plan amendment that would suspend the Provincial mapping of the agricultural land base and the natural heritage system until such



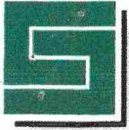
mapping has been implemented in upper- and single-tier Official Plans. Mapping of agricultural and environmental systems should not be done by and imposed at the Provincial level without the benefit of local knowledge and refinement. However, we do not agree that once such Provincial mapping has been implemented in Official Plans, any further refinements thereto may only occur through a Municipal Comprehensive Review. Local municipal resource mapping refinements should be permitted at any time through the planning approvals process (at the Secondary Plan, Block Plan or Draft Plan & Zoning By-Law stage), subject to appropriate information to justify such refinements.

Intensification and Density Targets

We do not agree with specifying a minimum intensification target of 60% for Peel Region at this time. A target level of 45% is far more reasonable and appropriate in order to extend greenfield developers (and the associated provision of low-rise housing) a reasonable share of the market given the economic benefits and significance of the industry and the approval difficulties (in the form of political and public opposition) typically faced by infill intensification proposals. Secondly, with respect to intensification issues, the limits of the 'built boundary' as depicted in the Growth Plan should be updated to 2018 given the amount of greenfield growth that has occurred since the 'built boundary' was initially defined.

With respect to density targets in greenfields and the calculation of density, regional and major arterial roads, as well as stormwater management ponds are significant infrastructure facilities that should be netted out (excluded) from the land area contributing to the calculation of development density.

In addition, a greenfield density target of 60 people and jobs/hectare for all of Peel is somewhat inappropriate relative to greenfields in Caledon. Brampton and Mississauga are both entirely within the urban boundary while Caledon greenfields are at the urban fringe or edge. Caledon is more of a rural than urban municipality (much of which is covered by the Greenbelt) which transitions to a Growth Plan density target of 40 people and jobs/hectare proposed for Dufferin County at Caledon's north limit. It is structurally unsound to impose a higher density target of 60 people and jobs/hectare on the urban fringe in Caledon where services such as community facilities and transit may be lacking relative to more established urban areas. As well, there has been insufficient development experience with building to a density target of 50 people and jobs/hectare on the urban fringes, let alone 60 people and jobs, and could have the impact of inverted (higher) densities on the fringe relative to greenfields built over the last 20-25 years. A density target of 50 or even 45 people and jobs/hectare is a more practical and transitional approach to development density on the urban/rural fringes which abut and may conflict with agricultural uses.



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

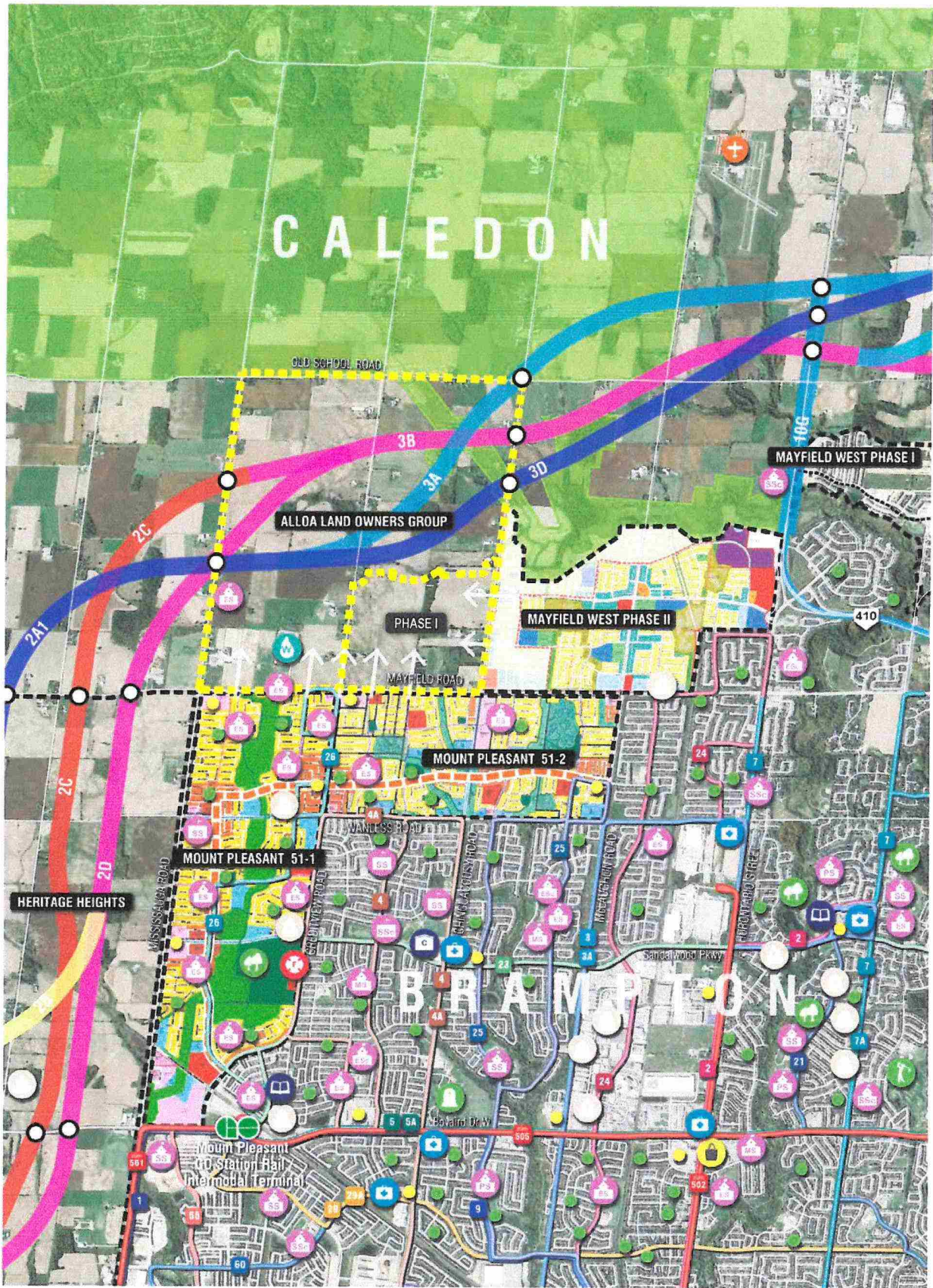
Thank you for the opportunity to comment on elements of the proposed amendments to the 2017 Growth Plan for the Great Golden Horseshoe and the Ministry's consideration of the same.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Carl Brawley, MCIP, RPP
Attachment

c.c. Mr. S. Jacques, Region of Peel
Mr. A. Smith, Region of Peel
Members of Council, Region of Peel
Mayfield West Expansion Area (Alloa) LOG



- Alloa Land Owners Group
- Brampton Transit / Züm Routes (Sep 2016)
- Future Transit Spine Collector Road
- Potential GTA West Corridor Routes (approx.)
- GTA West Corridor Potential Interchanges
- Schools
- Fire / FMS
- Gov / Community
- Water Reservoir
- Brampton - Caledon Airport
- Places of Worship
- Retail Centres
- Medical
- Parks
- Base Information Obtained From Various Sources And Is Approximate.
- Future / Proposed Planning and Services Is Conceptual And Requires Verification by Appropriate Agency.
- Aerial Photo: Google Earth, Approx. Spring 2016



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP
JIM LEVAC, MCIP, RPP

February 26, 2019

Refer To File: 870-001

Ontario Growth Secretariat
Ministry of Municipal Affairs
777 Bay Street
c/o Business Management Division
17th Floor
Toronto, ON
M5G 2E5

RECEIVED

FEB 27 2019

REGION OF PEEL
LEGISLATIVE SERVICES

Attention: Charles O'Hara

Dear Sir,

RE: Proposed Amendments to the 2017 Growth Plan for GGH
ERO #s 013-4504 through 013-4507

We are writing to you with respect to the above referenced matter on behalf of a group of landowners in the 'Option 3' Bolton Residential Expansion Study (BRES) area in Caledon. The lands are located north of King Street and east of The Gore Road (and west of the CPR Tracks) in Bolton. These lands are legally described Part of Lots 11, 12 and 13, Concession 4 (ALB), Town of Caledon. We appreciate the opportunity to provide input to the Proposed Amendment No. 1 to the 2017 Growth Plan.

The Bolton Residential Expansion Study (BRES) represents Caledon's progress towards meeting the Growth Plan conformity targets set by the Province through the 2006 Growth Plan, and subsequently directed by the Region of Peel through Regional Official Plan Amendment (ROPA) 24 which addressed Growth Plan conformity to 2031 for the Region of Peel.

The BRES process was initiated by the Town of Caledon in 2012 and was meant to implement the policy requirement for a settlement area boundary expansion and to identify the Town's preferred approach to meeting the '2031a' population forecasts. The Town of Caledon identified their preferred 'Option 3' lands through this process and completed a municipally-initiated ROPA application (ROPA 30) to the Region of Peel in 2014 to bring the 'Option 3' lands

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into the Bolton Settlement Area limits. However, the Region undertook their own review and, ultimately, Council for the Region of Peel selected a different Option for the Bolton Settlement Area Expansion. ROPA 30 was appealed by a number of appellants and resolution to this matter is expected to occur through a Hearing which is yet to be scheduled.

The subject BRES lands are well positioned for future urban development as they are located on the immediate boundaries of Bolton and adjacent to the preferred location for the future Bolton GO Station, along the CPR tracks and north of King Street (per the 2010 Bolton Commuter Rail Feasibility Study by Metrolinx).

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Major Transit Station Areas

We concur with the Province's recognition that a streamlined approach to enable the determination of major transit station areas will allow them to happen faster so that development and zoning can occur faster. In this regard, we actively support the shift in timing for Woodbridge-Kleinburg-Bolton GO Line back to 2020-2025 timeframe (as opposed to 'beyond 2041' as referenced in Metrolinx's 2041 Regional Transportation Plan for Greater Toronto and Hamilton Area, March 2018) and the determination of this line as a priority transit corridor in The Growth Plan. This transit corridor line was included within the 2006 Growth Plan on Schedule 2 as 'Proposed Higher Order Transit to 2031' with a grey line; however, it was removed altogether from the 2017 Growth Plan (see attachment). Further, this line has been identified by Metrolinx as a future transit corridor since 2010. Identification and advancement of this corridor as a priority transit corridor would ensure that infrastructure and transit opportunities are in sync with Growth Plan. Further, this would align growth with the Metrolinx objectives and reporting, including the Big Move Updates and the Regional Transportation Plan.

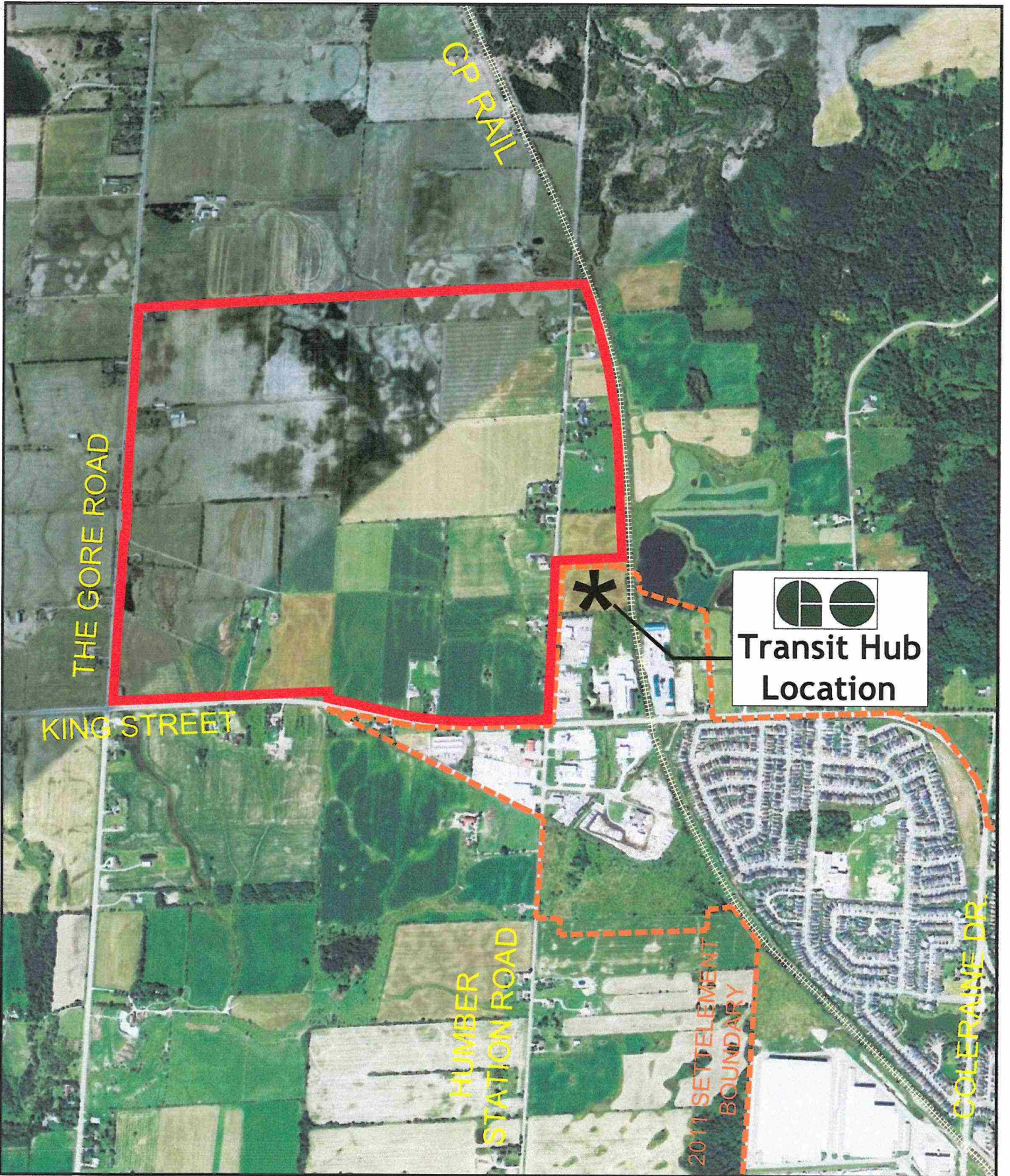
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Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

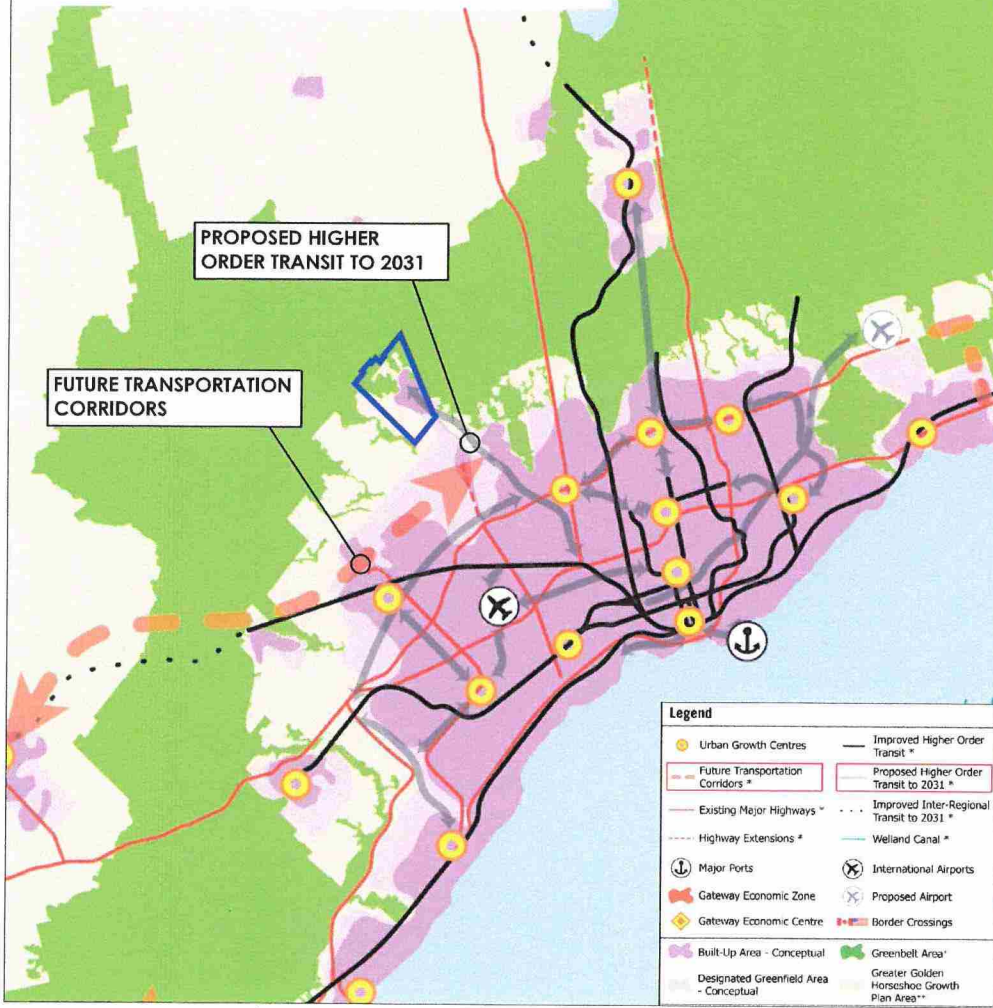
Karen Bennett, MCIP, RPP
Senior Associate

c.c. Mr. S. Jacques, Region of Peel
Mr. A. Smith, Region of Peel
Regional Chair and Members of Council, Region of Peel
Bolton 'Option 3' Landowners Group



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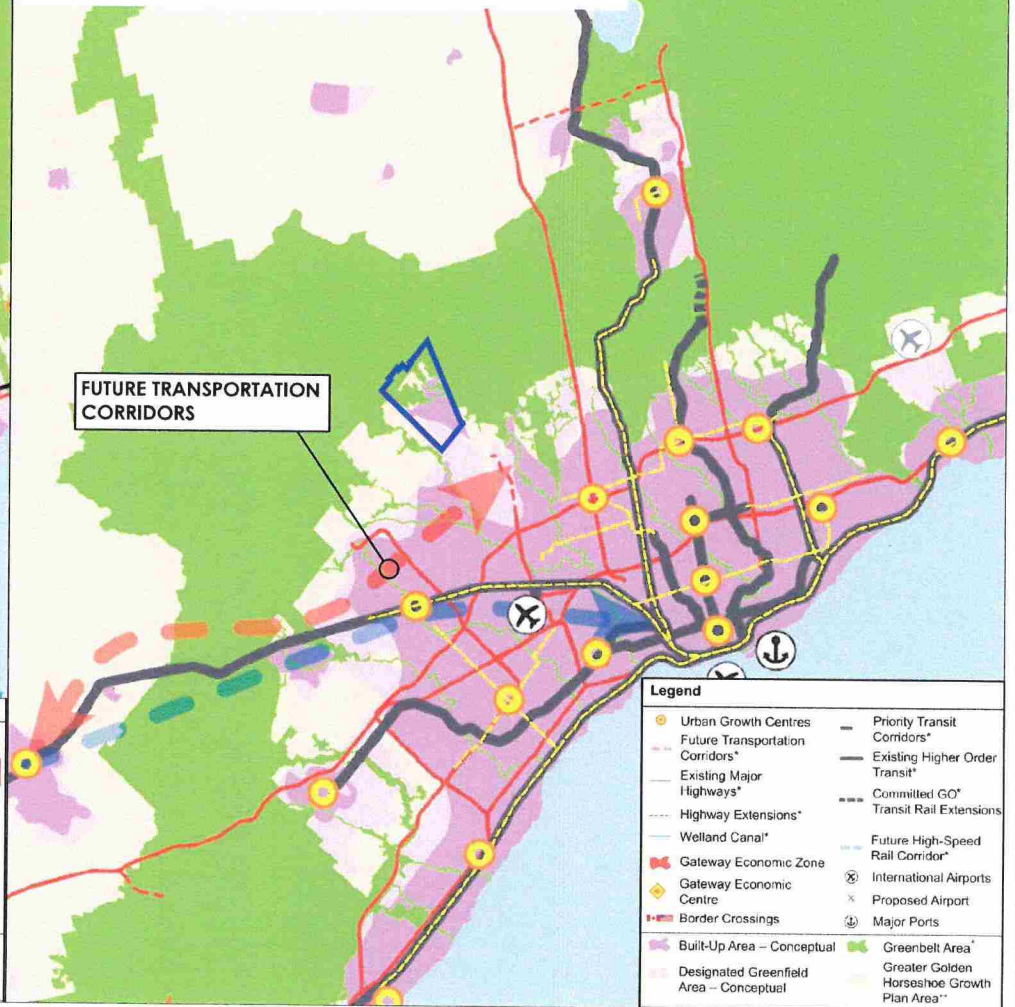
**EXCERPT FROM
SCHEDULE 2 (PLACES TO GROW CONCEPT)
2006 GROWTH PLAN**



**BOLTON GO
PLACES TO GROW
COMPARISON**

— BOLTON SETTLEMENT AREA

**EXCERPT FROM
SCHEDULE 2 (PLACES TO GROW CONCEPT)
2017 GROWTH PLAN**



— BOLTON SETTLEMENT AREA

Scale: 1:5000
November 28, 2018