

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, September 12, 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.

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

1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. July 11, 2019 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **CONSENT AGENDA**

7. **DELEGATIONS**

7.1. **Dr. Matthew Roorda, Chair, Smart Freight Centre and Professor of Civil and Mineral Engineering, University of Toronto**, Providing an Update on the Smart Freight Centre Projects and Partnership (Related to 7.2, 7.3 and 13.1)

7.2. **Sebastian Prins, Director, Government Relations (Ontario), Retail Council of Canada**, Providing Details about the Importance of Off-Peak Delivery (**Presentation to be distributed when available**) (Related to 7.1, 7.3 and 13.1)

7.3. **Ian Klesmer, Director, Strategy and Grants, The Atmospheric Fund**, Regarding the Importance of One of the Smart Freight Centre Projects - Off Peak Delivery (Related to 7.1, 7.2 and 13.1)

7.4. **Ramdai Dhanrajh and Deeneshwar Dhanrajh, Presidents, Brampton Triveni Community Centre**, Requesting Relief of Development Charges for Place of Worship, 20 Daviselm Drive, City of Brampton, Ward 5

8. **STAFF PRESENTATIONS**

8.1. Update: The Butterfly Model - Supporting Person-Centred Care for People Living with Dementia (For information)
Presentation by Mary Connell, Butterfly Model Project Manager and Francoise Morissette – Queens University Industrial Relations Centre Facilitator

8.2. Seniors' Services 2018 Annual Report (For information)
Presentation by Cathy Granger, Acting Commissioner, Health Services and Dr. Sudip Saha, Senior Medical Director, Long Term Care

- 8.3. Update on Provincial Funding Cuts Delivery (Oral) (**Presentation to be distributed when available**)

Presentation by Norm Lum, Director, Business and Financial Planning

9. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

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

10. COMMUNICATIONS

- 10.1. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated July 22, 2019, Regarding Provincial Policy Statement Review – Draft Policies (Receipt recommended)

- 10.2. **Andrew Farnsworth, Clerk and Manager, Policy, Clerk and Corporate Records, Corporate Services, Toronto and Region Conservation Authority (TRCA)**, Email dated August 1, 2019, Providing a Copy of a Resolution and Report Regarding TRCA's Regulation Mapping Update, as Approved by its Board of Directors on June 21, 2019 (Receipt recommended)

- 10.3. **Conservation Ontario**, Media Release dated August 19, 2019, Regarding “Letter from Province: Province Moves to Constrain Conservation Authority Programs and Services” (Referral to Public Works recommended) (**Additional information regarding Watershed Management Programs is available at Conservation Ontario’s website: conservationontario.ca/conservation-authorities/watershed-management/**)

11. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

- 11.1. Budget Policy and Reserve Management Policy Compliance Update – June 30, 2019 (For information)

- 11.2. Review of the Vacant and Excess Land Subclass Reduction Program for Commercial and Industrial Properties (For information)

- 11.3. Lease Renewal/Amending Agreement Located at 150 Central Park Drive, Suites 9, 13, 302, 307 and 308 - City of Brampton, Ward 7 (For information)

- 11.4. License Agreement - Installation of Sanitary Sewer at 109 McLaughlin Road South - City of Brampton, Ward 4 (For information)

12. COMMUNICATIONS

- 12.1. **Caroline Mulroney, Minister of Transportation and Kinga Surma, Associate Minister of Transportation (GTA)**, Letter dated July 22, 2019, Regarding Investing in Canada Infrastructure Program Transit Stream Intake (Receipt recommended)

- 12.2. **Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs**, Letter dated July 29, 2019, Advising of the Rural Economic Development (RED) Program (Receipt recommended)
- 12.3. **Prabmeet Singh Sarkaria, Associate Minister of Small Business and Red Tape Reduction**, Letter dated August 1, 2019, Responding to a Letter of Congratulations from Regional Chair Iannicca Regarding his Appointment as Associate Minister of Small Business and Red Tape Reduction (Receipt recommended)
- 12.4. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated August 8, 2019, Advising of Approval for Funding for Review of the Child Care Fee Subsidy Program through the Provincial Audit and Accountability Fund (Receipt recommended)
- 12.5. **Rod Phillips, Minister of Finance**, Letter dated August 13, 2019, Providing an Update on the Ontario Cannabis Legalization Implementation Fund (Receipt recommended)
- 12.6. **Jeff Yurek, Minister of the Environment, Conservation and Parks**, Letter dated August 26, 2019, Regarding the Association of Municipalities of Ontario Delegation (Receipt recommended)
- 12.7. **Rod Phillips, Minister of Finance**, Letter dated August 29, 2019, Responding to a Letter of Congratulations from Regional Chair Iannicca Regarding his Appointment as Minister of Finance (Receipt recommended)

13. ITEMS RELATED TO PUBLIC WORKS

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

- 13.1. Peel Goods Movement Status and Smart Freight Centre Update (Related to 7.1 to 7.3 inclusive)
- 13.2. Boundary Road Agreement Execution Between the Region of Peel and the County of Dufferin (**A copy of the subject Boundary Road Agreement is available at the Office of the Regional Clerk for viewing**) (Related to By-law 50-2019)
- 13.3. Engineering Services for the Design and Construction of Plant Capacity Upgrade at G.E. Booth Wastewater Treatment Plant, Capital Projects 17-2926 and 22-2940, Document 2017-488P, City of Mississauga, Ward 1

14. COMMUNICATIONS

- 14.1. **Catherine McKenna, Minister of the Environment and Climate Change**, Letter dated July 22, 2019, Responding to a Letter from Regional Chair Iannicca, Regarding the Region of Peel Resolution in Support of the Great Lakes and St. Lawrence Cities Initiative Position Statement (Resolution 2019-288) (Receipt recommended)

- 14.2. **Laurie Scott, Minister of Infrastructure**, Letter dated July 24, 2019, Responding to a Letter of Congratulations from Regional Chair Iannicca Regarding her Appointment as Minister of Infrastructure (Receipt recommended)
- 14.3. **Jeff Yurek, Minister of the Environment, Conservation and Parks**, Letter dated July 25, 2019, Responding to a Letter of Congratulations from Regional Chair Iannicca Regarding his Appointment as Minister of the Environment, Conservation and Parks (Receipt recommended)
- 14.4. **Kinga Surma, Associate Minister of Transportation (GTA)**, Letter dated July 29, 2019, Responding to a Letter of Congratulations from Regional Chair Iannicca Regarding her Appointment as Associate Minister of Transportation (Receipt recommended)

15. ITEMS RELATED TO HEALTH

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

- 15.1. Peel Waterpipe Smoking By-Law Update (For information)
- 15.2. By-Law to Prohibit Smoking and Vaping in Outdoor Public Places and Workplaces and to Repeal the Peel Outdoor Smoking By-law 20-2013 (Related to By-law 49-2019)

16. COMMUNICATIONS

- 16.1. **Christine Massey, Spokesperson, Fluoride Free Peel**, Email dated August 6, 2019, Regarding the O'Brien Institute for Public Health Report on Community Water Fluoridation (Receipt recommended) **(A copy of the O'Brien Institute of Public Health's Report is available at the Office of the Regional Clerk for viewing)**
- 16.2. **Christine Elliott, Deputy Premier and Minister of Health**, Letter received August 20, 2019, Advising of Revised Funding with Respect to the Land Ambulance Services Grant for 2019 (Receipt recommended) (Related to 16.3)
- 16.3. **Alison Blair, Executive Director, Emergency Health Services Office**, Letter dated August 20, 2019, Advising of the Additional Base Funding for the 2019 Land Ambulance Services Grant (Receipt recommended) (Related to 16.2)
- 16.4. **Christine Elliott, Deputy Premier and Minister of Health**, Letter dated August 20, 2019, Advising of the Ministry of Health's 2019-20 Funding and the Implementation of the Municipal Share for Public Health to 30 Per Cent Commencing 2020 (Receipt recommended) (Related to 16.5)
- 16.5. **David C. Williams, Chief Medical Officer of Health**, Letter dated August 20, 2019, Providing the Ministry of Health Public Health Funding and Accountability Agreement with the Board of Health for Peel Public Health (Referral to Health Services recommended) (Related to 16.4)

17. **ITEMS RELATED TO HUMAN SERVICES**

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

- 17.1. Ontario's Community Housing Renewal Strategy

18. **COMMUNICATIONS**

19. **OTHER BUSINESS**

20. **NOTICE OF MOTION/MOTION**

21. **BY-LAWS**

Three Readings

By-law 49-2019: A by-law to prohibit Smoking and Vaping in Outdoor Public Places and Workplaces and to repeal By-law 20-2013. (Related to 15.2)

By-law 50-2019: A by-law to authorize the execution of an Agreement attached hereto as Schedule "A" between the County of Dufferin and the Regional Municipality of Peel for the maintenance of Regional Road 23 (County Road 23) and Regional Road 136 (Porterfield Road) forming the boundary between the County of Dufferin and the Regional Municipality of Peel; and to repeal By-law 12-2006. (Related to 13.2)

22. **IN CAMERA MATTERS**

- 22.1. July 11, 2019 Regional Council Closed Session Report

- 22.2. Appointment of Non-Elected Members to the Region of Peel Diversity, Equity and Anti-Racism Committee (Personal matters about an identifiable individual, including municipal or local board employees)

- 22.3. Peel Waterpipe Smoking By-law 30-2016 Update (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)

- 22.4. Collective Agreement Negotiations (Labour relations or employee negotiations) **(To be distributed at the meeting)**

- 22.5. Silverthorn Water Pumping Station Watermain Break (Oral) (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and a Position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

24. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
July 11, 2019**

Regional Chair Iannicca called the meeting of Regional Council to order at 9:34 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

I. ROLL CALL

Members Present:

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

Members Absent:

S. McFadden	Due to personal matters
A. Thompson (C. Early★)	Due to personal matters

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

2. DECLARATIONS OF CONFLICTS OF INTEREST- Nil

* See text for arrivals

♦ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. June 27, 2019 Regional Council meeting

Moved by Councillor Starr,
Seconded by Councillor Sinclair;

That the minutes of the June 27, 2019 Regional Council meeting be approved.

Carried 2019-651

4. APPROVAL OF AGENDA

Moved by Councillor Crombie,
Seconded by Councillor Damerla;

That the agenda for the July 11, 2019 Regional Council meeting include a delegation from Jasbir Singh and Jagjeet Jai Singh, Residents of the City of Brampton, regarding a leaking septic system on a neighbouring property to be dealt with under Delegations – Item 7.3;

And further, that the agenda for the July 11, 2019 Regional Council meeting include a communication regarding the Province of Ontario's Request for Host Community Support, to be dealt with under Enterprise Programs and Services - Item 10.2;

And further, that the agenda for the July 11, 2019 Regional Council meeting include a motion regarding the creation of decals for the Pride and Trans Flags, to be dealt with under Other Business – Item 19.1;

And further, that the agenda for the July 11, 2019 Regional Council meeting be approved.

Carried 2019-652

Related to Resolutions 2019-697, 2019-705 and 2019-712

5. PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL

The Regional Chair recognized the month of July as Pride Month in the Region of Peel.

6. CONSENT AGENDA

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the following matters listed on the July 11, 2019 Regional Council Agenda be approved under the Consent Agenda:

- 9.2. 2019 Triannual Financial Performance Report - April 30, 2019
- 9.3. Report of the Region of Peel Accessibility Advisory Committee (AAC-3/2019) meeting held on June 20, 2019
- 11.1. Engineering Services for Detailed Design, Contract Administration and Inspections Services for the Widening of Regional Road 18 (Mavis Road), 500 Metres South and 500 Metres North of Highway 407, Project 18-4070, City of Brampton, Wards 4 and 6, and City of Mississauga, Ward 11
- 11.2. Reconstruction and Widening of Financial Drive from Regional Road 15 (Steeles Avenue) to Casablanca Circle, Capital Project 14-4280, Document 2016-453T, City of Brampton, Wards 4 and 6
- 11.3. Wastewater Treatment and Collection - 2018 Performance and Compliance Report
- 11.4. 2018 Annual Performance Review of the South Peel Water and Wastewater Management, Operations and Maintenance Agreement with the Ontario Clean Water Agency (OCWA)
- 11.6. Report of the Waste Management Strategic Advisory Committee (WMSAC-2/2019) meeting held on June 20, 2019
- 11.7. Single-Stream Recyclable Material Commodity Market Update and Peel's Operational Response
- 12.1. Carey Herd, General Manager, Corporate Services and Town Clerk, Town of Caledon, Letter dated June 26, 2019, Providing a Copy of the Town of Caledon Resolution Requesting the Region of Peel to Investigate Various Traffic Calming Measures in Belfountain
- 15.1. Peel's Early Years and Child Care Provincial Allocation for 2019
- 15.2. Addiction Services Initiative
- 15.4. Report of the Region of Peel Strategic Housing and Homelessness Committee (SHHC-3/2019) meeting held on June 20, 2019

- 16.1. Krystal Christopher, Legislative Coordinator, City of Mississauga, Email dated July 4, 2019, Providing a copy of the City of Mississauga Resolution 0163-2019, Requesting that the Region of Peel Provide a Development Charges Grant to Armagh for the Transitional Housing Project, City of Mississauga – Ward 2
- 17.1. North West Brampton Shale Resources Policy Review Regional Official Plan Amendment 32 (ROPA 32)
- 18.1. Steve Clark, Minister of Municipal Affairs and Housing, Letter dated June 28, 2019 providing comments on the Draft Regional Official Plan Amendment to Remove Shale Protection Policies and Mapping from the North West Brampton Urban Area
- 20.1. Motion Requesting that the Federation of Canadian Municipalities Advocate to the Federal Government to Provide a Long-Term Funding Commitment for Housing
- 20.2. Motion Requesting that the Federation of Canadian Municipalities Advocate to the Federal Government to Provide a Long-Term Funding Commitment for Housing
- 20.3. Motion Requesting that the Association of Municipalities of Ontario Advocate to the Provincial Government to Provide a Long-Term Funding Commitment for Housing
- 22.1. Closed Session Report of the Strategic Housing and Homelessness Committee (SHHC-3/2019) meeting held on June 20, 2019

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

Carried 2019-653

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

- 9.2. **2019 Triannual Financial Performance Report - April 30, 2019**

Received 2019-654

Related to Resolution 2019-698

9.3. **Report of the Region of Peel Accessibility Advisory Committee (AAC-3/2019) meeting held on June 20, 2019**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the report of the Region of Peel Accessibility Advisory Committee (AAC-3/2019) meeting held on June 20, 2019, be adopted.

Carried 2019-655

1. CALL TO ORDER

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

3. APPROVAL OF AGENDA

RECOMMENDATION AAC-8-2019:

That the agenda for the June 20, 2019, Region of Peel Accessibility Advisory Committee meeting be approved.

Approved 2019-656

4. DELEGATIONS

4.1. Anthony Frisina, Delegate, The Forward Movement, Regarding The Region of Peel's Adoption of the Dynamic Symbol of Access

Received 2019-657

Related to Resolution 2019-658

5. REPORTS

5.1. Dynamic Symbol of Access

RECOMMENDATION AAC-9-2019:

That the implementation of the Dynamic Symbol of Access at Region of Peel facilities, be endorsed;

And further, that existing International Symbol of Access images on 138 accessible parking spaces, as identified in the report of the

Commissioner of Corporate Services, titled "Dynamic Symbol of Access, be replaced in 2019, to be funded from the current 2019 budget;

And further, that the remaining sites, as identified in the subject report, be replaced in 2020 and 2021 subject to budget approval;

And further, that the Chair of the Region of Peel Accessibility Advisory Committee send a letter to the Minister for Seniors and Accessibility endorsing The Forward Movement accessible signage campaign.

Approved 2019-658

Related to Resolution 2019-657

5.2. **The Butterfly Model of Dementia Care: Improving Quality of Life for People Living with Dementia**

Presentation by Cathy Granger, Director, Long-Term Care and Mary Connell, Advisor, Dementia Care

Received 2019-659

5.3. **Region of Peel's Waste Collection Services - Work to Address Accessibility in Waste Management**

Presentation by Erwin Pascual, Manager, Waste Planning

Received 2019-660

5.4. **Accessibility Planning Program Update - June 20, 2019**

Received 2019-661

6. **COMMUNICATIONS**

6.1. **Ministry for Seniors and Accessibility, Email dated June 6, 2019, Regarding Notice of Ministry Training Webinar for Municipal Accessibility Advisory Committees**

Received 2019-662

11.1. **Engineering Services for Detailed Design, Contract Administration and Inspections Services for the Widening of Regional Road 18 (Mavis Road), 500 Metres South and 500 Metres North of Highway 407, Project 18-4070, City of Brampton, Wards 4 and 6, and City of Mississauga, Ward 11**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the contract (Document 2018-409N) for the Engineering Services for Detailed Design for bridge widenings at Regional Road 19 (Winston Churchill Boulevard) at Highway 407 and Regional Road 18 (Mavis Road) at Highway 407, awarded to SNC-Lavalin Inc. be extended in the estimated amount of \$1,354,970.00 (excluding applicable taxes), for a total commitment of \$1,899,654.40 to provide additional services for Detailed Design for road widening at Regional Road 18 (Mavis Road) from 500 metres south to 500 metres north of Highway 407, under Capital Project 18-4070, in accordance with Procurement By-law 30-2018;

And further, that the Director of Transportation be authorized to execute the necessary agreements between the Region of Peel and:

- i) SNC-Lavalin Inc. to provide Contract Administration and Inspections for the bridge widening at Highway 407 and Regional Road 18 (Mavis Road) and Detailed Design, Contract Administration and Inspections for the widening of Regional Road 18 (Mavis Road), 500m south and 500m north of Highway 407; and,
- ii) 407 ETR Concession Company Limited (407 ETR) to construct the widening of Regional Road 18 (Mavis Road) from 500m south to 500m north of Highway 407, including the bridge, and for reimbursement therefor.

Carried 2019-663

11.2. **Reconstruction and Widening of Financial Drive from Regional Road 15 (Steeles Avenue) to Casablanca Circle, Capital Project 14-4280, Document 2016-453T, City of Brampton, Wards 4 and 6**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the contract (Document 2016-453T) for the reconstruction and widening of Financial Drive from Steeles Avenue to Casablanca Circle in the City of Brampton, Project 14-4280, be extended by \$741,883.93 to a total commitment of \$3,813,239.53 (excluding applicable taxes) to reimburse the City of Brampton for the design, construction and contract administration costs for the Region of Peel's portion of the works, in accordance with Procurement By-law 30-2018;

And further, that the budget for a Capital Project 14-4280 be increased from \$4,240,920 to \$4,590,920; \$315,000 to be financed from the Roads Development Charge Reserve Fund, R3505 and \$35,000 from the Roads Capital Financing Stabilization Reserve, R0210.

Carried 2019-664

11.3. **Wastewater Treatment and Collection - 2018 Performance and Compliance Report**

Received 2019-665

11.4. **2018 Annual Performance Review of the South Peel Water and Wastewater Management, Operations and Maintenance Agreement with the Ontario Clean Water Agency (OCWA)**

Received 2019-666

11.6. **Report of the Waste Management Strategic Advisory Committee (WMSAC-2/2019) meeting held on June 20, 2019**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the report of the Waste Management Strategic Advisory Committee (WMSAC-2/2019) meeting held on June 20, 2019, be adopted.

Carried 2019-667

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION WMSAC-5-2019:

That the agenda for the June 20, 2019 Waste Management Strategic Advisory Committee meeting be approved.

Approved 2019-668

3. DELEGATIONS

- 3.1. **John Rowell, President, Board of Directors, Unitarian Congregation in Mississauga, Regarding Unitarian Congregation's Petition to Ban the Sale of Single-Use Water Bottles**

Received 2019-669

Related to Resolution 2019-670

RECOMMENDATION WMSAC-6-2019:

That the request of the Unitarian Congregation of Mississauga to ban the sale and use of single-use water bottles be referred to Region of Peel staff;

And further, that Regional staff report back to a future meeting of the Waste Management Strategic Advisory Committee with information on the implications of implementing a policy to ban single-use plastic bottles at all Regional facilities and events.

Approved 2019-670

Related to Resolutions 2019-669 and 2019-677

4. REPORTS

- 4.1. **Sweden Tour – May 4-10, 2019 (Oral)**
Presentation by Norman Lee, Director, Waste Management and Andrea Warren, Director, Development Services

Received 2019-671

- 4.2. **Communications and Education Strategy to Support the Roadmap to a Circular Economy in Peel**
Presentation by Erwin Pascual, Manager, Waste Planning and Amie Miles, Manager, Strategic Client Communications

Received 2019-672

- 4.3. **Update of Curbside and Multi-Residential Enforcement Strategy and the Excess Recycling Pilot**
Presentation by Norman Lee, Director, Waste Management and Erwin Pascual, Manager, Waste Planning

Received 2019-673

4.4. **Waste Management Financial Plan Update**

Received 2019-674

4.5. **Community Recycling Centre Optimization Study Update**

Received 2019-675

4.6. **Region of Peel's Comments on the Proposed Reducing Litter and Waste in our Communities Discussion Paper**

RECOMMENDATION WMSAC-7-2019:

That the comments included in Appendix I of the report of the Commissioner of Public Works titled "Region of Peel's Comments on the Proposed Reducing Litter and Waste in our Communities: Discussion Paper" be endorsed.

Approved 2019-676

5. **COMMUNICATIONS**

5.1. **John Rowell, President, Board of Directors, Unitarian Congregation in Mississauga, Letter dated February 13, 2019, Providing a Copy of a Petition to Ban the Sale of Single-Use Water Bottles**

Received 2019-677

Related to Resolution 2019-670

11.7. **Single-Stream Recyclable Material Commodity Market Update and Peel's Operational Response**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That a directly negotiated agreement with Halton Recycling Ltd. dba Emterra Environmental (Emterra) be authorized to process an estimated 500 tonnes per week of Peel's single stream recyclable material at Emterra's Material Recovery Facility located at 1122 Pioneer Road, Burlington, Ontario from July 2019 until the end of March 2020 at an estimated cost of \$2.3 million, (excluding applicable taxes), on commercial terms acceptable to the Commissioner of Public Works and legal terms acceptable to the Regional Solicitor;

And further, that authority be granted to enter into such other contractual arrangements, including on a directly negotiated basis where necessary, to

ensure the required management of Peel's single stream recyclable material until such time as Peel's Material Recovery Facility is fully operational, subject to the approval of the Chief Financial Officer;

And further, that authority be granted to extend the terms and increase quantities as required based on the contractual arrangements, subject to satisfactory service and up to the limits of the operating budget, until such time as the Region's Material Recovery Facility is fully operational.

Carried 2019-678

- 12.1. **Carey Herd, General Manager, Corporate Services and Town Clerk, Town of Caledon**, Letter dated June 26, 2019, Providing a Copy of the Town of Caledon Resolution Requesting the Region of Peel to Investigate Various Traffic Calming Measures in Belfountain

Referred to Public Works 2019-679

Related to Resolution 2019-709

- 15.1. **Peel's Early Years and Child Care Provincial Allocation for 2019**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the Fee Stabilization Support funding program, previously 100 per cent funded by the Province, be discontinued;

And further, that the Early Years and Child Care Service System Plan (2019-2024) be submitted to the Ministry of Education;

And further, that the Region of Peel advocate to the Province that the Ministry of Education proactively consult with Service System Managers, on any funding and policy changes that impact Early Years and Child Care program delivery and service levels.

Carried 2019-680

- 15.2. **Addiction Services Initiative**

Received 2019-681

15.4. **Report of the Region of Peel Strategic Housing and Homelessness Committee (SHHC-3/2019) meeting held on June 20, 2019**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the report of the Strategic Housing and Homelessness Committee (SHHC-3/2019) meeting held on June 20, 2019 be adopted.

Carried 2019-682

Related to Resolutions 2019-691 and 2019-692

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION SHHC-8-2019

That the agenda for the June 20, 2019 Strategic Housing and Homelessness Committee meeting, be approved.

Approved 2019-683

3. DELEGATIONS - Nil

Item 6.1 was dealt with.

6. IN CAMERA MATTERS

6.1. Proposed Local Planning Appeal Tribunal Settlement Offer - City of Mississauga, Ward 1

RECOMMENDATION SHHC-9-2019

That the "In Camera" direction given to the Commissioner of Human Services and the Acting Commissioner of Public Works as set out in the In Camera report titled "Proposed Local Planning Appeal Tribunal Settlement Offer – City of Mississauga, Ward 1" be approved and voted upon in accordance with section 239(6)(b) of the Municipal Act, 2001, as amended.

Approved 2019-684

4. REPORTS

4.1. Region of Peel's Housing Master Plan

Presentation by Aileen Baird, Director, Housing Services and Sue Ritchie Raymond, Manager, Housing Supply

Received 2019-685

RECOMMENDATION SHHC-10-2019

That the Region of Peel's Housing Master Plan as outlined in Appendix II of the report from the Commissioner of Human Services, titled "Region of Peel's Housing Master Plan" be approved;

And further, as Phase One funding has already been approved, that the \$153.6 million expenditure to fund the projects and activities in Phases Two and Three of the Housing Master Plan as defined in the subject report, be approved;

And further, that a capital envelope of \$288.6 million that consolidates Phases One, Two, and Three of the Housing Master Plan be approved, funded by \$38 million in external funding, \$30.5 million in development charges, \$164.3 million from Region of Peel reserves and \$55.8 in debt financing;

And further, that the Chief Financial Officer and the Commissioner of Human Services be authorized to sign all funding and all other applicable agreements, and ancillary documents, including but not limited to any federal and provincial agreements required to obtain and fund the construction and administration of housing projects in Phases One, Two, and Three, all on business terms satisfactory to the Chief Financial Officer and Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that Regional staff, in collaboration with the Peel Housing Corporation Board, be authorized to seek Ministerial consent for redevelopment of appropriate PHC sites, where required, as outlined in the plan.

Approved 2019-686

5. COMMUNICATIONS - Nil

6. IN CAMERA MATTERS

6.1. Proposed Local Planning Appeal Tribunal Settlement Offer - City of Mississauga, Ward 1 (A proposed or pending acquisition or disposition of land by the municipality or local board)

This item was dealt with earlier in the meeting.

- 16.1. **Krystal Christopher, Legislative Coordinator, City of Mississauga**, Email dated July 4, 2019, Providing a copy of the City of Mississauga Resolution 0163-2019, Requesting that the Region of Peel Provide a Development Charges Grant to Armagh for the Transitional Housing Project, City of Mississauga – Ward 2

Referred to Human Services 2019-687

17.1. **North West Brampton Shale Resources Policy Review Regional Official Plan Amendment 32 (ROPA 32)**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

That the Region of Peel Official Plan be amended to delete and replace the current shale resource protection policies applying within the North West Brampton Policy Area with new policies that will continue to identify and protect shale resources in the Provincial Greenbelt Plan Area and retain permission for shale extraction, without the need for an Official Plan Amendment, in the North West Brampton Urban Development Area and in the Greenbelt Plan Area as detailed in Regional Official Plan Amendment 32, attached as Appendix I to the report of the Commissioner of Public Works titled “North West Brampton Shale Resources Policy Review Regional Official Plan Amendment 32 - Recommendation for Council Adoption (ROPA 32)”;

And further, that Regional Official Plan Amendment 32, attached as Appendix I to the subject report be adopted, in accordance with Section 17(22) of the *Planning Act*;

And further, that no additional public meeting be required;

And further, that the necessary by-law to amend the Regional Official Plan be presented for enactment;

And further, that upon enactment of the by-law notice of adoption of Regional Official Plan Amendment 32 be given, in accordance with Section 17 (23) of the *Planning Act*;

And further, that a copy of the subject report be provided to the Town of Caledon, Cities of Brampton and Mississauga, the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources and Forestry.

Carried 2019-688

Related to Resolutions 2019-689 and 2019-713

- 18.1. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter dated June 28, 2019 providing comments on the Draft Regional Official Plan Amendment to Remove Shale Protection Policies and Mapping from the North West Brampton Urban Area

Received 2019-689

Related to Resolution 2019-688

- 20.1. **Motion Requesting that the Federation of Canadian Municipalities Advocate to the Federal Government to Provide a Long-Term Funding Commitment for Housing**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

Whereas every six days in Canada a woman is killed by her intimate partner;

And whereas, one in five women experience some form of abuse in their intimate relationship;

And whereas, the majority of victims of spousal abuse are female, accounting for 83 per cent of all victims;

And whereas, every year in Canada 362,000 children witness or experience family violence;

And whereas, gender-based violence affects every community across Canada;

And whereas, the cost of violence against women costs the national justice system, social assistance budgets and municipal budgets millions of dollars per year;

And whereas, in the 2018 federal budget, the Government of Canada announced a national strategy for response to gender-based violence that includes funding of \$86 million over five years, focusing on prevention, support for survivors and their families, and promotion of responsive legal and justice systems;

And whereas, municipalities are on the front lines in addressing gender-based violence in our communities and therefore are in a position to offer insights on the needs and possible directions for the federal funding;

Therefore be it resolved, that FCM be requested to endorse in principle the federal government's national strategy to address gender-based violence;

And further, that FCM be requested to advocate the federal government that municipalities be consulted regarding how the strategy and the funding will be implemented.

Carried 2019-690

20.2. **Motion Requesting that the Federation of Canadian Municipalities Advocate to the Federal Government to Provide a Long-Term Funding Commitment for Housing**

Moved by Councillor Fonseca,
Seconded by Councillor Santos;

Whereas a stable and secure housing system that creates and maintains jobs and allows for a range of living options is essential to attracting new workers, meeting the needs of young families and supporting seniors and our most vulnerable citizens;

And whereas, an increasing number of households in Peel are unable to find housing they can afford, in response, the Region of Peel is taking a decisive approach to creating more affordable housing;

And whereas, the Regional Council approved the 10-year Peel Housing and Homelessness Plan (PHHP), "Home for All", that sets the direction for the work of the Region of Peel (Region) and its partners to help people get and keep housing, through achieving two outcomes: make affordable housing available to all Peel residents and prevent homelessness in Peel;

And whereas, the Peel Housing and Homelessness Plan includes five strategies to achieve those outcomes;

- Build More Affordable Housing – work is focused on increasing capacity for affordable housing development and reduce the cost of development through optimal use of Region of Peel and PHC sites.
- Transform Service – a new service delivery model is being developed to better match people with the right services to get and keep housing while diverting people from shelters.
- Provide Incentives to Build – in partnership with Brampton, Caledon and Mississauga, tools and incentives will be created to encourage developers and the non-profit sector to create affordable rental and owned housing.
- Optimize Existing Stock – a private stock strategy will focus on leveraging existing private housing stock to create more affordable housing, e.g., home sharing, second suites.

- Increase Supportive Housing – work will focus on increasing housing supply and supports to affordable housing tenants to help them keep their housing.

And whereas, the Plan identifies the need for 20,000 new affordable rental housing units for low and middle-income households by 2028, to be created with the support of other governments, local municipalities, the private and non-profits sectors and the community;

And whereas, the Housing Master Plan, supports the PHHP strategies to build more affordable housing and increase supportive housing stock;

And whereas, the Housing Master Plan, is a long-term housing infrastructure plan that will guide development of new affordable housing in Peel, with the focus primarily on making best use of Regional surplus lands and Peel Housing Corporation sites where development is possible;

And whereas, the Housing Master Plan identifies 30 properties, a combination of Regional surplus lands and Peel Housing Corporation sites for redevelopment to be implemented in nine phases;

And whereas, if fully implemented, the HMP will add almost 5,700 new affordable housing units across Peel by 2034, including:

- 5,364 affordable rental units
- 226 supportive beds/units
- 60 emergency shelter beds.

And whereas, the Housing Master Plan was recommended by the Strategic Housing and Homelessness Committee on June 20, 2019 (SHHC-10-2019) and was approved at the Peel Regional Council meeting held July 11, 2019;

And whereas, \$288.6 million capital investment was approved on July 11, 2019 to complete several current projects and begin development of other priority projects in the first phases of the plan;

And whereas, additional funding will be required from the other levels of the government to complete the remaining phases of the Housing Master Plan;

And whereas, the Housing Master Plan will strengthen the Region's ability to plan at a portfolio level rather than project by project, improving our readiness to respond to federal and provincial funding announcements, improve coordination with the local municipalities, and optimize value for tax dollars;

Therefore be it resolved, that this resolution to be tabled at the Federation of Canadian Municipality's Board Meeting to be held September 10-13, 2019 to urge the Federal Government to provide a long-term funding commitment for housing that supports the successful implementation of the full Housing Master Plan to

ensure a healthy stock of affordable rental housing for Peel's current and future residents.

Carried 2019-691

Related to Resolution 2019-682

20.3. **Motion Requesting that the Association of Municipalities of Ontario Advocate to the Provincial Government to Provide a Long-Term Funding Commitment for Housing**

Moved by Councillor Santos,
Seconded by Councillor Fonseca;

Whereas a stable and secure housing system that creates and maintains jobs and allows for a range of living options is essential to attracting new workers, meeting the needs of young families and supporting seniors and our most vulnerable citizens;

And whereas, an increasing number of households in Peel are unable to find housing they can afford, in response, the Region of Peel is taking a decisive approach to creating more affordable housing;

And whereas, the Regional Council approved the 10-year Peel Housing and Homelessness Plan (PHHP), "Home for All", that sets the direction for the work of the Region of Peel (Region) and its partners to help people get and keep housing, through achieving two outcomes: make affordable housing available to all Peel residents and prevent homelessness in Peel;

And whereas, the Peel Housing and Homelessness Plan includes five strategies to achieve those outcomes;

- Build More Affordable Housing – work is focused on increasing capacity for affordable housing development and reduce the cost of development through optimal use of Region of Peel and PHC sites.
- Transform Service – a new service delivery model is being developed to better match people with the right services to get and keep housing while diverting people from shelters.
- Provide Incentives to Build – in partnership with Brampton, Caledon and Mississauga, tools and incentives will be created to encourage developers and the non-profit sector to create affordable rental and owned housing.
- Optimize Existing Stock – a private stock strategy will focus on leveraging existing private housing stock to create more affordable housing, e.g., home sharing, second suites.
- Increase Supportive Housing – work will focus on increasing housing supply and supports to affordable housing tenants to help them keep their housing.

And whereas, the Plan identifies the need for 20,000 new affordable rental housing units for low and middle-income households by 2028, to be created with the support of other governments, local municipalities, the private and non-profits sectors and the community;

And whereas, the Housing Master Plan, supports the PHHP strategies to build more affordable housing and increase supportive housing stock;

And whereas, the Housing Master Plan, is a long-term housing infrastructure plan that will guide development of new affordable housing in Peel, with the focus primarily on making best use of Regional surplus lands and Peel Housing Corporation sites where development is possible;

And whereas, the Housing Master Plan identifies 30 properties, a combination of Regional surplus lands and Peel Housing Corporation sites for redevelopment to be implemented in nine phases;

And whereas, if fully implemented, the HMP will add almost 5,700 new affordable housing units across Peel by 2034, including:

- 5,364 affordable rental units
- 226 supportive beds/units
- 60 emergency shelter beds.

And whereas, the Housing Master Plan was recommended by the Strategic Housing and Homelessness Committee on June 20, 2019 (SHHC-10-2019) and was approved at the Peel Regional Council meeting held July 11, 2019;

And whereas, \$288.6 million capital investment was approved on July 11, 2019 to complete several current projects and begin development of other priority projects in the first phases of the plan;

And whereas, additional funding will be required from the other levels of the government to complete the remaining phases of the Housing Master Plan;

And whereas, the Housing Master Plan will strengthen the Region's ability to plan at a portfolio level rather than project by project, improving our readiness to respond to federal and provincial funding announcements, improve coordination with the local municipalities, and optimize value for tax dollars;

Therefore be it resolved, that this resolution to be tabled at the Association of Municipalities of Ontario (AMO) Conference on August 18 – 21, 2019 and any upcoming AMO Housing and Homelessness Task Force meetings to urge the Provincial Government to provide a long-term funding commitment for housing that supports the successful implementation of the full Housing Master Plan to ensure a healthy stock of affordable rental housing for Peel's current and future residents.

Carried 2019-692

Related to Resolution 2019-682

- 22.1. **Closed Session Report of the Strategic Housing and Homelessness Committee (SHHC-3/2019) meeting held on June 20, 2019**

Received 2019-693

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS

- 7.1. **Don Bell, Mississauga Homeowner**, Regarding Wastewater Charges

Referred to Public Works 2019-694

Councillor Brown arrived at 9:45 a.m.

Don Bell, Mississauga Homeowner, stated that a water leak occurred on his property which resulted in a high water bill and while he does not object to paying for the water portion of the bill, he requested that Regional Council authorize staff to waive the wastewater portion of the bill as the leaked water did not enter the wastewater system.

Steve Fantin, Director, Operations Support, advised that wastewater charges are based on water volumes as, currently, there is no technology that allows wastewater to be metred and that this methodology is common practice among municipalities.

In response to a question from Councillor Ras, Steve Fantin confirmed that Region of Peel staff attempt to notify homeowners when alerted to a spike in usage.

- 7.2. **Moez Moledina, on behalf of Board Members and Unit Owners of Peel Condominium Corporation 621**, Regarding High Water Charges for the Last Quarter of 2017

Received 2019-695

Related to Resolution 2019-696

Moved by Councillor Dhillon,
Seconded by Councillor Palleschi;

That the delegation related to Peel Condominium Corporation (PCC) 621 be referred to Public Works staff for report back on the process to investigate and manage abnormally, significantly higher water bills, including tactics for investigation;

And further, staff continue to work with customers with abnormally, significantly higher water bills for payment;

And further, that staff hold the water bill for PCC 621 until the subject report is considered by Regional Council;

And further, that the subject report include information regarding the number of such bills, best practices, possibility of thefts, possible causes of high bills, potential types and costs of investigations, options to work out high bills, feasibility of offering a water insurance plan, and the correlation of water spikes to newly installed metres;

And further, that Enterprise Risk and Audit Services conduct an audit of the water metre system and report back to Regional Council with the findings, upon completion of the audit.

Carried 2019-696

Related to Resolution 2019-695

Moez Moledina, Property Manager, Peel Condominium Corporation 621, advised that in the last quarter of 2017, the condominium water bill was \$25,000 and that the average quarterly bill was approximately \$2,500. He stated that there had been no construction on the property and that a plumber was unable to identify any major issues that would have resulted in such high water usage. The tenants of the property are retail establishments and not high volume water users.

Councillor Fortini suggested that the high water usage could be a result of water theft from a hydrant.

Andrew Farr, Commissioner of Public Works, advised that staff attended the site and calibrated the meter to ensure it was reading accurately, noting that when meters fail, they tend to either read low or stop altogether.

In response to a question from Councillor Dhillon, Andrew Farr advised that the Region of Peel's responsibility ends at the property and that staff typically do not investigate leaks on private property but do work with property owners to establish a payment plan to help reduce the burden over time.

Councillor Dhillon suggested that a process should be in place for property owners to appeal water charges that they feel are unwarranted.

Councillor Palleschi suggested that it may be appropriate for Peel Regional Police to investigate the possibility of water theft. He further suggested that the delegation be referred to Public Works staff to report back to a future meeting with options to deal with such matters.

Councillor Saito suggested that staff examine the correlation of newly installed water meters and spikes in usage. She further noted that the fees charged for staff to investigate water meter issues should be examined to ensure they are still appropriate.

The Chief Administrative Officer (CAO) suggested that staff report to a Regional Council meeting in September with an explanation of the steps taken to investigate causes of high water charges and demonstrate how staff works with customers.

Councillor Dhillon requested that a hold be placed on collection efforts for the condominium property until such time as staff reports back to Regional Council.

The CAO noted that, with the owner's consent, staff could examine the water infrastructure on the private side of the property to try to identify the cause of high water consumption and include the findings in the report back to Regional Council.

In response to a request from Councillor Palleschi, the CAO advised that staff in the Enterprise Risk and Audit Services division could be directed to audit the Region of Peel's metering business processes and report back to Regional Council upon completion of the audit.

Councillor Downey suggested that staff investigate the feasibility of introducing a water insurance plan for multi-residential properties.

- 7.3. **Jasbir Singh, Resident, City of Brampton**, Regarding Impacts to his Property as a Result of a Leaking Septic System on an Adjoining Property

Referred to Health Services for Investigation 2019-697

Jasbir Singh, Resident, City of Brampton, requested assistance in determining how to address an issue of a septic tank on a neighbouring property that is leaking onto his property.

8. STAFF PRESENTATIONS

- 8.1. **Strategies to Address the Provincial Funding Cuts**
Presentation by Norm Lum, Director, Business and Financial Planning

Received 2019-698

Related to Resolution 2019-699

Moved by Councillor Crombie,
Seconded by Councillor Ras;

That staff work towards a revised budget target of 3.9 per cent;

And further, that the four services as outlined in the report from the Commissioner of Finance and Chief Financial Officer, titled “Strategies to Address the Provincial Funding Cuts” be reported back to Regional Council prior to Budget deliberations, with the service level impacts resulting from Provincial funding reductions.

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

Carried 2019-699

Related to Resolutions 2019-698 and 2019-654

Norm Lum, Director, Business and Financial Planning, advised that under the Region of Peel’s Long Term Financial Planning Strategy, net tax levy increases are targeted to be within the inflation range of one per cent to three per cent. In order to achieve that target for 2020, service levels for the Region’s tax supported services may have to be adjusted due to the reduction in provincial funding. The provincial reductions have impacted the Region of Peel by reducing the funding envelope for provincially mandated programs and changing the cost share formula resulting in a shift in the tax burden from the Province to the Peel Property Taxpayer.

Norm Lum presented three scenarios, each with different net tax levy impacts and corresponding service level risks to inform Council’s decision and direction:

1. Maintain Service Levels – 6.3 per cent net tax levy increase
2. Reduce Services Levels – 2.9 per cent net tax levy increase
3. Hybrid Model – 3.9 per cent net tax levy increase

Staff recommend the implementation of Scenario 3 for the development of the 2020 Budget as the net tax levy increase of 3.9 per cent is slightly outside of the expected inflation range. Services targeted by the Province for funding envelope reductions will need to be reduced and staff will report to Regional Council with the impacts to each affected program.

In response to a question from Councillor Vicente, Janice Sheehy, Commissioner of Human Services advised that staff would be reporting to Regional Council in September with recommendations related to the Peel Renovates Program and that staff have been reviewing all grant programs to determine if the anticipated outcomes are being achieved and to ensure the funding is being used in the most outcome-driven way.

In response to a question from Councillor Brown, the Chief Financial Officer (CFO) advised that legislation does not permit the Region of Peel to issue a formal supplementary tax bill to cover the costs of the provincial funding cuts.

David Szwarc, Chief Administrative Officer (CAO), advised that staff are proceeding with the public awareness campaign related to the impacts of provincial funding decisions on paramedic services and public health; however, as directed by Regional Council, the general public awareness campaign is on hold. The CAO suggested that staff report back to Regional Council in September with the implications of implementing Scenario 3, including targeted advocacy strategies.

Councillor Crombie requested that staff prepare a succinct summary of the impacts of provincial funding cuts that can be presented to Ministers at the Association of Municipalities Annual Conference in August.

8.2. New Ontario Seniors Dental Care Program

Presentation by Dr. Jessica Hopkins, Medical Officer of Health and Dr. Faahim Rashid, Dental Consultant

Received 2019-700

Related to Resolution 2019-701

Moved by Councillor Parrish,
Seconded by Councillor Starr;

That the Region of Peel Seniors' Dental Program continue to collect names and create a list to refer to the Provincial program when it starts;

And further, that seniors, currently enrolled or on the program waitlist, who do not meet the provincial eligibility criteria be provided treatment through the Region of Peel Seniors' Dental Program;

And further, that the Region of Peel implement the new Ontario Seniors Dental Care program based on the provincial implementation date;

And further, that staff continue to advocate for the private practitioner process available now in the Region of Peel.

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

Carried 2019-701

Related to Resolution 2019-700

Dr. Jessica Hopkins, Medical Officer of Health and Dr. Faahim Rashid, Dental Consultant, provided an overview of the Region of Peel Seniors’ Dental Program, noting that approximately 800 eligible seniors are provided access to dental care, at no cost, each year. The Region of Peel funds 100 per cent of the program through an annual budget of \$1.68 million. In April 2019, as part of the provincial budget, the government announced \$90 million in funding for the new Ontario Seniors Dental Care Program, of which Peel Public Health is expected to receive \$3.9 million in operational funding. Public Health Units also have the opportunity to apply for one-time capital funding to increase dental services in under serviced areas. To support the funding application, staff in Peel Public Health are assessing the needs of seniors in the Region of Peel to ensure equitable access to dental services.

In response to questions from Councillor Parrish, Dr. Hopkins advised that under the Ontario Seniors Dental Care Program, eligible seniors may access the program more than once and anywhere in Ontario; whereas under the Region’s program, access is limited to Region of Peel residents. The Medical Officer of Health also confirmed that staff in Public Health would be advocating for private dental providers to be eligible to receive payment to provide service under the provincial program.

Councillor Parrish requested that staff continue to take applications from people seeking placement on the waitlist for the Region’s Senior’s Dental Program and refer those people to the provincial program once operational.

8.3. Update on the Jim Tovey Lakeview Conservation Area, Capital Project 14-3199
Presentation by Janice Hatton, Project Manager, Water

Received 2019-702

Janice Hatton, Project Manager, Water, presented pictures depicting the progress of the development of the Jim Tovey Lakeview Conservation Area and encouraged Members of Regional Council to visit the Peel Art Gallery, Museum and Archives Morphology exhibition to witness the transformation of Mississauga’s Lakeview waterfront.

Councillor Dasko commended the work of everyone involved in the creation of the conservation area.

9. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

9.1. Procurement Activity Report - T1 January 1 to April 30, 2019

Received 2019-703

The Director of Procurement undertook to provide Councillor Parrish with the total value of contracts up to \$99,000 that were approved but not required to be reported to Regional Council.

10. COMMUNICATIONS

10.1. Carey Herd, General Manager, Corporate Services and Town Clerk, Town of Caledon, Letter dated June 26, 2019, Regarding Vacant Land Taxation

Referred to Finance 2019-704

10.2. Mario Di Tommaso, Deputy Solicitor General, Community Safety, Ministry of the Solicitor General, Letter dated July 11, 2019, Regarding the Province of Ontario Request for Host Community Support

Referred to Corporate Services 2019-705

Janice Sheehy, Commissioner of Human Services, advised that in response to the federal government's request for assistance with Refugee claimants, staff reviewed hotel capacity and service abilities and determined that the Region of Peel could assist 250 families.

A similar review was conducted in response to the provincial government's request for assistance with evacuees from Northern Ontario and determined that 300 individuals could be accommodated in the Region of Peel. Janice Sheehy noted that the Northern Ontario fires is an urgent situation and that evacuees could begin to arrive as early as July 13, 2019 and that initial estimates indicated that the evacuees would remain from 3 weeks to two months.

In response to a question from Councillor Crombie, Janice Sheehy advised that an agreement with the federal government for repayment of the costs associated with assisting refugee claimants has not been achieved. With respect to the Northern Ontario fire evacuees, only a verbal commitment has been given by the provincial government for cost reimbursement.

Regional Chair Iannicca noted that the provincial government has only requested assistance from municipalities that are located close to an airport and that historically, efforts to recover costs from upper levels of government have not been successful.

Councillor Parrish stated that while repayment of costs is important, it is more important to assist during times of crisis.

In response to a question from Councillor Dhillon, the Commissioner of Human Services confirmed that staff are working with community partners regarding how they can assist.

Items 15.3 and 15.5 were dealt with.

15.3. Region of Peel Support for Refugee Claimants

Moved by Councillor Crombie,
Seconded by Councillor Parrish;

That the provision of additional temporary shelter, services and supports for up to 250 refugee claimant families relocating from the City of Toronto to the Region of Peel between July 2019 and March 2020, be approved;

And further, that the Commissioner of Human Services be authorized to execute funding agreements, and any ancillary documents required with the Federal Government and/or other levels of government to receive up to \$3.8 million of funding for reimbursement of costs related to the refugee claimant families all on business terms satisfactory to the Chief Financial Officer and Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services be authorized to enter into and execute directly negotiated agreements and arrangements with one or more hotel/motels in Peel to provide temporary shelter to refugee claimants relocating from the City of Toronto between July 2019 and March 2020 for a total combined value of up to \$1.7 million on business terms satisfactory to the Chief Financial Officer and Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services be authorized to execute directly negotiated agreements with one or more community agencies for a total combined value of up to \$1.6 million, to deliver supports to refugee claimants relocating from the City of Toronto between July 2019 and March 2020, on business terms satisfactory to the Chief Financial Officer and Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services be authorized to execute any funding extension agreements to permit the continued provision of emergency shelter and community support services to the refugee claimants beyond March 2020, if required, and to extend such emergency shelter and community support services agreements and arrangements accordingly.

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

Carried 2019-706

15.5. **Possible Request to Host Evacuees from Fire Threatened Northern Ontario Communities**

Moved by Councillor Crombie,
Seconded by Councillor Palleschi;

That the provision and facilitation of hosting arrangements, including provision of temporary shelter and supports for evacuees from fire threatened Northern Ontario communities (the “Hosting”) be approved in the event of a request by either the Provincial or Federal government to do so;

And further, that such approval be subject to the availability on reasonable terms of suitable accommodation and to the willingness of the Provincial or Federal government to make available arrangements with the Region of Peel respecting the Hosting, upon business terms satisfactory to the Commissioner of Human Services and legal terms satisfactory to the Regional Solicitor, including provision for indemnification of the Region of Peel against the costs of the Hosting (the “Hosting Arrangements”);

And further, that the execution of a Hosting Agreement or acceptance of proposed arrangements and the execution of such other agreements or arrangements reasonably required in connection with the Hosting be authorized upon the approval of the Commissioner of Human Services and the Regional Solicitor;

And further, that any measures already undertaken by the Region of Peel to respond to urgent needs for temporary shelter and supports in anticipation of satisfactory Hosting Arrangements being reached, be ratified and endorsed.

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

Carried 2019-707

11. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor A. Groves

11.5. Curbside Waste Collection Contractors' Performance

Received 2019-708

Councillor Ras noted that she has been receiving fewer complaints from residents regarding their waste collection.

12. COMMUNICATIONS

12.2. **Ian Sinclair, Regional Councillor, Town of Caledon**, Providing a Copy of the Minutes from the Belfountain Community Organization meeting with Credit Valley Conservation Regarding Parking in Belfountain

Referred to Public Works 2019-709

Related to Resolution 2019-679

Councillor Ras requested that the minutes be sent to the Credit Valley Conservation Board of Directors for their information.

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

13.1. The Region of Peel's Role in Local Ontario Health Teams

Moved by Councillor Ras,
Seconded by Councillor Fonseca;

That the Regional Municipality of Peel pursue the development of one or more Ontario Health Teams with other health service providers;

And further, that the Commissioner of Health Services be authorized to negotiate the terms of one or more joint venture agreements for the establishment of Ontario Health Teams, which shall be subject to Council's approval before becoming legally binding.

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

Carried 2019-710

14. COMMUNICATIONS - Nil

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

15.3. Region of Peel Support for Refugee Claimants

This item was dealt with under Resolution 2019-706

15.5. Possible Request to Host Evacuees from Fire Threatened Northern Ontario Communities

This item was dealt with under Resolution 2019-707

16. COMMUNICATIONS

This item was dealt with under the Consent Agenda.

17. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

This item was dealt with under the Consent Agenda.

18. COMMUNICATIONS

This item was dealt with under the Consent Agenda.

19. OTHER BUSINESS

19.1. Motion Regarding Decals for the Pride and Trans Flags

Moved by Councillor Brown,
Seconded by Councillor Santos;

That in accordance with section 1.1.3 of the Region of Peel Procedure By-law 9-2018, as amended, section 6.1.9 be waived in order to permit the consideration of a motion regarding decals for the Pride and Trans Flags.

Carried by a two-thirds majority 2019-711

Moved by Councillor Brown,
Seconded by Councillor Santos;

Whereas the Region of Peel recognizes Pride Month in July and is a supporter of the 2SLGBTQ+;

And whereas, symbols of Pride are a reflection of the diversity in the Region of Peel;

Therefore be it resolved, that the Region of Peel allocate funds up to \$25,000 (or an appropriate amount) between the Cities of Brampton and Mississauga and the Town of Caledon for the creation of a road decal Pride Flag (updated in Philadelphia in 2017) Cross walk and Trans Flag Cross walk, in consultation with the 2SLGBTQ+ Communities, on a yearly basis as part of Peel Pride Month across the Region to be installed in locations of prominence in each City/Town as determined by the communities and staff.

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

Carried 2019-712

Councillor Brown advised that a request was received from Pride Peel for Pride Flag and Trans Flag Crosswalks to be installed at an intersection in each local municipality as part of Peel Pride Month each year.

20. NOTICE OF MOTION/MOTION

These items were dealt with under the Consent Agenda.

21. BY-LAWS

Three Readings

By-law 45-2019: A by-law to adopt Amendment Number 32 to the Region of Peel Official Plan in order to delete and replace the shale protection policies applying within the North West Brampton Policy Area with new policies that will continue to identify and protect shale resources in the Provincial Greenbelt Plan Area and retain permission for shale extraction, without the need for an Official Plan Amendment, in the North West Brampton Urban Development Area and in the Greenbelt Plan Area.

By-law 46-2019: A by-law to accept, assume and dedicate lands for public highway purposes.

Moved by Councillor Kovac,
Seconded by Councillor Innis;

That the by-laws listed on the July 11, 2019 Regional Council agenda, being By-laws 45-2019 and 46-2019, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2019-713

Related to Resolution 2019-688

22. IN CAMERA MATTERS

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

- Expropriation Proceedings - Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Payment of Compensation pursuant to the Expropriations Act, R.S.O. 1990, C. E.26, Bolton Arterial Road Extension from Regional Road 9 (King Street) to Regional Road 50 (Highway 50) - Town of Caledon, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- By-law 47-2019

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That the recommendations contained within the confidential reports relating to items 22.2 to 22.4 inclusive, listed on the July 11, 2019 Regional Council agenda, be approved and become public upon adoption.

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

Carried 2019-714

22.2. **Expropriation Proceedings - Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That the recommendations attached in Appendix I to the report of the Commissioner of Corporate Services and the Commissioner of Public Works titled "Expropriation Proceedings – Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) – City of Brampton Ward 10 and Town of Caledon, Wards 2, 4 and 5, be approved and become public upon approval.

Carried 2019-715

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38454, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-716

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38455, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-717

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38466, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;
- (d) service of the Notice of Expropriation, Notice of Possession and Notice of Election;
- (e) preparation of an appraisal report of the market value of the expropriated lands and, if applicable, damages for injurious affection and other compensation;
- (f) service upon the registered owners of the offers of full compensation and the offer for immediate payment of 100 per cent of the market value of the

- expropriated lands in accordance with s.25 of the *Expropriations Act*, together with the appraisal report;
- (g) payment of compensation offered pursuant to s.25 of the *Expropriations Act*, upon acceptance by the owners; and
 - (h) all necessary steps be taken to obtain possession of the lands.

Carried 2019-718

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38486, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-719

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38487, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;

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

Carried 2019-720

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38471, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-721

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

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

Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38489, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-722

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38534, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-723

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38470, for the purpose of Mayfield Road and works ancillary thereto;

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

Carried 2019-724

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38532, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;
- (d) service of the Notice of Expropriation, Notice of Possession and Notice of Election;
- (e) preparation of an appraisal report of the market value of the expropriated lands and, if applicable, damages for injurious affection and other compensation;
- (f) service upon the registered owners of the offers of full compensation and the offer for immediate payment of 100 per cent of the market value of the

- expropriated lands in accordance with s.25 of the *Expropriations Act*, together with the appraisal report;
- (g) payment of compensation offered pursuant to s.25 of the *Expropriations Act*, upon acceptance by the owners; and
 - (h) all necessary steps be taken to obtain possession of the lands.

Carried 2019-725

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-38514, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-726

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38599, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;

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

Carried 2019-727

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38602, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-728

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

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

Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38617, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-729

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38610, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-730

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38619, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-731

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2 and 3 on Reference Plan 43R-38651, for the purpose of widening Mayfield Road and works ancillary;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;
- (d) service of the Notice of Expropriation, Notice of Possession and Notice of Election;
- (e) preparation of an appraisal report of the market value of the expropriated lands and, if applicable, damages for injurious affection and other compensation;
- (f) service upon the registered owners of the offers of full compensation and the offer for immediate payment of 100 per cent of the market value of the

- expropriated lands in accordance with s.25 of the *Expropriations Act*, together with the appraisal report;
- (g) payment of compensation offered pursuant to s.25 of the *Expropriations Act*, upon acceptance by the owners; and
 - (h) all necessary steps be taken to obtain possession of the lands.

Carried 2019-732

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38616, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-733

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38636, for the purpose of widening Mayfield Road and works ancillary thereto, and for the acquisition of a free, exclusive, uninterrupted and unobstructed temporary easement in gross or rights in the nature of a temporary easement in gross, commencing upon registration of the plan of expropriation and terminating on December 31, 2025, on, over, under and through the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of

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

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

Carried 2019-734

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38623, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-735

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

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

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

Carried 2019-736

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of the Original Road Allowance between former Townships of Albion and Toronto Gore (closed by Instrument Number VS120841),

City of Brampton and Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38519, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-737

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of the Original Road Allowance between former Townships of Albion and Toronto Gore (closed by Instrument Number 120841VS), City of Brampton and Part of Lot 17, Concession 7 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38520, for the purpose of widening Mayfield Road and works ancillary thereto;

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

- (h) all necessary steps be taken to obtain possession of the lands.

Carried 2019-738

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Registered Plan 43M-724, City of Brampton, Regional Municipality of Peel, designated as Parts 1 and 2 on Reference Plan 43R-38540, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-739

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38682, for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;
- (c) registration of a Plan of Expropriation;
- (d) service of the Notice of Expropriation, Notice of Possession and Notice of Election;

- (e) preparation of an appraisal report of the market value of the expropriated lands and, if applicable, damages for injurious affection and other compensation;
- (f) service upon the registered owners of the offers of full compensation and the offer for immediate payment of 100 per cent of the market value of the expropriated lands in accordance with s.25 of the *Expropriations Act*, together with the appraisal report;
- (g) payment of compensation offered pursuant to s.25 of the *Expropriations Act*, upon acceptance by the owners; and
- (h) all necessary steps be taken to obtain possession of the lands.

Carried 2019-740

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Block M, Registered Plan M-153, City of Brampton, Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-38672, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-741

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Registered Plan 406 and Part of Lot 17, Concession 10 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38746, for the purpose of widening Mayfield Road and works ancillary

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

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

Carried 2019-742

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-6578, being All of PIN 14348-0424(LT), for the purpose of widening Mayfield Road and works ancillary thereto;

- (a) approval of the expropriation;
- (b) execution and registration of a Certificate of Approval;

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

Carried 2019-743

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

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

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

Carried 2019-744

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

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

the lands described as Part of Lot 1, Concession 2, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38469, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-745

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38465, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-746

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That a by-law be enacted authorizing and directing that the following steps be taken with respect to the expropriation of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38500, for the purpose of widening Mayfield Road and works ancillary thereto;

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

Carried 2019-747

22.3. **Proposed Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That The Regional Municipality of Peel, as Purchaser, enter into an Agreement of Purchase and Sale and Release with 2167492 Ontario Inc., as Vendor, on legal terms satisfactory to the Regional Solicitor, for the purchase of a fee simple interest and a permanent easement interest in the lands described as follows:

- A fee simple interest in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38756.

- A permanent easement interest in the lands described as Part of Lot 17, Concession 11 Northern Division, City of Brampton (formerly Township of Toronto Gore), Regional Municipality of Peel, designated as Parts 2 and 4 on Reference Plan 43R-38756.

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

And further, that the funds be financed from Capital Project 13-4065.

Carried 2019-748

22.4. **Payment of Compensation pursuant to the Expropriations Act, R.S.O. 1990, C. E.26, Bolton Arterial Road Extension from Regional Road 9 (King Street) to Regional Road 50 (Highway 50) - Town of Caledon, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Mahoney,
Seconded by Councillor Medeiros;

That The Regional Municipality of Peel enter into a Full and Final Settlement and Release with John Edward Hutchins and Mary Jane Hutchins, as Owners, for the full and final settlement and release of all claims arising from the expropriation of the following interests in land:

- Fee Simple interest in the lands described as Part of Lot 10, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, being more particularly identified as Part 1 on Expropriation Plan PR2314183.
- Temporary Easement interest in the lands described as Part of Lot 10, Concession 5, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, being more particularly identified as Part 2 on Expropriation Plan PR2314183.

And further, that the funds be financed from Capital Project 05-4030.

Carried 2019-749

At 12:02 p.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 Crombie;

That Council proceed "In Camera" to consider reports relating to the following:

- A Personal Matter about an Identifiable Individual including Municipal or Local Board Employees

Carried 2019-750

Moved by Councillor Carlson,
Seconded by Councillor Damerla;

That Council proceed out of “In Camera”.

Carried 2019-751

Council moved out of closed session at 2:27 p.m.

22.5. Personal matter about an identifiable individual, including municipal or local board employees (Oral)

Moved by Councillor Parrish,
Seconded by Councillor Brown;

That the direction given to the Director of Human Resources and the Regional Solicitor related to in camera item 22.5 listed on the July 11, 2019 Regional Council agenda, 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; B. Crombie; D. Damerla; S. Dasko; G.S. Dhillon; C. Fonseca; P. Fortini; A. Groves; J. Kovac; M. Mahoney; M. Medeiros; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; P. Vicente	Total 18
Opposed	J. Downey; J. Innis; M. Palleschi	3
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Early★; S. McFadden; R. Santos	3

Carried 2019-752

Moved by Councillor Parrish,
Seconded by Councillor Brown;

That the direction given to the Director of Human Resources and the Regional Solicitor related to in camera item 22.5 listed on the July 11, 2019 Regional Council agenda, 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; B. Crombie; D. Damerla; S. Dasko; G.S. Dhillon; C. Fonseca; P. Fortini; A. Groves; J. Kovac; M. Mahoney; M. Medeiros; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; P. Vicente	Total 18
Opposed	J. Downey; J. Innis; M. Palleschi	3
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Early★; S. McFadden; R. Santos	3

Carried 2019-753

23. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 47-2019: A by-law to approve the expropriation of lands described in Schedule "A" herein and the taking of all steps necessary to obtain the possession of those lands for the municipal purpose of facilitating improvements to and the widening of Mayfield Road together with works ancillary thereto from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) in the City of Brampton and the Town of Caledon (the "Mayfield Road Widening").

Moved by Councillor Carlson,
Seconded by Councillor Dasko;

That the by-law relating to In Camera Item 22.2 being By-law 47-2018, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2019-754

24. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Starr,
Seconded by Councillor Palleschi;

That By-law 48-2019 to confirm the proceedings of Regional Council at its meeting held on July 11, 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 2019-755

25. ADJOURNMENT

The meeting adjourned at 2:29 p.m.

Regional Clerk

Regional Chair

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/09/12	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD 2019/07/29
--

NAME OF INDIVIDUAL(S) Dr. Matthew Roorda
--

POSITION(S)/TITLE(S) Smart Freight Centre Chair / Professor of Civil & Mineral Engineering
--

NAME OF ORGANIZATION(S) University of Toronto

E-MAIL roordam@ecf.utoronto.ca	TELEPHONE NUMBER 4169785976	EXTENSION
--	---------------------------------------	-----------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Update on the Smart Freight Centre projects and partnership

A formal presentation will accompany my delegation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input checked="" 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 type="checkbox"/> No <input type="checkbox"/> Attached

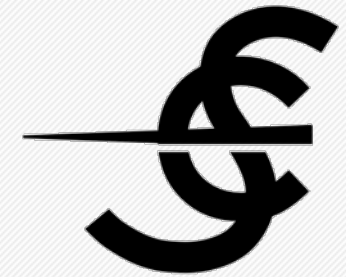
Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at least seven (7) business days prior to the meeting date so that it can be included with the agenda package. In accordance with Procedure By-law 9-2018 delegates appearing 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

Smart Freight Centre



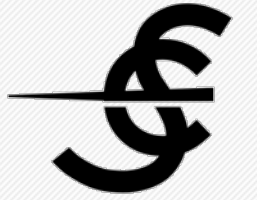
Update to Peel Regional Council

September 12, 2019

Matthew Roorda - Chair of the Smart Freight Centre



Smart Freight Centre - Mission

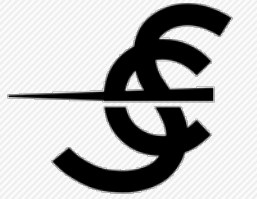


To improve the economic vibrancy of business, environmental sustainability, and quality of life for residents of the Greater Toronto and Hamilton Area by providing innovative evidence-based research, decision support, advocacy, training, and monitoring in order to coordinate transportation infrastructure, land development, regulation, technology tools, and resources that improve goods movement activities.



Photo credit: trucks.com

People



McMaster University



Dr. Elkafi Hassini

- Professor, Operations Management, DeGroot School of Business
- Area Chair, Operations Management
- Role in SFC: Vice Chair

University of Toronto



Dr. Matthew Roorda

- Canada Research Chair in Freight Transportation and Logistics
- Professor, Civil & Mineral Engineering
- Role in SFC: Chair

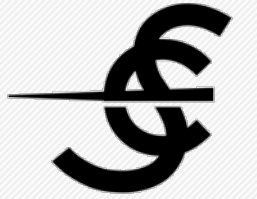
York University



Dr. Peter Park

- Associate Professor, Civil Engineering
- Lassonde School of Engineering
- Role in SFC: Chair of Scientific Advisory Committee

Funding



Secured funding

- Peel Region - \$1.2M over 5 years
- Three Universities - \$1.2M over 5 years
- Transport Canada - \$450,000 in in-kind contributions
- U of T Dean's Strategic Fund - \$300,000 over 3 years
- SSHRC Partnership Development - \$200,000 over 3 years
- SSHRC Partnership Engage Grant - \$25,000

Proposals submitted

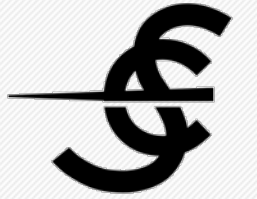
- Purolator Courier NSERC CRD - \$1.5M over 5 years (with Univ. de Montreal)

Other proposals coming up in the near term

- Ontario Research Fund
- NSERC Alliance Granting Program



New Staff and Students



Support Staff

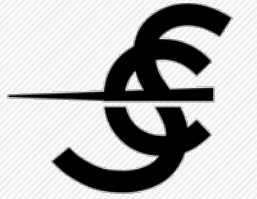
- SFC Administrator (U of T), under direction of the chair

Graduate Students

- The SFC is already providing excellent training opportunities at all three universities
 - Several students & postdocs are currently conducting the research projects
- New round of graduate students started in September 2019.

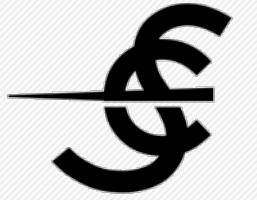


Governance Structure



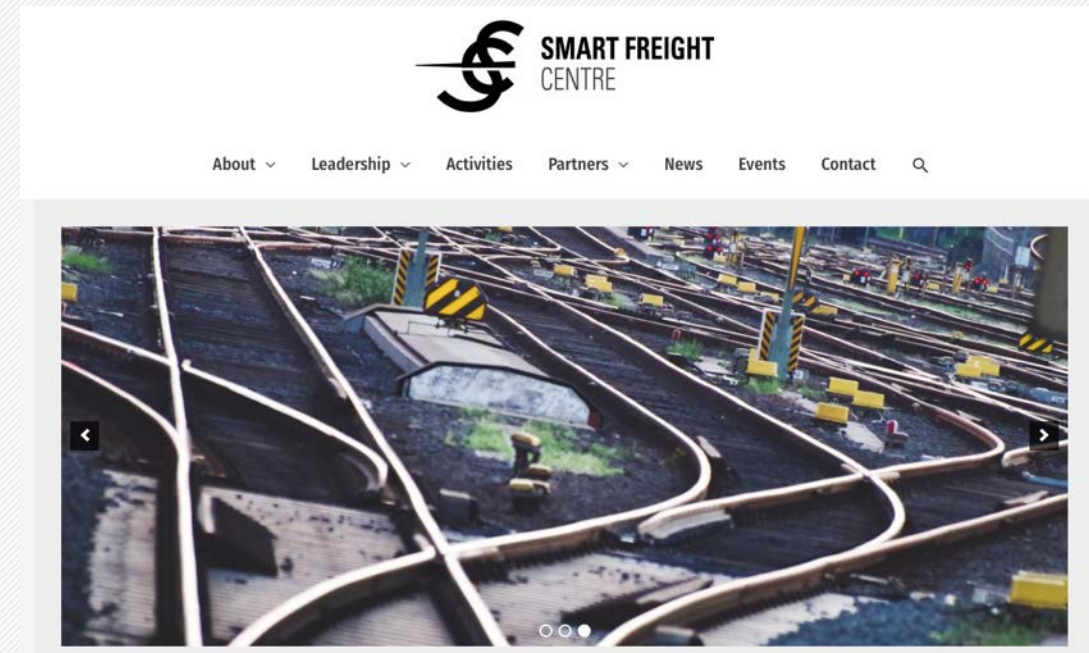
- Governance Board (Chair: Matt Roorda; Vice chair: Elkafi Hassini)
 - Oversight of the SFC, research program, budget, progress, deliverables.
 - Monitors efforts to enhance the sustainability of the SFC
- Scientific Advisory Committee (Chair: Peter Park)
 - Provides scientific leadership,
 - Reviews and advises on research proposals,
 - Ensures scientific integrity,
 - Makes research recommendations to the governance committee
- Administrative Host - “Single point of contact for sponsors”
 - Manages the SFC research fund,
 - Accepts funds from sponsors,
 - Administers and distributes SFC funds to the SFC universities
 - Maintains financial records,
 - Prepares financial reports.

Updates Governance, Branding and Physical Space

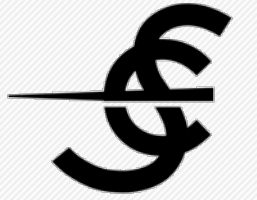


- First meetings of the Governance Board - Dec 19, 2018; May 14, 2019
- First meeting of the Scientific Advisory Committee - March 20, 2019, July 3, 2020
- Strategic Plan has been developed
- 5-year Work Plan has been developed
- SFC branding and website completed
- SFC physical spaces ready or under renovation

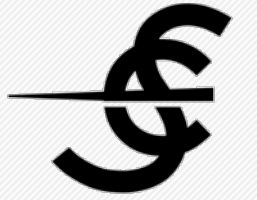
www.smartfreightcentre.ca



SFC Launch - April 18, 2019



Year 1 Projects Underway



Publicdomainpictures.net

Off-Peak Deliveries in the Region of Peel

E-Commerce Trends and Impacts

Negative Space: pexels.com



Year 1 Projects Underway

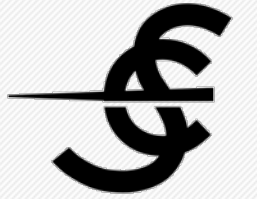


Photo credit: trucks.com

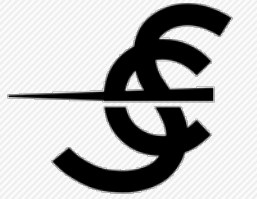
Truck Friendly Measures

Cargo Tricycle Parcel Delivery Pilot Study at the University of Toronto

Photo credit: Onkar Chander



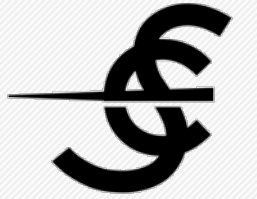
Many potential projects in need of partners and funding



Carrier coordination and collaboration platform
Integrated passenger and freight transportation
Routing and charging schedule for CAVs in a distribution hub
Last mile delivery models informed by customer attitudes
Same-day delivery of medical products
Synchronous use of drones and drivers in home deliveries
Inter-regional truck parking
Truck signal optimization
Truck corridor study for LCV, truck platooning, and CAV
Truck and bicycle corridor conflict and mitigation study

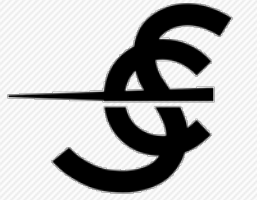
Drone/UAV utilization
Digital Twin in DIEL
Connected and automated commercial vehicles
Alternative fuels and fuel efficiency initiatives
Longer combination vehicles program expansion
Backhaul and freight matching
Aggregate movements and their impacts
Residential customers preferences for home deliveries
Freight logistics and data management
Border crossing improvement
Environmental benefits and challenges of goods movement

Status



- We are now in the growth phase:
 - Hiring staff and students
 - Executing and expanding our research and implementation projects
 - Achieving the milestones of the five year work plan
 - Establishing new industry and government partnerships
 - Freight Day Symposium planning: late Oct or Nov, 2019
- We are actively seeking additional financial support from industry and other levels of government

Thank-you!



www.smartfreightcentre.ca

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/09/12	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD 2019/09/03
--

NAME OF INDIVIDUAL(S) Sebastian Prins

POSITION(S)/TITLE(S) Director of Government Relations (Ontario)

NAME OF ORGANIZATION(S) Retail Council of Canada
--

E-MAIL sprins@retailcouncil.org	TELEPHONE NUMBER (647) 687-9049	EXTENSION
---	---	-----------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Provide details about the importance of Off Peak Delivery

A formal presentation will accompany my delegation Yes No

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

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

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

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

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

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

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

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

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/09/12	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD
2019/09/04

NAME OF INDIVIDUAL(S)
Ian Klesmer

POSITION(S)/TITLE(S)
Director of Strategy and Grants

NAME OF ORGANIZATION(S)
The Atmospheric Fund

E-MAIL iklesmer@taf.ca	TELEPHONE NUMBER (416) 393-6371	EXTENSION
----------------------------------	---	-----------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
To speak to the importance of one of the SFC projects - Off Peak Delivery

A formal presentation will accompany my delegation Yes No

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

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

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

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

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

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

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

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

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2019/09/12	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD 2019/09/09
--

NAME OF INDIVIDUAL(S) Ramdai Dhanrajh and Deeneshwar Dhanrajh

POSITION(S)/TITLE(S) Presidents

NAME OF ORGANIZATION(S) Brampton Triveni Community Centre

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

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To appeal for relief of development charges place of worship - 20 Daviselm Dr. Brampton

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

For Information

DATE: September 4, 2019

REPORT TITLE: **UPDATE: THE BUTTERFLY MODEL – SUPPORTING PERSON-CENTRED CARE FOR PEOPLE LIVING WITH DEMENTIA**

FROM: Cathy Granger, Acting Commissioner of Health Services

OBJECTIVE

To provide an update on the Region of Peel's implementation of the Butterfly Care Model in the Region of Peel's five Long Term Care Homes and to highlight advocacy work and partnership opportunities arising from the expansion of the Butterfly Model.

REPORT HIGHLIGHTS

- Expansion of the Butterfly Model continues across all five Regional homes with full implementation expected by year end 2021.
- Staff and people living with dementia in the Butterfly Homes continue to see positive outcomes.
- A focus on research and collaboration with post-secondary institutions continues.
- Other Regional programs are looking to the Butterfly Model as a way to increase staff satisfaction and improve the customer service experience.
- The Region of Peel has been identified as a leader in the 'Compassion Revolution'; by Queen's University Industrial Relations Centre; a world-wide initiative toward the care of vulnerable populations.
- The Region of Peel is working with the Provincial Government and industry partners to improve care and change regulations that impact the quality of life of those living with dementia throughout the Province of Ontario.

DISCUSSION
1. Background

The Term of Council Priority, Enhance Seniors' Supports and Services, support adult day services and long term care to address gaps and complexities in the health and social systems that prevent seniors and their caregivers from accessing services that optimize their quality of life. In 2015, the Region of Peel's Long Term Care Division undertook an extensive investigation into evidence-based models of care, best practices and staffing models with the view of improving the quality of life for people living in Peel's five long term care homes. This investigation is in alignment with the Region's direction to deliver services to seniors that focus on specialty areas and fill gaps in the system not being met by private or non-profit partners. It included a specific focus on those most vulnerable, such as people

UPDATE: THE BUTTERFLY MODEL – SUPPORTING PERSON-CENTRED CARE FOR PEOPLE LIVING WITH DEMENTIA

living with dementia or those with responsive behaviours resulting from an environment and care model that doesn't support them to be successful.

One of the outcomes resulting from this work was the decision to undertake a twelve-month pilot study of a specific model of dementia care, the *Butterfly Household Model of Dementia Care*[™] (Butterfly Household Model[™]). This model was selected primarily because of its ethos of placing the person at the centre of care and drawing on the emotional intelligence of staff to support a full and meaningful life. Moving away from traditional task-oriented care, the Butterfly Care Model strives to make living environments for people with advanced stages of dementia enriching, engaging and more home-like in order to meet their emotional needs. The results of the pilot were presented to Council on May 10, 2018 with the direction for staff to implement both a sustainability plan and an expansion plan to ensure that all five Regional long-term care centers have a Butterfly Household.

2. Butterfly Model Implementation in the Region of Peel

a) Timelines

Over the next eighteen months, the Butterfly Model will be fully implemented in all Region of Peel homes: Malton Village and Sheridan Villa will be completed early next year, with Vera Davis beginning later this fall. Tall Pines is planned for the middle of 2020. Peel Manor will have a modified version as it transitions to a new building in 2021.

This staggered approach is necessary to ensure that staff, families and people living in the homes have the time to incorporate and adapt to the operational and environmental changes that will support implementation

b) Outcomes

The original Butterfly Home continues to see positive outcomes including: a reduction in staff sick time by (75 per cent decrease since the start of the project), a decrease in the number of people living in the home who exhibit symptoms of depression, from 39 per cent in 2017 to 10 per cent in 2019. Lastly, since the start of the project, there has been a significant reduction of the number of Butterfly residents taking antipsychotics without a diagnosis of psychosis. (8 per cent in 2019, compared to 40 per cent in 2017.)

As the model expands to other home areas, staff will continue to monitor the same outcomes measured during the pilot; however, as these new Butterfly homes are in the early stages of implementation, there is not expected to be a significant shift in outcomes until the end of 2019. Early indicators are trending in a positive direction.

One of the limitations with assessing the impact of a Butterfly home is that many of the mandatory provincially reported indicators don't adequately reflect the enhanced quality of life seen in these homes. As this work is still new to the Ontario Long term Care Sector, staff have been engaging with researchers who specialize in working with people living with dementia to ensure that the data collection accurately measures the Butterfly impact.

UPDATE: THE BUTTERFLY MODEL – SUPPORTING PERSON-CENTRED CARE FOR PEOPLE LIVING WITH DEMENTIA

c) Sustainability

The sustainability plan contains several key activities, including:

- Ongoing education and training for all long-term care staff in the care of those living with dementia.
- Grief support and resources for staff working in the homes.
- The use of a mentoring program for staff in established Butterfly Homes to mentor staff in newly established homes.
- Ongoing communication, participation and training of families.
- Focus on evidenced-based care and research.
- The establishment of a community of practice for Butterfly Homes across the province to share resources and learnings.
- A social media strategy and platform for staff and families to connect and learn.
- Work with Health Volunteer Services to establish a large and diverse volunteer pool to meet the diverse lifestyle, language, and cultural needs of people living with dementia.

3. Butterfly Impact outside of Long Term Care

Butterfly outcomes such as reduced staff sick time, increased employee and customer satisfaction, improved client wellbeing, and a compassionate work environment are desired by all. To that end, a concerted effort has been made to increase awareness of the impact of the Butterfly Model within Regional programs and in the long-term care sector in Ontario.

a) Regional Partnerships

At the beginning of 2020, a pilot project between Peel Regional Paramedic Services, Human Resources and Long Term Care will be launched to support paramedics seeking modified work as they transition back into the workplace following a leave. The pilot will match paramedics with people living in the Butterfly Home who would benefit from increased engagement and interaction. It is hoped that this relationship will be mutually beneficial by offering the paramedic a supportive work environment better suited to their skills while giving the senior a special relationship. The pilot will run for six months until the late spring of 2020.

In order to educate Regional Staff about dementia and support those caring for a loved one, a course was developed in collaboration with Learning and Development, to be offered to all regional staff starting in the fall of 2019. The objective of the course will be to increase understanding of the disease, build skill and confidence in interacting with someone living with dementia, and provide links to dementia supportive resources. Creating a dementia-aware Regional workforce will increase accessibility for people living with dementia and reduce discrimination and stigmatization associated with the disease.

In June, the Butterfly Model was presented to the Accessibility and Advisory Committee as a way of increasing accessibility to services for a vulnerable population while working to reduce discrimination and stigmatization for those living with dementia. Staff will

UPDATE: THE BUTTERFLY MODEL – SUPPORTING PERSON-CENTRED CARE FOR PEOPLE LIVING WITH DEMENTIA

continue to work with this Committee of Council in supporting access to Regional services for those living with dementia and their families.

b) External Partnerships

I. Queen's University

In July 2019, Queen's University Industrial Relations Centre published an article entitled: *Dementia Care Innovation in the Region of Peel: The Compassion Revolution Series* (Morissette, 2019) (See Appendix I). This article highlights the Region of Peel, through the Butterfly approach to dementia care, as an innovative and compassionate organization with a desire to do better for all and also links the Region of Peel to the world-wide movement toward compassionate care for vulnerable populations. In the July 2019 issue of Maclean's Magazine, the *Compassion Revolution* is described as the effort of private and public organizations to contribute positively to the populations they serve and to do this in a way that goes beyond organizational efficiencies and effectiveness by putting caring first and foremost (Kingston, 2019). This requires organizations to act for the good of all; to be client focused and optimize the client experience; and to take a systems thinking and action approach to service delivery. In adopting this approach, the Region has remained true to its mission of caring for people in their moment of need, and to the Regional Values of being empowered to make a difference and caring about everyone's wellbeing and success.

II. Private-Public Partnerships

The Region is currently looking into public-private partnerships with various companies for supply of goods and services. Companies have approached the Butterfly Project Team in an effort to secure a corporate sponsorship opportunity for the provision of their goods and services in exchange for advertising space. A survey of other major cities in Ontario show that Toronto, Ottawa, London, Hamilton and Mississauga have Council approved Corporate Sponsorship Programs to help offset corporate costs. In addition, families and individuals touched by dementia have asked about opportunities to donate money in memory of loved ones, or make bequests to the Butterfly project. How to support these types of requests will be included in the Region's examination of public-private partnerships and a review of the Corporate Sponsorship and donation/bequests policies.

III. Government Relations

Staff are working with sector partners such as AdvantAge Ontario to elevate the impact of person-centered care approaches like Butterfly with the Ministry of Health and Long-Term Care. As a result, this past spring the home has had visits from the Minister of Seniors and Accessibility, Raymond Cho and MPP for Mississauga/Malton, Deepak Anand, as well as representatives from the Premier's Office and Minister Elliot's office. Assistant Deputy Minister of Long-Term Care, Brian Pollard and his Directors have also visited the home in the summer. Because of some this advocacy and outreach, staff have been asked to participate in several consultations with both the Ministry of Health and the Ministry of Labour. It is the hope that this work will positively impact care across the sector.

UPDATE: THE BUTTERFLY MODEL – SUPPORTING PERSON-CENTRED CARE FOR PEOPLE LIVING WITH DEMENTIA

Federally, staff have been invited to participate in the application for a funding request that, if awarded, would identify the Region of Peel as a Knowledge Hub for the national dementia community

Financial Implications

Resources to support the continued expansion of the Butterfly work will be brought forward in the 2020 budget process.

CONCLUSION

The implementation of the Butterfly Model began as a compassionate response to the needs of some of the most vulnerable citizens, those living with dementia in Peel’s homes, and has now amplified into much more. Internally, it is viewed by other Regional programs as a way to increase staff satisfaction and better service the community. External to the Region, it has positioned Peel as leaders in dementia care and innovative health practice. Being identified as leaders in a world-wide ‘Compassion Revolution’ is a testament to the Region’s commitment to the community and being there for them in their time of need.



Cathy Granger, Acting Commissioner of Health Services

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

Appendix I - Queen’s University Industrial Relations Centre article “*Dementia Care Innovation in the Region of Peel: The Compassion Revolution Series*” (Morissette, 2019)

For further information regarding this report, please contact Mary Connell, Butterfly Model Project Manager and Dementia Advisor Mary.Connell@peelregion.ca or 416 526 4251

QUEEN'S UNIVERSITY IRC

© 2019 Queen's University IRC. This paper may not be copied, republished, distributed, transmitted or converted, in any form or by any means, electronic or otherwise, without the prior written permission of the copyright owner.



Dementia Care Innovation in the Region of Peel

The Compassion Revolution Series: Article 1

Françoise Morissette, M.Ed., P.C.C.
Queen's IRC Facilitator

Industrial Relations Centre (IRC)
Queen's University
irc@queensu.ca
613-533-6628
irc.queensu.ca



The first article in this series focuses on the Region of Peel's bold decision to pilot and implement a ground breaking approach for dealing with people living with dementia. This model of care has proven effective at dramatically enhancing residents' quality of life and wellbeing, their family's satisfaction and involvement, as well as employee engagement, fulfillment and retention, all while reducing the number of incidents, and creating more positive relationships all around.

Key information for this piece comes from an interview with Mary Connell, Project Manager for the Butterfly Initiative Implementation at the Region of Peel, pictured here.



In the series, we will look at the methodology used by these innovative organizations leveraging the 4D Process – Define, Discover, Design and Do, created by IRC's Brenda Barker Scott¹. But first, a look at why today's organizations are transforming service delivery, and the increasing role that Emotional Intelligence (EQ) and Spiritual Intelligence (SQ) play in design and implementation.

Context and Impact

Nowadays, many public and not for profit organizations are radically transforming their service delivery models to better support vulnerable and at risk populations such as: injured workers, autistic children, people with disabilities, refugees, victims of violence, homeless people, the physically or mentally ill, those recovering from trauma, grief, war experience, etc.



Maclean's Magazine July 2019 edition, entitled '*Join the Compassion Revolution (or we are all doomed)*' strongly articulates the argument stating: "The urgent call for compassion is the last gap remedy for systems on the brink: politics, health care, civil society, the planet itself."²

New Zealand Prime Minister Jacinda Arden graces the cover, hugging a victim of the recent Mosque attacks in Christchurch. "She took swift action following the tragedy, not only offering

¹ Barker Scott, B. (2011). Designing organizations from the inside out. Queen's IRC. Retrieved June 14, 2019 from <https://irc.queensu.ca/articles/designing-organizations-inside-out>

² Kingston, A. (2019, July). "The compassion solution." Maclean's. Volume 132, Number 6, p.49. Retrieved June 26, 2019, from <https://archive.macleans.ca/article/2019/7/1/the-compassion-solution>

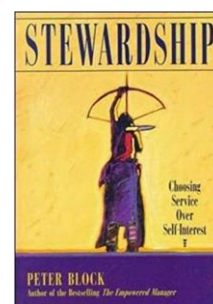
support and assistance, but passing legislation to ban most semi-automatic weapons from the country, echoing her call for ‘kindness over fear’ from her UN address last fall.”³

Meanwhile, private sector organizations are enthusiastically embracing Corporate Social Responsibility (CSR) defined as: “Voluntary activities undertaken by a company to operate in an economic, social and environmentally sustainable manner. Typically, involvement falls into 3 main categories: philanthropy, ethical labour practices, and sustainable environmental practices.”⁴ In other words, corporations seek to positively contribute to the communities they serve, not only financially, but in kind.

For instance, WestJet encourages its employees to suggest worthwhile community projects which, if selected, are funded by the organization and led by employees. As a result, WestJet maximizes community presence in a locally relevant manner, enhancing employee engagement, providing leadership opportunities, and multiplying partnerships with various stakeholders. A good example is the 2015 12,000 Holiday miracles initiative, where employees chose and executed community specific projects in 24 hrs. Watch the heartwarming [video](#): it says it all!⁵

This rapidly growing trend is based on 3 core pillars:

1. *Stewardship*: Acting for the greater good of those under one’s care. It’s about ‘choosing service over self-interest’ as Peter Block affirms in his famous book⁶ entitled *Stewardship*.⁷
2. *Client Focus*: Optimizing the client experience for maximum value through practices like: fast tracking service access and multiplying service delivery methods. For instance, Alberta Health Services (AHS) developed an Emergency Wait Time App that enables patients to select a hospital, register online, and map the best route to get there.



³ Ibid

⁴ Corporate Social Responsibility - Key Foundation of Culture. (2017, August 30). Retrieved June 26, 2019, from <https://www.alacritycanada.com/2016/04/26/corporate-social>.

⁵ WestJet. (2015, December 15). WestJet Christmas Miracle: 12,000 mini miracles. Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=ME9PmSZedB4&t=6s>.

⁶ Image retrieved from: Strock, J. (2018, July 22). Peter Block | Stewardship. Serve to Lead Group. Retrieved June 26, 2019, from <https://servetolead.org/peter-block-stewardship/>.

⁷ Block, P. (2013). *Stewardship*. Berrett-Koehler Publishers: Oakland, CA.

Here's a [video](#) featuring early days inception: a true game changer!⁸

3. *Systems Thinking & Action*: Encompassing the whole system including configuration, dynamics and components, in order to enhance its synergy, connectivity, performance and sustainability. For instance in 2017, the UK launched a [National Campaign to end Loneliness](#) based on the following:

Principle: "People of all ages need connections that matter.

Data: There are 9 million lonely citizens in the UK, and 4 million of them are older people who find constant loneliness hardest to overcome...

Goals: The campaign is designed to produce the following outcomes:

- People most at risk of loneliness are reached and supported
- Services and activities are more effective at addressing loneliness
- A wider range of loneliness services and activities are developed".⁹ Here's a touching [video](#) involving surprising 'experts'.¹⁰



These fundamental shifts stem from the realization that more than organizational efficiency & effectiveness is required to deliver positive client experiences, in order to mobilize the level of engagement and motivation required for sustainable transformation. When dealing with vulnerable and at risk populations, caring must come first. As the adage goes: 'People don't care how much you know, until they know how much you care.'

The Rise of EQ & SQ

This has resulted in increased emphasis on service delivery models driven by EQ/SQ. To clarify context, here's a brief summary of the various forms of intelligence:¹¹

⁸ ER Wait Times | Top Stories | CBC. (2012, February 22). Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=c3fNuEplI8>.

⁹ About the Campaign | Campaign to End Loneliness. (n.d.). Retrieved June 26, 2019, from <https://www.campaigntoendloneliness.org/about-the-campaign/>.

¹⁰ TruthPolSciLif. (2018, May 23). Remember When Making Friends Was Child's Play? Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=kpVzh7AHquQ>.

¹¹ Image retrieved from Tuck, K. (2018, January 29). The roles of IQ, EQ and SQ in turbulent times - Guest post by Irene Becker. Retrieved June 26, 2019, from <https://strategicleaders.com/roles-iq-eq-sq-turbulent-times/>

- *Intellectual Intelligence (IQ)*, identified in 1912, deals with the ability to: reason, analyze, think abstractly, comprehend, visualize, use language. It speaks to the MIND.
- *Emotional Intelligence (EQ)*, discovered in 1964, deals with: self-awareness, empathy, social sensitivity, relating to others and forming productive and positive relationships. It speaks to the HEART.
- *Spiritual Intelligence (SQ)*, isolated in 1997, deals with: the drive for meaning & purpose and our connection to the infinite, as well as the moral compass: ethics, values, principles which guide and inform decision making. It speaks to SPIRIT.¹²

Basically, vulnerable and at risk clients must feel that service providers are, not only connected to a meaningful purpose (SQ), but “truly care about them as individuals (EQ): acting for their greater good, and ensuring their well-being.”¹³

In the face of challenges, being treated like a number and an inconvenience, or patronized and belittled, will only add to an already heavy burden...When people are suffering, feeling comes first, then thinking, and finally taking action to deal with the issue at hand as pictured in the summary graphic here.¹⁴



Dementia Care Innovation in the Region of Peel

Organizational Overview

The Region of Peel serves 1.4 million residents and approximately 173,000 businesses in Brampton, Caledon and Mississauga. Since 1974, the Region has been delivering a wide range of programs and services to enhance our community. This includes paramedic services, health programs, long-term care & senior services, child care support, garbage collection & recycling, water & its treatment, road maintenance, financial help, housing and shelter.¹⁵

¹² Gatherer, J. (2015, August 25). [I Am Talent]: The World of Me. Retrieved June 26, 2019, from <https://www.bizcommunity.com/Article/196/536/133527.html>.

¹³ Tuck, K. (2018, January 29). The roles of IQ, EQ and SQ in turbulent times - Guest post by Irene Becker. Retrieved June 26, 2019, from <https://strategicleaders.com/roles-iq-eq-sq-turbulent-times/>.

¹⁴ Unlocking EQ. (2018). Six Seconds -The Emotional Intelligence Network. Retrieved June 26, 2019, from <https://www.6seconds.org/events/unlocking-eq-netherlands/>.

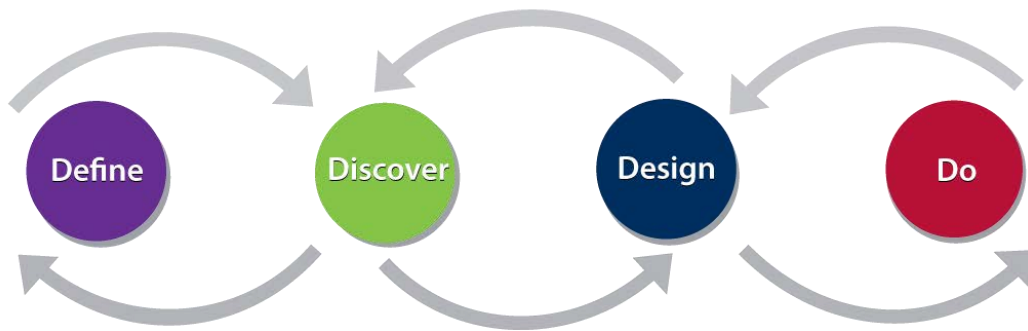
¹⁵ About the Region of Peel. (n.d.). Retrieved June 26, 2019, from <https://www.peelregion.ca/regional-government/about/>.

CAO, David Szwarc, leader of the strategic plan design and implementation, sought to anchor this blueprint for the future to a sound, inclusive, compassionate vision and mission:

- The 20-year vision for the region is *Community for Life*: ‘creating a place where everyone enjoys a sense of belonging and has access to the services and opportunities needed to thrive in each stage of their lives.’
- The mission: ‘working together to create a healthy, safe and connected community’ is achieved by focusing on three key areas:¹⁶
 1. LIVING: People's lives are improved in their time of need
 2. THRIVING: Communities are integrated, safe and complete
 3. LEADING: Government is future-oriented and accountable.¹⁷

Process Overview: The 4D

The 4D¹⁸ is an action learning process invented by my Queen’s IRC colleague Brenda Barker Scott. Simple, sound and powerful, it provides a methodology for systems transformation and will be used throughout the series:



DEFINE: Scoping the issue

Dementia is fast becoming the epidemic of our time. Here are some facts & stats:

- *Cure*: “At this point in time, there is no cure and no treatment that will slow down its progression. But there are drug treatments that may temporarily improve symptoms.”¹⁹

¹⁶ 2015-2035 Strategic Plan - Region of Peel. (n.d.). Retrieved June 26, 2019, from <https://www.peelregion.ca/strategicplan/>.

¹⁷ Ibid.

¹⁸ Barker Scott, B. (2011). Designing organizations from the inside out. Queen’s IRC. Retrieved June 14, 2019 from <https://irc.queensu.ca/articles/designing-organizations-inside-out>.

¹⁹ What Is Dementia? (n.d.). Alzheimer’s Association Retrieved June 26, 2019, from <https://www.alz.org/alzheimers-dementia/what-is-dementia>.

- *Worldwide:* “Approximately 47.5 million people worldwide are living with the condition, a number that set to triple by 2050”²⁰
- *In Canada:* “The number of Canadians with dementia is rising sharply. As of today, there are over half a million Canadians living with dementia - plus about 25,000 new cases diagnosed every year. By 2031, that number is expected to rise to 937,000, an increase of 66%. Canada needs a National Dementia Strategy...now.”²¹

The Peel Region LIVING Focus Area is about improving people’s lives in time of need. There is no greater time of need than when people are losing their memories and are struggling to express their needs.

DISCOVER: Exploring the issue and Stakeholder Needs

In 2015, Nancy Polsinelli, Commissioner of Health Services, took stock of the situation, sensing that the approach used was overly clinical and institutional. Inspection results were satisfactory, but she thought patients were being emotionally let down. The model of care was too passive, (lacking patient engagement and involvement), too rigid (focused on routine tasks), too limited (lacking variety and choice), and uninspiring (lacking life force and joy).



Nancy Polsinelli

Keeping in mind the Peel Region’s desired outcome: *Residents in our Long Term Care homes receive care to enhance their quality of life*, Nancy hired a researcher to investigate advanced and innovative strategies, better adapted to dementia patients’ needs.

This led to the identification of a successful UK model: *The Butterfly Project*, brainchild of Dr. David Sheard,²² (pictured here with a resident.) Nancy heard him speak at a conference in 2016, and became convinced the Butterfly Project approach was the way to go.



Photo by Randy Risling / Toronto Star

She retained him to conduct an audit about the current state and the results confirmed her assessment of the

²⁰ Cuff, A. (2015, May 27). Dementia - a global epidemic. Retrieved June 26, 2019, from <https://blogs.biomedcentral.com/on-medicine/2015/05/18/dementia-global-epidemic/>

²¹ Alzheimer Society of Canada - About Dementia - Latest information and statistics. (n.d.). Retrieved June 26, 2019, from <https://alzheimer.ca/en/Home/Get-involved/Advocacy/Latest-info-stats>.

²² Dementia Care Matters - Dr David Sheard Specialist Consultancy. (n.d.). Retrieved June 26, 2019, from <https://www.dementiacarematters.com/davidsheard.html>.

situation. “Dr. Sheard declared the facility empty of kindness, laughter or any semblance of hominess.”²³

In 2017, the Region contracted his organization to develop an implementation strategy for the Peel Region. The philosophy was: “*Let people live, before they die.* It had the potential to be so transformative that Peel’s long-term care leaders spoke about the possibilities with tears in their eyes.”²⁴ Mary Connell became the project manager in March 2017.

Watch this [video](#)²⁵ featuring Toronto Star Reporter Moira Welsh, contrasting differences between a traditional approach and the Butterfly project.

DESIGN: crafting or adapting a solution that will meet stakeholders’ needs

Believing that “creating a family atmosphere and sharing closeness matters in dementia care,”²⁶ Dr. Sheard designed a radically different dementia care system, based on the following shifts:

FROM	TO
Over emphasizing <i>physical</i> care...	Prioritizing <i>emotional</i> care
Providing sterile, clinical, hotel environments called <i>units</i> ...	Creating busy, filled up, engaging places that feel like <i>home</i>
Running a home <i>for</i> people...	Involving people in the running of their <i>own</i> home
Emphasizing <i>separateness</i> in how a building and employees look ...	Appearing more informal, best friends, and <i>family like</i>
Focusing on <i>task</i> orientation...	Being comfortable with a relaxed, freed up <i>atmosphere</i>
Purchasing training on dementia care awareness about ‘others’...	Developing learning about being <i>person centred</i> in ourselves
Doing <i>detached</i> management to...	Being an <i>attached</i> leader

From: Sheard, D. (2013). *Mattering in a dementia care home – The Butterfly Approach*. Retrieved June 26, 2019, from <https://www.dementiacarematters.com/pdf/modern.pdf>.

²³ Welsh, M. (2018, June 20). The Fix: Dementia program in Peel 'should spread like wildfire'. Retrieved June 26, 2019, from <http://projects.thestar.com/dementia-program/>.

²⁴ Ibid.

²⁵ A new approach to dementia care is having remarkable results | Your Morning. (2018, June 21). Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=epbcOOiMGO4>.

²⁶ Sheard, D. (2013). *Mattering in a dementia care home – The Butterfly Approach*. Retrieved June 26, 2019, from <https://www.dementiacarematters.com/pdf/modern.pdf>

“These shifts are significant and whilst the concepts of family, closeness and mattering may be simple, the achievement of these shifts in a care home culture and environment are complex.”²⁷

This meant a profoundly different type of relationship between staff and patients. Employees were in favour of this approach, believing that they could do much more to raise the bar...Here’s a poignant [video](#)²⁸ that summarizes the approach.



DO: Piloting solution, learning from pilot, implementing across the system²⁹

Once the Peel Regional Council approved the Butterfly program in late March 2017, the pilot began:

1. *Intensive Employee Training*: focused on emotional intelligence (EQ): the ability to understand another person’s feelings and respond with empathy and compassion. An experiential approach featuring various scenarios was used, asking employees to put themselves in the residents’ shoes. This helped staff relate to their anxiety and fears. The process also included coaching, leadership development and role modeling.



2. *Massive Décor Makeover*: designed to transform the institutional look into a home like one. This included bright colour painting, as people living with dementia have trouble discerning soft colours. Bright colours also help residents with spatial orientation, facilitating room differentiation, while an *all beige approach* adds to confusion. Murals were added to bring the outside in, as well as homey props added like clothes lines, flowers, etc.

²⁷ Welsh, M. (2018, June 20). The Fix: Dementia program in Peel 'should spread like wildfire'. Retrieved June 26, 2019, from <http://projects.thestar.com/dementia-program/>.

²⁸ Peel Longterm Care: Butterfly Project. (2018, November 12). Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=ge6D7XdhfIQ&list=PLDdGCutfkKKHyMuLpqvYIDbxXav97tjwE>

²⁹ Photos in this section are from the Butterfly Project Pilot Project - courtesy of the Region of Peel.

Décor was adapted to what was popular in the 50s & 60s when residents were young.

Whenever possible, employees get a photo of the front door of residents' last home. It is then turned into wallpaper, affixed to the resident's room door. This enables recognition and a sense of home. "If you live in a sterile environment, it will kill your soul," says Dr. Sheard.³⁰



3. *Resident Engagement Strategy*: aimed doing things with residents instead of to them.

This means involvement in activities like: meal preparation, laundry, games, puzzles, music, crafts, gardening... It is also about creating a comforting environment through interacting with pets. A home dog comes every day, and through a connection with pet therapy programs, other dogs visit regularly. In addition, there are also teddy bears and dolls to hug... Moreover, tactile activities such as hand massages, hand holding, hugging etc. ensure that residents are not deprived of human contact.



4. *Family Atmosphere*: Four months into the experiment, family style eating was introduced. Instead of residents being served set meals, large platters are placed on the table containing vegetables, meat, salads, desserts etc. and residents can select what they want. There's also a mini-fridge in the dining room, stocked with milk for tea, bread, butter and marmalade. It's self-serve, any time of day.



This approach has many benefits: increase choice, reduce food waste, and curb unintended weight loss. It's about emotional connections through conversation laughing, jokes, games, special moments.

³⁰ Welsh, M. (2018, June 20). The Fix: Dementia program in Peel 'should spread like wildfire'. Retrieved June 26, 2019, from <http://projects.thestar.com/dementia-program/>.

With time, things are trending up:

- Aggressive behaviour is down
- Residents seem calmer, happier and less anxious
- Residents' relatives and friends are making more frequent visits to their loved ones and interact with each other
- There is less staff turnover and a greater sense of fulfillment and freedom. "Kenroy, [a care worker] never wants to go back to the old, detached ways. 'Now, we get to talk to people,' he says, 'we get to know them and understand who they are. They're not just here in a chair, getting medicine and sleeping.'"³¹

Results

There's only a year of data so far, but Peel Region says staff sick days are down, fewer residents are falling, antipsychotic drug use is lower and social engagement is higher, all of which create cost savings for homes and the health care system...

Peel Council voted unanimously to keep funding the Butterfly project. Councillors voted to add the program to one dementia unit in Peel's four other nursing homes. And they approved a motion that requires Peel staff take the unusual step of becoming advocates for change, leading the charge to get emotion-centred care picked up in nursing homes across Ontario.³²

The counsellors' vote of confidence is an invitation to lead and implement social innovation to make society work better... for more people, enhancing society's ability to act positively and constructively.

Conclusion

The Butterfly project has been an experiment in hope, and a courageous initiative that brought about real system transformation: a win/win for people living with dementia & their families, employees & managers, elected officials & the entire organization. It's not only about institutional efficiency and effectiveness, and 'running a tight ship', but about helping other human beings with a caring heart, and making them feel more alive.

³¹ Ibid.

³² Ibid.

Dr Maya Angelou, one of the great voices of American contemporary literature, states: “I’ve learnt that people will forget what you said, people will forget what you did, but people will never forget how you make them feel”.



The *Feelings Matter Most* model of dementia care and its Butterfly Approach are all about returning care homes back to the real *essence* of care.³³

³³ Sheard, D. (2013). Mattering in a dementia care home – The Butterfly Approach. Retrieved June 26, 2019, from <https://www.dementiacarematters.com/pdf/modern.pdf>.

References

- 2015-2035 Strategic Plan - Region of Peel. (n.d.). Retrieved June 26, 2019, from <https://www.peelregion.ca/strategicplan/>.
- A new approach to dementia care is having remarkable results | Your Morning. (2018, June 21). Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=epbcO0iMGO4>.
- About the Campaign | Campaign to End Loneliness. (n.d.). Retrieved June 26, 2019, from <https://www.campaigntoendloneliness.org/about-the-campaign/>.
- About the Region of Peel. (n.d.). Retrieved June 26, 2019, from <https://www.peelregion.ca/regional-government/about/>.
- Alzheimer Society of Canada - About Dementia - Latest information and statistics. (n.d.). Retrieved June 26, 2019, from <https://alzheimer.ca/en/Home/Get-involved/Advocacy/Latest-info-stats>.
- Barker Scott, B. (2011). Designing organizations from the inside out. Queen's IRC. Retrieved June 14, 2019 from <https://irc.queensu.ca/articles/designing-organizations-inside-out>.
- Block, P. (2013). Stewardship. Berrett-Koehler Publishers: Oakland, CA.
- Corporate Social Responsibility - Key Foundation of Culture. (2017, August 30). Retrieved June 26, 2019, from <https://www.alacritycanada.com/2016/04/26/corporate-social>.
- Cuff, A. (2015, May 27). Dementia - a global epidemic. Retrieved June 26, 2019, from <https://blogs.biomedcentral.com/on-medicine/2015/05/18/dementia-global-epidemic/>.
- Dementia Care Matters - Dr David Sheard Specialist Consultancy. (n.d.). Retrieved June 26, 2019, from <https://www.dementiacarematters.com/davidsheard.html>.
- ER Wait Times | Top Stories | CBC. (2012, February 22). Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=c3fNuEplII8>.

- Gatherer, J. (2015, August 25). [I Am Talent]: The World of Me. Retrieved June 26, 2019, from <https://www.bizcommunity.com/Article/196/536/133527.html>.
- Kingston, A. (2019, July). "The compassion solution." Maclean's. Volume 132, Number 6, p.49. Retrieved June 26, 2019, from <https://archive.macleans.ca/article/2019/7/1/the-compassion-solution>.
- Peel Longterm Care: Butterfly Project. (2018, November 12). Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=ge6D7XdhflQ&list=PLDdGCutfkKKHyMuLpqvYIDbxXav97tjwE>.
- Sheard, D. (2013). Mattering in a dementia care home – The Butterfly Approach. Retrieved June 26, 2019, from <https://www.dementiacarematters.com/pdf/modern.pdf>.
- TruthPolSciLif. (2018, May 23). Remember When Making Friends Was Child's Play? Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=kpVzh7AHquQ>.
- Tuck, K. (2018, January 29). The roles of IQ, EQ and SQ in turbulent times - Guest post by Irene Becker. Retrieved June 26, 2019, from <https://strategicleaders.com/roles-iq-eq-sq-turbulent-times/>.
- Unlocking EQ. (2018). Six Seconds -The Emotional Intelligence Network. Retrieved June 26, 2019, from <https://www.6seconds.org/events/unlocking-eq-netherlands/>.
- Welsh, M. (2018, June 20). The Fix: Dementia program in Peel 'should spread like wildfire'. Retrieved June 26, 2019, from <http://projects.thestar.com/dementia-program/>.
- WestJet. (2015, December 15). WestJet Christmas Miracle: 12,000 mini miracles. Retrieved June 26, 2019, from <https://www.youtube.com/watch?v=ME9PmSZedB4&t=6s>.
- What Is Dementia? (n.d.). Alzheimer's Association Retrieved June 26, 2019, from <https://www.alz.org/alzheimers-dementia/what-is-dementia>.
- Strock, J. (2018, July 22). Peter Block | Stewardship. Serve to Lead Group. Retrieved June 26, 2019, from <https://servetolead.org/peter-block-stewardship/>.



Industrial Relations Centre (IRC)
Queen's University
Kingston, ON K7L 3N6
irc.queensu.ca



The Butterfly Model: Impact

September 12th, 2019

Francoise Morissette – Queen's IRC Facilitator
Mary Connell – Butterfly Model Project Manager



Compassion Revolution: The Drivers



New Zealand PM, Jacinda Arden hugging a victim of the Christchurch Mosque Shootings

- Maclean's Magazine July 2019 edition, entitled 'Join the Compassion Revolution (or we are all doomed)', strongly articulates the argument stating:

'The urgent call for compassion is that it represents the last gap remedy for systems on the brink: politics, health care, civil society...the planet itself.'

Compassion Revolution: The Drivers

- **Stewardship:** Acting for the greater good of those under one's care. Choosing service over self-interest
- **Systems Thinking & Action:** Focusing on the whole system to enhance synergy, connectivity, performance & sustainability...
- **Service Delivery Models** based on EQ/SQ: When dealing with at risk and vulnerable populations, caring must come first...



*'People don't care how much you know,
until they know how much you care...'*

Butterfly Model : Impact



Butterfly Model : Impact



Butterfly Model : Impact



Thank you!

Francoise Morissette – morissettfrancoise@gmail.com

Mary Connell – mary.Connell@peelregion.ca



For Information

DATE: September 3, 2019

REPORT TITLE: **SENIORS' SERVICES 2018 ANNUAL REPORT**

FROM: Cathy Granger, Acting Commissioner of Health Services

OBJECTIVE

To report the 2018 annual performance of seniors' services operated out of Peel Long Term Care centres, to Regional Council as the Committee of Management under the *Long-Term Care Homes Act, 2007*.

REPORT HIGHLIGHTS

- In 2018, long term care services were provided to over 900 people living in Peel Long Term Care centres, and adult day services were provided to approximately 500 people living in the surrounding community.
- People participating, living, and working in Peel Long Term Care centres are very satisfied.
- In 2018, 97 per cent of people participating in Adult Day Services said the program helped achieve, maintain, or improve their wellbeing.
- The Region of Peel performed better or similar to the provincial average on all six quality indicators for long term care centre performance related to prescribing antipsychotic medication without a psychosis diagnosis, worsened skin and wounds, use of physical restraints, falls, worsened pain, and worsened behavioural symptoms.
- In meeting the Ministry of Long-Term Care's requirements of safe and effective care, all five Peel Long Term Care centres have received the highest performance level rating that a centre can receive – "in good standing".

DISCUSSION
1. Background

The Term of Council Priority, Enhance Seniors' Supports and Services, support adult day services and long term care to address gaps and complexities in the health and social systems that prevent seniors and their caregivers from accessing services that optimize their quality of life. Adult Day Services and Long Term Care service outcomes focus on improving peoples' lives in their time of need, such that Peel residents in need receive supports that allow them to stay in their homes longer and residents in Peel Long Term Care homes receive care to enhance their quality of life. The Region of Peel's five long term care centres – Sheridan Villa, Peel Manor, Tall Pines, Malton Village, and Vera M. Davis Centre – support approximately 500 people living in the community through the Adult Day Services program and provide 703 beds to people who require long term care. Adult Day Services programs support seniors in the community to maintain their wellbeing and independence,

SENIORS' SERVICES 2018 ANNUAL REPORT

and provide respite for their caregivers. Peel Long Term Care provides care to improve the quality of life for those with complex medical needs.

In accordance with the *Long-Term Care Homes Act, 2007* (Act), Regional Council is the Committee of Management responsible for the oversight of the Peel Long Term Care centres. This includes ensuring performance and operations of the centres are in compliance with the Act and its regulations. Each year staff provide a report on the annual performance of the long term care centres.

On June 20, 2019, the Provincial Government announced changes to the cabinet which included the split of the Ministry of Health and Long-Term Care into two separate ministries: The Ministry of Health and the Ministry of Long-Term Care (MOLTC). The Act will be enforced in Peel's long term care centres by the MOLTC.

2. Findings

a) Service Utilization and Health Status

Adult Day Services provides respite, education and support for informal caregivers who care for their loved ones living in the community. The Region of Peel's Adult Day Services programs are consistently 100 per cent occupied. In 2018, the program served an average of 125 clients per day, with approximately 400 people waiting for a spot across the five program sites. Additionally, Long Term Care services supported 904 people, with half over the age of 85 years. Across the five Peel Long Term Care centres, over 1,400 people awaited placement for a bed. On average, people waited about 1,200 days for a bed in the centres. In addition to providing Long Term Care and Adult Day Services, the centres prepared over 32,000 nutritious, hot meals in the last year for 550 Meals on Wheels clients.

The needs of seniors living in the surrounding community have become more medically complex. At the end of 2018, 58 per cent of Adult Day Services clients were medically diagnosed with a cognitive impairment, including dementia. As seniors transition from the community to long term care, the medical complexities increase. In 2018, 84 per cent of people living in Peel Long Term Care centres had a cognitive impairment, including dementia. As well, 87 per cent of people required extensive or complete assistance with daily functioning, such as bed mobility, eating, toileting, and/or transferring. Appendix I provides a data visual of service utilization and health status.

b) Lived Experiences in Peel Long Term Care Centres

Every year annual satisfaction surveys are conducted with people participating in Adult Day Services and living in Long Term Care. Appendix I provides a summary of annual satisfaction. In 2018, 97 per cent of people participating in Adult Day Services said the program helped achieve, maintain, or improve their wellbeing; 93 per cent of people and their caregivers said the program contributed to their ability of continue to live at home. Based on the people living in Peel's centres, eight out of 10 said they would recommend their centre to others as a place to live.

In 2018, the biennial Region of Peel employee survey was conducted. Similar to the Region's overall employee engagement results, 72 per cent of staff who work in Peel's Long Term Care centres are committed to the organization. The Dementia Butterfly

SENIORS' SERVICES 2018 ANNUAL REPORT

Care Model is being expanded across Peel Long Term Care centres, which continues to build job satisfaction and connections between people living and working in Peel Long Term Care centres. In 2018, 90 staff received Butterfly training. Results have demonstrated improvements in quality of life and experience for both people living and working together in the Butterfly Household. For further details, see the report, "Update: The Butterfly Model – Supporting Person-Centred Care for People Living with Dementia" presented to Regional Council on September 12, 2019.

c) Quality of Care in Peel's Centres

People living in Peel Long Term Care centres are assessed on a quarterly basis on six quality indicators of resident care. Peel Long Term Care is meeting or performing better than the Provincial averages on all six quality indicators related to prescribing antipsychotic medication without a psychosis diagnosis, worsened skin and wounds, use of physical restraints, falls, worsened pain, and worsened behavioural symptoms. Appendix I provides an overall scorecard on how Peel Long Term Care measures up on each quality indicator to the provincial average. Annual performance results for each long term care centre are publicly posted on Health Quality Ontario. Staff utilize evidence-informed best practices to support resident care and have been re-designated as a Best Practice Spotlight Organization through the Registered Nurses Association of Ontario.

Since 2016, there has been a significant reduction in the proportion of people prescribed antipsychotic medication without a diagnosis of psychosis (from 27.4 percent in 2016 to 16.2 per cent in 2018). The centres continue to enhance the initiatives that led to this reduction. These include quarterly medication reviews, using a tool to monitor and evaluate the use of antipsychotic medication, and providing families and the interdisciplinary care teams with education on non-pharmacological strategies to manage resident behaviours. While worsening behavioural symptoms are similar to the provincial average, the expansion of the Butterfly care model is enabling staff to support more purposeful engagement to address these symptoms.

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

The MOLTC annually conducts unannounced inspections in every long term care centre across the province. The focus of the inspection can range from complaint, critical incident, or a Resident Quality Inspections. Inspections include confidential interviews with residents, family members and staff, as well as direct observations of how care is being delivered and a review of records. Completed reports are posted publicly.

Based on 2018 inspections, there were 23 non-compliance findings across Peel's five Long Term Care centres (approximately four per centre). The provincial average is 8 non-compliance findings per centre. Areas of non-compliance that resulted in Compliance Orders included: delivering care as set out in the plan of care; completing skin and wound assessments; using safe transferring techniques; practicing infection prevention and control; and, developing and complying with facility maintenance policies and procedures. Peel Long Term Care centres take action to address any non-compliance findings to ensure compliance with the Act through policy revisions, developing new processes and tools, enhancing training, and reinforcing roles and responsibilities of the interdisciplinary team.

SENIORS' SERVICES 2018 ANNUAL REPORT

In addition to the annual inspections, the MOLTC publicly posts each long term care centre's level of performance. All five of Peel Long Term Care centres received "in good standing", the highest performance level rating.

e) 2019-2023 Service Plan

Utilizing a collaborative process, Peel Long Term Care and Adult Day Services have developed a four-year service plan that aligns with the Region's Community for Life Strategic Plan and the Term of Council Priority, Enhance Seniors' Supports and Services. The service plan also aligns with the provincial health system transformation to deliver integrated care and person-centred care. Appendix II provides a summary of the 2019-2023 Service Plan.

f) Accreditation

On May 10, 2017, Peel Long Term Care centres received the three-year Commission Accreditation of Rehabilitation Facilities (CARF). The MOLTC recognizes CARF accreditation for long term care centres and provides a funding premium to accredited homes. In March 2020, Peel Long Term Care centres will be re-seeking CARF accreditation.

g) Seniors Health and Wellness Village at Peel Manor

Construction will soon begin on the Seniors Health and Wellness Village at Peel Manor. A community information session was held on August 6, 2019 to update Peel Manor residents, clients and other stakeholders on the planned facility and development timelines. A groundbreaking ceremony is planned for the fall. Once completed, the Seniors Health and Wellness Village will replace the existing Peel Manor building and will provide the community with increased access to services and integrated care. Approximately 110,000 seniors live in the Brampton/Bramalea/North Etobicoke communities. The planned integrated care seniors' clinic and service hub will play an important role in the Ontario Health Team (OHT) environment. It will serve as a model of integrated care for the region, build community capacity, and decrease hallway medicine.

3. Next Steps

Peel Long Term Care centres will continue to focus on specialty areas to improve quality of life and experiences for people who participate, live, and work in the centres. Initiatives for this year include:

- Planning strategies for the Term of Council Priority, Enhance Seniors' Supports and Services.
- Implementing the 2019-2023 Long Term Care and Adult Day Services Service Plan.
- Evolving the Region's connection with the Brampton/Bramalea/North Etobicoke OHT and/or any other local OHTs.
- Ensuring the alignment of the development of the integrated care model of service delivery in the Seniors Health and Wellness Village at Peel Manor with the evolving OHT health system transformation.
- Shifting culture to prioritize emotional well-being through the Butterfly Model.

SENIORS' SERVICES 2018 ANNUAL REPORT

- Enhancing programs and services based on feedback from people participating, living, and working in Peel Long Term Care centres.

Given the anticipated growth of the seniors' population in Peel, staff will continue to review the best available evidence, and enhance the existing programs and services to meet the needs of this community.

CONCLUSION

In keeping with Council's priority area to Enhance Seniors' Supports and Services, Peel Long Term Care centres continue to improve the quality of life and experience for those with complex medical needs. Continuous quality improvement initiatives are implemented to ensure that Peel Long Term Care centres continue to deliver services in accordance with provincial regulations, and advance the Region's mandate of creating a healthy, safe and connected community for individuals at every stage of life.



Cathy Granger, Acting Commissioner of Health Services

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I - Senior Services Data Visual and Scorecard

Appendix II – Peel Long Term Care and Adult Day Services: Service Plan 2019-2023

For further information regarding this report, please contact Susan Griffin Thomas, Director, Long Term Care, 905-791-7800 x2000, susan.griffinthomas@peelregion.ca.

Authored By: Daiva Tirilis

Region of Peel Seniors Services in 2018

The Region of Peel operates five long-term care centres throughout Brampton, Caledon and Mississauga. Each centre also hosts Adult Day Services. Some centres also feature short-stay respite and prepare meals for Meals on Wheels.

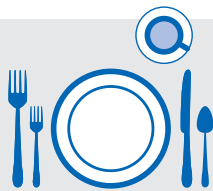
Our Services

People who participated in our Adult Day Services: **479**



People who called our centres home: **904**

People served by Meals on Wheels:



Meals we prepared for Meals on Wheels:

550

32,000

People who were waiting for an Adult Day Services program spot: **398**

People who were waiting to enter our long-term care centres:

1,418

Average number of days spent waiting*:

1,177



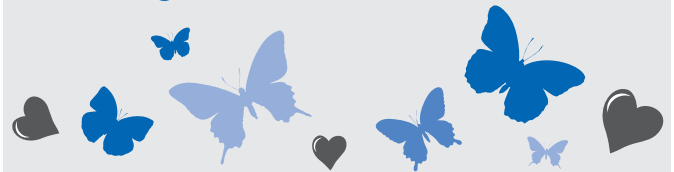
*excludes Sheridan Villa's wait times

People in our Centres



People living in our centres over age 85: **51%**

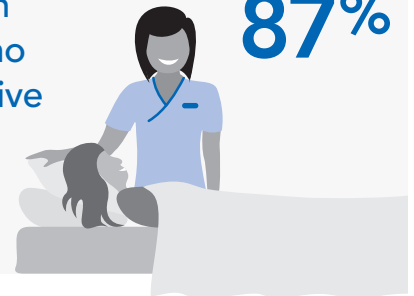
58% of people who participated in Adult Day Services were medically diagnosed with a cognitive impairment, including dementia.



People living in our centres with a cognitive impairment, including dementia: **84%**

People living in our centres who require extensive assistance with daily functioning:

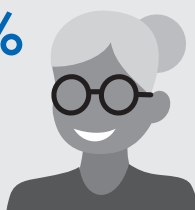
87%



Lived Experiences

People participating in our Adult Day Services who say the program helped achieve, maintain, or improve their wellbeing:

97%

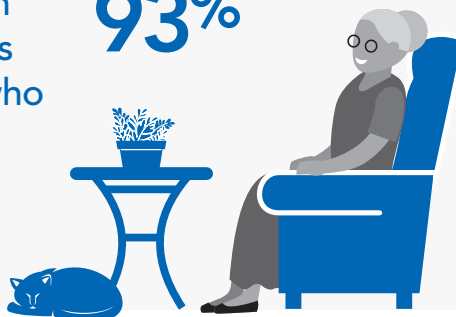


79% of people living in our centres say they would recommend their centre to others as a place to live.



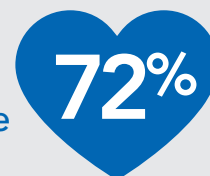
People participating in our Adult Day Services and their caregivers who say that the program contributed to their ability to continue to live at home:

93%



People who work in our centres who are committed to the organization:

72%



Quality of Care Scorecard

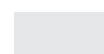
Indicator	Definition	Peel Long Term Care (2018/2019)	Provincial Average (2018/2019)
Anti-psychotics	People prescribed anti-psychotic drugs without a diagnosis of psychosis.	16.2%	19.0%
Pressure ulcers	People who have stage 2 to 4 pressure ulcers that have worsened	2.1%	2.6%
Restraints	People with daily physical restraints	3.6%	3.9%
Falls	People who have fallen in the last 30 days	14.1%	16.6%
Pain	People who have experienced worsened pain	4.8%	9.7%
Behavioural symptoms	People who experience growing sadness, anger, anxiety or tearfulness	12.9%	12.7%



Better than provincial average



Meeting provincial average



Worse than provincial average

Care. Compassion. Love. Respect.
Peel Long Term Care and Adult Day Services
Service Plan 2019-2023



Mandate

We contribute to our **Community for Life** by providing compassionate, loving, and respectful care to individuals and their caregivers in their time of need.

Our service outcomes

Long Term Care

Residents in our Long Term Care homes receive care to enhance their quality of life

Adult Day Services

Peel residents in need receive supports that allow them to stay in their homes longer

Our strategies to support achievement of our outcomes

<p>Deliver integrated care</p> <p>We work together to deliver the best care possible</p>	<p>Deliver person-centred care</p> <p>We provide care that meets every persons' unique needs</p>
<p>Cultivate an engaged workplace culture</p> <p>Like family, we support each other to succeed</p>	<p>Foster workforce enablement</p> <p>We have the right supports that empower us to do our jobs well</p>





Seniors' Services 2018 Annual Report

Cathy Granger

Acting Commissioner of Health Services

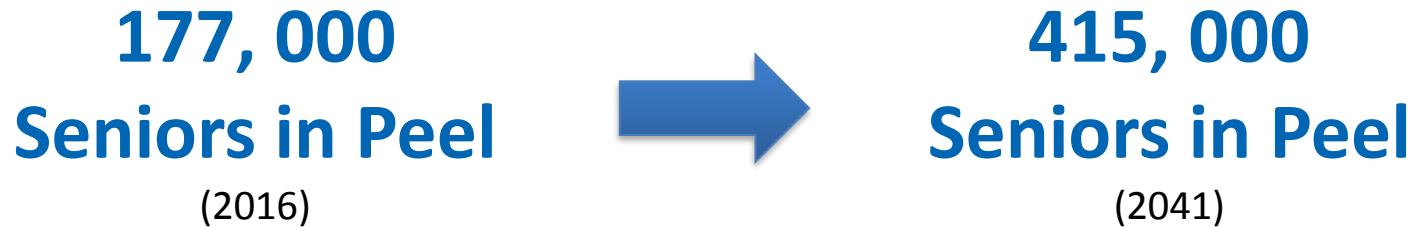
Dr. Sudip Saha

Senior Medical Director, Long Term Care



Peel's Aging Population

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



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

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

Supporting Seniors in the Community

- People on waitlists: **398** for Peel Adult Day Services
 1,418 for Peel Long Term Care beds
- Adult Day Service Coordinators
- Social Workers
- Registered Nurses
- Coordinated Care Planning
- Caregiver Education Framework



Peel Long Term Care Centres

- **479** people participated in Adult Day Services
 - **97 per cent** say the program helped achieve, maintain or improve their wellbeing
 - **Two out of three** have a cognitive impairment, including dementia
- **904** people live in five Long Term Care centres
 - **79 per cent** would recommend their centre to others
 - The median age is **85 years old**
 - **84 per cent** have a cognitive impairment, including dementia
 - **Four out of five** are extensively or totally dependent on staff

Quality of Care


- Received the **highest performance level rating** by the Ministry of Long-Term Care – “In good standing with the Act”
- All six indicators trended **better or similar** to provincial averages:

Quality Indicator	Region of Peel Performance (2018/19)	Ontario Performance (2018/19)
Anti-psychotics	16.2%	19.0%
Pressure ulcers	2.1%	2.6%
Restraints	3.6%	3.9%
Falls	14.1%	16.6%
Pain	4.8%	9.7%
Behavioural symptoms	12.9%	12.7%

Improving Quality of Life and Experience

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

Community for Life:

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

Preparedness Planning for Seniors in Peel

- Planning strategies for the Term of Council Priority, Enhance Seniors' Supports and Services
- Implementing the 2019-2023 Long Term Care and Adult Day Services Service Plan
- Evolving the Region's connection with the Ontario Health Teams
- Developing the Seniors Health and Wellness Village at Peel Manor
- Shifting clinical care culture to prioritize emotional well-being





Peel Long Term Care centres have one goal and a shared commitment:

To contribute to our **Community for Life** by providing compassionate, loving, and respectful care to individuals and their caregivers in their time of need.

Contact info:

Cathy.Granger@peelregion.ca ext. 4901

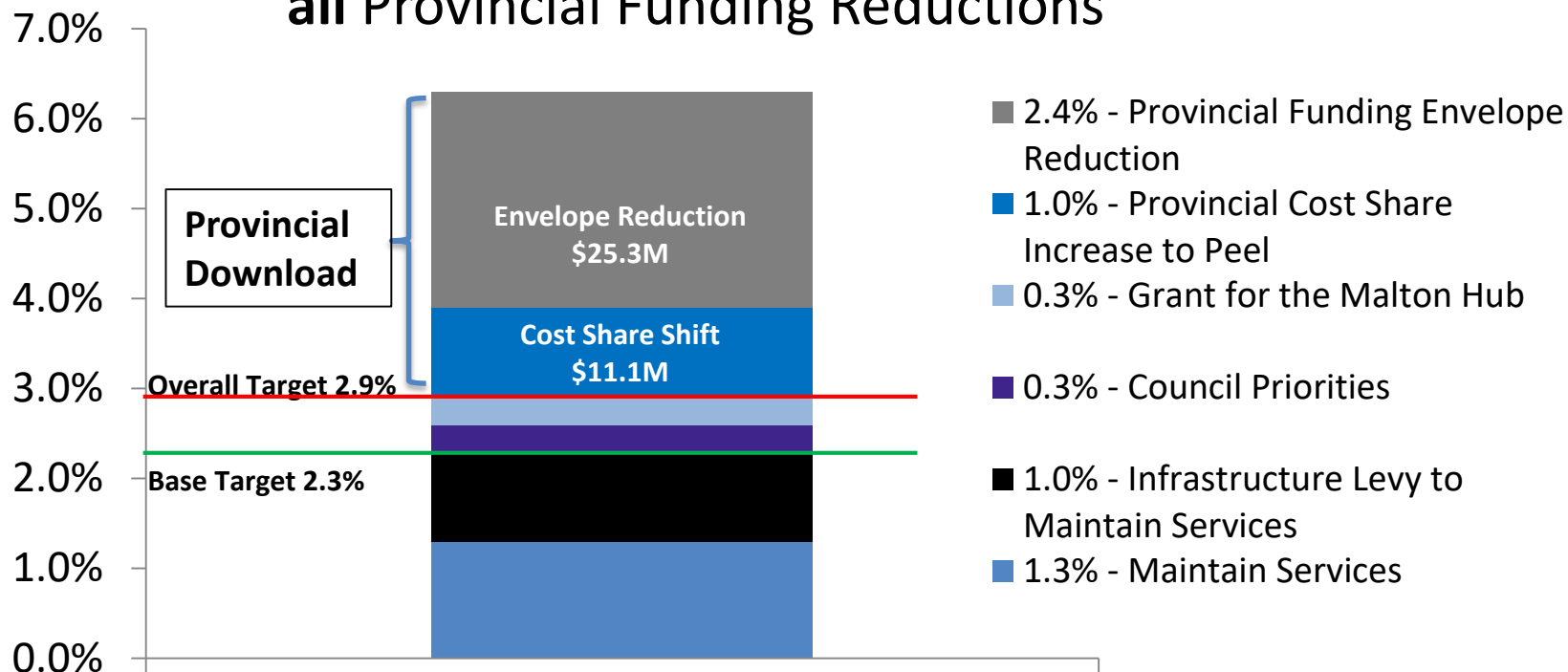
Sudip.Saha@williamoslerhs.ca



Update on the Impact of Provincial Funding

Presented to Council on September 12, 2019

Increase Property Taxes to replace all Provincial Funding Reductions



- **Child Care**

- Previous 100% Provincial funded Expansion Plan program now committed at only 80%
- Expansion Plan program cost (20%) share may be requested
- Admin cost share deferred to 2021
- Admin threshold reduction deferred to 2022

- **Public Health**

- Change from 75/25 to 70/30 happening earlier
- 100% Provincial funded programs now cost shared 70/30
- Potential funding shortfall identified

- **Paramedics**

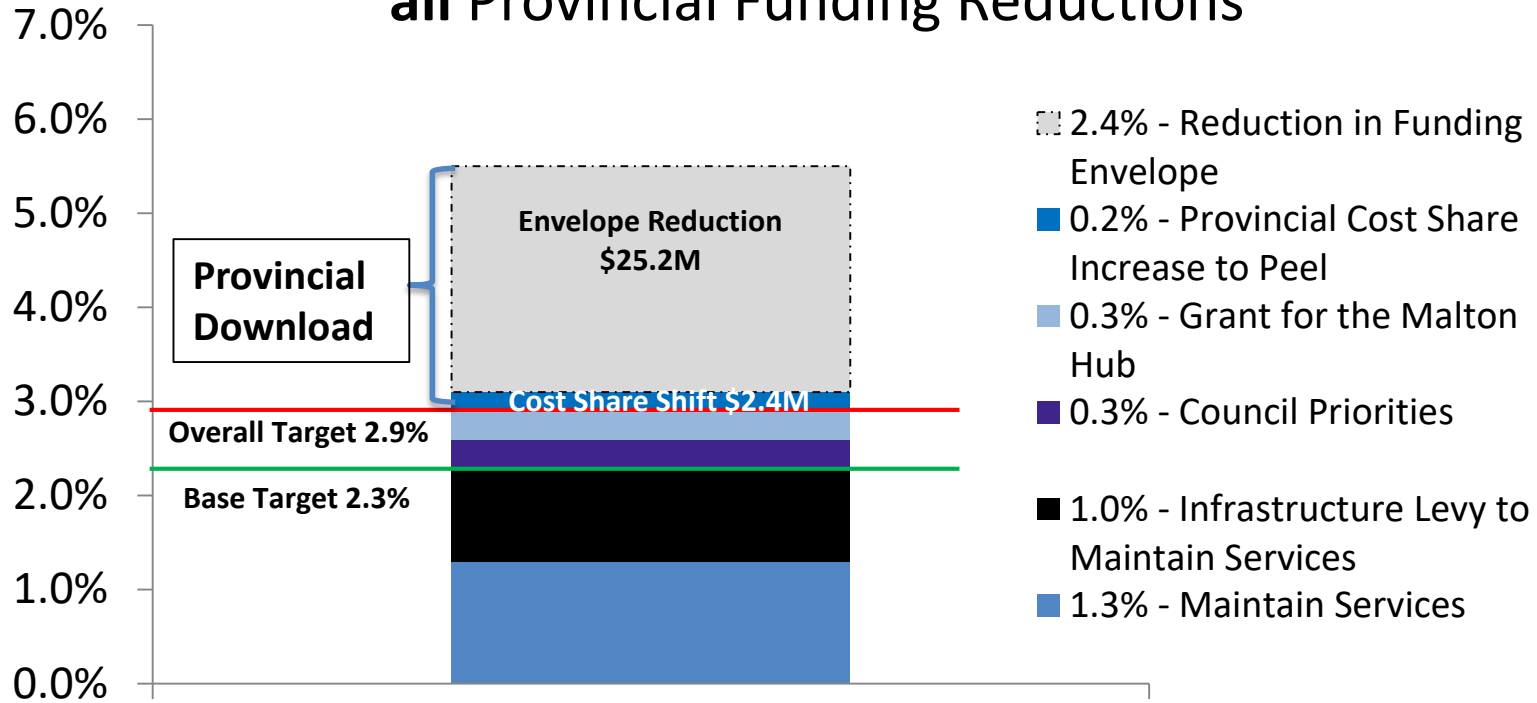
- Funding unfrozen for 2019 and 2020

Revised Provincial Funding Impact results in a

5.5% Net Tax Levy Increase for 2020

Provincial Funding Impact

Increase in Property Taxes used to replace all Provincial Funding Reductions



Year	Decreased Funding	Net Tax Levy Impact	Impact to Typical Home Owner
2020	\$27.6M	2.6%	+\$49/ year
2021 - 2022	\$11.4M	1.1%	+\$21/year
Total Impact	\$39.0M	3.7%	+\$70/year

September 26 Council Meeting

- Options and risks to address funding envelope reductions
- Service level impacts



**ITEMS RELATED TO
PLANNING AND GROWTH
MANAGEMENT**

This page is
intentionally left blank

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M5G 2E5
Tél. : 416 585-7000



RECEIVED

July 22, 2019

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

July 22, 2019

Dear Head of Council:

RE: Provincial Policy Statement Review – Draft Policies

I am writing today to announce that my ministry is launching a consultation on proposed policy changes to the **Provincial Policy Statement (PPS)**. The PPS is an important part of Ontario's land use planning system, setting out the provincial land use policy direction.

Municipalities play a key role in implementing these policies through local official plans, zoning by-laws and other planning decisions. The Planning Act requires that decisions on land use planning matters be "consistent with" the Provincial Policy Statement policies.

The government is consulting on draft policy changes to:

- Encourage the development of an increased mix and supply of housing
- Protect the environment and public safety
- Reduce barriers and costs for development and provide greater predictability
- Support rural, northern and Indigenous communities
- Support the economy and job creation

The proposed PPS policy changes support the implementation of [More Homes, More Choice: Ontario's Housing Supply Action Plan](#). The Action Plan includes a series of distinct but coordinated initiatives to address housing supply, including a review of the Provincial Policy Statement. The proposed PPS changes work together with other recent changes to the land use planning system – including to the Planning Act through [Bill 108, More Homes, More Choice Act, 2019](#) (once proclaimed) and [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#).

For more information about the consultation, please visit <http://www.mah.gov.on.ca/Page215.aspx> where you will find:

- A link to the posting on the Environment Registry of Ontario (ERO #019-0279), including the proposed Provincial Policy Statement and questions to consider
- Information on how to provide comments

The consultation is open for 90 days and closes on October 21, 2019.

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

.../2

I look forward to hearing your ideas on the proposed changes to the Provincial Policy Statement.

If you have any questions about the consultation, please contact the ministry at planningconsultation@ontario.ca or by calling 1-877-711-8208.

Sincerely,



Steve Clark
Minister

c: Planning Head and/or Clerks

Subject: FW: TRCA Regulation Mapping Update
Attachments: TRCA Regulation Mapping Update - RES.A116.19 - 06.21.19.pdf

From: Andrew Farnsworth <Andrew.Farnsworth@trca.ca>
Sent: Thursday, August 1, 2019 9:34:22 AM
To: Jennifer.keyes@ontario.ca <Jennifer.keyes@ontario.ca>; carolyn.o'neill@ontario.ca <carolyn.o'neill@ontario.ca>; darryl.lyons@ontario.ca <darryl.lyons@ontario.ca>; kgavine@conservationontario.ca <kgavine@conservationontario.ca>; christopher.raynor@york.ca <christopher.raynor@york.ca>; Lockyer, Kathryn <kathryn.lockyer@peelregion.ca>; Ralph.Walton@durham.ca <Ralph.Walton@durham.ca>; clerk@toronto.ca <clerk@toronto.ca>; uwatki@toronto.ca <uwatki@toronto.ca>; alexander.harras@ajax.ca <alexander.harras@ajax.ca>; carey.herd@caledon.ca <carey.herd@caledon.ca>; dleroux@town.uxbridge.on.ca <dleroux@town.uxbridge.on.ca>; diana.rusnov@mississauga.ca <diana.rusnov@mississauga.ca>; gillian.angus-traill@townofws.ca <gillian.angus-traill@townofws.ca>; kmoyle@king.ca <kmoyle@king.ca>; kpearl@adjtos.ca <kpearl@adjtos.ca>; kkitteringham@markham.ca <kkitteringham@markham.ca>; ClerksOffice@townofmono.com <ClerksOffice@townofmono.com>; peter.fay@brampton.ca <peter.fay@brampton.ca>; cityclerksoffice@brampton.ca <cityclerksoffice@brampton.ca>; stephen.huycke@richmondhill.ca <stephen.huycke@richmondhill.ca>; clerks@pickering.ca <clerks@pickering.ca>; todd.coles@vaughan.ca <todd.coles@vaughan.ca>; clerks@vaughan.ca <clerks@vaughan.ca>
Cc: Laurie Nelson <Laurie.Nelson@trca.ca>; Mary-Ann Burns <MaryAnn.Burns@trca.ca>
Subject: TRCA Regulation Mapping Update

Good afternoon,

Please find attached a letter regarding Toronto and Region Conservation Authority's Regulation Mapping Update, as approved by the Board of Directors on June 21, 2019.

Should you have any questions, please do not hesitate to contact Laurie Nelson, Director, Policy Planning, laurie.nelson@trca.ca.

Regards,
Andrew

Andrew Farnsworth
Clerk and Manager, Policy
Clerk and Corporate Records | Corporate Services

T: (416) 661-6600 ext. 5671
E: andrew.farnsworth@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca



REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



August 1, 2019

Sent via email

SEE DISTRIBUTION LIST

At Board of Directors Meeting #6/19, of Toronto and Region Conservation Authority (TRCA), held on June 21, 2019, Resolution #116/19 in regard to TRCA's Regulation Mapping Update was approved as follows:

WHEREAS Toronto and Region Conservation Authority (TRCA) staff have undertaken the first jurisdiction-wide update to TRCA's Section 28 Regulation mapping update since 2006, in consultation with member municipalities, the public, and the building industry;

WHEREAS TRCA staff are committed to working cooperatively with all of TRCA's municipal partners, landowners, the Building Industry and Land Development Association (BILD) and stakeholders regarding the implementation of TRCA's regulatory permitting responsibilities under Section 28 of the Conservation Authority's Act, including opportunities to streamline the approval process;

THEREFORE LET IT BE RESOLVED THAT the updates to TRCA's regulation mapping as set out in this report be endorsed by the TRCA Board of Directors for internal use, for municipal staff screening purposes, and for public viewing on TRCA's website;

THAT staff continue to make updates to the Regulation mapping on an annual basis;

AND FURTHER THAT the Ministry of Natural Resources and Forestry, Ministry of Environment Conservation and Parks, Ministry of Municipal Affairs and Housing, TRCA municipal partners and Conservation Ontario be so advised.

Enclosed for your information and any action deemed necessary is the report as approved by the Board of Directors. If you have any questions or require additional information, please contact Laurie Nelson at 416-661-6600 extension 5281, laurie.nelson@trca.ca

Sincerely

A handwritten signature in black ink, appearing to read "Andrew Farnsworth", is written over a light blue horizontal line.

Andrew Farnsworth
Clerk and Manager, Policy

cc. Laurie Nelson, Director, Policy Planning, TRCA
Mary-Ann Burns, Senior Planner, Policy, TRCA

DISTRIBUTION LIST

Jennifer Keyes, Manager, Ministry of Natural Resources and Forestry
Carolyn O'Neill, Manager, Ministry of the Environment, Conservation and Parks
Darryl Lyons, Manager, Ministry of Municipal Affairs and Housing
Kim Gavine, General Manager, Conservation Ontario

Christopher Raynor, Regional Clerk, Regional Municipality of York
Kathryn Lockyer, Regional Clerk and Director of Clerks, Regional Municipality of Peel
Ralph Walton, Regional Clerk/Director, Legislative Services, Regional Municipality of Durham
Uli S. Watkiss, City Clerk, City of Toronto

Alexander Harras, Manager of Legislative Services/Deputy Clerk, Town of Ajax
Carey Herd, General Manager/Town Clerk, Town of Caledon
Debbie Leroux, Clerk, Town of Uxbridge
Diana Rusnov, Director of Legislative Services/City Clerk, Mississauga
Gillian Angus-Traill, Clerk, Town of Whitchurch-Stouffville
Kathryn Moyle, Clerk, Township of King
Kathy Pearl, Clerk, Town of Adjala-Tosorontio
Kimberley Kitteringham, City Clerk, City of Markham
Mark Early, Chief Administrative Officer and Clerk, Town of Mono
Peter Fay, City Clerk, City of Brampton
Stephen Huycke, Director of Legislative Services/City Clerk, City of Richmond Hill
Susan Cassel, City Clerk, City of Pickering
Todd Coles, City Clerk, City of Vaughan

RES.#A116/19 - SECTION 28 REGULATION MAPPING

To seek Board of Directors' endorsement of the jurisdiction-wide update to TRCA's Section 28 Regulation mapping based upon the most current information available related to regulated natural hazards and natural features.

Moved by: Jack Heath
 Seconded by: Ronald Chopowick

WHEREAS Toronto and Region Conservation Authority (TRCA) staff have undertaken the first jurisdiction-wide update to TRCA's Section 28 Regulation mapping update since 2006, in consultation with member municipalities, the public, and the building industry;

WHEREAS TRCA staff are committed to working cooperatively with all of TRCA's municipal partners, landowners, the Building Industry and Land Development Association (BILD) and stakeholders regarding the implementation of TRCAs regulatory permitting responsibilities under Section 28 of the Conservation Authority's Act, including opportunities to streamline the approval process;

THEREFORE LET IT BE RESOLVED THAT the updates to TRCA's regulation mapping as set out in this report be endorsed by the TRCA Board of Directors for internal use, for municipal staff screening purposes, and for public viewing on TRCA's website;

THAT staff continue to make updates to the Regulation mapping on an annual basis;

AND FURTHER THAT the Ministry of Natural Resources and Forestry, Ministry of Environment Conservation and Parks, Ministry of Municipal Affairs and Housing, TRCA municipal partners and Conservation Ontario be so advised.

CARRIED

BACKGROUND

TRCA has a regulatory permitting responsibility to protect people, the environment and property from natural hazards associated with flooding, erosion and slope instability, and to conserve valleylands, wetlands, watercourses and the shoreline of Lake Ontario. Pursuant to Section 28 of the *Conservation Authorities Act*, TRCA administers a "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation", (the Regulation), approved by the Minister of Natural Resources and Forestry and known as Ontario Regulation 166/06, as amended. Key objectives of the Regulation include preventing or reducing the risk to life and property; minimizing negative impacts on natural features, functions, and systems; and preventing the creation of new hazards or aggravation of existing hazards.

The Regulation enables TRCA to prohibit or regulate development in areas of land associated with natural hazards, wetlands and watercourses, collectively known as TRCA's Regulated Area.

In the *Conservation Authorities Act*, "development" is defined as:

- Construction, reconstruction, erection or placing of a building or structure of any kind;
- Any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;
- Site grading; or

10.2-5

- Temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.

The Regulation also prohibits, in the absence of a permit from TRCA, alteration of the channel of a watercourse and interference with a wetland.

The areas of land where TRCA's Regulation applies are:

- River and stream valleys, including valleys with stable and unstable slopes, plus an allowance of 15 metres surrounding the valley;
- Floodplains and areas subject to stream-related erosion (meander belts) where valleys are not clearly defined on the landscape, plus an allowance of 15 metres surrounding these areas;
- Lake Ontario Shoreline, including associated flooding, erosion, slope instability and dynamic beach erosion hazards, plus an allowance of 15 metres inland from these areas;
- Watercourses;
- Wetlands and areas surrounding wetlands, where development could interfere with the hydrologic function of a wetland (areas of interference). This includes 120 metres surrounding Provincially Significant Wetlands, wetlands on the Oak Ridges Moraine and 30 metres surrounding all other wetlands; and
- Hazardous lands, which are lands that could be unsafe for development due to flooding, erosion, dynamic beaches or unstable soil or bedrock.

Each of these natural hazards and environmental features and the associated regulated areas are described in law through the text of the Regulation. However, given the specific geographic areas to which the Regulation applies, and the need to represent these areas visually, the Regulation also provides for the creation of Regulation mapping. This mapping can be updated by TRCA as new information becomes available.

At Executive Committee Meeting #4/18, held on June 8, 2018, Resolution #B53/18 was approved as follows:

THAT the staff report on the comprehensive update to the Section 28 Regulation mapping be received;

AND FURTHER THAT staff report back after the municipal and public consultation for endorsement of the updated mapping.

TRCA staff have now completed the comprehensive update to the Regulation mapping in consultation with TRCA development, infrastructure and technical review staff, municipalities, the development industry, and the public. Through the consultation process, TRCA staff have worked with member municipalities and representatives from the building industry to identify opportunities to increase operational efficiencies, streamline processes and enhance customer service. At Board of Directors Meeting #3/19, held March 29, 2019, Resolution #A38/19 was approved as follows:

WHEREAS the provincial government intends to streamline the land use planning and development approval process to increase the supply of housing;

AND WHEREAS Conservation Authorities play an important role in the planning and development review process with respect to watershed protection and hazard lands;

AND WHEREAS Conservation Authorities support and can help to deliver on the Government's objective while not jeopardizing public health and safety or the environment;

THEREFORE LET IT BE RESOLVED THAT [the staff report](#) entitled "Meeting Provincial Priorities for Reducing Regulatory Burden and Streamlining Approvals" be received;

AND THAT the Board of Directors endorse the three key areas identified by the Conservation Ontario working group for all Conservation Authorities to: 1) improve client service and accountability; 2) increase speed of approvals; and 3) reduce the notion of "red tape" and regulatory burden, in addition to the ongoing streamlining measures being undertaken by TRCA as set out in this report;

AND THAT staff be directed to work with Conservation Ontario, municipalities and stakeholders, including but not limited to the Building Industry and Land Development Association (BILD), to identify additional improvements and report back to the Board of Directors on the outcome of this work.

Subsequent to the commencement of the Regulation Mapping Update project and the above noted reports to TRCA Board of Directors, the Province posted on the Environmental Registry of Ontario (ERO) a proposal to modernize the *Conservation Authorities Act* and its section 28 individual conservation authority regulations. A link to TRCA's comments on these two ERO postings and the proposed amendments to the *Conservation Authorities Act* can be found [here](#) on pages 94 through 129, and [here](#). It should be noted that the final amendments to the *Conservation Authorities Act* as a result of Bill 108 becoming law, the *More Homes, More Choice Act* (June 2019), do not affect the Regulation Mapping Update project. TRCA's Ontario Regulation 166/06 remains in effect until such time as the Province establishes a new regulation for all conservation authorities under the new section 28 of the Act. TRCA Policy Planning staff will continue to monitor the ERO for provincial initiatives that may affect TRCA's policies and procedures with respect to its Regulation and regulation mapping and will keep TRCA staff and the Board informed accordingly.

RATIONALE

Regulation Mapping: What it is and how it works

TRCA's Regulation mapping is a tool that conceptually shows the area of land within TRCA's jurisdiction that is likely to be subject to the Regulation. The Regulation limit boundary is based on the best technical information available to TRCA at the time of the preparation of the map. The mapping represents spatial information for each of the regulated features and areas, which is integrated to form one conceptual boundary of the Regulation limit. TRCA's Reference Manual – Determination of Regulation Limits provides the standards and criteria used for the mapping of these features and areas.

Technical analysis that supports the mapping includes flood plain studies, provincial wetland mapping, ecological land classification mapping, digital elevation models, aerial photography, watercourse meander belt analysis, watercourse location mapping and Lake Ontario shoreline hazard assessment studies. Site-specific investigations and studies are required to precisely define the location of hazards and features and the legal extent of the Regulation, which

typically occurs through consultation between landowners and TRCA staff during the review of a development application or proposal.

The mapping is not a “statutory map”, which means that the mapping does not have the force of law. The actual regulatory requirements are found within the provisions of [Ontario Regulation 166/06](#) (i.e. the text of the Regulation prevails in the case of a conflict with the mapping). The mapping is best considered as a screening tool for TRCA, municipalities and the public that indicates where the Regulation likely applies, thereby assisting with implementation of TRCA’s regulatory permitting responsibilities. This contrasts with a more rigid boundary such as a schedule of a municipal zoning by-law.

The Regulated Area is not a Development Limit

The mapping does not indicate areas where development is prohibited, but rather areas where development will need to take into consideration certain constraints from natural hazards or features, and for which a permit is required from TRCA prior to development activity commencing. In addition to facilitating TRCA’s permitting responsibilities, the mapping is also used to inform:

- Solicitor/Realtor Property Inquiries;
- TRCA’s delegated responsibility to represent the provincial interest for natural hazards;
- TRCA’s review of applications under the *Planning Act* and *Environmental Assessment Act*, as described through Memorandums of Understanding for plan input and plan review with TRCA’s municipal partners;
- Municipal Comprehensive Reviews including natural heritage systems mapping, including natural hazard mapping, and land needs assessment; and
- Comprehensive Zoning By-law updates, including hazard land mapping.

Improving the accuracy of the mapping through this comprehensive update and consultation is particularly timely given that municipalities are currently undertaking Municipal Comprehensive Reviews for conformity to recently amended provincial plans, such as “A Place to Grow: The Growth Plan for the Greater Golden Horseshoe”. TRCA planning and GIS staff have been working with planning staff at Durham, York and Peel Regions to provide data layers from the updated regulation mapping to inform their land needs assessment for municipal growth planning.

Updated Regulation Mapping

TRCA has the ability to update the mapping as new information becomes available. Updates to the Regulation mapping improve its accuracy with respect to what is likely regulated by TRCA, thereby enhancing certainty for landowners considering or proposing development. This also assists both TRCA and municipal staff conducting development and infrastructure reviews. The last jurisdiction-wide update was completed in 2006 as part of the Generic Regulation conformity exercise. Since that time, area specific updates have occurred, typically coordinated with municipal planning exercises (e.g. Nobleton and King City Comprehensive Zoning By-law Update, Official Plan Amendments for Special Policy Area updates).

The current comprehensive update to the existing mapping has been undertaken to reflect new technical information on current aerial photography. Based on new studies and analyses, as well as an extensive internal consultation process, involving meetings and workshops conducted with development and environmental assessment plan review staff and technical staff (engineers and ecologists), staff have prepared updated draft Regulation mapping. TRCA

is following the guidance provided by Conservation Ontario for regulation mapping updates. It is important to note that only the mapping is being updated; there are no legislative changes to the text of the Regulation driving the mapping update. Furthermore, there is no legal requirement for municipal council or Ministerial approval of the updated mapping.

Changes to the mapping include:

- Revised wetland and area of interference limits associated with new and updated wetland evaluations and mapping by Ministry of Natural Resources and Forestry and TRCA;
- Adjustments to flood hazard limits as a result of updated floodplain mapping;
- Changes to features and hazards resulting from as-built development approved by TRCA (e.g. watercourse channel realignments);
- General refinement of regulated features resulting from detailed site examination and field verification of properties through the development and infrastructure review processes (e.g. top of bank staking) and/or site visits at the request of individual landowners.

Municipal Consultation and Public Information Sessions

Although the mapping is not being updated due to any modifications to the Regulation, the comprehensive nature of the proposed mapping changes and potential impact on municipalities and landowners required a broad strategy for outreach and education.

TRCA staff held in-person consultations with member municipalities and information sessions with the public and stakeholders over the period of August 2018 through January 2019. Municipal consultation, held prior to public consultation, included a webinar at the end of June 2018, the posting of a webpage providing access to review and comment on the draft mapping, and in-person meetings with municipal staff through their planning, building and other departments (e.g. infrastructure, engineering, etc.).

The online tools available first to municipalities and then to the public included the mapping viewer to see draft updates to the regulation limit and criteria layers (e.g., flood plains, wetlands, crest of slope, etc.), as well as a commenting tool. A short video tutorial was also on the website demonstrating how to use the online tools. Municipalities and the public (including members of the building industry) used the mapping viewer and commenting tool to electronically draw lines around their property(ies) of interest and submit corresponding comments directly to TRCA staff. Staff also received comments at the public information sessions as written on comment cards made available at the sessions.

Having evaluated and incorporated municipal feedback, TRCA staff updated the draft online viewer with further-refined mapping for comment and released [the project website](#) for public viewing in Fall 2018. In-person public consultation was held in the form of five public information sessions throughout the jurisdiction during the last week of November and first week of December 2018. The sessions were well advertised, with notices in numerous GTA local newspapers and on TRCA's website and social media accounts. Attendees were a mixture of residents and development consultants, while questions were largely those of clarification on TRCA's roles and the implications of the mapping updates to specific properties.

In addition, TRCA staff held individual stakeholder meetings upon request. For example, staff presented the regulation mapping update project to the Peel Agricultural Advisory Committee in

November 2018 and to the Building and Land Development Industry (BILD) in January 2019 and May 2019.

Summary of Comments Received

Staff received over 450 comments in written correspondence from municipal staff, the building industry, members of the public and internal TRCA staff. More than half of the comments came from municipal staff and about a third were from the public, including the building industry. Each remark was captured in a database and sorted by municipality.

Comments on specific properties were evaluated with the pertinent TRCA development or infrastructure planning teams and technical staff before a decision was made on whether the proposed draft mapping would require further refinement. A corresponding response was recorded in the database for each comment received that indicated how the comment was addressed. Staff are currently in the process of compiling all of the responses for distribution to all municipalities and stakeholders who had submitted written comments.

The following is a synopsis of the more frequently raised comments, and a summary of TRCA's responses.

Regulatory Process Interface with the Planning Process

TRCA staff met with approximately 40 members of the Building and Land Development Industry in January 2019 to present the Regulation Mapping Update project and to solicit feedback on the mapping changes. BILD members had expressed concern that the draft regulation mapping updates of features, hazards, allowances and areas around wetlands, appeared to conflict with planning decisions being made during development review and approval processes in progress under the *Planning Act*. Staff explained that the regulation limit shown on the mapping is not a development limit but rather a conceptual illustration of natural features and hazards development needs to take into account for possible constraints due to natural hazards or features, and for which a permit is required from TRCA prior to development activity commencing. The ground-truthed location and extent of features and hazards are confirmed and more clearly defined within the development and infrastructure review processes through proponent-led studies and field work. Separate from TRCA regulation mapping, setting the limits of features and hazards and determining buffers and setbacks culminate in a development limit as approved by the municipality as part of the review and approval process under the *Planning Act*. This is carried out in accordance with provincial and municipal requirements and standards, and in consultation with municipalities as decision-makers under the *Planning Act*, and with TRCA as a commenting agency providing technical advice to municipal planning staff.

It is also important to note that in participating in the review of applications under the *Planning Act*, TRCA staff ensure that the proponent and the municipal approval authority are aware of TRCA permitting requirements under our *Conservation Authorities Act* Regulation, where applicable; and further, our staff assist in the coordination of these applications to avoid ambiguity, conflict and unnecessary delay or duplication in the process.

Once approved development activity is implemented and constructed on the landscape, the regulation mapping may need to be updated to reflect what changes may have occurred to features and hazards as a result of construction and grading. To this end, staff conveyed to the building industry that the regulation mapping is not meant to undermine decisions made

between TRCA, proponents and municipalities in the planning process since any regulated features approved for alteration or removal remain in the mapping until they are altered or removed on the landscape. The mapping must capture features as they exist on the ground and as shown in the latest aerial photography. Mapping updates based on on-the-ground changes occur as soon as feasible based on staff resources and workload.

Recognizing there is a period of time between construction and mapping updates, BILD members requested that TRCA staff add a new layer in the mapping to identify if an area is undergoing a block plan, secondary plan, or master environmental servicing plan study. In May 2019, TRCA staff met with a smaller working group of BILD to provide an update on the progress of the Mapping Update as staff were concluding our comprehensive review of all comments received on the mapping and corresponding refinements to the latest draft mapping. To address their concerns, staff are adding information to TRCA's internal development review teams' regulated area mapping viewer (used for planning and permit application reviews and at the public walk-in counter) that identifies to staff if an area is under study through a planning exercise and may be subject to future changes. All of the responses to comments described here are currently being documented by staff and will be sent to BILD and the individual members who have made these comments and requests.

Flood Plain Limits and Areas Around Wetlands

Several comments from municipalities and the public were of an inquiry nature as to how a flood plain could affect properties located outside a valley corridor. In numerous situations, staff worked to educate the public on how flood plains are mapped (e.g., estimated versus engineered flood plain mapping, regulatory storm standards, urban flooding versus riverine flooding, etc.). In several cases, it was another criterion driving the regulated area limits beyond the valley or the flood plain, such as the area around a wetland, known in the "area of interference". In these instances, staff emphasized that the regulation limit is based on the greater of all the features and hazards mapped plus a 15-metre allowance (or 30m or 120m Area of Interference in the case of a wetland), but that this (at times) large extent is not a development limit. Again it is important to note that the mapped features, hazards and the areas around them constitute a screening layer that flags to staff and stakeholders where development may have to take into account constraints and where a permit from TRCA is required prior to construction.

Mapping of Watercourses

Several watercourses in the draft mapping were brought to the attention of staff through comments received for numerous reasons, including that they have been removed, do not exist, or have been approved for alteration or removal. Staff went through each received remark to ground truth them using several approaches. As noted above, the mapping is not meant to undermine past planning approvals, however, it can only be updated following construction to reflect as-built conditions on the landscape (e.g. watercourse realignment). Internal discussions to confirm construction resulted in several watercourses being deleted from, or retained in, the mapping. Where internal discussions did not provide confirmation, staff verified limits through site visits held in Spring 2019, which led to further revisions to the watercourses mapped. Staff confirmed in these site visits that some watercourses represent headwater drainage features and will remain in the mapping until such time there is an application that may affect these features. Many landowners staff visited through this exercise were receptive to education from staff on the purpose of the mapping and that the Regulation is not meant to impede activities such as standard agricultural practices.

Stormwater Management Ponds within the Regulated Area

A commonly received remark questioned why so many stormwater management (SWM) ponds were being captured by the updated mapping. Staff confirmed that SWM ponds themselves are not regulated features or hazards, but that where they happen to fall within a regulated feature or hazards, such as a valley corridor (below the crest of slope), within the meander belt of a watercourse, in a flood plain, or in a wetland area of interference, they are contained within the regulated area. In some cases, stand-alone stormwater management ponds outside of features and hazards were identified and mapped in error as an (unevaluated) wetland. After verification with TRCA development and technical review staff familiar with those features, they were either retained (if a wetland, or if not a wetland but within a valley or other regulated area) or removed (if not a wetland and not within another criterion or its allowance) from the mapping.

Tableland Woodlots within the Regulated Area

Some commenters wondered why woodlands fell within the regulation mapping when tableland woodlands are not a feature or hazard identified in the text of TRCA's Regulation. Similar to SWM ponds as above, tableland woodlands are not themselves regulated features or hazards, but where they happen to fall within a regulated area, such as a valley corridor (below crest of slope), within the meander belt of a watercourse, in a flood plain, or in a wetland area of interference, they are contained within the regulated area. As well, some woodlands are classified as wetlands through ecological land classification (ELC) mapping, or Ministry of Natural Resources and Forestry (MNR) records given that they are swamps. Ecology staff confirmed several cases where a woodlot would be regulated because it represents a wetland.

Streamlining for 120m Wetland Area of Interference (AOI)

Many comments spoke to the area between 30m and 120m from a wetland that constitutes a portion of TRCA's Regulated Area. Some stakeholders expressed concern that requiring TRCA permits in these areas for minor development activities would unnecessarily burden individual landowners. Under TRCA's Regulation, a wetland area of interference (AOI) is 30 metres around a wetland, except when it is designated as provincially significant (PSW) or falls on the Oak Ridges Moraine (ORM), which require a 120-metre AOI. As such, numerous developed areas were brought into the draft mapping, at times across the street from wetland features. TRCA supports streamlining permitting processes by reducing regulatory restrictions within the 30 to 120m of a wetland contingent upon the restriction being applicable to built-up urban areas (e.g., within the Built Boundary of the Growth Plan) where the hydrologic connection has either already been severed, or wetland water balance has already been addressed through review, approval and construction processes.

Accordingly, staff acknowledge that projects such as decks, pools, minor additions, and road re-surfacing in these areas would represent low risk and that TRCA's existing streamlining protocols (e.g., minor works, routine infrastructure works, staff delegated approvals/clearance) should apply. Further, staff examined several mapping scenarios for excluding existing, built urban lots and roads from the AOI between 30 and 120 metres. To this end, staff reached consensus on an additional streamlining measure that would see all wetlands within the urban area with a 120m AOI be reduced to a 30m AOI. The screening tool TRCA staff will use to determine the extent of the urban area is the Province's Greater Golden Horseshoe Built Boundary (2006), updated to include built urban areas post-2006 within TRCA's jurisdiction.

These approaches allow staff to streamline the permit review process significantly where the scale and location of development activities are known to have little to no impact on the hydrologic function of a wetland. Nonetheless, TRCA maintains that the 120 metre area of

interference is warranted for designated greenfield areas in order to assess a development proposal's potential impact on the hydrological function of a wetland within its catchment (e.g., large-scale redevelopment, major infrastructure, major fill placement). This approach is similar to the 120-metre area of study in the "adjacent lands" to a natural heritage feature or area as prescribed within the PPS and accompanying Natural Heritage Reference Manual (MNRF, 2010).

Tracking, Notification, and Future Updates

Once endorsed, staff will distribute the updated mapping to TRCA municipalities for their use. TRCA will notify Conservation Ontario and the Ministry of Natural Resources and Forestry, other Ministries as well as neighbouring conservation authorities and stakeholders, of the update. In addition, the publicly available "Regulated Area Search Tool" on TRCA's website will be updated to include the new mapping. Changes to the Regulation mapping are tracked in TRCA's Geographic Information System (GIS) databases and will be recorded on each of TRCA's 132 Regulation maps that span the jurisdiction, as referenced in Ontario Regulation 166/06, as amended.

As part of this project, staff are establishing a protocol for conducting and tracking future incremental mapping updates in a consistent and timely manner. Moving forward, staff plan to undertake an update to the Regulation mapping once per year (alongside any large-scale updates resulting from municipal studies/reviews). In the case of an update that involves substantial changes, a report will be brought to the Board with the appropriate documentation related to municipal, public and stakeholder consultation.

Updated Regulation mapping will ensure that TRCA staff, municipalities, stakeholders and the public have the most accurate and current information to inform decision-making. It will also help improve TRCA's service delivery, for example in pre-consultation meetings and walk-in planning services, and enhance coordination between TRCA and municipal staff.

Implementation and Transition

The implementation of the updated mapping will not result in any changes to the day to day functions and procedures for TRCA's roles. It is important to reiterate that the Regulation mapping does not undermine the decisions made through the development review process and applications in progress will not have to "re-start" the process based on being inside an area affected by the mapping updates. TRCA staff have discussed with our municipal partners that we will implement transitional procedures to ensure the smooth transition from our existing mapping to the revised mapping. This transition will involve updates on the project webpages and Online Regulatory Search Tool of the TRCA website and ongoing consultation and training with municipal staff (for which TRCA staff has received requests) once the mapping is finalized. The updated regulation mapping will be finalized and provided digitally to municipalities and their building departments and posted on the TRCA website's Regulatory Search Tool following Board of Directors' endorsement.

Future Streamlining Measures

In addition to the streamlining measures identified above and in prior staff reports, staff are presently developing a project charter as part of the organizational digital transformation strategy. This project will initiate a multi-year process to assess systems and business workflows and define a new streamlined business process for TRCA's planning and permitting functions. These changes will provide TRCA with a modern, efficient, transparent and flexible system for conducting business, and will ultimately allow TRCA to improve approval timelines and customer service.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 4 – Create complete communities that integrate nature and the built environment

Strategy 8 – Gather and share the best sustainability knowledge

Strategy 12 – Facilitate a region-wide approach to sustainability

FINANCIAL DETAILS

Funding to support policy and planning input and GIS services for the mapping products was provided by capital funding from TRCA's participating municipalities in account 120-12.

DETAILS OF WORK TO BE DONE

- Following Board endorsement, TRCA staff will:
 - post the latest draft mapping (June 2019) on the TRCA Regulation Mapping Update project webpages (currently posted mapping is from November 2018)
 - conduct a quality control check on the June 2019 draft mapping and distribute the final updated Regulated Area mapping to member municipalities
 - update the existing mapping search tool on TRCA's website with the final updated Regulated Area mapping and notify parties as appropriate.
 - add information to TRCA's internal development review staff's regulated area mapping viewer (used for planning and permit application reviews and the public walk-in counter) that identifies to staff if an area is under study through the plan review process and may be subject to future changes
 - distribute written responses to all written comments received on the draft regulation mapping
 - host training sessions on the updated regulation mapping for municipal staff and on TRCA roles and responsibilities, as requested
 - continue to monitor the mapping for future changes that will be compiled and implemented on an annual basis.
 - continue to participate in TRCA's organizational digital transformation strategy and other streamlining measures to improve approval timelines and customer service
 - continue to monitor the ERO for provincial initiatives that have implications for TRCA's Regulation and regulation mapping, and will keep TRCA staff and the Board informed accordingly.

CONCLUSION

TRCA has completed a comprehensive review and update of its regulation mapping across the jurisdiction with consultation and input from municipalities stakeholders including, the building industry and the public. The regulation limit shown on the mapping is not a development limit but rather a conceptual illustration of natural features and hazards development needs to take into account for possible constraints due to natural hazards or features, and for which a permit is required from TRCA prior to development activity commencing. The mapping is used by TRCA development and infrastructure review staff and policy planning staff to inform our roles and responsibilities in planning, infrastructure and permit review processes, and supports municipalities in their comprehensive planning projects.

To ensure a smooth transition between the current and the updated regulation mapping, TRCA will ensure ongoing communication with our municipal partners, with proponents and other stakeholders, including training and education on the mapping and on TRCA roles where requested. The improved accuracy of the mapping and the enhancements to streamlining achieved through this update, will continue through ongoing and comprehensive annual updates and continuing dialogue with stakeholders. Ultimately, these exercises help to increase certainty, effectiveness and efficiencies for all stakeholders in review and approval processes.

Report prepared by: Daniel Brent, extension 5774; Mary-Ann Burns, extension 5763
Emails: daniel.brent@trca.ca, maryann.burns@trca.ca
For Information contact: Laurie Nelson, extension 5281, Mary-Ann Burns, extension 5763
Emails: laurie.nelson@trca.ca, maryann.burns@trca.ca
Date: June 13, 2019

10.3-1

RECEIVED

September 3, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Like 4.1K

Share

Share:

Tweet

-
-
-
-

REFERRAL TO PUBLIC WORKS _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____



Letter From Province

Province Moves to Constrain Conservation Authority Programs and Services

NEWMARKET (August 19, 2019) Conservation authorities and Conservation Ontario are stunned by [a letter](#) that the Province circulated recommending that conservation authorities start shutting down any programs not related to their 'core mandate' as described by the Province in the proposed changes to the Conservation Authorities Act earlier this year.

Conservation authorities (CAs) and their member municipalities received letters from Jeff Yurek, Minister of Environment, Conservation and Parks (MECP), addressed to 'whom it may concern' on Friday evening (August 16) recommending that CAs start to wind down any programs not directly related to their 'core mandate'.

"This is confusing and extremely disappointing," said Kim Gavine, General Manager of Conservation Ontario, the Association which represents Ontario's 36 conservation authorities. Conservation authorities provide a wide variety of [watershed management programs](#) in partnership with all levels of

10.3-2

government. These programs help to reduce or prevent the costly and devastating damages of flooding, protect water resources, help to reduce pollution from getting to the Great Lakes and support healthy watersheds.

"We've been caught completely by surprise," Gavine said. "We've been working for months in good faith with the government to make a number of planning and development approvals streamlining changes to support their agenda to eliminate the deficit and implement the Housing Strategy." There was no consultation with Conservation Ontario or the CAs about this letter before it was circulated. "I can only assume they are trying to avoid criticism about downloading conservation authorities' programs and services to municipalities," she said. Conservation authorities' provincial funding for natural hazards was reduced by 50 percent earlier this year.

Gavine pointed out that what the government is proposing isn't taking into consideration the fact that the CA Act is still a work in progress.

"The changes being proposed by the government to the Conservation Authorities Act haven't even been proclaimed and we are only starting discussions about the regulations that go with the legislation which will specify which actual programs and services are mandatory," she said. After mandatory programs and services are agreed upon by the Province and conservation authorities, then CAs can begin to negotiate the remaining non-mandatory programs with their member municipalities.

"It was a very pre-emptive move that disregards the process and relationship that conservation authorities and municipalities have together."

30

For more information:

Kim Gavine, General Manager, Conservation Ontario
905.895.0716 ext 231 (Cell) 905.251.3268 kgavine@conservationontario.ca

Jane Lewington, Marketing & Communication Specialist
905.895.0716 ext 222 (Cell) 905.717.0301 jlewington@conservationontario.ca

STAY CONNECTED:



Confirm that you like this.

Click the "Like" button.

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature et des
Parcs



Office of the Minister

Bureau du ministre

777 Bay Street, 5th Floor
Toronto ON M7A 2J3
Tel.: 416-314-6790

777, rue Bay, 5^e étage
Toronto (Ontario) M7A 2J3
Tél.: 416.314.6790

August 16, 2019

To whom it may concern:

As you know, on June 6, 2019, our government passed the *More Homes, More Choice Act, 2019*, which updated the *Conservation Authorities Act*. We made these legislative changes to improve public transparency, consistency, and accountability in conservation authority operations. These changes will give greater control to individual municipalities on conservation authority programs and budgets. These changes will also require conservation authorities to re-focus their efforts on the delivery of programs and services related to their core mandate, such as those related to:

- Risk of natural hazards;
- Conservation and management of CA owned or controlled lands;
- Drinking water source protection;
- Protection of the Lake Simcoe watershed;
- Other programs or services, as prescribed by regulation.

Furthermore, over the coming months, I will be reviewing all of the relevant legislation and regulations that govern Ontario's conservation authorities to explore even more opportunities to re-focus their efforts and to ensure they are best serving the interests of the people of Ontario.

In the meantime, I request that you review and consider your own conservation authority's activities and begin preparations and planning to wind down those activities that fall outside the scope of your core mandate. I also encourage you to refrain from developing new policies that are not aligned with your mandate or with provincial policies. Finally, I ask that while we are undergoing this review and updating the legislation and regulations that you do not proceed with any increases to your fees or levies.

I appreciate the work of conservation authorities and the feedback that was provided on the legislative changes. I look forward to receiving further input and recommendations as we move forward with upcoming regulatory and policy proposals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Yurek".

Jeff Yurek
Minister of the Environment, Conservation and Parks

This page is
intentionally left blank

**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

This page is
intentionally left blank

For Information

DATE: September 5, 2019

REPORT TITLE: **BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2019**

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

OBJECTIVE

To provide an update on activities related to the use of delegated authority to adjust the Region of Peel's operating budget, capital budget, reserves and reserve funds, in accordance with the Region's financial policies for the six-month period ending June 30, 2019.

REPORT HIGHLIGHTS

- The Budget and Reserve Management Policies provide internal financial controls, administrative rules and delegated authority to staff to carry out day-to-day business and requires staff to report to Regional Council at a minimum of twice annually on the activities related to the use of delegated authority.
- Adjustments to the operating budget, capital budget, reserves and reserve funds were processed under Council delegated authority in accordance with the Budget and Reserve Management Policies during the six months ending June 30, 2019.
- Capital project close-outs and in-year capital budget adjustments resulted in an overall net budget decrease of \$78.1 million, with a net return of \$0.3 million to internal reserves, a net return of \$93.4 million to Development Charge (DC) reserve funds and debt financing charges of \$15.6 million.
- The balance of the Tax Supported Stabilization Reserves is 9.3 per cent of the total 2019 Tax Supported Operating Budget, within the five to ten per cent target range.
- The balance of the Utility Rate Supported Stabilization Reserves is 8.2 per cent of the total 2019 Utility Rate Supported Operating Budget and is within the five to ten per cent target range.

DISCUSSION
1. Background

The Budget Policy establishes financial controls and provides administrative rules and procedures for staff to apply in carrying out Regionally-controlled businesses. Similarly, the Reserve Management Policy provides guidance on the usage and management of reserves, reserve funds and specialty funds.

The objective of the Budget and Reserve Management Policies is to provide an appropriate balance between financial control and operational efficiency. To achieve this, the policies

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2019

delegate authority to staff to deal with day-to-day operations related to adjustments to the operating budget, the capital budget and reserves within prescribed parameters approved by Council. This allows staff to respond to opportunities and issues in a timely manner to achieve operational efficiency while maintaining effective internal controls.

The Budget and Reserve Management Policies require that staff report to Regional Council at a minimum of twice annually on the activities related to the use of delegated authority. The reporting requirements ensure that Regional Council is kept abreast of these activities. This report provides the first update for 2019 and specifically on the activities for the six-month period ending June 30, 2019, including reporting requirements as specified in these policies.

2. Operating Budget Redeployments Under Delegated Authority**Redeployments**

Operating budget redeployments have the effect of changing the purpose for which the unexpended budget will be spent. They are processed during the course of business to respond to changes in operations for effective service delivery. There were no redeployments approved under Council delegated authority for the six months ending June 30, 2019.

3. Capital Budget Changes Under Delegated Authority**a) Increase Project Budget Requirements**

There were budget increases for three projects totalling \$0.4 million approved under the delegated authority during the reporting period (see Appendix I (a)). Council approved additional budget increases of \$28.8 million for the same period for three capital projects (see Appendix I (b)).

b) Reduce Project Budget Requirements

Through active management of capital projects, there were five project budget reductions totalling \$92.1 million approved under Council delegated authority for the six months ending June 30, 2019 (see Appendix II).

c) Redeployments

During the reporting period, six capital budget redeployments (all from Envelope projects) in the amount of \$9.6 million were approved and processed under Council delegated authority in accordance with the Budget Policy (see Appendix III).

d) Increase in External Funding

During the reporting period, three budget increases totalling \$0.7 million were approved in accordance with the Budget Policy. These budget increase requests were fully funded by external funding with net zero cost to the Region of Peel (see Appendix IV).

4. Summary of Capital Project Activities Impacting Reserves and Reserve Funds

During the six months ending June 30, 2019, there were activities in 107 projects which impacted reserves and reserve fund balances. The activities fall into four broad categories during the reporting period:

- Projects closed

11.1-3

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2019

- Projects with increased budget requirements
- Projects with reduced budget requirements
- Projects with financing source changes

The table below provides a summary of these capital activities.

Activity	No. of Projects	Net Budget (\$M)	Net Budget Increase/ (Decrease) (\$M)	Request from/(Return to) Reserves (\$M)		
				Internal Reserves	DC Reserves	Debt/ Other
a) Projects Closed						
Tax Supported	83	42.6	(7.0)	(7.0)	-	-
Utility Rate Supported	13	31.3	(8.2)	(2.4)	(5.8)	-
Subtotal	96	73.9	(15.2)	(9.4)	(5.8)	-
b) Projects Increased*	3	1.9	0.4	0.4	-	-
c) Projects Decreased*	5	749.7	(92.1)	(4.5)	(87.6)	-
Subtotal	8	751.6	(91.7)	(4.1)	(87.6)	-
Approved by Delegated Authority (a+b+c) Subtotal	104	825.5	(106.9)	(13.5)	(93.4)	-
d) Projects Increased*	3	116.9	28.8	13.2	-	15.6
Approved by Council (d)	3	116.9	28.8	13.2	-	15.6
TOTAL	107	942.4	(78.1)	(0.3)	(93.4)	15.6

*Increase/Decrease represents ongoing work and remains active; the "Net Budget" of these projects in the above table refers to the Net Budget before increase or decrease.

The total impact of the above capital project changes is an overall net budget decrease of \$78.1 million or 8.3 per cent of the total net budget of \$942.4 million. Of the \$78.1 million net budget decrease, \$0.3 million was returned to internal reserves, \$93.4 million was returned to DC reserve funds and \$15.6 million was financed through debt.

5. Changes to Reserves and Reserve Funds Under Delegated Authority

For the six-month period ending June 30, 2019, there was no request to create new sub reserve or fund transfer between sub-reserves approved under Council delegated authority.

6. Status of Tax Supported and Utility Rate Supported Stabilization Reserves

The Reserve Management Policy requires that the balances of the Stabilization Reserves for both Tax Supported services and Utility Rate Supported services be maintained within the range of five to ten per cent of their respective total annual operating budgets. The utilization of both Stabilization Reserves provides Regional Council with an effective tool to manage risk with tax and utility rates.

i) Stabilization Reserves – Tax Supported

The balance of the Tax Supported Stabilization Reserves as at June 30, 2019 was \$138 million or 9.3 per cent of the 2019 Tax Supported Operating Budget, which is in compliance with the prescribed requirement.

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - JUNE 30, 2019

ii) Stabilization Reserves – Utility Rate Supported

The balance of the Utility Rate Supported Stabilization Reserves as at June 30, 2019 was \$43 million or 8.2 per cent of the 2019 Utility Rate Supported Operating Budget, which is in compliance with the prescribed requirement.

CONCLUSION

The Budget and Reserve Management Policies provide internal financial controls, administrative rules and delegated authority to staff to manage changes to the operating budget, capital budget, reserves and reserve funds.

The policies require staff report activities related to the use of delegated authority to Regional Council at a minimum of twice annually. This report satisfies the reporting requirements of these policies for the six-month period ending June 30, 2019.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

- Appendix I (a) – Capital Budget Increase Under Delegated Authority
- Appendix I (b) – Capital Budget Increase Approved by Council
- Appendix II – Capital Budget Reductions Under Delegated Authority
- Appendix III – Capital Budget Redeployments Under Delegated Authority
- Appendix IV – Capital Budget Increase Resulting from External Funding

For further information regarding this report, please contact Norman Lum, Director, Business & Financial Planning, (905) 791-7800 ext. 3567 or via email Norman.Lum@peelregion.ca

11.1-5

APPENDIX I (a)

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – JUNE 30, 2019

**Budget Increase Approved by Delegated Authority
(\$'000)**

Program	Number of Projects	Project Name	Amount	Reserve Category
Housing	2	Shelters Capital Repair State of Good Repair (SOGR)	243	Tax Supported Capital
Water	1	Upgrade Programmable Logic Controllers (PLC) Various Lake Based	150	Utility Supported Capital
Subtotal	3		393	

Appendix I (b)

**Budget Increase Approved by Council
(\$'000)**

Housing	1	BBCF (Brampton Bramalea Christian Fellowship) Council Resolution #2019-279	4,228	Tax Supported Capital
Operations Support	1	Land Acquisition Council Resolution #2018-642	9,000	Utility Supported Capital
Long Term Care	1	Senior's Health and Wellness Village Council Resolution #2019-629	15,600	Debt Financing
Subtotal	3		28,828	
Grand Total (APP. I a+b)	6		29,222	

**Capital Budget Reductions Under Delegated Authority
(\$'000)**

Program	Number of Projects	Project Name	Original Net Budget	Revised Net Budget	Amount	Financing Source
Water	1	Alloa Reservoir and Pumping Station	63,392	58,392	5,000	Development Charges
	1	Watermain Replacement of Elm	1,537	1,187	350	Utility Rate Supported Capital Reserves
	1	Central Brampton Sub-Transmission	161,173	133,673	27,500	Utility Rate Supported Capital Reserves and Development Charges
	1	East Brampton Transmission Main	196,300	173,800	22,500	Development Charges
	1	Hanlan Transmission Main	327,248	290,548	36,700	Development Charges
Total	5		\$749,650	\$657,600	\$92,050	

Appendix III

**Capital Budget Redeployments Under Delegated Authority
(\$'000)**

Program	Number of Projects	Project Name	Amount	Comments
Transportation	1	194003 Active Transportation Infrastructure	2,000	Redeployment of funds for the Alton Village Streetscaping project in the Town of Caledon
	5	194600 Pavement Management	7,590	Redeployment between various road pavement projects
Total	6		\$9,590	

Appendix IV

**Capital Budget Increase Resulting from External Funding
(\$'000)**

Program	Number of Projects	Project Name	Amount	Comments
Housing	2	Community-Based Capital Program (CBCP) - EarlyON/CBCP - Child Care	383	To reflect increase in externally provided funding relevant to Community-Based Capital Program (CBCP) capital projects
	1	Emergency/ Transitional Homes	300	Group Home capital project 185042 - received external funding from Central West Specialized Development Services for renovations to the home
Total	3		\$683	

DATE: August 28, 2019

REPORT TITLE: **REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES**

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

OBJECTIVE

This report serves to inform Regional Council of the Work Plan for the review of the vacant and excess land subclass reduction program for commercial and industrial properties in the Region of Peel.

REPORT HIGHLIGHTS

- At its meeting on July 11, 2019, in response to a request by letter from the Town of Caledon dated June 26, 2019 regarding the Vacant Land Taxation, Regional Council directed staff to review the vacant and excess land subclass reduction program provided for commercial and industrial property classes, and report back with impacts and recommendations of removing the reduction program in 2020.
- In the Region of Peel, the vacant and excess land subclass reduction is 30 per cent of the property taxes that would otherwise be levied in the commercial and industrial property classes.
- The Province is phasing-out the education portion of the vacant and excess land subclass reduction program by 2020.
- *Bill 70, Building Ontario Up for Everyone Act*, introduced in 2016, provided municipalities with flexibility to review and make changes to their vacant and excess land subclass reduction program for commercial and industrial properties to reflect community needs and circumstances.
- To support the implementation of changes to the vacant and excess land subclass reduction program, the Province outlined a business community engagement process.
- The Region and Local Finance/Tax Policy staff will review the current program as per the recommended Vacant and Excess Land Subclass Reduction Program Work Plan and report back to Regional Council on the results and recommendations in early 2020.
- For program changes being initiated for the 2020 taxation year, upper and single-tier municipalities will need to notify the Minister of Finance of their intent to utilize this flexibility and provide details of the proposed changes, along with a council resolution in early 2020.
- The Minister of Finance will implement changes to the program through regulation as requested by municipalities.
- The upper and single-tier municipalities are required to pass a by-law (if authorized by regulation) providing for the vacant and excess land subclass reduction program changes to apply in the respective municipalities.

REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES

DISCUSSION

1. Background

At its meeting on July 11, 2019, Regional Council directed staff to review the vacant and excess land subclass reduction program provided for commercial and industrial property classes as further requested by the letter from the Town of Caledon, dated June 26, 2019, regarding the Vacant Land Taxation. Staff was instructed to report back to Regional Council with a report including the impacts of removing the property tax reduction for vacant and excess land subclasses for the 2020 taxation year.

This report serves to inform Regional Council of the Work Plan for the review and consultation process of the Region of Peel's vacant and excess land subclass reduction program for properties in the commercial and industrial property classes.

As announced in the *2016 Ontario Economic Outlook and Fiscal Review*, starting in 2017, municipalities were given broad flexibility to tailor the vacant unit rebate and vacant/excess subclasses reduction programs to reflect local community needs and circumstances.

Vacant Unit Rebate Program – Phased Out in the Region by 2020 (O.Reg. 581/17)

In May 2017, the Region of Peel held consultations with business owners/representatives in Brampton, Mississauga and Caledon to discuss the proposed changes to the vacant unit rebate program. A staff report entitled, *Proposed Changes to the Vacant Unit Rebate Program for Commercial and Industrial Properties* recommended changes to the current program along with a phase out of the vacant unit rebate program in the Region by 2020. This recommendation was approved by Regional Council on June 22, 2017. Regulations pertaining to the changes to the vacant unit rebate program were issued by the Province in 2017 under Ontario Regulation 581/17, and the program is currently in the last year of the phase out in Peel.

Vacant & Excess Land Subclass Reduction Program

The vacant and excess land subclass reduction is the next program under the business vacancy rebate and reduction program category to be reviewed by the Region of Peel.

With property tax reform in 1998, vacant and excess land became subclasses of the commercial and industrial property classes with these subclasses assessed by the Municipal Property Assessment Corporation (MPAC) as land without buildings/structures; land not needed to support business. Section 313 of the *Municipal Act, 2001* ("the Act") provides for a subclass for vacant land and a subclass for excess land in both the commercial and industrial property classes, with the subclasses taxed at a lower rate than the full tax rates for the classes. The Act provides for reduction percentages of 30 per cent for commercial subclasses and 35 per cent for industrial subclasses or for municipalities to set a uniform reduction rate between 30 and 35 per cent. The Region has had a single reduction factor of 30 per cent for vacant and excess land subclasses in the commercial and industrial property classes, since 1998.

11.2-3

REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES

Municipal Flexibility

In December 2016, *Bill 70, Building Ontario Up for Everyone Act*, was enacted and provided flexibility for upper and single-tier municipalities to review their vacant and excess land subclass reduction program to reflect community needs and circumstances. If municipalities wish to change their subclass reduction program, they are to notify the Minister of Finance of their intent to utilize the provisions. Submissions to the Minister are to outline the proposed changes for the upcoming taxation year, along with a Council resolution. The changes will then be implemented through regulation. Additionally, the Region of Peel is required to pass a by-law (if authorized by regulation) providing for the vacant and excess land subclass reduction program changes to apply within the Region.

As announced in the 2019 Tax Policy Decisions, the Province will phase-out the education portion of the vacant and excess land subclass reduction program by 2020. The education portion in Peel Region in 2019 is 15 per cent for vacant and excess lands in both the commercial and industrial property classes, with a complete phase-out of the program by 2020.

2. Program Review and Consultation Work Plan

To support implementation of changes to the vacant and excess land subclass reduction program, the Province has outlined a business community engagement process that must be completed prior to municipalities submitting a request for changes to the Minister.

A team represented by the Region and Local Finance/Tax Policy staff have met to discuss the existing vacant and excess land subclass reduction program. Staff has developed the following work-plan to meet the preliminary submission requirements for the 2020 taxation year.

Vacant and Excess Land Subclass Reduction Program Work Plan

Process	Description	Timeline
Community Consultation	Region and Local Finance/Tax Policy staff to hold three (3) open house public consultation sessions (Mississauga, Brampton, Caledon) to further engage and seek input from members of the public and the local business community on the appropriateness of the program. Members of the public and the business community will be notified of the open house dates and times as well as public advertisement through media release and social media outlets	October 2019
Public Survey	A survey with regards to current use of the program and suggestion for changes will be designed and made available on the appropriate municipal web-sites for public input as well as public advertisement through media release and social media outlets	October 2019
Finance Review	Region and Local Finance/Tax Policy staff will gather all feedback received from community consultation and survey.	November 2019

**REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR
COMMERCIAL AND INDUSTRIAL PROPERTIES**

Process	Description	Timeline
	Staff will review and prepare recommendations to the program, including the impacts of removing the property tax reduction subclasses for the 2020 taxation year	
Council Review and Approval	Results of the program review including recommendations will be reported to Council for discussion, direction and/or approval	January 2020
Ministry Submission	Formal submission to Minister of Finance outlining the proposed program changes for the upcoming taxation year, along with a Council resolution	January/February 2020
By-law Requirements	Passing of a by-law (if authorized by regulation) providing for the vacant/excess subclass reduction program changes with the current subclass tax reduction by-law repealed/amended.	Once the regulation is in force.

CONCLUSION

The Province continues to provide municipalities with the flexibility to review and tailor the vacant and excess land subclass reduction program to reflect community needs and circumstances while considering the interest of local business. As endorsed by Regional Council at its July 11, 2019 meeting, staff will review the subclass reduction program and consult with members of the public and the business community, and report back to Regional Council in early 2020 on the impacts of removing the program for the 2020 taxation year as outlined in the enclosed Work Plan.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I – Vacant and Excess Land Subclass Reduction Program Municipal Scan

For further information regarding this report, please contact Stephanie Nagel at extension 7105 or via email at stephanie.nagel@peelregion.ca.

Authored By: Kavita McBain

Reviewed in workflow by: Legal Services

APPENDIX I

REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES

VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM MUNICIPAL SCAN

Municipality/ Region	Timeline	Annual Phase out Percentage(if applicable)							Desired Benefit	Comments (Challenges/Savings)
		2018	2019	2020	2021	2022	2023	2024		
Region of Peel	Under Review (2019)									Current reduction is 30% for Commercial and Industrial Vacant/Excess land subclasses
City of Greater Sudbury	Eliminated: 2018	0%							Benefit to all property classes	Elimination of previous subclasses/discount (30% for commercial & 35% for Industrial properties) approved by Council commencing in 2018. O.Reg. 580/17
City of St. Thomas	Eliminated: 2018	0%							Benefit to all property classes	Elimination of previous subclasses/discount (30% for commercial & 35%) for Industrial properties in 2018 O.Reg. 580/17
County of Elgin	Eliminated: 2018	0%							Benefit to all property classes	County Council approved elimination of the vacancy/excess land reduction rebate effective for 2018; O.Reg. 580/17 Increased taxation revenue of approximately \$80,000 recommended to be used to provide ongoing annual funding for the County's Community Improvement Plan (CIP). The CIP grant funding is available to local businesses to upgrade vacant facilities.
Town of Thessalon	Eliminated: 2018	0%								Eliminated in 2018 O.Reg. 580/17
Village of Hilton Beach	Eliminated: 2018	0%								Eliminated in 2018 O.Reg. 580/17

APPENDIX I

REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES

Municipality/ Region	Timeline	Annual Phase out Percentage(if applicable)							Desired Benefit	Comments (Challenges/Savings)
		2018	2019	2020	2021	2022	2023	2024		
Town of Espanola	Eliminated in 2018	0%								The vacant & excess property land subclasses discount factor is 15% for commercial and/or industrial for 2017; with no reduction factor in 2018 and thereafter. O.Reg. 580/17
Municipality of Oliver Paipoonge	Eliminated in 2019		0%							Will be eliminated in 2019 O.Reg. 580/17
Township of Nairn & Hyman	Eliminated in 2019	15%	0%							Will be eliminated in 2019 O.Reg. 580/17
Durham Region	Phase out: 2018-2020 Commercial	20%	10%	0%					Industrial	Increased municipal property taxation from the phase-out offset by a corresponding reduction in the Industrial class tax ratio.
	Phase out: 2018-2020 Industrial	23.3 %	11.7%	0%					Industrial	Will result in a reduction in the industrial broad class ratio of approximately 10% over 3 years. Residential/Commercial impact: reduction of \$8 or 0.3% in overall taxes. O.Reg. 580/17
Town of St. Mary's	Phase out: 2018-2020	20%	10%	0%					Benefit to all property classes	Gradual Phase out O.Reg. 580/17
Township of Baldwin	Phase out: 2018-2019	15%	0%							Phase out O.Reg. 580/17

APPENDIX I

REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES

Municipality/ Region	Timeline	Annual Phase out Percentage(if applicable)							Desired Benefit	Comments (Challenges/Savings)
		2018	2019	2020	2021	2022	2023	2024		
County of Perth	Eliminated in 2019		0%							Eliminated in 2019 O.Reg. 580/17
City of Kenora	Phase out: 2018-2020		15%	5%	0%					Eliminated in 2021 O.Reg. 580/17
Haldimand County	Phase out: 2018-2021 Commercial	22.5 %	15%	7.5%	0%				Benefit to all property classes	Gradual Phase out O.Reg. 580/17
	Phase out: 2018-2021 Industrial	26.3 %	17.5%	8.8%	0%					
Waterloo Region	Phase out: 2019-2020	30%	15%	0%					Benefit to all property classes	The impact to the residential tax payer from eliminating the 30% tax rate reduction for vacant and excess commercial and industrial property is a decrease in the range of \$4.00 for an average residential property for the Regional portion of the tax bill. Area municipal impacts would be additional to this. O.Reg. 580/17
Niagara Region	Phase out: 2021-2024	30%	30%	30%	22.5%	15%	7.5%	0%	Benefit to all property classes	Gradual Phase out; Based on recommendations in Council Report CSD 41-2018 The request to amend the program was submitted to the Province. There has not been any updates made to the O Reg yet. Any changes will be reflected in o reg 580/17 once processed by the province
Halton Region	No change – Commercial 30%; Industrial 35%	After reviewing the vacant and excess land discount, Halton Region staff recommended removal of the discount in 2020 through the Region's 2019 tax policy report (FN-18-19) presented to Council in April 2019.								

**APPENDIX I
REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES**

Municipality/ Region	Timeline	Annual Phase out Percentage(if applicable)							Desired Benefit	Comments (Challenges/Savings)
		2018	2019	2020	2021	2022	2023	2024		
York Region	No change: Commercial discount 30%; Industrial discount 35%	Staff consulted with local municipalities. Since the Region has adopted revenue neutral ratios for the 2017-2020 taxation years, the decision was to wait until this taxation cycle is complete before reviewing the vacant/excess land reduction program. Staff is considering taking this to Council for the 2021 taxation year, but no firm plans as yet.								
City of Toronto	No change: Commercial discount 30%; Industrial discount 35%									Considering for 2020 – no firm plans as yet for review
City of Ottawa	No change: Commercial/ Industrial discount 30%									
City of Hamilton	No change									No decision till now due to little feedback during consultation and concern regarding its impact on small operations/ employment lands. One objection to the elimination of this reduction was that it was in place to compensate for impacts that occurred during the 1998 tax reform measures.
City of Guelph	Reduced Industrial discount from 35% to 30%; Commercial discount remains at 30%	30%								In 2018, City staff recommended reducing the Industrial discount from 35% to 30%, resulting in a tax shift reduction to the overall residential taxes levied by approximately \$58,000 (Council Report CS-2018-11). Staff will report back in 2019 with options on phasing out the commercial and industrial subclasses after consultations with affected stakeholders, analyzing tax shift impacts and researching the direction of comparable municipalities.

APPENDIX I

REVIEW OF THE VACANT AND EXCESS LAND SUBCLASS REDUCTION PROGRAM FOR COMMERCIAL AND INDUSTRIAL PROPERTIES

Municipality/ Region	Timeline	Annual Phase out Percentage(if applicable)							Desired Benefit	Comments (Challenges/Savings)
		2018	2019	2020	2021	2022	2023	2024		
Municipality of Chatham-Kent	No change									Not recommending changes.
City of Kingston	No change – Commercial – 30%; Industrial 35%									In a Report to Administrative Policies Committee dated Nov 2018, it was recommended that Council endorse the continued review by staff of the subclass reductions for vacant and excess land property tax subclasses for possible changes to align with the changes being made at the provincial level for the education property tax portion of these programs.
City of London	No change									
District Municipality of Muskoka	No change									Staff is not recommending changes, but agreed that this may be a consideration for future years.
Norfolk County	No change									Not recommending changes.
City of Thunder Bay	No change									No change proposed in 2018
City of Windsor	Single rate of 30% across commercial and industrial approved in 2017	30%								Single rate of 30% approved by City Council for 2017. No decision has been made as to further reductions.

For Information

DATE: September 4, 2019

REPORT TITLE: **LEASE RENEWAL/AMENDING AGREEMENT LOCATED AT 150 CENTRAL PARK DRIVE, SUITES 9, 13, 302, 307 AND 308 – CITY OF BRAMPTON, WARD 7**

FROM: Catherine Matheson, Commissioner of Corporate Services
Cathy Granger, Acting Commissioner of Health Services

OBJECTIVE

To inform Regional Council on the Lease Renewal and Amending Agreement entered into between The Corporation of the City of Brampton (Landlord) and The Regional Municipality of Peel (Tenant) for a health clinic including dental clinic and office space for a further renewal term of one year and five months ending December 31, 2020.

REPORT HIGHLIGHTS

- The Regional Municipality of Peel (the “Region”) entered into a Lease Renewal and Amending Agreement with The Corporation of the City of Brampton (the “Landlord”) for approximately 8,947 square feet of space for a health clinic including dental clinic and office space at 150 Central Park Drive, Suites 9, 13, 302, 307 and 308, City of Brampton for a renewal term of one year and five months ending December 31, 2020.
- The Regional Clerk was authorized under By-Law 32-2017, Part 3 (3.4) to execute any documents deemed required in order to carry on business of the Region.

DISCUSSION
1. Background

Since August 1, 1998, the Region has been leasing space at 150 Central Park Drive, Brampton for a health clinic (Suites 9, 13) including dental clinic (Suite 302) and office space (Suites 307 and 308).

The current Lease Agreement expired on July 31, 2019 with no further renewals remaining.

In the summer of 2018, the Region requested an extension of the existing agreement from the Landlord. In September 2018, the Landlord advised that it was not extending any leases at 150 Central Park Drive past December 2019. In late January 2019, the Landlord agreed verbally to extend the leases at this location to December 31, 2020. The final agreements were received by the Region in June 2019. The Regional Clerk was authorized under By-

11.3-2

LEASE RENEWAL/AMENDING AGREEMENT LOCATED AT 150 CENTRAL PARK DRIVE, SUITES 9, 13, 302, 307 AND 308 – CITY OF BRAMPTON, WARD 7

Law 32-2017, Part 3 (3.4) to execute any documents deemed required in order to carry on business of the Region.


2. Lease Details

The details of the Lease Renewal and Amending Agreement are as follows:

TYPE OF AGREEMENT:	Lease Renewal and Amending Agreement	
PURPOSE:	Health clinic including dental clinic and office space	
LANDLORD:	The Corporation of the City of Brampton	
TENANT:	The Regional Municipality of Peel	
LOCATION:	150 Central Park Drive, Suites 9, 13, 302, 307 and 308, Brampton	
TERM:	One year and five months	
COMMENCEMENT DATE:	August 1, 2019	
TERMINATION DATE:	December 31, 2020	
AREA OF PREMISES:	Office space (Suites 307 and 308)	2,422 s.f.
	Health clinic including dental clinic (Suites 9, 13 and 302)	<u>6,525 s.f.</u>
	Total	8,947 s.f.
ANNUAL FEE:	\$232,867.00 (August 1, 2019 to July 31, 2020) \$ 98,968.35 (August 1, 2020 to Dec. 31, 2020 (5 months)) payable in equal monthly installments in advance. Additional rent included in Annual Fee.	
OPTION TO RENEW:	None	

FINANCIAL IMPLICATIONS

Based upon market analysis of current rates in this location, the proposed rental rates are within the acceptable range for comparable space within the area. There are sufficient funds to carry out the report's direction.



Catherine Matheson, Commissioner of Corporate Services

LEASE RENEWAL/AMENDING AGREEMENT LOCATED AT 150 CENTRAL PARK DRIVE,
SUITES 9, 13, 302, 307 AND 308 – CITY OF BRAMPTON, WARD 7



Cathy Granger, Acting Commissioner of Health Services

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facility Acquisitions, Extension 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Catherine Smith

Reviewed in workflow by:
Financial Support Unit
Legal Services

For Information

DATE: August 27, 2019

REPORT TITLE: **LICENSE AGREEMENT - INSTALLATION OF SANITARY SEWER AT 109 MCLAUGHLIN ROAD SOUTH - CITY OF BRAMPTON, WARD 4**

FROM: Catherine Matheson, Commissioner of Corporate Services
Andrew Farr, Acting Commissioner of Public Works

OBJECTIVE

To inform Regional Council on the License Agreement entered into between Her Majesty the Queen in Right of Ontario, as represented by the Minister of Government and Consumer Services, as Licensor, and The Regional Municipality of Peel, as Licensee, commencing on August 1, 2019 for a term of one year to allow access to a portion of the lands legally described as Part of Lots 3, 4 and 5, Concession 2 West of Hurontario Street, City of Brampton, Regional Municipality of Peel, designated as Parts 1, 10, 11, 12, 13, 14, 15, 16 and 17 on Reference Plan 43R-23282, save and except Part 1 on Reference Plan 43R-26002, Parts 1, 2, 3 and 4 on Reference Plan 43R-23285 and Part 1 on Reference Plan 43R-31864 for the purpose of installing a new sanitary sewer connection and abandoning portions of the existing sanitary sewer.

REPORT HIGHLIGHTS

- The Regional Municipality of Peel (the “Region”) is constructing a new sanitary sewer on McLaughlin Road South and abandoning the existing sanitary sewer that is twinned with a storm sewer.
- A new sanitary sewer connection is required at 109 McLaughlin Road South, Brampton, which is owned by Her Majesty the Queen in Right of Ontario, as represented by the Minister of Government and Consumer Services (“IO”). This requires IO to reconfigure their current sanitary sewer system and to abandon certain sections of it.
- The Region, as Licensee, entered into a License Agreement with IO, as Licensor, to access IO’s property to undertake this work and IO has agreed to reimburse the Region for the cost.

DISCUSSION
1. Background

The Regional Municipality of Peel (the “Region”) is currently constructing a new sanitary sewer on McLaughlin Road South to replace the existing sanitary sewer (the “Region’s Works”), as shown on the attached Appendix I. The new sanitary sewer is part of the

11.4-2

LICENSE AGREEMENT - INSTALLATION OF SANITARY SEWER AT 109 MCLAUGHLIN ROAD SOUTH - CITY OF BRAMPTON, WARD 4

Region's state of good repair program and will cross over McLaughlin Road, south of Queen Street before passing through three privately owned properties to the east to connect to the Fletcher's Creek Trunk Sewer. Once completed, the existing sanitary sewer will be abandoned.

The Region's Works also requires that a new private sanitary sewer connection be provided to the lands owned by Her Majesty the Queen in Right of Ontario, as represented by the Minister of Government and Consumer Services ("IO") located at 109 McLaughlin Road South. IO's current private sanitary sewer system must be realigned due to the new location of the connection, with some sections that are also twinned to the storm sewer system needing to be abandoned (the "Private Works").

The Region's Works and the Private Works should be co-ordinated, as the Region's Works could not be successfully completed, specifically the abandonment of the old system, without the Private Works being completed.


To facilitate the co-ordinated works, the Region agreed to add the Private Works as a separate line item in its tender document so that it could be priced separately and that both parties' works would be completed by the same contractor as a single project (the "Project"). IO agreed to enter into a License Agreement (the "Agreement") with the Region to allow access to their property and to formalize its commitment to reimburse the Region for the costs associated with the Private Works, inclusive of a 15 per cent markup to cover the associated design work. Due to IO regulations, the Agreement could only be finalized and executed after the costs were known, as the costs needed to be included in the Agreement.

The Project was issued for tender on June 6, 2019 and closed on July 2, 2019. The successful contractor was notified on July 11, 2019. Construction is scheduled to commence in August 2019. IO was notified of the costs for their portion of the Project, being a total of \$127,456.80, plus HST. The Agreement was updated accordingly and sent to the Region for execution.

In order to meet the tight timelines to ensure that the Project proceeded as scheduled and to rectify the on-going environmental issue, the Regional Clerk, under By-Law 32-2017, Part 3 (3.4), executed the Agreement on behalf of Regional Council.

FINANCIAL IMPLICATIONS

The Region is obligated to pay the contractor the sum of \$127,456.80 plus HST, being the cost for the Private Works and there are sufficient funds in Capital Project 11-2371 to cover the cost. Pursuant to the Agreement IO has agreed to reimburse this cost to the Region.



Catherine Matheson, Commissioner of Corporate Services

LICENSE AGREEMENT - INSTALLATION OF SANITARY SEWER AT 109 MCLAUGHLIN ROAD SOUTH - CITY OF BRAMPTON, WARD 4



Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

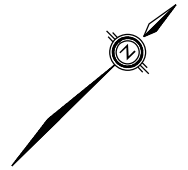
APPENDICES

Appendix I – Project and Property Sketch

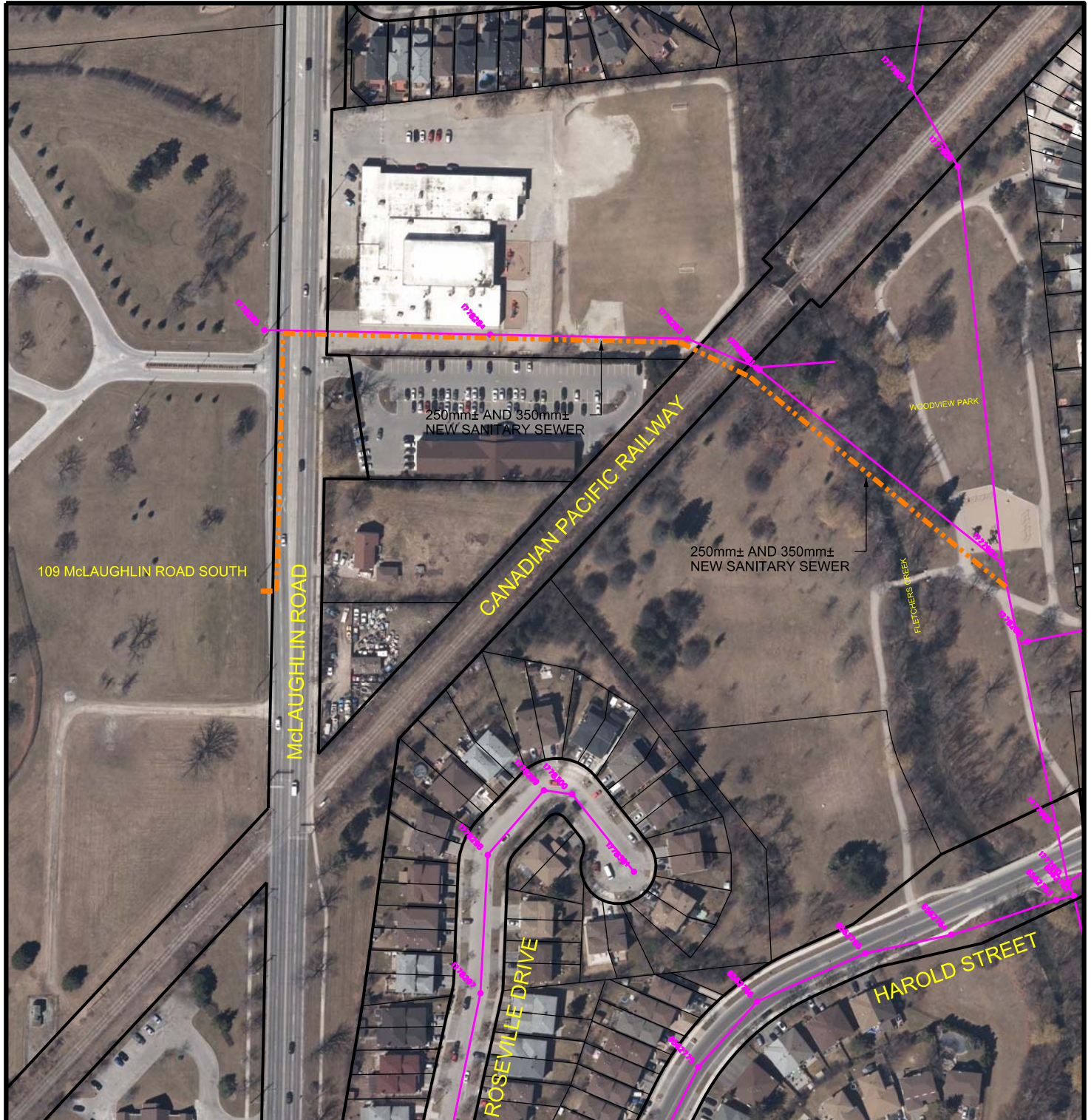
For further information regarding this report, please contact Gayle Gorman, Manager, Capital Acquisitions, Real Estate, extension 7624, gayle.gorman@peelregion.ca.

Authored By: Thomas Lee
PF-12129.03

Reviewed in workflow by:
Financial Support Unit
Legal Services



LICENSE AGREEMENT - INSTALLATION OF SANITARY SEWER AT
109 MCLAUGHLIN ROAD SOUTH
CITY OF BRAMPTON, WARD 4



Ministry of
Transportation

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416-327-9200

Ministère des
Transports

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416-327-9200



Ministry of
Transportation - GTA

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416-327-9200

Ministère des
Transports - RGT

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416-327-9200

www.ontario.ca/transportation

www.ontario.ca/transports

RECEIVED
July 22, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Distributed Electronically Via Email

July 22, 2019

Regional Chair Nando Iannicca
Region of Peel
10 Peel Centre Drive
Brampton, ON, L6T 4B9

Investing in Canada Infrastructure Program Transit Stream Intake

Dear Regional Chair Iannicca,

We are pleased to announce the application process for funding under the Public Transit stream of the Investing in Canada Infrastructure Program (ICIP) for municipalities inside the Greater Toronto and Hamilton area will launch on July 22, 2019. This first application window will be open for a period of 90 days, closing on October 20, 2019.

As part of this intake, the Regional Municipality of Peel is eligible to apply for project funding of up to \$4,663,492 from the provincial government and \$5,596,750 from the federal government.

To be considered for funding, projects must improve the capacity of public transit infrastructure, improve the quality and/or safety of existing or future transit systems, or improve access to a public transit system. We encourage you to send in completed applications for projects along with supporting information, such as business cases as and when they become available.

More information about the Public Transit stream can be found at: www.grants.gov.on.ca/GrantsPortal/en, by clicking on Grant Opportunities. If you have any further questions on the application process or requirements, please contact ICIPTransit@ontario.ca.

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

By leveraging funding from the federal government, the ICIP will help us deliver on our commitment to a balanced, fiscally-responsible plan that includes smart infrastructure investments and meets the needs of the people.

We look forward to working with you to invest in and address the transit infrastructure needs of your community.

Sincerely,



Caroline Mulroney
Minister of Transportation



Kinga Surma
Associate Minister of Transportation (GTA)

- c: The Honourable Laurie Scott, Minister of Infrastructure
The Honourable Sylvia Jones, MPP for Dufferin-Caledon
The Honourable Prabmeet Singh Sarkaria, MPP for Brampton South
Mr. Deepak Anand, MPP for Mississauga-Malton
Mr. Rudy Cuzzetto, MPP for Mississauga-Lakeshore
Ms. Natalia Kusendova, MPP for Mississauga Centre
Mr. Kaleed Rasheed, MPP for Mississauga East-Cooksville
Mr. Sheref Sabawy, MPP for Mississauga-Erin Mills
Mr. Amarjot Sandhu, MPP for Brampton West

French versions of this letter are available upon request.

Ministry of Agriculture,
Food and Rural Affairs

Ministère de l'Agriculture, de
l'Alimentation et des Affaires rurales

Office of the Minister

Bureau du ministre

77 Grenville Street, 11th Floor
Toronto, Ontario M7A 1B3
Tel: 416-326-3074
www.ontario.ca/OMAFRA

77, rue Grenville, 11^e étage
Toronto (Ontario) M7A 1B3
Tél. : 416 326-3074
www.ontario.ca/MAAARO



July 29, 2019

Mr. Nando Iannicca
Regional Chair
Regional Municipality of Peel
nando.iannicca@peelregion.ca

RECEIVED
July 29, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

On behalf of the Ontario Government, I am pleased to announce the launch of the revitalized Rural Economic Development (RED) program.

Our government is committed to supporting economic growth in rural communities and ensuring that Ontario is open for business. That's why we've updated the RED program – to focus on projects that will bring real benefits to communities and help attract investment and create jobs, while also providing greater value for taxpayer dollars.

The updated program will continue to support projects that diversify and grow local economies and will now target more impactful projects with tangible community benefits. It will also reduce the burden for applicants, create efficiencies in program delivery, and better align with the government's priorities of creating jobs and removing barriers to investment and growth in Ontario's rural communities.

The program will offer two new project categories:

- Economic Diversification and Competitiveness Stream: will support projects that remove barriers to business and job growth, attract investment, attract or retain a skilled workforce or strengthen sector and regional partnerships and diversify regional economies.
- Strategic Economic Infrastructure Stream: will support minor capital projects that advance economic development and investment opportunities.

REFERRAL TO _____

RECOMMENDED _____ .../2

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____



Good things grow in Ontario
À bonne terre, bons produits

Ministry Headquarters: 1 Stone Road West, Guelph, Ontario N1G 4Y2
Bureau principal du ministère: 1 Stone Road West, Guelph (Ontario) N1G 4Y2

The first application intake for eligible applicants will take place from July 29 to September 9, 2019. All program details including the program guide and application form will be available online on July 29, 2019, on the ministry [website](#).

Sincerely,

A handwritten signature in black ink, appearing to read "Ernie Hardeman". The signature is fluid and cursive, with a large initial "E" and a long, sweeping underline.

Ernie Hardeman
Minister of Agriculture, Food and Rural Affairs

12.3-1

Associate Minister of Small Business and
Red Tape Reduction
Ministry of Economic Development,
Job Creation and Trade

56 Wellesley Street West
7th Floor
Toronto ON M7A 2E7

Ministre associé aux Petites Entreprises
et à la Réduction des formalités administratives
Ministère du Développement économique,
de la Création d'emplois et du Commerce

56, rue Wellesley Ouest
7e étage
Toronto ON M7A 2E7



August 1, 2019

Regional Municipality of Peel
Office of the Regional Chair

Mr. Nando Iannicca
Regional Chair and Chief Executive Officer
Region of Peel
Fifth Floor, A-10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

AUG 26 2019

RECEIVED

RECEIVED
August 26, 2019

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

Thank you for congratulating me on my appointment as Associate Minister of Small Business and Red Tape Reduction.

I am looking forward to working with regions like the Region of Peel to continue reducing red tape across all sectors. We are modernizing government and creating efficiencies to save taxpayer dollars and get out of the way of job creators. We are eliminating or modernizing regulations that are outdated, inflexible or ineffective, or that duplicate federal regulations or municipal by-laws, which are time-consuming for people, business, municipalities, hospitals and schools. We are maintaining standards that keep people safe and healthy and protect the environment.

Over the past year, we have already made significant changes to cut burdensome and unnecessary red tape. We've set an ambitious target for 2020 to save Ontario companies at least \$400 million per year in the cost of complying with regulations.

To arrange a meeting please contact my Director of Stakeholder Relations, Jenna Bendayan at 647-274-9353 or email her at Jenna.Bendayan@ontario.ca.

Again, thank you for writing and for your kind words of support. I look forward to working with you to ensure Ontario is truly Open for Business.

Sincerely,

A handwritten signature in blue ink, appearing to read "Prabmeet Singh Sarkaria".

Prabmeet Singh Sarkaria
Associate Minister

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



July 3, 2019

The Honourable Prabmeet Sarkaria
 Associate Minister of Small Business and Red Tape Reduction
 Ministry of Economic Development, Job Creation and Trade
 56 Wellesley St. West, 7th Floor
 Toronto, ON M7A 2E7

Dear Minister Sarkaria:

Prabmeet

On behalf of Regional Council, I congratulate you on your recent appointment as Associate Minister of Small Business and Red Tape Reduction. The Region of Peel looks forward to continuing to build a positive and constructive relationship with you and your fellow cabinet ministers to address key issues impacting communities across the Region and the Province.

The Region's vision is to achieve a "Community for Life" where everyone has access to the services and opportunities they need to thrive throughout each stage of their lives. For fast growing municipalities like the Region of Peel, achieving this vision will require all levels of government to work together to ensure the right policies, infrastructure and services are in place.

With Peel's population projected to increase from the current 1.48 million people to almost 2 million people by 2041 we need your help to achieve our vision. By working with you and your colleagues at Queens Park, we can meet the needs of our communities arising from this growth and advance their success, prosperity and well-being.

Once again, I congratulate you on your appointment as Associate Minister of Small Business and Red Tape Reduction and wish you much success in this portfolio. Please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Kindest personal regards,

Nando Iannicca
 Regional Chair & Chief Executive Officer
 Region of Peel

Nando Iannicca
 Regional Chair & CEO

10 Peel Centre Dr.
 Suite A, 5th Floor
 Brampton, ON L6T 4B9
 905-791-7800 ext. 4310

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M5G 2E5
Tél. : 416 585-7000



MIN-2019-003914

August 8, 2019

Your Worship
Regional Chair Nando Iannicca
Regional Municipality of Peel
chair@peelregion.ca

RECEIVED
August 8, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Regional Chair Nando Iannicca,

Thank you for your submission to the *Audit and Accountability Fund* and for your commitment to demonstrating value for money.

I am pleased to inform you that the Government of Ontario will provide funding of up to \$250,000.00 towards the Review of the Child Care Fee Subsidy Program for the cost of an independent third-party reviewer to deliver a final report with specific and actionable recommendations for cost-savings by November 30, 2019.

In the 2019 Ontario Budget, *Protecting What Matters Most*, our government put forward a plan to achieve savings of four cents on the dollar to set Ontario on the path to a sustainable government. As an important part of this plan, our government is committed to assisting large urban municipalities in doing their part to become more efficient. The work the *Audit and Accountability Fund* will support in your municipality is an important step toward achieving that goal.

A transfer payment agreement is required to provide funding for this work. I have enclosed a transfer payment agreement for this project for your review and signing.

Ministry staff will work with your staff to finalize the transfer payment agreement and work through details of funding implementation. Should you have any questions, please feel free to contact Marcia Wallace, Assistant Deputy Minister at marcia.wallace@ontario.ca.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

.../2

I would like to offer my congratulations on this funding approval under the *Audit and Accountability Fund* and extend my best wishes as you work to improve service delivery and administrative efficiency in your municipality.

Sincerely,

A handwritten signature in blue ink that reads "Steve Clark". The signature is written in a cursive, flowing style.

Steve Clark
Minister

c. Nancy Polsinelli
CAO, Regional Municipality of Peel

Ministry of Finance
Office of the Minister

Ministère des Finances
Bureau du ministre



7th Floor, Frost Building South
7 Queen's Park Crescent
Toronto ON M7A 1Y7
Telephone: 416-314-6331

7^e étage, Édifice Frost Sud
7 Queen's Park Crescent
Toronto ON M7A 1Y7
Téléphone: 416-314-6331

August 13, 2019

RECEIVED
August 13, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Head of Council:

I am writing to provide you with an update on the Ontario Cannabis Legalization Implementation Fund (OCLIF).

As you know, OCLIF was announced in 2018 as a \$40 million initiative over two years to help municipalities with the implementation costs of recreational cannabis legalization. In early 2019, the government provided municipalities with \$30 million in OCLIF funding, and \$10 million was set aside to address costs from unforeseen circumstances related to the legalization of recreational cannabis, for which priority would be given to municipalities that did not opt-out of hosting cannabis retail stores.

Ontario's objectives are to protect our youth and communities and to combat the illegal cannabis market. To support these objectives, the government has made an investment of \$3.26 million to support enhanced enforcement against illegal cannabis operations. An investment of \$3.06 million this year is enabling enhanced enforcement through provincial joint forces cannabis enforcement teams, led by the Ontario Provincial Police, and a targeted investment of \$200,000 to the Toronto Police Service is supporting their efforts to combat illegal cannabis operations in the City of Toronto.

This investment directly benefits municipalities. The enforcement teams work on a regional basis and are available to all municipalities and First Nations. This collaborative approach enables law enforcement to efficiently target crime in an organized way that is coordinated and consistent across the province.

The government will distribute the remaining \$6.74 million in OCLIF funding this month as follows:

- Funding will be provided on a per household basis to municipalities that did not opt-out of hosting retail stores as of January 22, 2019, adjusted so that each recipient municipality will receive at least \$5,000.
- Lower-tier and upper-tier municipalities will receive funding based on 50% of their households. Upper-tier municipalities will receive funding in relation to opt-out decisions made by the lower-tier municipality. If a lower tier municipality opted-

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

.../cont'd

out, the upper tier municipality will not receive funding on a per household basis in relation to that municipality.

The government is providing this funding now to municipalities in a manner similar to past payments. This means municipalities will have the funds on hand to use for the same implementation costs the fund was designed to support.

The Deputy Minister of Finance will write shortly to the Treasurers of recipient municipalities with details about the administration of this funding and attach each municipality's specific allocation notice. Payments will also be processed at that time.

The province also committed that, if Ontario's portion of the federal excise duty on recreational cannabis over the first two years of legalization exceeds \$100 million, the province will provide 50 per cent of the surplus to those municipalities that did not opt out as of January 22, 2019. Provinces receive excise duty from the federal government over time, and it is early in the two year legalization period. The Ministry of Finance will connect with AMO and the City of Toronto on this commitment after the first two years of legalization are completed in 2020.

Municipalities have been important partners in the successful implementation of the federal government's legalization of recreational cannabis. We look forward to continuing to work together in this regard.

Sincerely,

Original signed by

Rod Phillips
Minister of Finance

c: The Honourable Doug Downey, Attorney General
The Honourable Steve Clark, Minister of Municipal Affairs and Housing
Dan Miles, Chief of Staff, Ministry of Finance
Paul Boniferro, Deputy Attorney General
Greg Orencsak, Deputy Minister of Finance
Laurie LeBlanc, Deputy Minister of Municipal Affairs and Housing
Renu Kulendran, Executive Director, Ontario Legalization of Cannabis
Secretariat, Ministry of Attorney General
Nicole Stewart, Executive Lead, Cannabis Retail Implementation Project, Ministry
of Finance
Kate Manson-Smith, Assistant Deputy Minister, Local Government and Planning
Policy Division, Ministry of Municipal Affairs and Housing

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature et des
Parcs



Office of the Minister

Bureau du ministre

777 Bay Street, 5th Floor
Toronto ON M7A 2J3
Tel.: 416-314-6790

777, rue Bay, 5^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416.314.6790

AUG 26 2019

357-2019-2094

Mr. Nando Iannicca
Regional Chair and Chief Executive Officer
Region of Peel
10 Peel Centre Drive
Suite A, 5th Floor
Brampton ON L6T 4B9

Regional Municipality of Peel
Office of the Regional Chair

SEP 03 2019

RECEIVED
September 3, 2019

RECEIVED

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

I would like to thank you and your delegation for meeting with Jan O'Driscoll, my Chief of Staff, at the 2019 Association of Municipalities of Ontario (AMO) conference in Ottawa. I regret my delayed flight prevented me from meeting with you personally.

Municipalities are vital to the province's success, and our government is committed to working with our municipal partners to build up Ontario and achieve our environmental goals.

It is always valuable to meet with municipal partners to learn about the issues of concern in their communities. I assure you that I understand the importance of working with you so that we can achieve our common goals.

Thank you, again, for taking the time to meet with me, and please accept my best wishes.

Sincerely,

Jeff Yurek
Minister of the Environment, Conservation and Parks

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Ministry of Finance
Office of the Minister

Ministère des Finances
Bureau du ministre



7th Floor, Frost Building South
7 Queen's Park Crescent
Toronto ON M7A 1Y7
Telephone: 416-325-0400

7^e étage, Édifice Frost Sud
7 Queen's Park Crescent
Toronto ON M7A 1Y7
Téléphone: 416-325-0400

AUG 29 2019

Mr. Nando Iannicca
Regional Chair and CEO
Region of Peel
10 Peel Centre Drive
Suite A, 5th floor
Brampton, Ontario
L6T 4B9

Regional Municipality of Peel
Office of the Regional Chair

880-2019-2382

SEP 03 2019

RECEIVED

RECEIVED
September 3, 2019

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:


Thank you for your kind wishes upon my appointment as Minister of Finance. It is an honour to be appointed to this dynamic and important portfolio by Premier Ford, and to be part of a team that puts people first.

My government looks forward to working with you as we focus on our key priorities – protecting the programs and services that matter most, spending within our means, and making life more affordable for Ontario families and businesses.

Thank you again for your good wishes.

Sincerely,


Rod Phillips
Minister of Finance

*Great to see you on
your team out AMO*


REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



July 3, 2019

The Honourable Rod Phillips
 Minister of Finance
 Frost Building South, 7th Floor
 7 Queen's Park Cres.
 Toronto, ON M7A 1Y7

Dear Minister Phillips: *Rod:*

On behalf of Regional Council, I congratulate you on your recent appointment as Minister of Finance. The Region of Peel looks forward to continuing to build a positive and constructive relationship with you and your fellow cabinet ministers to address key issues impacting communities across the Region and the Province.

The Region's vision is to achieve a "Community for Life" where everyone has access to the services and opportunities they need to thrive throughout each stage of their lives. For fast growing municipalities like the Region of Peel, achieving this vision will require all levels of government to work together to ensure the right policies, infrastructure and services are in place.

The Region, like many other municipalities across the province, has limited financial tools and simply cannot satisfy its long term infrastructure and service demands. In addition, the changes to the employment and business sectors are impacting the employment-related development charges revenues that are being collected. As such, we look forward to meeting with you at the 2019 AMO Conference to discuss how factors such as increased digitization, globalization and technological advancement that are impacting non-residential revenue growth.

Once again, I congratulate you on your appointment as Minister of Finance and wish you much success in this portfolio. Please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Kindest personal regards,

Nando Iannicca
 Regional Chair & Chief Executive Officer
 Region of Peel

Nando Iannicca
 Regional Chair & CEO

10 Peel Centre Dr.
 Suite A, 5th Floor
 Brampton, ON L6T 4B9
 905-791-7800 ext. 4310

**ITEMS RELATED TO
PUBLIC WORKS**

This page is
intentionally left blank

DATE: September 6, 2019

REPORT TITLE: **PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

FROM: Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That the Region of Peel extend the funding of \$240,000 per year for the next four years (2020-2023) to the Smart Freight Centre;

And further, that a copy of the report of the Acting Commissioner of Public Works, titled “Peel Goods Movement Status and Smart Freight Centre Update”, be circulated to members of the Peel Goods Movement Task Force.

REPORT HIGHLIGHTS

- Regional Council approved the Goods Movement Strategic Plan Update in April 2018 (Resolution # 2018-336).
- The Goods Movement Task Force and Technical Working Group, comprising of public and private stakeholders, identified nine action items which will improve how goods are moved through the Region.
- The Smart Freight Centre, which is one of the action items of the approved Peel Goods Movement Strategic Plan 2017-2021, was officially launched in April 18, 2019.
- In 2018, the Region of Peel approved seed funding of \$240,000 for the first year to establish the Smart Freight Centre.
- McMaster University, University of Toronto, and York University have matched the Region’s funding by contributing \$240,000 in-kind.
- With the \$240,000 seed funding, the Smart Freight Centre has been able to initiate the Off-Peak Delivery pilot project, the e-Commerce Study, and the Truck Friendly Measures study in the Region of Peel.
- Through Council’s approval of \$240,000 per year for the next four years, the Smart Freight Centre is expected to be self-sustainable by 2024.
- The Region of Peel is examining the possibility of applying for designation as a United Nations Regional Centre of Expertise in the area of goods movement and sustainable transportation.

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

DISCUSSION

1. BACKGROUND

The Region of Peel is a significant freight hub for Canada and a strategic location for national distribution. Provided below are some of the highlights about goods movement in Peel:

- An estimated \$1.8 billion worth of commodities travel to, from and through Peel every day making goods movement a pillar for the regional economy;
- There are over 2,000 trucking companies in Peel contributing to the economic wellbeing of the Region;
- Overall, goods movement contributes \$49 billion to the Peel Region Gross Domestic Product (GDP), which accounts for 21.1 per cent of Ontario's goods movement related GDP and 9.7 per cent of the national goods movement related GDP.

Peel Goods Movement Strategic Plan 2017-2021

In 2017, the Peel Goods Movement Task Force members and Technical Working Group developed the Peel Goods Movement Strategic Plan 2017-2021 ("Strategic Plan"). The Strategic Plan provides a five-year Action Plan for goods movement in Peel. It combines initiatives based on current needs and a long-term vision for the goods movement system. A copy of the Strategic Plan is provided in Appendix I.

Within the Strategic Plan, the Task Force identified an Action Plan of nine action items (as presented in Appendix I) to improve how goods are transported within and through Peel Region. These action items were built upon the completed 2012-2016 Strategic Plan.

Smart Freight Centre

Implementing a Smart Freight Centre was an action item from the 2012 to 2016 Council approved Goods Movement Strategic Plan. The Smart Freight Centre is currently working on implementing three of these nine action items. The Smart Freight Centre has been established between the Region, McMaster University, the University of Toronto, and York University. The mandate for this collaboration is to improve the quality of life and on-going economic vibrancy in the Greater Toronto and Hamilton Area (GTHA) by conducting evidence-based research and obtaining decision advocacy to coordinate transportation infrastructure, land development, regulations, technology tools and resources. The Smart Freight Centre provides expertise and creative solutions to the challenges that Peel Region is currently facing due to lack of funding to provide more infrastructure for goods movement.

Establishing the Smart Freight Centre benefits the Region's goods movement initiatives by:

- Recognizing that goods movement in Peel is not constrained to jurisdiction boundaries - the Smart Freight Centre works with a broad range of stakeholders from multiple jurisdictions to effect improvements. There is continued interest from new stakeholders to join the Smart Freight Centre;
- Involving impartial entities such as academic institutions to facilitate data sharing with industry;

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

- Improving the Regional capacity of goods movement data collection, interpretation, and application;
- Providing more accessibility to academic expertise and resources to better understand the impacts of goods movement to the Regional economy.

Goods movement extends beyond the municipal boundaries in the GTHA and requires a safe and efficient network in order to move goods and deliver services to communities and businesses. Goods movement is a shared concern and the issues cannot be addressed without collaborating with other agencies. The Smart Freight Centre aims to break down barriers in addressing these shared concerns and propose practical solutions and strategies. The Smart Freight Centre will also collaborate with provincial and federal governments, advocating for solutions that benefit the residents of Peel Region and the GTHA.

Dedicated physical space for the Smart Freight Centre is provided at each University. A website has been designed (SmartFreightCentre.ca) which provides information on existing and future projects and updates.

The Smart Freight Centre held an official launch event on April 18, 2019 in Brampton. This event was attended by Peel Regional Chair Nando Iannicca, M. P. Kamal Khera, Parliamentary Assistant to the Minister of International Trade, and representatives from the private companies and public agencies, elected officials from various levels of government, academic institutions, and media.

2. DISCUSSION

Council approved the Region's funding for the Smart Freight Centre in the amount of \$240,000 for the first year (2019). This funding is been used to conduct the Smart Freight Centre's projects. The funding is being distributed evenly among the University Partners, with each of the Universities matching the Region's seed funding with cash and in-kind contributions.

In April 2018, Council directed staff to report back on exercising the option to extend the Smart Freight Centre agreement for the next four years based on the program performance and progress, service, in-kind contributions, and approved capital budget.

Summarized below are the projects undertaken by the Smart Freight centre in the initial 12-month period followed by the work plan for the subsequent four years (2020-2023).

Smart Freight Centre 2019 Work Plan

With the \$240,000 seed funding, the first three Smart Freight Centre projects were initiated on January 2019 and are expected to be completed in December 2019.

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

Year One Work Plan – 2019

Initiative	Description	Status	Benefit to Peel
Off Peak Delivery (OPD) Pilot <i>University of Toronto</i>	OPD involves LCBO, Loblaw Companies Limited and Walmart Canada Corp. to deliver during off peak periods	The six months pilot project was launched on February 25, 2019	Improved travel times and reduced emissions on Regional roads during peak travel periods
e-Commerce Study <i>McMaster University</i>	This study will analyze e-commerce freight demand and its impact on Peel's transportation network	A survey examining the Peel resident's perception on e-Commerce has been designed for release in Q3, 2019	Provides an understanding of how e-commerce related activities impact traffic on Regional roads and land use patterns
Truck Friendly Measures Study <i>York University</i>	The study will focus on measures such as truck only lanes, truck priority signal improvements etc. on Regional road corridors	Transportation models are currently in development and initial findings are expected by Q1, 2020	Geared towards reducing truck related congestion and safety issues along the Regional road corridors

In addition to the outcomes from the completed projects from the first year of the Smart Freight Centre, the Region will benefit from the extended contribution by working with a collaborative network to improve goods movement in Peel Region and address regionally significant goods movement issues and challenges. As indicated, nine out of the twelve projects listed in the proposed 2020-2023 work plan address action items under the current Peel Goods Movement Strategic Plan. The other three projects are derived from discussions with the Peel Goods Movement Task Force.

Smart Freight Centre – Proposed 2020-2023 Year Work Plan				
Lead	2020	2021	2022	2023
University of Toronto	Last Mile Delivery Initiatives*	Modelling Emissions Impacts of Freight Transport Policy*	Delivery Robot Pilot in Indoor Environments	Automation and Crowdsourcing Initiatives for Last Mile Deliveries*

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

Smart Freight Centre – Proposed 2020-2023 Year Work Plan				
Lead	2020	2021	2022	2023
McMaster University	Last Mile Delivery Technology*	e-Commerce City Logistics Congestion Assessment*	e-Commerce City Logistics Environmental Impacts*	Shipping Price and Curbside Management
York University	Inter-Regional Truck Parking Study	Truck Signal Optimization Study*	Truck Corridor Study for LCV, truck platooning, and Connected and Autonomous Vehicles*	Truck and Bicycle Corridor Conflict and Mitigation Study*

* Projects that specifically address the action items under the current Goods Movement Strategic Plan

Smart Freight Centre 2020-2023 Funding and Work Plan

The future success of the Smart Freight Centre is dependent on partnership with both public and private agencies. It is recommended that the Region continue the funding of the Smart Freight Centre for the next four years.

The following funding sources have been committed to date in addition to the in-kind contributions from the Universities; however additional funding sources will be continued to be pursued:

Source	Amount
Purolator Courier – Data Intelligence for Logistics grant	\$300,000 total over 5 years
Social Sciences and Humanities Research Council (SSHRC) Partnership Engage Grant	\$25,000
SSHRC Partnership Development Grant	\$200,000
University of Toronto Internal Funding Program (in addition to the in-kind contribution)	\$300,000 total over 3 years
Transport Canada	\$300,000

From 2020-2023, the Smart Freight Centre will leverage these funds to deliver on a variety of projects including the projects listed in the proposed 2020-2023 work plan.

Additional details on the Smart Freight Centre’s draft work plan are provided in Appendix II.

The “Missing Link”

Council Resolution 2018-336 directed staff to prepare a proposal to study the movement of goods and people by rail with a focus on the “Missing Link” issue with Metrolinx and GO Transit service on the Milton line.

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

The Missing Link is a proposed railway connection between the Milton GO line west of Trafalgar Road in Milton and the CN Bypass Line at Bramalea via the Parkway Belt adjacent to Highway 407. Providing this connection would create access for heavy freight rail traffic and clear up passenger rail access for the Milton and Kitchener lines.

The City of Mississauga has completed a feasibility study for this railway connection. Regional staff are currently working with the Province and Metrolinx to advance this issue. Staff will report back with more details at a future date.

United Nations Regional Centre of Expertise Network Opportunity

Goods Movement Task Force partners and Regional staff are looking at the possibility to proceed with an application to the United Nations to designate the Region of Peel as a United Nations Regional Centre of Expertise. This designation would recognize Regional Council's leadership towards community sustainability as referenced in the Region's Official Plan. The United Nations Regional Centre of Expertise network would connect Regional Council strategies globally and would support heightened external partnership for two critical initiatives: Goods Movement and Sustainable Transportation.

RISK CONSIDERATIONS

If the Region of Peel does not take the leadership opportunity in collaborating with the Smart Freight Centre, it will lose the financial efficiency and collaborative benefits that could be realized when implementing goods movement solutions that improve the quality of life and economic vibrancy of the region. Most Regional roads are already built at maximum capacity and there is limited capacity available for widening roads to address future demand. If the Region does not continue to fund the Smart Freight Centre then the issues identified will need to be addressed using more costly alternatives. The seed funding of \$240,000 per year to participate in the Smart Freight Centre allows the Region to capture the in-kind contributions from the Universities and upwards of \$1 million in grants.

The Goods Movement Strategic Plan and the Smart Freight Centre are integral components of Peel's Long-Range Transportation Plan, to accommodate future transportation needs to 2041. Continued support of the Smart Freight Centre helps avoid the risk that the outcomes of that plan are not achieved.

FINANCIAL IMPLICATIONS

Funding to initiate the Smart Freight Centre was originally identified as \$240,000 per year for the first five years (2019-2023) with a view that thereafter the Smart Freight Centre will be self-funded. Staff indicated that it would report back to Council after the first year. It is recommended that the Region continue the funding of the Smart Freight Centre to the next four years in accordance with the terms and conditions, outlined in the legal agreement for the Smart Freight Centre, subject to program performance and progress, service, in-kind contributions and approved capital budgets. The \$240,000 of funding for next year will be included under the 2020 capital budget and the 10-year capital plan.

The Universities will match the Region's overall funding of \$960,000 in 2020-2023 through in-kind and cash contributions. The Region's funding and Universities' matching contributions will go towards completion of goods movement projects for that year.

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

CONCLUSION

Staff will continue to report back on outcomes and progress of the Smart Freight Centre at the end of each year. These updates will include information on the new partnerships formed through the Smart Freight Centre, as well as the status of projects and outcomes achieved.



Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

Appendix I – Goods Movement Strategic Plan (2017 – 2021)
Appendix II – Draft - Smart Freight Centre Five Year Plan (2019 – 2023)

For further information regarding this report, please contact Sabbir Saiyed, Manager, Transportation System Planning, 905-791-7800 ext. 4352, sabbir.saiyed@peelregion.ca.

Authored By: Sabrina Khan, Principal Planner, Transportation System Planning, email: sabrina.khan@peelregion.ca extension: 8354

Reviewed in workflow by:

Financial Support Unit
Legal Services

Peel Region

GOODS MOVEMENT

Strategic Plan 2017-2021

March 2017

Table of Contents

Section 1: Peel Region’s Goods Movement Program.....	1
About the Goods Movement Strategic Plan.....	1
Overview of Goods Movement in Peel	2
Goods Movement Garnering Greater Attention	3
Region of Peel’s Overarching Framework	4
Developing the 2017-2021 Strategic Plan.....	6
Section 2: Mission & Goals	7
Mission.....	7
Goals	7
Section 3: Peel is a Goods Movement Hub.....	9
Social & Economic Benefits of Goods Movement.....	10
Section 4: A Diverse Goods Movement Transportation System...14	
Roads	14
Rail.....	17
Air	20
Pipeline & Marine.....	23
Section 5: Changes in the Goods Movement Landscape	24
Section 6: Report Card – What Have We Done?.....	26
Section 7: Looking Ahead – Where Are We Going?.....	28
Action Plan 2017-2021	28

Section 1: Peel Region's Goods Movement Program

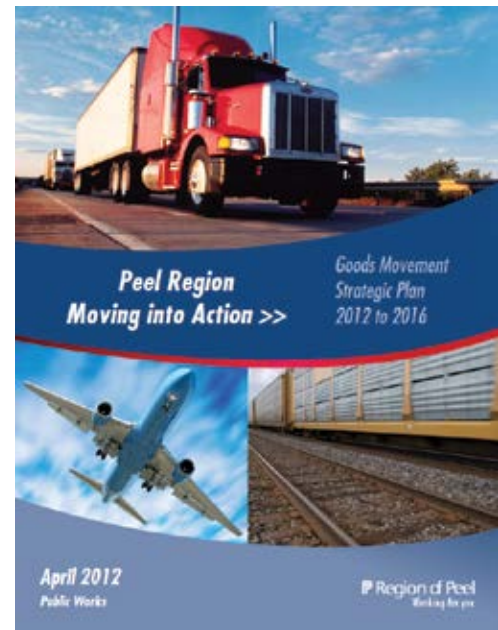
About the Goods Movement Strategic Plan

The Goods Movement Strategic Plan is a five-year blueprint for action for goods movement in Peel Region. It combines initiatives based on current needs and a long-term vision for the goods movement system. The recommendations in this plan are based on data and stakeholder input. This plan serves as an update to the 2012 - 2016 Goods Movement Strategic Plan and was prepared concurrently with the Goods Movement Long Term Plan which will be released following this Plan.

The 2012-2016 Goods Movement Strategic Plan included 23 Action Items to help move goods more efficiently, manage congestion and mitigate effects on health and the environment in Peel Region.

The Action Items were categorized in four strategic directions:

- 1 Infrastructure Improvements
- 2 Partnership, Communication and Advocacy
- 3 Systems Optimization of Existing Infrastructure
- 4 Planning and Forecasting



Overview of Goods Movement in Peel







The Region of Peel is a significant freight hub for Canada and a strategic location for national distribution. An estimated \$1.8 billion¹ worth of commodities travel to, from and through Peel every day making goods movement a pillar of the regional economy. Peel has demonstrated leadership in this area with forward-thinking goods movement planning initiatives. The growth in goods movement-related industries in Peel Region and the importance of these industries to the national economy underscores the need for continued planning in this area.

Figure 1: Goods Movement Definition

Goods movement is the transportation of a product or raw material by various modes and/or combination of modes including road (truck), rail, air, marine, and pipeline, making it available for public consumption.

Goods movement is an industry in itself and a key source of employment in Peel Region.

Goods movement industries include:

	Manufacturing		Wholesale Trade
	Transportation & Warehousing		Agriculture
	Mining		Construction



The Transportation Systems Planning Team within Peel's Transportation Division has taken a leadership role in developing and implementing goods movement strategies in the Greater Toronto and Hamilton Area (GTHA) and nationally. Peel's Goods Movement program was

1

Ministry of Transportation, Commercial Vehicle Survey, 2012-2014

established in 2003. This was followed by the establishment of the public-private Goods Movement Task Force in 2009. The Task Force's mandate is to improve the efficiency, competitiveness, and sustainability of the goods movement system in the Region. In 2012, the Region released a Goods Movement Strategic Plan that established action items to be implemented over the next five-year period. These actions focused on improvements towards achieving the overall vision for the future goods movement system.

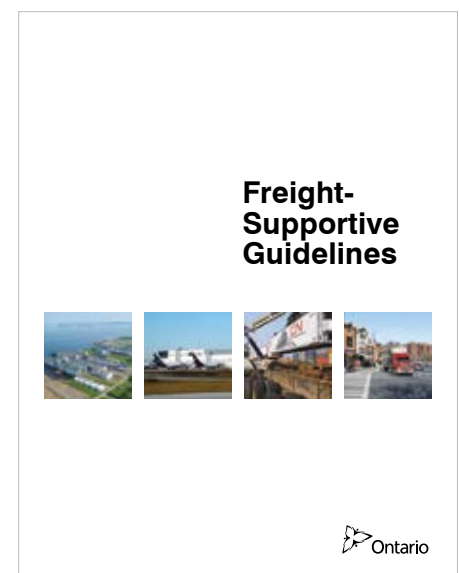
Figure 2: Peel's Goods Movement Program History



Goods Movement Garnering Greater Attention

Since the first Goods Movement Strategic Plan was released in 2012, there has been increasing recognition of both the impact and importance of goods movement by municipalities and other government agencies across Ontario. Significant progress has been made in the goods movement planning and policy context as demonstrated by:

- » Ministry of Transportation (MTO) Freight-Supportive Guidelines
- » MTO Off-Peak Deliveries Pilot
- » Metrolinx Data Collection Framework
- » Metrolinx Urban Goods Movement Technical Paper
- » Inclusion of Goods Movement Policies in the Provincial Policy Statement and Places to Grow: Growth Plan for the Greater Golden Horseshoe.
- » Provincial Long Term Transportation Plan for the Greater Golden Horseshoe



Region of Peel's Overarching Framework

Term of Council Priorities

The importance of addressing the impact of goods movement was highlighted in the Term of Council Priorities established by Peel Regional Council. Improving goods movement will be addressed through various strategies until the end of 2018.

Term of Council Priorities represent what the Region is focused on for the current Council Term. With each new Term of Council, new four-year priorities will be set out that build off our past successes and further our progress towards our 20-year outcomes.

"Improve Goods Movement" was identified as a Term of Council Priority. The outcome that the Region would like to achieve with this Term of Council Priority is to reduce congestion on high volume truck routes at peak hours.

Figure 3: Peel's Term of Council Priorities 2015 - 2018



Source: www.peelregion.ca/strategicplan

Region of Peel Long Range Transportation Plan

The Region of Peel Long Range Transportation Plan (LRTP) Update is a 25-year plan to build communities for life and guide regional transportation policy through 2041. The LRTP serves as an overarching document for transportation planning in Peel. Its purpose is to make transportation in Peel easier, faster, greener, safer, and healthier. The LRTP Update considers moving goods and delivering services as an aspect of the regional transportation system.

Peel Region’s population will continue to grow and it is important for Peel to be prepared to support the delivery of goods and services to a growing population.

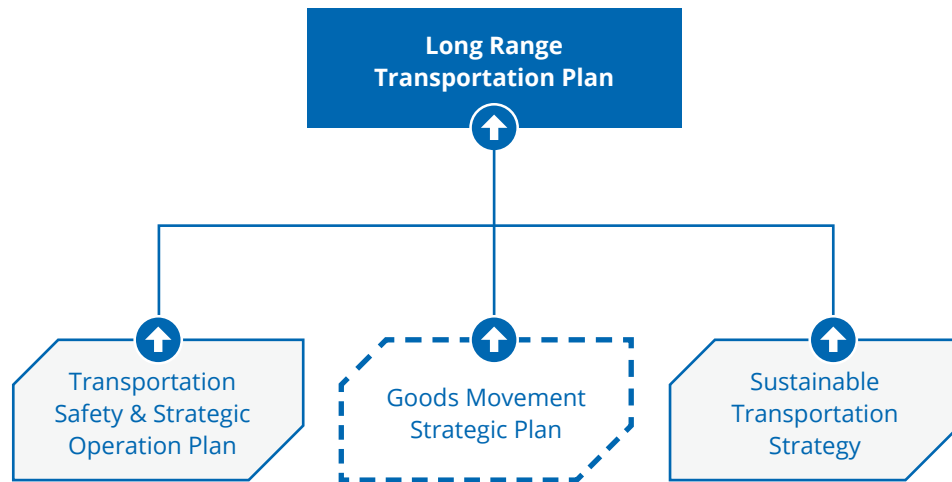
The Goods Movement Strategic Plan (2017) works within the LRTP Update to find ways to support the goods movement industry and integrate it with the community.



It is estimated that each person generates 2-3 truck loads per year. In **2041**, this could result in 6 million trucks per year in Peel. **The Goods Movement Long Term Plan** will plan for this.



Figure 4: Peel Region's Transportation Planning Framework



Developing the 2017-2021 Strategic Plan

The Goods Movement Strategic Plan update was developed using technical analysis and extensive stakeholder consultation to arrive at relevant, innovative, and effective action items for the next five years:

- » **Technical Analysis:** Data collection and analysis was completed to determine patterns, trends, and opportunities for the goods movement network. Analysis included review of network data, best practices, trends, risks, and policies. Additionally, a literature review was completed to assess best practices of other jurisdictions.
- » **Stakeholder Consultations:** The project engaged stakeholders from goals development to vetting final action items. Consultation included stakeholders in all tasks from ongoing stakeholder committee meetings, interviews with industry partners, Goods Movement Task Force workshops, and the development of a public project website and online survey.



Section 2: Mission & Goals

Mission

Our Mission is for Peel to have a safe, convenient, efficient, multi-modal, sustainable and integrated goods movement transportation system that supports a vibrant economy, respects the natural and urban environment, meets the diverse needs of industries and residents and contributes to a higher quality of life.

Goals

Goals identify the strategic direction and outcome of goods movement initiatives in the Region. The goals named below support the Region's goods movement mission, and provide a strategic focus for the action items presented.

Each Action Item presented later in the Plan will show how they relate to the goals.

Figure 5: Goods Movement Strategic Plan Goals



Figure 6: Goods Movement Strategic Plan Process



Section 3: Peel is a Goods Movement Hub

Peel Region is situated at the junction of some of North America’s most important east-west and north-south trade routes. In the past 20 years, Peel’s location on major trade corridors, the availability of appropriately zoned and priced land, access to a skilled workforce, and proximity to major markets in the GTHA and beyond have led to strong growth in the number of manufacturing, warehousing and goods-movement-related businesses locating in the region. This growth can also be attributed in part to the well-developed multi-modal transportation infrastructure found in Peel. Important elements of the goods movement network are shown in **Figure 7**.

Figure 7: Peel’s Transportation Infrastructure



Seven 400-Series Highways:

The densest network of 400-series highways in the GTHA



Canada’s Largest International Airport



Mainline Tracks and Facilities for Canada’s two Major Railroads: CN and CP

Social & Economic Benefits of Goods Movement

Goods movement is a backbone of the lifestyle we enjoy in North America, providing consumers with access to a wide range of diverse and affordable goods from around the world to consumers. Consumption and commerce are the ultimate drivers of goods movement, which underpins widespread economic benefits to Peel Region, the province, and the country.

The economic benefits of goods movement in Peel Region include:

Goods-movement-related industries **contributed \$49 billion of GDP** to Peel Region's economy.²

Goods movement-related industries account for **43% of jobs in Peel Region**. These jobs create roughly \$29 billion in labour income.

Toronto Pearson International Airport handles **more air cargo than the Vancouver and Montreal** airports combined.

Approximately **\$1.8 billion** worth of goods move through Peel every day on the east-west highways.³

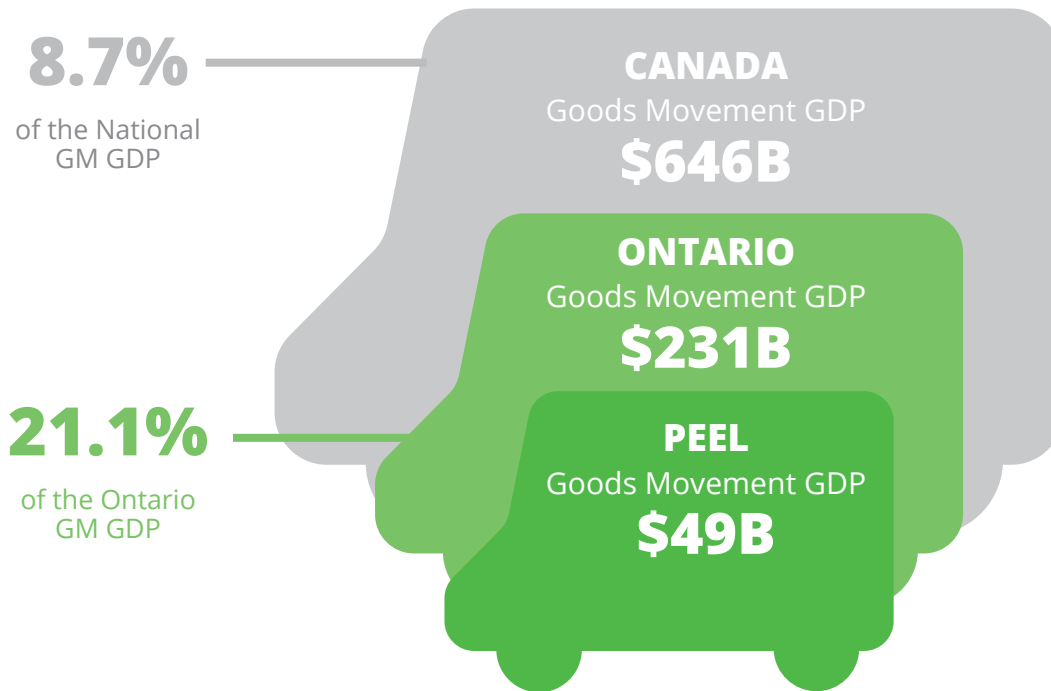
CN Brampton Intermodal Terminal is Canada's largest and handles **60% of CN's intermodal traffic**.⁴

Goods moving industries contributed **48% of all industrial/commercial taxes in Peel**.²



2 Region of Peel, Goods Movement Economic Impact Analysis, 2015
3 Ministry of Transportation, Commercial Vehicle Survey, 2012-2014
4 Metrolinx, Region Transportation Plan Legislative Review Background: Urban Goods Movement, 2016

Figure 8: Goods Movement Economic Contribution, 2014



Source: Region of Peel, Goods Movement Economic Impact Analysis, 2015

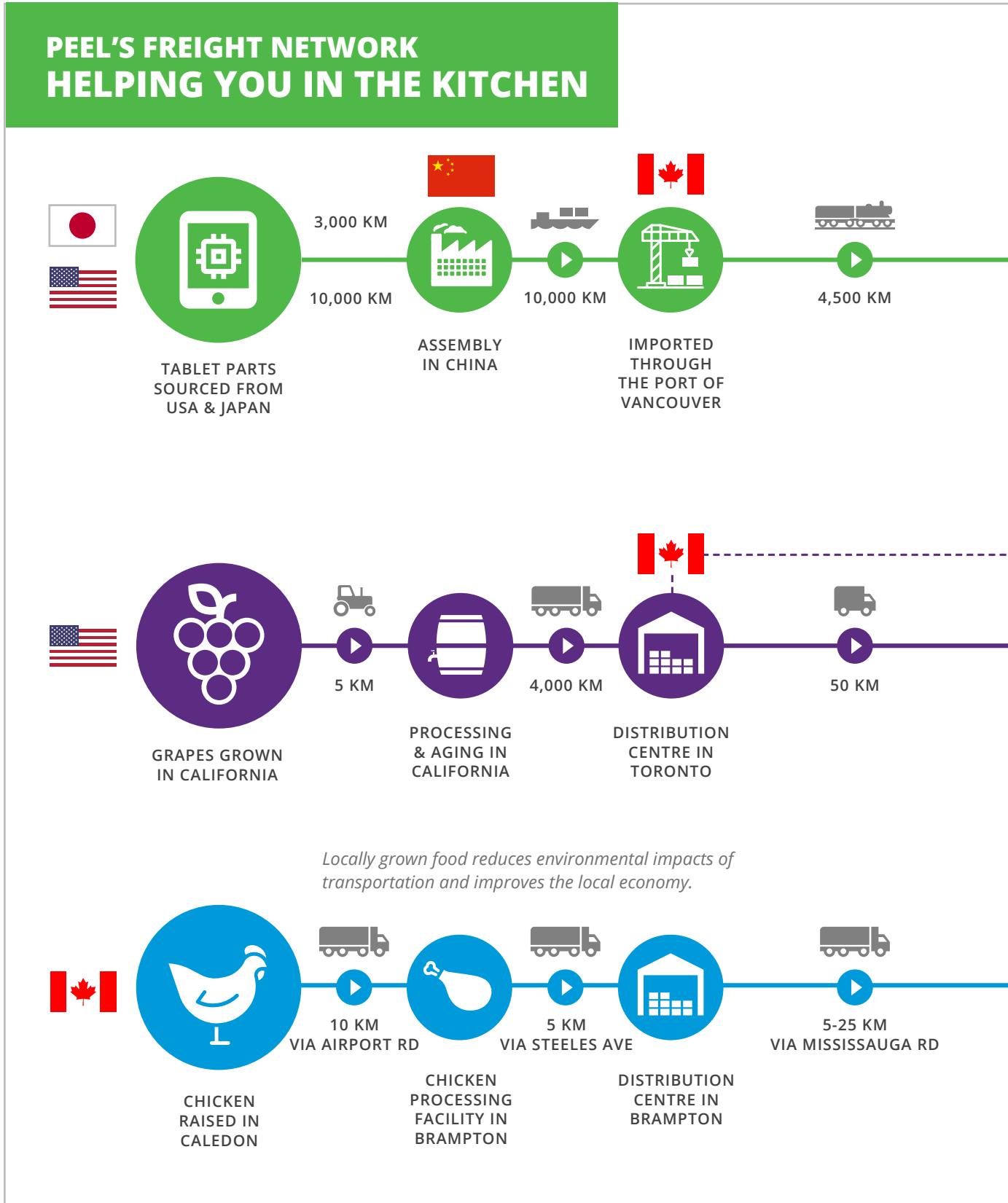
Figure 9: Goods Movement Labour Force in Peel



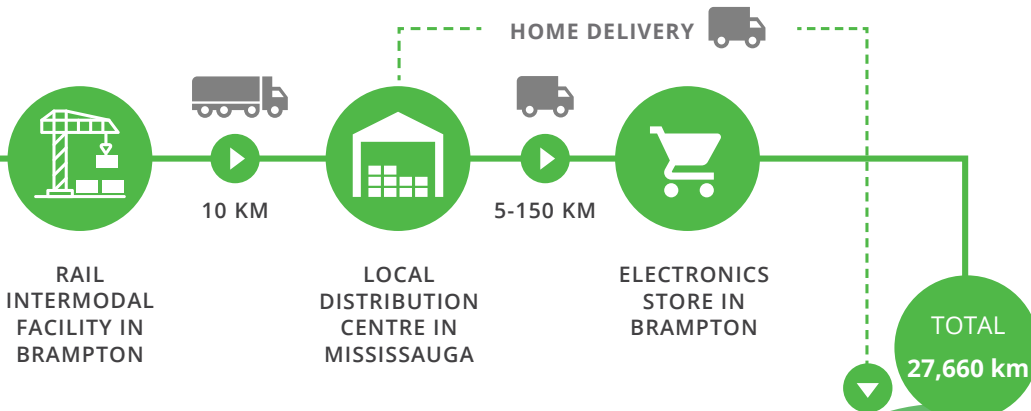
Goods movement-dependent industries
represent **4 out of every 9 jobs** in Peel.

Source: Region of Peel, Goods Movement Economic Impact Analysis, 2015

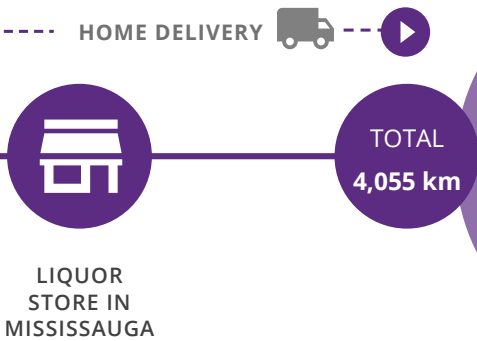
Figure 10: Peel's Freight Network – Helping you in the Kitchen



Peel Region is home to thousands of distribution centres moving a range of goods from food, to electronics, to clothes.



Home delivery is becoming more popular. Peel Region is home to many courier services including Canada Post, Fed Ex, and Purolator.



Did you know:

This home-cooked meal, using a recipe on a tablet, travelled over 31,000 km?

Section 4: A Diverse Goods Movement Transportation System

The GTHA is a world-class metropolis, a large market for consumer goods and a manufacturing and distribution hub for Canada. A large proportion of the goods movement activities in the GTHA occur in the Region of Peel, with 39% of the transportation and logistics labour force in the GTHA.⁵ Peel has exceptional access to different freight transportation modes, which give the Region a strategic advantage as Canada's distribution hub.

Roads

There were an estimated 16.3 million truck trips that had either an origin or destination in Peel⁶

Trucks carried over \$312 billion in cargo to, from, and within Peel Region⁶

The backbone of Peel's freight transportation system is the network of highways and arterials that traverse the region. These roads are used by various types of trucks to connect producers and consumers, and provide access to intermodal infrastructure throughout the Region. They carry a wide range of goods and commodities including mixed freight (e.g. grocery store items, hardware, office supplies), electronics, automobile parts, pharmaceuticals, and machinery. Everything that is consumed or produced in Peel must be transported on these roads, potentially involving several truck trips. Peel's trucking industry serves almost all of Canada and the United States.

The roadway network in Peel is classified into:

- » Provincial roads
- » Regional roads
- » Local municipal roads

To help improve efficiency in truck movements, Peel released the Strategic Goods Movement Network Study in 2013 (**Figure 12**). This network identifies primary and connector truck routes for safe and effective routing through the Region. In addition, Peel has a large share of the MTO-approved long combination vehicle routes in Ontario. A large portion of Peel's roads can facilitate the safe movement of these vehicles on regional and local roads.

⁵ Metrolinx, Region Transportation Plan Legislation Review Backgrounder: Urban Goods Movement, 2016

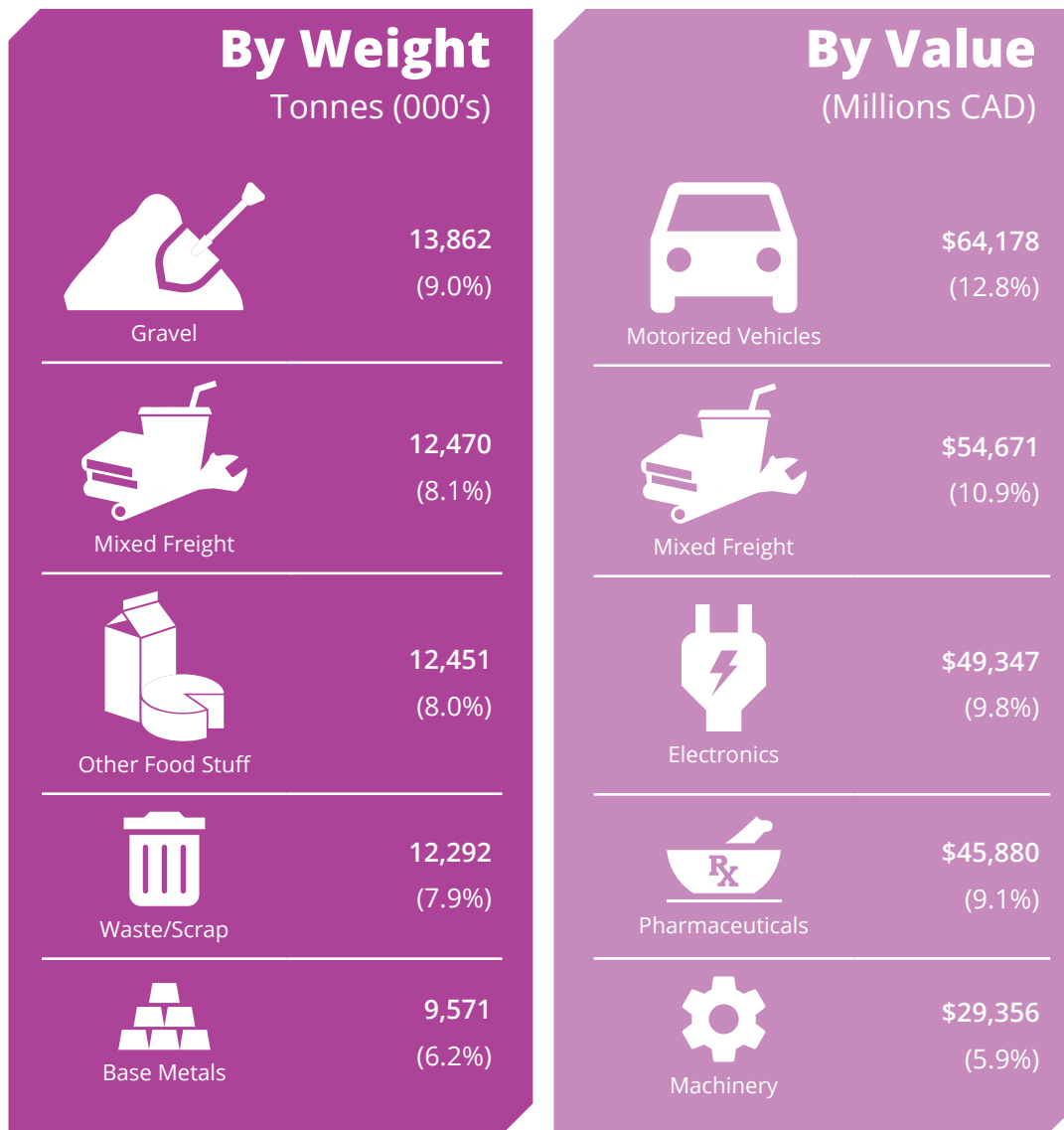
⁶ Ministry of Transportation, Commercial Vehicle Survey, 2012-2014

Table 1: Truck Freight Volumes, 2012

Annual Truck Freight Volumes in Peel (Rounded Figures)				
	Tonnes	Value	Trips	KMs in Peel
Total	154,862,000	\$502,218,000	24,238,000	435,200,000

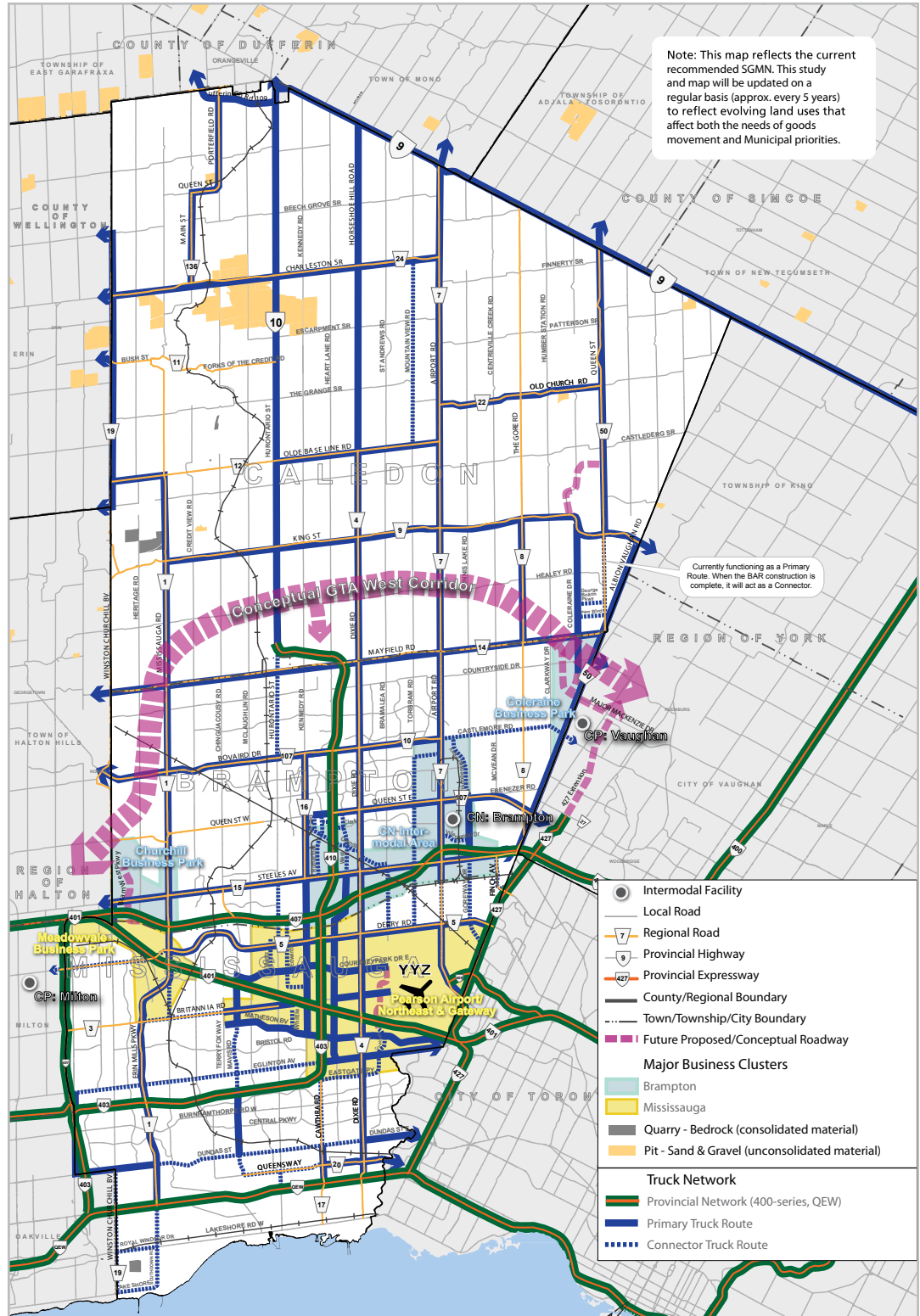
Source: Ministry of Transportation, Commercial Vehicle Survey, 2012-2014

Figure 11: Top 5 Commodities by Weight and Value Moved by Truck in Peel



Source: Ministry of Transportation, Commercial Vehicle Survey, 2012-2014

Figure 12: Region of Peel Strategic Goods Movement Network (SGMN), 2013



Rail

Rail is the commonly used mode for long-distance transportation of bulk commodities such as petroleum, coal, and wheat as well as intermodal and speciality cargo such as automobiles. Canada's rail network connects Peel Region to the east and west coasts for goods travelling to and from Asian and European markets through the ports of Vancouver, Prince Rupert, Halifax, and Montreal.

Peel Region is connected to the rest of North America by the Canadian National Railway (CN) and the Canadian Pacific Railway (CP), Canada's two Class-1 railroads. Class-1 railroads see higher freight volumes and their networks span a larger geographic region, encompassing the U.S. and Canada. The Region is also home to the Orangeville Brampton Railway (OBRY), a short-line railway that connects several shippers to the broader CP network. Passenger rail service is provided by GO Transit, an operating division of Metrolinx. GO Transit owns two lines, primarily in the City of Mississauga. Both lines lead to or operate on track owned by CP and CN. Over the years, greater emphasis has been placed on transit and passenger rail resulting in present day operational conflicts.



At-Grade Crossings

There are currently 12 at-grade rail crossing in Peel. A study completed in 2014 as an action item from the 2012-2016 Strategic Plan identified two at-grade crossings on the CP network at Coleraine Dr. and King St. to be considered for grade separation.



Rail Intermodal

Standardized intermodal containers are transferred from rail cars to trucks, or vice versa at rail intermodal terminals, providing competitive travel times, reliability, and costs, particularly between large metropolitan centres and key ports. Two main intermodal terminals – CN in Brampton and CP in Vaughan – serve the GTHA. A third intermodal terminal is being proposed by CN in Milton. The project is currently progressing through the federal Environmental Assessment process.



Figure 13: Peel's Rail Profile



Air

Peel Region is home to Toronto Pearson International Airport, the largest airport in the country by passenger and cargo volumes.

Air freight is a critical component of many shippers' supply-chains serving two primary functions. The first is to act as a fail-safe for the low-inventory operations widely used in manufacturing and distribution. The second is the transport of expensive, perishable or otherwise time-critical goods. The value of air's fast and reliable delivery offsets the higher cost of transportation. Electronics are an example of high-value goods, and flowers are an example of goods that are perishable.

Peel Region is home to Toronto Pearson International Airport, the largest airport in the country by passenger and cargo volumes. Toronto Pearson International is strategically located in the area intersected by Highways 407, 427, 401, and 410. The airport boasts three dedicated cargo facilities: the Cargo West Facilities, the VISTA Cargo area, and the FedEx cargo area. Shippers serving national or international markets from Canada benefit from locating in Peel or adjacent areas because of ready access to Pearson.

The John C. Munro Hamilton International Airport is not located in Peel, but provides a valuable air cargo service for many companies in Peel. The airport is the third largest in Canada in terms of cargo tonnage handled. Hamilton International is located roughly 60 kilometers southwest from Mississauga, and is connected to Peel by Highways 403 and 407 which serve as vital links for shippers in Peel relying on air cargo service in Hamilton.

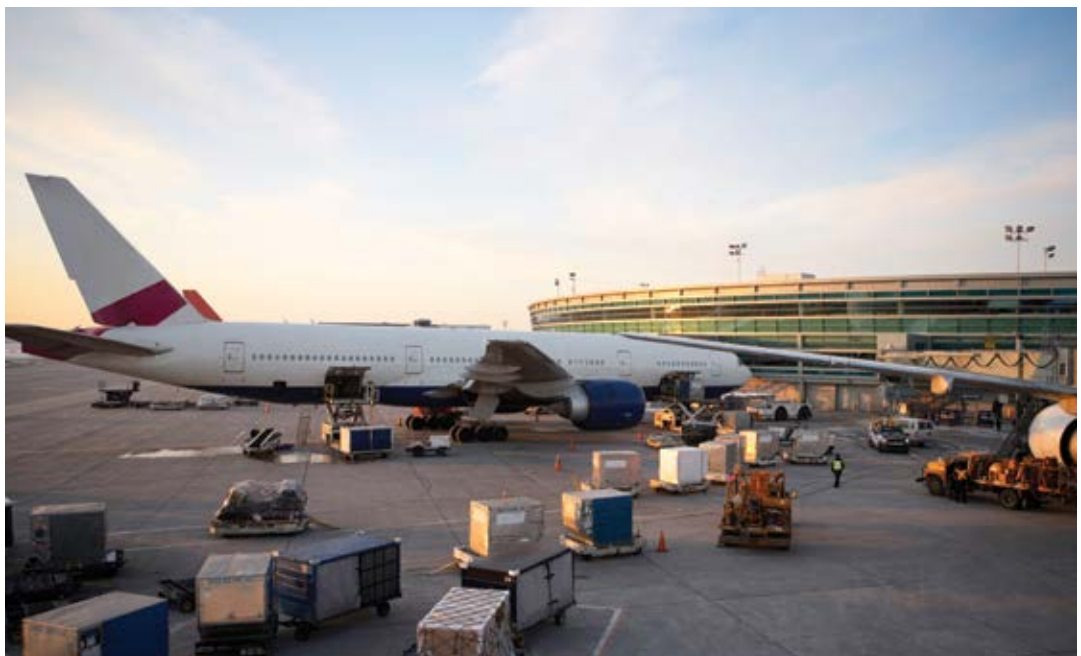


Table 2: Cargo Volume for Toronto Pearson and Hamilton International

Loaded and Unloaded Tonnes of Cargo, 2015		
	Tonnes	%
Toronto Pearson	367,993	31.4%
Hamilton International	110,797	9.4%
Canada Total	1,172,622	

Source: Statistics Canada, Table 401-0045.

Table 3: Toronto Pearson Projected Long Term Cargo Volume Targets

Projected Long Term Targets				
	2015	2027	2034	Avg Annual Growth Rate
Toronto Pearson Cargo Volume (Tonnes)	434,600	-	990,000	4.4%

Source: GTAA 2015 Annual Report

Table 4: Hamilton International Long Term Aircraft Movements Targets

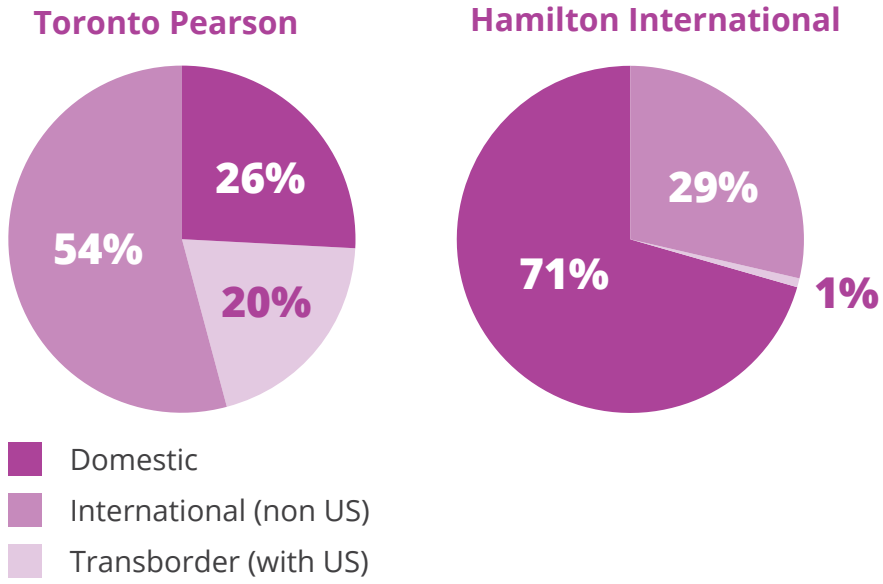
Projected Long Term Targets				
	2015	2027	2034	Avg Annual Growth Rate
Hamilton International Aircraft Movements	15,900	19,200	-	1.6%

Source: John C. Munro Hamilton International Airport Air Traffic Forecast

Both Toronto Pearson International and Hamilton International airports serve a diverse set of markets. Only 20% of cargo handled at Toronto Pearson comes from or goes to domestic destinations.⁷ The majority involve international trade with the U.S. and other countries.

⁷ Statistics Canada, Table 401-0045, 2014.

Figure 14: Markets Served by GTHA's Airports



Source: Statistics Canada, Table 401-0045.



Pipeline & Marine

Pipeline infrastructure transports natural gas, crude oil, and petroleum products across Canada, important for energy production for both consumers and trade. Peel has both natural gas and petroleum pipelines running through the Region. A refinery in Mississauga produces oil lubricants, but the major refineries serving the petroleum needs of the GTHA are located in Sarnia, Montreal, and Levis QC.

Marine plays only a small role in the movement of goods to and from Peel. Peel has two private port facilities: at the refinery in Mississauga and the cement plant in Clarkson for petrochemicals and limestone respectively.



Section 5: Changes in the Goods Movement Landscape

Since the Goods Movement Strategic Plan was released in 2012, the goods movement industry has evolved rapidly. This evolution has been driven in part by the industry actively determining its needs as it grows, and in part by drivers such as climate change, population, and employment growth, which continue to shape the industry's directions and objectives.

The updated Goods Movement Strategic Plan (2017) responds to these changes and external pressures by including action items such as off-peak delivery, e-commerce, freight land use planning, and connected and automated vehicles (CAV). By implementing these action items, Peel will continue to be at the forefront of goods movement planning in Ontario.



Customers' growing expectations

of shorter delivery times and the availability of delivery membership programs have pushed the limits of e-commerce. This has led to courier and logistics companies having to re-evaluate their operations to meet e-commerce demands.



Increasing concern of the effects of congestion

on the transportation costs of delivering goods has initiated off-peak delivery and coordinated local delivery plan (e.g. neighbourhood freight forums) considerations in some municipalities.



3

The decreasing labour force availability and growing industry expectations

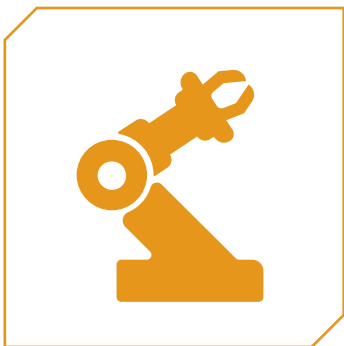
of particular skill sets have led to educational and apprenticeship partnerships between industry and institutional partners.



4

Emissions from the transportation sector

have also led to increasing interest and integration of clean technologies in freight to meet industry's sustainability objectives.



5

Automation, technological changes, and robotics

have caused a rethinking of the use of space in warehouse and distribution centres, as well as the resources available to logistics companies as they meet their scheduling demands.



6

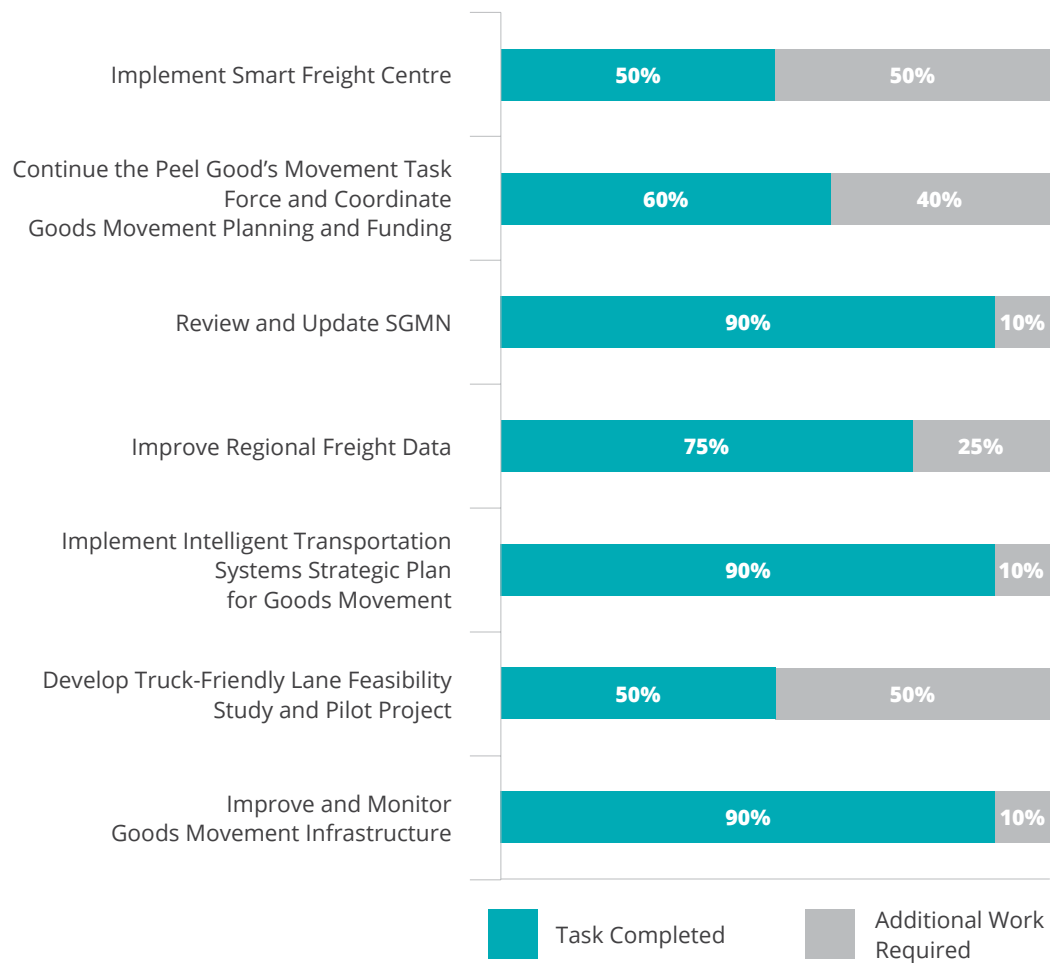
Strategies to address population and employment growth pressures

along with the demands for land and increasing land values in the province have challenged existing and future locations of the industry, as well as its transportation needs, over the years.

Section 6: Report Card – What Have We Done?

The 2012-2016 Peel Goods Movement Strategic Plan “Moving into Action” contained 23 Action Items which were prioritized over the five-year period of the Plan (See Appendix I). While all 23 Actions are complete, additional work on certain actions will continue into the 2017-2021 Plan update.

Figure 15: 2012-2016 Action Items with Additional Tasks to be Worked on in 2017-2021



Highlights of completed work from 2012-2016:

- » 11 Task Force Meetings.
- » 4 Goods Movement Conferences to advance partnerships, advocacy for improvements and collaboration.
- » 20 Signal timing changes on Goods Movement Corridors adjusted for improved travel time and traffic flow.
- » Developed a Data Sharing Partnership with Ministry of Transportation for Commercial Vehicle Surveys and iCorridor.
- » Analyzed all at-grade rail crossings for goods movement and safety. One Environmental Assessment is being undertaken for the separation of the grade crossing at Coleraine Drive in Bolton as a result.
- » Developed a discussion paper on Truck Only Lanes with the Transportation Association of Canada.
- » Developed the Goods Movement Economic Impact Analysis Report to provide messaging about goods movement in Peel.
- » Developed a Strategic Goods Movement Network (SGMN) (Figure 16).
- » Create a Peel truckers map that employs GPS and includes routes and by-law references (Figure 17).
- » A process was developed to assess infrastructure improvements for goods movement. The intersection of Steeles Avenue and Torbram Road was advanced from 2026 to 2015 and has now been constructed. The process is now integrated within capital budget processes.

Figure 16: Peel's Strategic Goods Movement Network

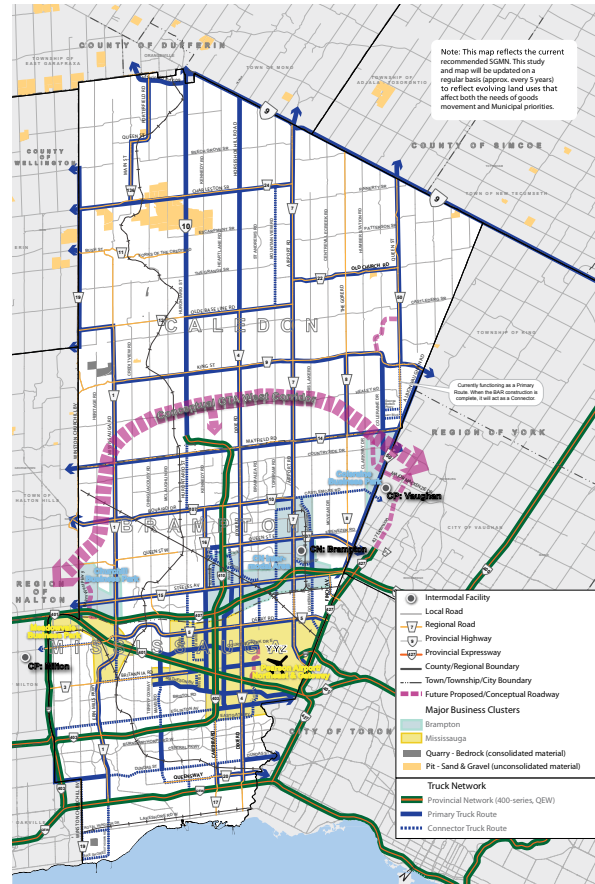
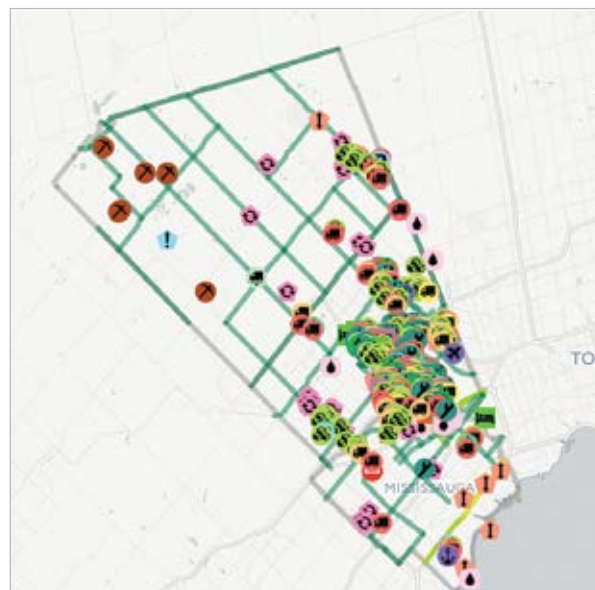


Figure 17: Peel's Trucker's Map



Source: <http://www.peelregion.ca/planning-maps/freight/>

Section 7: Looking Ahead – Where Are We Going?

Action Plan 2017-2021

Building upon the work completed in 2012-2016, the Strategic Plan is being updated to move the yardstick even further.

After thorough stakeholder consultation and analysis, new short-term actions and strategies have been identified for implementation over the next five years – 2017 to 2021. This Strategic Plan outlines a series of nine Action Item Strategies. Each Action Item presented below includes related tasks that will drive towards Peel's vision and goals for goods movement.

To maintain consistency with the 2012-2016 Strategic Plan, these Action Items are categorized into the same four strategic directions:

1. Infrastructure Improvements
2. Partnership, Communication and Advocacy
3. Systems Optimization of Existing Infrastructure
4. Planning and Forecasting



The actions are not presented in any order or priority; however, some actions need to be achieved before others can be initiated and this will be identified in the work plan process.

Each Action Item will show how much they relate to a goal using the symbols below.

Alignment with Goals		Goals	
H	High		Community & Environmental Sustainability
MH	Medium-High		Safety
M	Medium		Economic Competitiveness
ML	Medium-Low		Innovation & Technology
L	Low		System Performance
			Performance Management



Strategic Direction: Planning & Forecasting

Goals

1

Action Item

Goods Movement and Logistics Planning Coordination



H

M

H

M

MH

L

Rationale

Land use in Peel Region impacts and is impacted by goods movement. Current infrastructure and financial considerations in the Region make certain lands attractive to freight development. There is a need for Peel to take a coordination role for goods movement that takes into account the opportunities within the Region and beyond.

Description of Work

There is a need to develop coordinated freight and logistics planning.

The work to complete this action item would include:

- » **Assess the Feasibility of Alternative Economic Districts:**
Economic districts are strategic initiatives to attract and concentrate similar uses and activities and have positive benefits for the transportation network. The applicability of economic districts such as foreign trade zones would be reviewed. This would entail a review of best practices and a feasibility assessment.
- » **Cross-Municipal Economic Development Partnerships:**
Freight development and transportation impacts are not limited to Peel Region, making a coordinated approach to land use and transportation planning necessary.
- » **Identify Strategic Locations for Goods Movement:** A coordinated approach would be used to identify existing or planned strategic goods movement locations in coordination with the Strategic Goods Movement Network. This would entail an identification of future accommodation of goods movement related uses in coordination with local municipal official plans.
- » **Develop a Freight Planning Guide:** MTO has released freight-supportive guidelines for municipal planning that cover a range of municipal applications. It is recommended that a local guidebook be created to provide a context-specific framework for Regional development and Environmental Assessment planning to consider in the review processes.

Desired Outcome

Facilitate planning to integrate and support the goods movement sector.

Performance Measure

- » Incorporation of MTO's freight-supportive guidelines
- » Number of development projects that consider goods movement principles
- » Official Plan policy development that supports and encourages freight land use planning


Commencement

2020



Strategic Direction: Planning & Forecasting

Goals

2	Action Item						
	Foster Industry Innovation Through a CAV Corridor Pilot Project						

Rationale

Connected Automated Vehicles (CAV) technology will have a significant impact on the transportation industry, offering the potential for greater productivity, safety, and efficiency. As the nation’s primary freight centre, Peel Region needs to understand how best to integrate CAV into the activities and operations of its businesses. It is also in the interests of the federal and provincial governments to engage with this technology. For freight applications, Peel is a critical place to do so.

Description of Work

This action item is for the implementation of a CAV pilot corridor. The specific tasks to complete this action are modeled on Florida Department of Transportation’s AV pilot projects and include:

- » **Identify a Pilot Corridor:** A pilot is most likely to succeed in the place that would benefit the most. A well-travelled drayage route, for example, may yield the best results. An analysis would be completed to identify the best corridor location for this pilot. A number of drayage operators would be identified as project partners for application on their fleet. A private road would serve as an ideal testing ground.
- » **CAV Technology Deployment:** An analysis of freight operations data is required to advance CAV technology. As a first step, better freight data would be collected. Based on this data, CAV technologies would be identified and deployed to allow operators and Peel to better understand vehicle performance on highly used freight routes.
- » **Install CV Infrastructure:** The next phase of this project is to connect freight vehicles to traffic signals using Connected Vehicle (CV) equipment from the deployment phase. This may require releasing an RFP for the procurement of a ITS/CV signal infrastructure that is compatible with the CV technologies of the pilot fleet. A review of infrastructure capabilities in the Region will be considered.

Desired Outcome

Implementation of the CAV Corridor Pilot Project, policies to support it and installation of CV infrastructure.

Performance Measure

- » Number of CAV Corridor Pilot participants
- » Regional Official Plan policies to support CAV corridor considerations

Commencement

2021



Strategic Direction:
Network Improvements

Goals

3	Action Item	Increase Capacity with Convenient and Feasible Off-Peak Deliveries						
	H	M	H	ML	MH	M		

Rationale

Off-peak delivery (OPD) is a strategy to alleviate congestion during peak periods, and to increase utilization of existing infrastructure capacity. This win-win solution reduces the number of trucks on the roads during periods of congestion and offers greater efficiency to delivery companies. There are challenges to OPD. Inconsistent bylaws across municipalities make it difficult for business to coordinate their deliveries. Greater intensification and the increase in sustainable transportation have made corridors less conducive to trucks, particularly for deliveries in urban areas. Residential noise complaints due to a lack of buffering between loading docks and housing units inhibit the full potential of OPD. Finally, OPD may work for some businesses, but may be incompatible with the needs of others without adequate resources for its implementation.

Description of Work

This action item is for the development of an OPD pilot district. OPD is intrinsically constricted by land use and urban design. Considerations for a first OPD pilot district include: The Hurontario Corridor that is being planned for Light Rail Transit in 2018 and the Airport Operating Area due to the significant number of goods movement related businesses. OPDs present opportunities to improve efficiency while reducing congestion and community impacts. Specific tasks include:

- » **Identify the OPD District:** Using a district-based approach, define an area that would encompass the OPD pilot. Through a best practices case study review, identify features and requirements of OPD that impacts policies, land use, design, and by-laws. Determine businesses located in the district to participate in the pilot.
- » **Measure Market Interests:** Conduct a survey to gauge interest among businesses and carriers in participating in the pilot. Identify early obstacles in rolling out the pilot program and use this to help design the program for success.

Description of Work

- » **Communication Plans:** Develop a communications plan that would coincide with the program roll out. Identify actions that can help ensure the success of the OPD program.
- » **Implementation:** Develop an OPD pilot plan and implement with business participants.
- » **Data Collection/Analysis:** Measure performance to determine program success. Determine evaluation methods and specific performance metrics, including setting baseline data and metrics to assess program results. Identify ways to scale the program pilot for wider program implementation.

Desired Outcome

Improving travel time by shifting peak deliveries to off-peak, where feasible.

Performance Measure

- » Number of business participants
- » Percentage of participants' routes switched to OPD
- » No increase to noise complaints
- » No increase to accidents

Commencement

2017



Strategic Direction: Planning & Forecasting

Goals

4

Action Item

Adapt to Advancements in the E-Commerce Shift

					
H	M	M	MH	M	M

Rationale

There has been an industry-wide shift in the retail landscape with omni-channel strategies offering multiple opportunities for customers to shop, including in-store and online. The upward trend of e-commerce has resulted in increasing numbers of home deliveries with more delivery trucks in residential communities on ever-tighter schedules. The competitive retail landscape and the need to serve customers faster and better has put great pressure on road networks. There has also been a change in how companies position and operate distribution centers and their inventory, and in the delivery function of stores.

Description of Work

This action item is for a study of e-commerce will help Peel adapt to this retail shift and its impact on the road networks. The study will examine:

- » **Changes to Freight Demand:** A review of the drivers and trends of e-commerce is necessary to understand the impact e-commerce on demand. This review should show how e-commerce fits within other omni-channel strategies. Impacts to the transportation network would also be studied under this task.
- » **Distribution Concepts:** A review of the impact e-commerce will have on goods distribution is required. E-commerce doesn't necessarily lead to increased traffic to fulfill home deliveries. Ongoing logistics and advancements may reveal new ways to consolidate trips in urban areas that could lead to more efficient delivery and reduction of traffic. There is a need to understand the characteristics, location and requirements of delivery staging facilities under the new demands presented by e-commerce. This would include the number, location, and types of distributions centres being used. This task would understand the impacts to land-use patterns and how they may need to change over the longer term.

Description of Work

- » **Community Impacts:** An assessment of the potential community impacts should be completed. Demand for goods will change and have greater impact on residential areas as home deliveries rise. For example the availability and challenges of on-street parking will be impacted. This task would also examine the safety challenges and required regulations from different distribution concepts. Infrastructure capabilities to all residents to have access to this market will be considered.
- » **Future Outlook:** This task would examine the continuing trends of e-commerce and using Peel's location near Canada's largest markets to position the Region as an e-commerce hub. This task would also review innovations and technologies expected to take hold. Concept designs, such as drone delivery, could have a dramatic impact on freight and logistics, and their impact on policy, regulations, and network design needs to be assessed.

Desired Outcome

Tools and resources to better plan and adapt to the shifting retail landscape.

Performance Measure

- » Citation and/or use of tools and resources in guiding land use planning.

Commencement

2018





Strategic Direction: Planning & Forecasting

Goals

5

Action Item

Expand and Encourage the Use of Long Combination Vehicles

					
M	M	H	M	H	M

Rationale

Increasing efficiency of the goods movement industry is a win-win situation for companies as they redirect productivity by taking vehicles off the congested road network. Long combination vehicles (LCVs) can be a safe, efficient and environmentally sound way to move more goods across supply chains more economically. There are a number of requirements and restrictions on LCVs in Ontario, including permit limitations, licencing, approved routing and proximity to highway interchanges. These restrictions allow MTO to track, monitor and ensure the safe operation of LCVs. As a major origin and destination for freight movements, Peel Region’s advocacy for an enhanced LCV program will benefit business operations and improve safety. Support for the LCV program will also better position Peel and the Province of Ontario for the advancements and piloting of future truck platooning.

Description of Work

This action item is to conduct research and advocate for the expansion for the LCV program and its use. Specific tasks for this outcome include:

- » **Support Participation in the LCV Program:** MTO regulations allow LCV vehicles to travel only on assessed and approved routes. This task would entail examining the SGMM and identify key locations for LCV use, obtaining feedback from industry representatives on locations and major barriers to LCV in their operations, and identifying alternative major routes that would better facilitate the movement of LCVs. The task will also determine all the businesses within the radius from the MTO Primary Network as a first step in reaching out to existing businesses to understand if they can utilize LCV permits. Peel Region can also promote existing connections from Peel roads to the LCV primary network as a means for increasing permits.
- » **Drop Yard Review:** Drop yards are terminals for short-term storage of truck trailers. They can facilitate LCV operations with off-site transfer/consolidation points and expand the reach of LCVs when they are placed in strategic locations on the LCV network. This task would investigate the feasibility of drop yards to facilitate the expanded use of LCVs.

Description of Work

It would include research into best practices, identification of strategic locations across the GTHA for drop yards, and implementation, including administration, governance structure, and bylaws.

- » **Future Outlook:** Explore the influence CAV technology will have on the future of LCV vehicles and operations including advances in platooning and the impact on goods movement in the Region and on national supply chains.
- » **Stakeholder Outreach:** Engage goods movement stakeholders to identify additional challenges and impediments to LCV use in their operations including identifying how these can be mitigated and the resulting operational improvements.

Desired Outcome

Improved efficiency and productivity through the increased use of LCVs.

Performance Measure

- » New Peel Region businesses participating in MTO's LCV program
- » Increase # of Peel Region LCV trips

Commencement

2017



Strategic Direction:
Network Improvements

Goals

6

Action Item

Understand and Manage Aggregate Movements and its Impact on Communities

					
H	H	ML	L	H	M

Rationale

Quarries and concrete manufacturing companies in Peel Region serve an active construction industry across the GTHA. Aggregate is an important and time sensitive commodity with impacts on the roads and communities in the Region due to truck configuration, weight, noise, dust, and debris. The volume, weight and frequency of aggregate trips require a separate study to understand the industry and implement strategies if required.

Description of Work

A study on aggregate movements would include the following tasks:

- » **Commodity Analysis:** Aggregates are a unique commodity in goods movement as a high volume/low value good. This task would clearly define the ways aggregate materials are moved differently than other goods, identify what industries use and move aggregates, and at what volumes.
- » **Network:** The purpose of this task is to understand the major routes used for aggregate movement. This task would analyze the origins and destinations of aggregates, how they move, where, and what time. An important component of this task will be to assess the routes aggregate trucks use. This task will be important to assess their impacts in the next task.
- » **Impact Analysis:** As a high-volume good, aggregates have a unique impact on transportation infrastructure wear and tear and on local communities. This task should identify and measure what impacts there are to communities from aggregates movement and recommend potential strategies for working with the industry and community.
- » **Regulations and Partnerships:** Aggregates are a heavy weight good. This task would entail the review of oversize/overweight permitting to ensure it aligns with practice. This task would explore partnership opportunities with businesses, police and MTO for proper enforcement activities on the Region’s roads.

**Description
of Work**

- » **Performance Management:** This task would establish a performance measure and management system for the ongoing monitoring of aggregates movement in the Region. Performance would focus on safety, infrastructure maintenance, and community impacts.

Desired Outcome

Increased understanding and awareness of the impact of aggregate movements on Peel Region's communities and infrastructure.

Performance Measure

- » Development of an aggregates study
- » Relationships formed with aggregate companies in Peel Region

Commencement

2019



Strategic Direction: Partnership/
Communication/ Advocacy

Goals

7	Action Item	Mainstream Goods Movement Transportation Through Education and Outreach						
	M	H	M	M	M	M		

Rationale

Goods movement and its associated activities is a huge economic driver across the Region, yet it doesn't always get appropriate recognition. More needs to be done to improve understanding of the industry, its importance and requirements. Public education campaigns can improve road safety, ensure labour force availability, and generate appropriate infrastructure investments.

Description of Work

Mainstreaming goods movement is a package of strategies that provide constant and reinforced information related to goods movement including:

- » **Education and Training:** Through peer-to-peer programs (e.g. Smart Freight Centre), establish a freight professional development program. The program would have various elements to reach different target audiences. The U.S. Federal Highway Administration's program is centred on five areas: education, institution building, a peer-to-peer program, talking freight, and training. This program will achieve broader goals of meeting the goods movement challenges of the future through workforce planning, technical training, information sharing. Peel should establish tools and resources to ensure a sustainable labour force. Additionally, a truck driver and bicycle awareness scheme, as presented in the MTO Freight-Support Guidelines would be considered.
- » **Outreach:** In addition to formal training and education, outreach activities are used to educate transportation system users and impacted communities. Touch points with the community would be identified, capitalizing on other regional and municipal outreach efforts, and community events such as farmer's markets, and sporting and holiday events. Marketing materials would be prepared to raise awareness of freight and increase safety on shared roads. Consumer home delivery associated with e-commerce would be highlighted to make the benefits of freight tangible to citizens.

Description of Work

- » **Promote Peel as a Goods Movement Hub:** Leveraging stakeholder relationships from the Peel Goods Movement Task Force, Peel would continue to be promoted as an important hub for agglomeration, competitiveness, and prosperity. This would entail leveraging the benefits of online platforms for increased sharing of industry news and activity. It may also include participation on social media and the distribution of an annual report and/or newsletters to provide a central source of industry information, and updates on recent initiatives and advancements.

Each of these areas of education and outreach would involve:

- » Evaluation of current needs by examining current efforts and level of knowledge.
- » Identification of opportunities based on established needs, outreach to industry and best practices.
- » Participation in training and outreach activities. Once identified, Peel should implement these activities on a regular and ongoing basis for reinforced knowledge.

Desired Outcome

Increase regional goods movement knowledge through education and outreach.

Performance Measure

- » Establish education and outreach program
- » Number of relationships formed and activities with industry and educational partners, and Peel residents.

Commencement

2018

Strategic Direction: Partnership/
Communication/ Advocacy

Goals



Action Item

Pursue Alternative Fuels and Fuel Efficiency Initiatives

H	M	M	H	M	M

Rationale

Transportation is one of the leading contributors to greenhouse gas emissions (GHGs) in Canada. Peel Region, along with municipalities across the province, is focused on building sustainable communities that are resilient to the perils of climate change. Because of its importance as a centre for goods movement, risks of disruption to Peel supply chains also are provincial and national risks. Goods movement also has a responsibility to address climate change concerns. Many companies are realizing the environmental, fiscal and economic benefits from investments towards this end. The intent of this action item is to determine initiatives that can be pursued and assist business with obtaining funding for alternative fuel solutions to reduce transportation GHG impacts.

Description of Work

This action item involves pursuing alternative fuels initiatives to contribute to climate change initiatives and assist goods movement corporations in initiating strategies for alternative fuels. Activities include:

- » **Alignment with the Ontario Climate Change Action Plan:** All sustainable freight efforts would be reviewed and aligned with Ontario’s Climate Change Action Plan and other programs in the Region and province.
- » **Promote Innovation and Technologies:** Existing relationships with industry would be leveraged to help develop, demonstrate, and market technologies that reduce GHG emissions. Reducing fuel use in freight transportation helps businesses reduce costs and has wider social and environmental benefits. This task would review operational best practices and lessons learned to help industries make informed decisions. Peel would work with businesses to determine how best to apply for funding in new technologies.

Description of Work

- » **Acknowledge Companies:** A public recognition program could be established that acknowledges businesses that are making changes to mitigate climate change impacts. This increases green program visibility and incentivizes more companies to participate. This can be done through the existing Task Force channel or new channels such as the Smart Freight Centre. The first task would be a survey of green programs/technologies currently implemented at Peel goods moving companies.

Desired Outcome

Increase usage and awareness of alternative fuels and fuel efficiency initiatives.

Performance Measure

- » Number of Task Force businesses to receive funding such as the Ontario Climate Change Action Plan
- » Development of company recognition program

Commencement

2018



Strategic Direction: Partnership/
Communication/ Advocacy

Goals

9	Action Item						
	Demonstrate and Advance Peel’s National Role and Importance in Freight Fluidity	L	L	H	M	H	H

Rationale

Supply chain fluidity and competitiveness is an end-to-end process. Current fluidity models lack data on the last-mile connections resulting in an incomplete picture of supply chains. Peel is not just a local freight centre; the freight activities in Peel have national importance and have an impact on attracting businesses in Canada. Insufficient data impedes the development of full end-to-end fluidity measures, even though the first, last and transfer miles prevalent in Peel are commonly the higher-risk stages in supply chain performance. Data, in particular probe data, is needed for in-depth analysis of buffer time indices, bottle necks, and ultimately the travel times in and out of Peel and the surrounding metro area.

Description of Work

This action item demonstrates Peel Region’s national role in freight fluidity, requiring the collection and analysis of truck data. The work to complete this task would include:

- » **Collect GPS Probe Data:** GPS probe data would be collected for a sample of trucks travelling into, out of and through Peel. GPS probe data requires vehicles equipped with GPS receivers and provides real-time collection of information on the position of probe vehicles. The Region should advocate for a national probe data program with Peel as a pilot region. Ultimately, the federal government could roll out the program to other municipalities to create a full picture of national freight performance.
- » **Analyze GPS Probe Data:** Using the GPS probe data collected for trucks travelling to, from and through Peel, valuable vehicle travel information such as: travel times, delay, queuing, reliability indices, etc. would be analyzed. GPS probe data would be used to assess performance by time of day, roadway segment and route including on Peel’s SGMN.

Description of Work

- » **Assess Key Supply Chain Performance:** Analyzed data would be used to assess the performance of key supply chain fluidity measures from intermodal terminals to retail centres. This end-to-end supply chain analysis using real-world GPS probe data would include the drayage to distribution centre, transload, and outbound product to retail markets in the GTHA and rest of Canada.
- » **Advocate for Peel Infrastructure Funding:** The data and its analysis would be leveraged to attract investments for systematic improvements by showcasing the importance of Peel roadways and how they bear a disproportionate cost due to trucking activity which services the nation.
- » **Work with Industry:** In tandem, an industry working group would be used to identify and guide investments that make the most difference to their supply chains, leveraging industry capabilities in the evaluation of operational improvements.

Desired Outcome

Increase the profile of Peel's goods movement industry across Canada.

Performance Measure

- » Collection and analysis of GPS probe data
- » Proportion of provincial and federal infrastructure funding dedicated to Peel Region's transportation infrastructure

Commencement

2019



Below is a snapshot of how the proposed new action items are influenced and supported by the ongoing work being done within the Region. This draws attention to the interrelated ways these actions work to support to overall mission and goals for goods movement in the region.

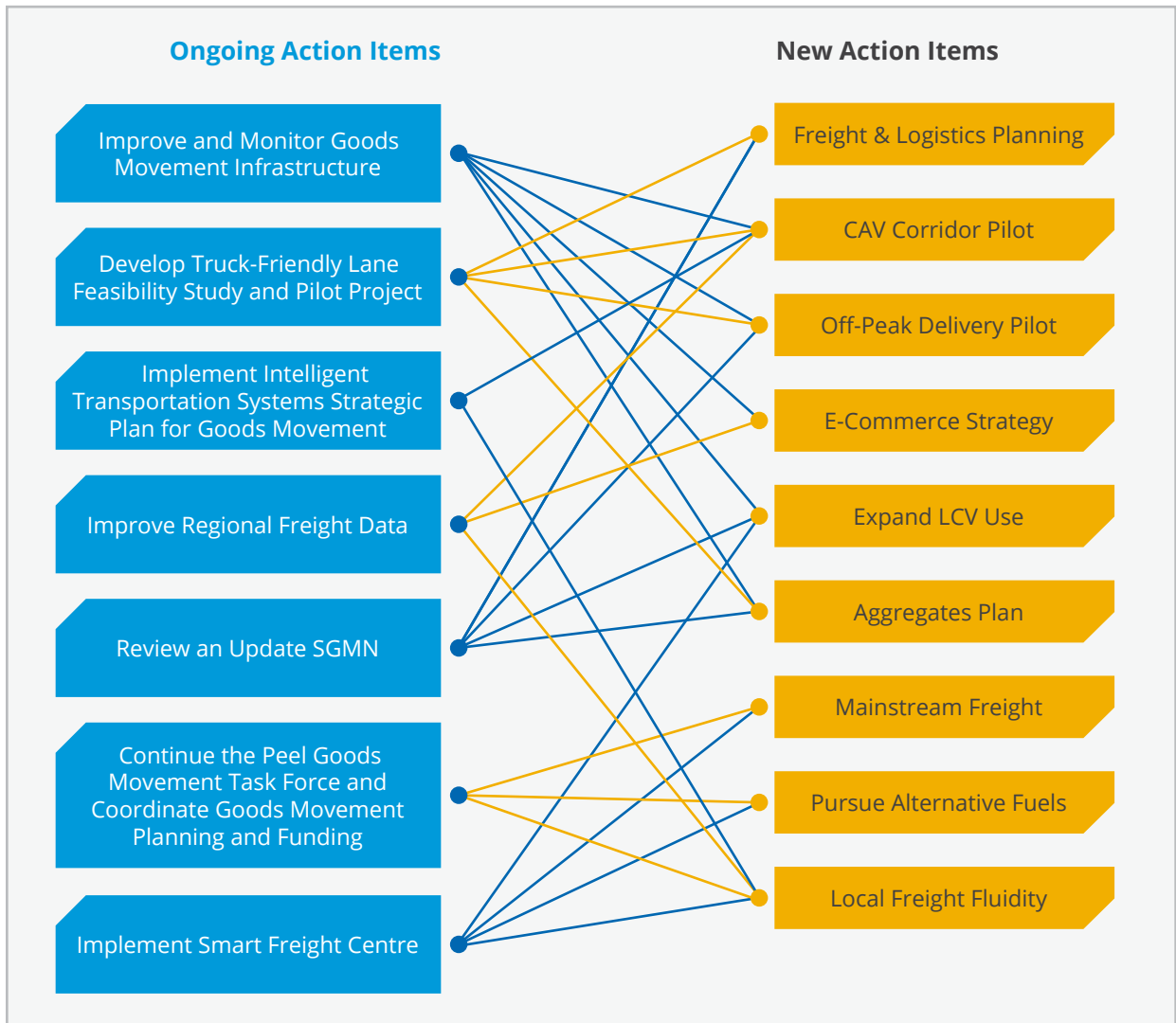


Figure 18 summarizes the implementation timeline of all the action items over the next five years.

Figure 18: Implementation Timeline

	2017	2018	2019	2020	2021
New Action Item	<ul style="list-style-type: none"> Off-Peak Delivery Pilot Expand LCV Use 	<ul style="list-style-type: none"> E-commerce Strategy Fuel Efficiency Strategies Mainstream Freight Education 	<ul style="list-style-type: none"> Aggregates Plan Local Freight Fluidity 	<ul style="list-style-type: none"> Goods Movement & Logistics Planning Coordination 	<ul style="list-style-type: none"> CAV Corridor Pilot
Ongoing Action Items	<ul style="list-style-type: none"> Improve and Monitor Goods Movement Infrastructure Implement Smart Freight Centre 	<ul style="list-style-type: none"> Review and Update SGMN Improve Regional Freight Data 	<ul style="list-style-type: none"> Implement Intelligent Traffic Systems Strategic Plan for Goods Movement 	<ul style="list-style-type: none"> Continue the Peel Goods Movement Task Force and Coordinate Goods Movement Planning and Funding 	<ul style="list-style-type: none"> Develop Truck-Friendly Lane Feasibility Study and Pilot Project

Appendix I

Goods Movement Strategic Plan 2012 to 2016 – Action Plan

Strategic Direction	Appendix	Action Item
INFRASTRUCTURE IMPROVEMENTS	Action 1	• Prioritize intersection improvements to increase truck traffic flow on key corridors.
	Action 2	• Identify and implement access improvements to Toronto Pearson Airport.
	Action 3	• Identify and implement access improvements to CN Brampton and CP Vaughan Intermodal facilities.
	Action 4	• Prioritize improvement to at-grade rail crossings.
	Action 5	• Research truck-only lanes and implement a pilot project.
PARTNERSHIP, COMMUNICATION & ADVOCACY	Action 6	• Advocate for improvements to border crossings.
	Action 7	• Advocate for changes to the employment density targets that support the freight industry.
	Action 8	• Advocate for improved provincial and federal goods movement planning and greater inter-regional co-operation.
	Action 9	• Identify additional federal and provincial funding sources for the 400-series highway with 401 as a high priority corridor.
	Action 10	• Advocate for streamlining and expediting the Environmental Assessment process.
	Action 11	• Identify opportunities to strengthen connections between government and private-sector industry.
	Action 12	• Develop a data sharing program between the government and industry.
SYSTEMS OPTIMIZATION	Action 13	• Enhance traffic signals to accommodate and increase better traffic flow along goods movement corridors.
	Action 14	• Develop and implement a backhaul freight matching program and pilot project.
	Action 15	• Create a Peel truckers' map that employs GPS and includes routes and by-law references.
	Action 16	• Develop and implement a Regional ITS Strategic Plan and Network.
	Action 17	• Develop an enforcement mechanism for road construction projects.
	Action 18	• Improve incident management.
PLANNING & FORECASTING	Action 19	• Advance Freight Transport Management recommendations.
	Action 20	• Develop and implement a Strategic Goods Movement Network.
	Action 21	• Develop an economic case for a freight village.
	Action 22	• Quantify economic benefits of freight to Peel's economy.
	Action 23	• Support the establishment of a goods movement Centre of Excellence.

Appendix II

Terms of Reference: Peel Goods Movement Task Force

Mandate:

The mandate of the Peel Goods Movement Task Force is as follows:

- » To develop a common vision for goods movement in the Peel area;
- » To provide a forum to bring together key public and private sector stakeholders to guide future improvements to the goods movement system, to facilitate the exchange of information and to develop common messages on issues affecting goods movement;
- » To monitor, review and provide input and feedback to regional, provincial and federal initiatives related to goods movement; and
- » To develop an action plan, and the required partnerships, for the implementation of short, medium and long-term improvements to the goods movement network in Peel.

Membership:

The Peel Goods Movement Task Force functions as a partnership, with members acting through consultation, communication and consensus-building. Membership of the Task Force includes representatives from private and public sector organizations involved in goods movement in Peel.

The Peel Regional Chair is an ex-officio member of the Task Force. Three Peel Regional Councillors (one each from the City of Mississauga, the City of Brampton and the Town of Caledon) have been appointed to the Task Force.

In accordance with the Region of Peel Procedural By-law, members of the Task Force may designate an alternate to attend on their behalf. Alternate members are afforded all Task Force privileges.

Chair and Vice-Chair:

Under Regional Council Resolution 2014-880, Regional Chair Dale (ex-officio) and Regional Councilors Crombie, Medeiros, and Thompson have been appointed to the Task Force for a term ending November 30, 2018, or until their successors are appointed by Regional Council.

Quorum:

To be determined by the Task Force.

Meeting Frequency:

The Peel Goods Movement Task Force meets quarterly or as required at the call of the Task Force Chair.

Staff Resources:

A Technical Working Group, consisting of senior staff from the Region of Peel and the area municipalities, has been formed to support the Peel Goods Movement Task Force. The Technical Working Group may be augmented by representatives from other Task Force member organizations as necessary.

Appendix III

Peel Goods Movement Task Force Membership

As of March 2017

Task Force Members

407 ETR	MRK Innovations
Brampton Board of Trade	Nestle
Caledon Chamber of Commerce	Ontario Chamber of Commerce
Canadian Courier & Logistics Association	Ontario Ministry of Economic Development and Innovation
Canadian Manufacturers and Exporters	Ontario Ministry of Transportation
Canadian National Railway	Ontario Provincial Police
Canadian Pacific Railway	Ontario Trucking Association
Canadian Tire Corporation	Parmalat
Cavalier Transportation Services Inc.	Peel Regional Police
City of Brampton	Purolator Inc.
City of Mississauga	Region of Peel
Government of Ontario	Supply Chain Management Association
Greater Toronto Airports Authority	Town of Caledon
Lynch Group	Transport Canada
Maritime-Ontario Freight Lines Ltd.	Walmart Stores Inc.
Metrolinx	
Mississauga Board of Trade	

Technical Working Group Members

Region of Peel Transportation Planning
 Region of Peel Office of Strategic Innovation and Policy
 City of Brampton Planning, Design and Development Department
 City of Brampton Economic Development and Communications Department
 City of Mississauga Transportation and Infrastructure Planning Department
 City of Mississauga Economic Development Office
 Town of Caledon Planning and Development Department
 Town of Caledon Economic Development Department

APPENDIX I

PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE





Five Year Plan (2019-2023)

DRAFT



July 2019

Table of Contents

Section One: Introduction to the SFC	1
About.....	1
Purpose	1
Launch	3
Section Two: Structure.....	4
Administration	4
Governance Committee.....	5
Scientific Advisory Committee	5
Funding	6
Staffing	6
Space.....	7
Section Three: Research	8
2019 Projects	8
Planned Projects	13
Potential Projects.....	14
Section Four: Schedule.....	15
Section Five: Data, Modelling, and Surveys.....	16
Appendix A: Affiliated Professors	17
Appendix B: Affiliated Projects	19



Smart Freight Centre Launch (Left to Right: Peel Regional Chair Nando Iannicca, Dr. Sabbir Saiyed, Dr. Rhonda Lenton, Dr. Matthew Roorda, M.P. Kamal Khera, Dr. Eric Miller, Dr. Leonard Waverman, Dr. Peter Park, and Dr. Elkafi Hassini)

Section One: Introduction to the SFC

About

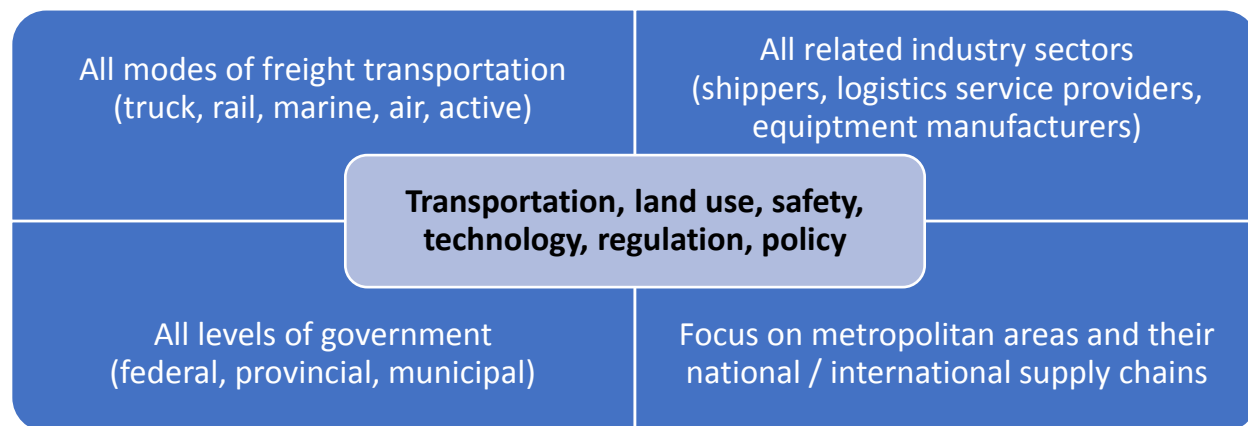
The Smart Freight Centre is a centre of excellence for goods movement. It has been established as a five-year collaborative network with McMaster University, University of Toronto, York University, and the Region of Peel with the intent of more stakeholders joining the initiative over time. The Smart Freight Centre is looking for partners from both the public and private sector to provide the necessary problems and resources to allow for innovative solutions to real-world problems.

The SFC will work with its partners on regionally significant goods movement issues and projects in Peel Region and the GTHA to reduce community and environmental impacts of moving goods.

The Smart Freight Centre was launched on April 18, 2019 with representatives from industry, academia, and governments of all levels in attendance.

Purpose

The Smart Freight Centre's mission is to improve the quality of life and promote ongoing economic vibrancy in the Greater Toronto and Hamilton Area (GTHA) by conducting evidence-based research and obtaining decision advocacy to coordinate transportation infrastructure, land development, regulations, technology tools and resources.



In order to achieve this mission, various impactful projects are being undertaken by the professionals from the three collaborating universities: McMaster University, University of Toronto, and York University. These projects are in partnership with various companies and government bodies to ensure that projects address meaningful issues and are adequately funded.

In addition to benefiting the regional economy, the Centre will offer skills training in the fields of innovation and sustainability through the creation of one to three full time research associate positions, three post-doctoral positions and 12 to 20 graduate students during the five-year start-up phase.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)

Goods movement extends beyond municipal boundaries in the Greater Toronto and Hamilton Area (GTHA) and requires a safe and efficient network in order to move goods and deliver services to communities and businesses. Innovation in goods movement is a shared concern throughout this region and requires collaboration between all levels of government, industry, and academia. Some of the key changes and external pressures the goods movement industry is currently facing include:



Source: Peel Region Goods Movement Strategic Plan 2017-2021

These complex issues require innovative solutions. The Smart Freight Centre aims to break down silos in addressing these shared concerns, by conducting high quality research and engaging with partners to implement strategies.

The Region of Peel is investing seed funding of \$240,000 annually for the first five years of the start-up phase to establish the Smart Freight Centre. McMaster University, the University of Toronto, and York University will match these funds with cash and in-kind contributions and will create three physical locations to conduct research, with one at each partner University.

Some of the projects to be conducted during the first year include an Off-Peak Delivery Pilot Study, Truck-Friendly Lane Measures and Strategies and an E-Commerce Strategy to investigate the impact of online shopping on logistics operations.

The Centre is seeking government and industry partners for collaboration and financial contribution in establishing projects the Centre. This can include the creation of new projects or the expansion of scope of existing projects. Interested parties are encouraged to contact info@smartfreightcentre.ca.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)****Launch**

The Smart Freight Centre was launched on April 18, 2019 when representatives from industry, academia, and all levels of government gathered at the Embassy Grand Convention Centre in Brampton, Ontario. This event was attended by over 120 guests from various institutions in the Greater Toronto and Hamilton Area. The event was covered by the members of the press who were also in attendance.

The launch event featured remarks from various high-ranking dignitaries from government and academia. The keynote address was presented by MP Kamal Khara, Parliamentary Secretary to the Canadian Minister of International Development. MP Khara iterated the importance of goods movement for the local economy and praised the Smart Freight Centre as a positive example of government and industry collaboration. These sentiments were echoed by Nando Iannicca, Chair of the Region of Peel, who discussed the effects that goods movement has on the region he represents and the impact that the Smart Freight Centre can have on these areas. Remarks were also provided by representatives from the three institutions: Dr. Leonard Waverman, Dean of the DeGroot School of Business, McMaster University; Dr. Eric J. Miller, Director, University of Toronto Transportation Research Institute; and Dr. Rhonda Lenton, President of York University. The Honorable Jeff Yurek, Ontario Minister of Transportation, also sent congratulatory remarks in honour of the launch.

Due to the success of the launch, various industry and government representatives have begun discussions on how they can participate with and contribute to the Smart Freight Centre initiative.



Dr. Matthew Roorda addressing the Smart Freight Centre Launch attendees

Section Two: Structure

Administration

The Smart Freight Centre is structured so that each of the three academic institutions have equal representation in the Centre's leadership and administration. Two committees have been formed to manage the SFC's vision and to ensure that the work being performed aligns with this vision. These committees are the Governance Committee and the Scientific Advisory Committee. Leadership of these committees will annually rotate between the designated representatives of the universities: Dr. Elkafi Hassini, Dr. Matthew Roorda, and Dr. Peter Park.

Designated University Representatives



Dr. Elkafi Hassini

McMaster University

- Professor, Operations Management, DeGroot School of Business
- Area Chair, Operations Management
- Vice Chair, Smart Freight Centre

Research Interests: big data optimization, supply chain analytics, supply chain risk management, sustainability performance measurement, and strategic procurement.



Dr. Matthew Roorda

University of Toronto

- Canada Research Chair in Freight Transportation and Logistics
- Professor, Civil & Mineral Engineering
- Chair, Smart Freight Centre

Research Interests: urban freight transportation, freight planning and operations, freight and passenger travel survey methods, city logistics, agent-based simulation, parking and curbside management, emissions analysis, activity-based travel demand modelling, and firm behaviour.



Dr. Peter Park

York University

- Associate Professor, Department of Civil Engineering, Lassonde School of Engineering
- Chair, SFC Scientific Advisory Committee

Research Interests: transportation engineering, intelligent transportation system (ITS), road safety, railway safety, transportation security, geographic information system (GIS), and advanced statistical analysis.

The three designated university representatives are subject-matter experts from their respective institutions; however, they are not the only professors with relevant expertise available for research through the Smart Freight Centre. For a list of additional SFC-affiliated professors, see Appendix A.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)****Governance Committee**

The SFC Governance Committee has overall responsibility for and oversight of the Smart Freight Centre and its research program, considering the advice and recommendations of the Scientific Advisory Committee. The Governance Committee monitors and facilitates progress and deliverables, oversees budget and finances, monitors efforts to enhance the sustainability of the SFC, amongst other responsibilities.

The Governance Committee consists of academic leaders, a representative of the host institution, the chair of the Scientific Advisory Committee, the Region of Peel, and other representatives chosen by the parties. The chair of the Governance Committee rotates annually among the three universities. The Governance Committee convenes a minimum of three times per year.

The 2019 Governance Committee members include:

- University of Toronto, represented by Dr. Matthew Roorda (Chair);
- McMaster University, represented by Dr. Elkafi Hassini (Vice Chair);
- York University, represented by Dr. Peter Park;
- Region of Peel, represented by Dr. Sabbir Saiyed;
- and other such representatives as the parties may deem necessary from time to time

Scientific Advisory Committee

The SFC Governance Committee appoints a Scientific Advisory Committee that includes the academic leaders and other members as appointed by the Governance Committee. The Scientific Advisory Committee provides scientific leadership to the Smart Freight Centre research program, reviews and advises on research proposals received for the SFC program, oversees scheduling of deliverables and outcomes, ensures scientific integrity, and makes recommendations to the Governance Committee on various aspects of the research. The Scientific Advisory Committee convenes a minimum of three times per year.

The 2019 Scientific Advisory Committee members include:

- York University, represented by Dr. Peter Park (Chair);
- McMaster University, represented by Dr. Elkafi Hassini;
- University of Toronto, represented by Dr. Matthew Roorda;
- Region of Peel, represented by Dr. Sabbir Saiyed;
- and other such representatives the Governance Committee may deem necessary from time to time.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)

Funding

The Smart Freight Centre was established after the Region of Peel committed to investing seed funding of \$240,000 annually for the five-year start-up phase of the Centre. This investment totals \$1.2 million over Peel's full five-year commitment. McMaster University, University of Toronto, and York University have committed to match these funds with cash and in-kind contributions which include site accommodations (such as computing labs and offices), faculty and staff salaries, and access to support services.

Additional funding has been committed to the SFC through various grants and institutions:

Source	Amount
Purolator Courier – Data Intelligence for Logistics grant	\$300,000 total over 5 years
Social Sciences and Humanities Research Council (SSHRC) Partnership Engage Grant	\$25,000
SSHRC Partnership Development Grant	\$200,000
University of Toronto Internal Funding Program	\$300,000 total over 3 years

The SFC will leverage these funds to deliver on a variety of projects including those currently listed in the current schedule. The Centre is also seeking government and industry partners' contributions in establishing and growing the Centre. To learn how you can partner with the Smart Freight Centre, please contact info@smartfreightcentre.ca.

Staffing

The Smart Freight Centre has appointed Dr. Judy Farvolden from the University of Toronto Transportation Research Institute (UTTRI) as Research Director. Her roles include recruiting partners for the SFC and ensuring that research is properly conducted.



Dr. Judy Farvolden
Executive Director
University of Toronto Transportation Research Institute
35 St George Street, Toronto, ON M5S 1A4
416-978-3357
judy.farvolden@utoronto.ca

In addition to the Research Director and the designated representatives from McMaster University, University of Toronto, and York University, various other professors from multidisciplinary backgrounds are affiliated with the Smart Freight Centre and are available to apply their expertise to find solutions to many unique goods movement-related problems. A list of these professors, including their research areas of interest, are found in Appendix A. Research performed by the SFC will be supported by graduate students and post-doctoral fellows who value the opportunity to apply their skills to real-world important issues.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)**

Staff from the Region of Peel's Transportation System Planning team are also involved in the operations of the SFC and have a seat on both the Governance Committee and the Scientific Advisory Committee. Regional employees oversee the research projects they have partnered with and assist the Research Director with her duties.

Space

The Centre will create three physical locations to conduct research, with one being held at each partner University. At York University, a permanent location for the SFC has been established on the main floor of the newly-constructed Bergeron Centre for Engineering Excellence. Temporary spaces have been set up at McMaster University and University of Toronto with permanent locations currently undergoing renovations.

Section Three: Research

The Smart Freight Centre's goal for goods movement research is to improve the quality of life and promote ongoing economic vibrancy in the Greater Toronto and Hamilton Area (GTHA). Evidence-based research will be undertaken by various experts to improve the safety, efficiency, and aftereffects of goods movement. An overview of the types of research that will be examined is shown below.

Research, Data, and Evidence-based Decision Making

- Robust, secure data collection and monitoring for all freight modes
- Understanding of goods movement patterns
- Evidence based analysis of potential policy changes and infrastructure projects

Partnerships, Advocacy, Engagement, and Awareness

- Improve public recognition of goods movement as part of a vibrant economy
- Reinforce the role of goods movement in infrastructure and policy decisions by all levels of government
- Promote productive interactions between industry, government, and communities

Goods Movement Excellence and Innovation

- Technology transfer
- Innovative training programs to develop the next generation of goods movement professionals
- Incubator for testing new ideas and launching pilot programs

The current five-year schedule of projects with confirmed partnerships are listed in Section Four. Additional projects will be added to this schedule as partnerships are formed. The SFC has identified many planned and potential projects; however, additional projects will be considered if there is a public or private interest in participation.

2019 Projects

For 2019, there are four SFC projects that are being examined: 1) E-Commerce Trends and Impacts, 2) Off-Peak Delivery Pilot, 3) Truck Friendly Measures, and 4) Cargo Tricycle Parcel Delivery Pilot. The annual number of projects is expected to grow as more private and public entities partner with the SFC and as more funding sources become available.

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)

1) E-Commerce Trends and Impacts

*McMaster University*Operations:

There has been an industry-wide shift in the retail landscape with omni-channel strategies providing multiple opportunities for customers to shop, including in-store and online. The upward trend of e-commerce has resulted in an increasing number of home deliveries and more delivery trucks in residential communities on ever-tighter schedules. The competitive retail landscape and the need to serve customers faster and more effectively has put immense pressure on road networks.



Photo credit: Negative Space, pexels.com

Objectives:

1. Understand the drivers and trends of e-commerce freight demand, with emphasis on how e-commerce fits within other omni-channel strategies and its impact on Peel's transportation network.
2. Review the impact of e-commerce on goods distribution to understand the role of new delivery technologies and its impact on traffic in urban areas as well as the characteristics, location and requirement of delivery staging facilities and their impact on land-use patterns.
3. Assess the potential impact on Peel's residential communities and examine the safety challenges and required regulations from different distribution concepts.
4. Examine the continuing trends of e-commerce and related disruptive technologies, and how to position the Region of Peel as an e-commerce hub.

Outcome:

This project aims to help the Region of Peel gain a better understanding of how the expected increase in e-commerce will affect the region and its communities. The results of this study have the potential to significantly improve the overall quality of life within the Region by meeting the needs of the residents and addressing issues related to safety and efficient movement of traffic. An increase in e-commerce has the potential for increased congestion and travel time on the road network, which will require the development of tools and resources to better plan and adapt to the shifting retail landscape. This will allow Peel to pre-emptively plan for the mobility effects of automated parcel stations (APSS) and collection and delivery points (CDPs). e-Commerce can also help stimulate the economy within the Region, so it is important to enable businesses to fulfill their promises of just-in-time delivery and maximize their operational efficiency.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)****2) Off-Peak Delivery Pilot**

University of Toronto

Operations:

Traffic congestion affects communities and businesses across Ontario, especially within the Greater Toronto and Hamilton Area (GTHA). To combat this, the Region of Peel is launching an Off-Peak Delivery Pilot Project in participation with LCBO, Loblaw Companies, and Walmart Canada. Deloitte Canada is acting as an Advisor on the project, while the three universities are contributing their expertise through the Smart Freight Centre. The participants have identified select stores for the pilot project and are set to start OPD operations from February 25 through to the end of August 2019.

Traffic congestion affects communities and businesses across Ontario, especially within the Greater Toronto and Hamilton Area (GTHA). Transportation is also the second largest source of carbon emissions in the Greater Toronto and Hamilton Area. By shifting deliveries to off-peak hours, this pilot project will pave the way to reduce truck-related emissions as well as congestion and travel times for commuters.

Objectives:

1. Assist in optimization highways and major road networks both within Peel and the GTHA.
2. Gain a greater understanding of where freight is moving and at what time it moves.
3. Learn how to best use the available capacities of existing transportation infrastructure.
4. Assess where new investment in transportation infrastructure will have the greatest benefit.

Outcome:

Improving travel times and reducing emissions on the road network by shifting peak deliveries to the off-peak, where feasible.

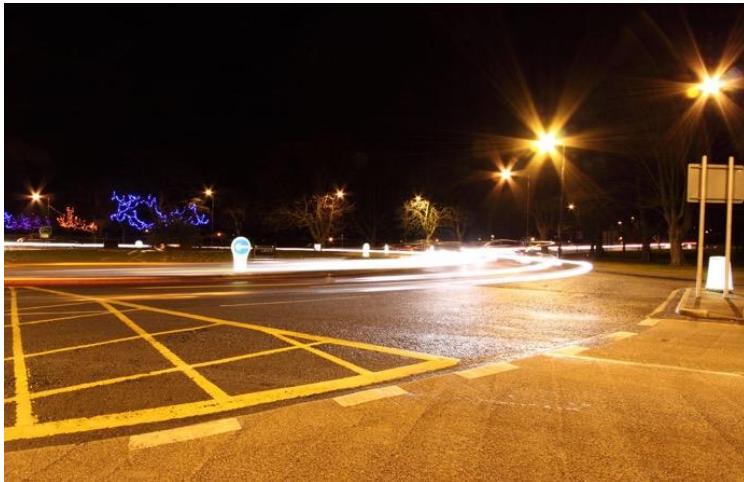


Photo Credit: Publicdomainpictures.net

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)

3) Truck Friendly Measures

York University

Operations:

Reducing truck travel time within the Greater Toronto Hamilton Area (GTHA) by improving the flow of trucks on roadways with high truck volumes is regarded as a promising way to promote sustainable growth of the regional economy. The objectives of this program are to investigate and more-fully understand the need for and feasibility of introducing truck friendly measures, including urban truck lanes (UTLs) on selected roadways in the GTHA, and, if need and feasibility are established, to identify one or more test study segments where truck friendly measures could be implemented. The roads of interest are select 400-series highways and selected arterials in Peel Region. This study will focus on understanding UTLs' impact on mobility (such as potential travel time savings or losses) in the roadways selected.



Photo Credit: Dr. Matthew Roorda

Objectives:

1. Literature review of Canadian and international jurisdictions that employ truck friendly measures.
2. Develop macro-level simulation models to evaluate whether the introduction of truck friendly measures can improve Region-wide traffic flow conditions.
3. Develop micro-level simulation models to evaluate the operational-level impacts of truck friendly measures on mixed-traffic flow conditions along the targeted test segments or corridors within Peel.
4. Using these analyses and evaluations, recommendations will be made regarding whether truck friendly measures on certain segments in the GTHA are likely to bring benefits to the area in terms of improving mobility and safety. In addition, test segments for a potential pilot program in the Region of Peel will be suggested.

Outcome:

Tools to plan for the implementation of truck friendly measures (pilot and then full-time implementation) on designated roads, if determined beneficial.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)****4) Cargo Tricycle Parcel Delivery Pilot**

University of Toronto

Operations:

With strong growth in e-commerce, more Canadians are purchasing goods online than ever before. Courier companies such as Purolator are experiencing growing pains of last mile logistics in urban delivery due to increased road congestion, lack of commercial vehicle parking, inadequate loading facilities, and capacity issues. This has sparked the desire to investigate alternative cost effective, and efficient goods and package delivery modes in dense urban centers. This project aims to investigate if cargo tricycles are a feasible alternative last mile delivery method for Purolator in dense urban centres by performing a pilot study at the University of Toronto campus. This project will conduct a before/after study of courier operations by electric assist cargo tricycles on the U of T campus with the intention of assessing the potential for expansion of these operations into other dense urban areas in the Greater Toronto and Hamilton Area.

Objectives:

1. Perform review of best practices for cargo tricycle operations in urban areas
2. Assess operating parameters for Purolator Courier
3. Assess demand in downtown area (focus on UofT Campus for pilot) using data from Purolator and develop bike route using algorithms
4. Conduct simulated before/after study which assesses measures of effectiveness, including
 - Travel time experienced
 - Vehicle kilometers travelled (VKT reduction)
 - Fuel savings
 - Cost savings
5. Provide recommendations of whether cargo bicycles are a feasible option

Outcome:

Successful pilot study of electric cargo-tricycle courier operations.



Photo Credit: Onkar Chander

Planned Projects

The Smart Freight Centre is currently in the planning phase for

- Last Mile Delivery Technology
 - A literature review of the latest trends and automated vehicles for last mile deliveries in urban areas will be conducted. The technologies will include unmanned aerial vehicles (drones), sidewalk delivery robots,
- Modelling Emissions Impacts of Freight Transport Policy
 - A freight transportation model for the Greater Toronto and Hamilton Area will be developed, from which estimates of greenhouse gas and air quality emissions can be derived. The project will then estimate the emissions and/or health impacts of policies including the expansion of an off-peak delivery program, low emissions freight delivery vehicle programs, and/or other policies.
- Inter-Regional Truck Parking Study
 - This project will examine both the supply and demand of truck parking, the effects that the pending Electronic Logging Device (ELD) mandate will have, and recommend policy changes to improve the safety and efficiency of regional truck parking.
- E-Commerce City Logistics Congestion Assessment
- Delivery Robot Pilot in Indoor Environments
 - This project will identify the challenges, and opportunities of robot delivery technology in indoor environments. The initiative will involve a carrier partner and a technology partner to pilot new one or more automated delivery options. An indoor environment will be tested, for example a mall, office building or underground walk network.
- Truck Signal Optimization Study
 - This project will examine the potential benefits that truck signal optimization could have on the transportation network.
- E-Commerce City Logistics Environmental Impacts
- Last Mile Delivery Initiatives
 - Operational research models will be developed to assess the potential for last mile deliveries using new operational models such as parcel lockers, microhubs, electric delivery vehicles, urban consolidation centres and alternative delivery modes.
- Truck Corridor Study for LCV, Platooning, and CAVs
 - This study will examine the effects that Long-Combination Vehicles (LCVs), Truck Platooning, and Connected and Autonomous Vehicles have on truck corridors using transportation modelling.
- Shipping Pricing and Curbside Management
- Automation and Crowdsourcing Initiatives for Last Mile Deliveries
 - This project will assess the potential for crowdsourcing initiatives in the Greater Toronto and Hamilton Area. The research will involve development of optimized systems for having deliveries made by passenger vehicles, so as to reduce the need for truck deliveries in urban areas. A private sector partner firm will be sought for a pilot study.
- Truck and Bicycle Corridor Conflict and Mitigation Study

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)**

- This study will examine the interactions between freight vehicles and cyclists to determine potential mitigation efforts that could be used to minimize the risk to vulnerable road users.

Potential Projects

Several ideas for potential projects have been developed in the Scientific Advisory Committee meetings and after consultation with the public and private sector. The SFC intends to pursue these potential projects; however, suitable partnerships must first be established to ensure feasibility. It should be noted that this is not an exhaustive list of projects that the SFC is capable of addressing. Interested parties are encouraged to contact the SFC with any and all goods-movement related projects they are interested in collaborating on. The extensive and growing list of SFC-affiliated professors from the three institutions have expertise from a wide variety of disciplines and are looking for real-world challenges to improve.

- Connected and Automated Commercial Vehicles Study
- Alternative Fuels and Fuel Efficiency Initiatives
- Expanding the Usage of Long Combination Vehicles (LCV)
- Backhaul and Freight-Match Study
- Understand and Manage Aggregate Movements and its Impacts
- National Distribution Network Inventory & Supply Chain Optimization
- Residential Customers Preferences for Home Deliveries
- Freight Logistics and Data Management Strategy
- Border Crossings Improvements Study
- Last Mile Delivery Initiatives
- Environmental Benefits and Challenges of Goods Movement Study
- Aggregate Study

































**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)






Section Four: Schedule

The current schedule for the Smart Freight Centre five-year start-up phase is shown below. It should be noted that this schedule only includes projects with confirmed partnerships and does not represent the full capabilities of the SFC. The schedule is subject to change and additional projects will be added as new partners sign up.

Smart Freight Centre Start-Up Phase (2019-2023) Schedule

Projects	Partners	Timeline				
		2019	2020	2021	2022	2023
E-Commerce Trends and Impacts	 	■				
Off-Peak Delivery Pilot	 	■				
Truck Friendly Measures	 	■				
Cargo Tricycle Parcel Delivery Pilot	 	■				
Last Mile Delivery Technology	 		■			
Modelling Emissions Impacts of Freight Transport Policy	 		■			
Inter-Regional Truck Parking Study	 		■			
E-Commerce City Logistics Congestion Assessment	 			■		
Delivery Robot Pilot in Indoor Environments	 			■		
Truck Signal Optimization Study	 			■		
E-Commerce City Logistics Environmental Impacts	 				■	
Last Mile Delivery Initiatives	 				■	
Truck Corridor Study for LCV, Platooning, and CAVs	 				■	
Shipping Pricing and Curbside Management	 					■
Automation and Crowdsourcing Initiatives for Last Mile Deliveries	 					■
Truck and Bicycle Corridor Conflict and Mitigation Study	 					■

Contributor Legend:

	McMaster University		Region of Peel
	University of Toronto		Purolator
	York University		

Section Five: Data, Modelling, and Surveys

Freight Data

Freight data is the cornerstone of evidence-based decision-making. The Smart Freight Centre has secured some seed funding for 2020-2021 to develop a freight data warehouse. The purpose of the freight data warehouse is to collect and consolidate freight data from various sources into a single, accessible, secure environment to enhance and enable Smart Freight Centre research and implementation projects.

Transport Canada has offered two valuable data sources as in-kind contributions to the Smart Freight Centre.

- 1) HERE data, purchased by Transport Canada, will be provided to assess traffic conditions on all highways in Ontario. (see <https://www.here.com/products/traffic-solutions>). The Smart Freight Centre will be involved in developing analytics to assess congestion conditions making use of this valuable dataset.
- 2) ATRI data, purchased by Transport Canada, will be provided to assess commercial vehicle movements across Ontario. These data provide GPS traces of hundreds of thousands of trucks across North America. These data can be used to assess truck bottlenecks, commercial vehicle parking needs, travel speeds, and origin destination patterns.

Freight Surveys

Shipper-based surveys have been collected across the Greater Toronto and Hamilton Area from 2009-2012. Shipper-based surveys are useful for assessing the relationship between Commercial development, employment and commercial vehicle trips. There is strong interest among municipal partners to fund a new implementation of these surveys to understand changing trends in commercial travel and to support freight modelling efforts to support policy analysis.

Customized surveys are completed or underway on the following topics:

- 1) Commercial Vehicle Parking
- 2) E-Commerce participation by households

Freight Modelling

Freight modelling is being undertaken at different geographic scales

- 1) Canada-wide: Models are being developed for all of Canada. The purpose is to better understand the implications of national scale policy, such as free-trade agreements, major facility infrastructure, nation-wide GHG emissions, etc.
- 2) Urban: Urban models are being developed with the purpose of informing specific urban policies, such as urban goods movement corridors, potential emissions impacts of off-peak deliveries, etc.
- 3) Industry-Specific: Single industry models are being developed to improve or optimize the operations of a single firm. Such models are helpful for developing new methods of delivery in urban areas that are more efficient, provide better service for customers, and are less impactful to the environment and communities.

Appendix A: Affiliated Professors

The following is a preliminary list of professors affiliated with the Smart Freight Centre, listed alphabetically by last name. For information on other professors affiliated with the SFC, please contact info@smartfreightcentre.ca.



Dr. Merve Bodur

University of Toronto

- Assistant Professor, Mechanical and Industrial Engineering

Research Interests: Optimization; integer programming; stochastic programming; multiobjective integer programming; combinatorial optimization; applications of optimization in freight transportation; crowdshipping.



Dr. Kevin Gingerich

York University

- Assistant Professor, Department of Civil Engineering, Lassonde School of Engineering

Research Interests: transportation network modelling, freight transportation, gis spatial analysis, discrete choice modelling



Dr. Elkafi Hassini

McMaster University

- Professor, Operations Management, DeGroote School of Business
- Area Chair, Operations Management
- Vice Chair, Smart Freight Centre

Research Interests: big data optimization, supply chain analytics, supply chain risk management, sustainability performance measurement, and strategic procurement.



Dr. Marianne Hatzopoulou

University of Toronto

- Canada Research Chair in Transportation and Air Quality
- Associate Professor, Civil & Mineral Engineering
- Head of the Transportation and Air Quality research group (TRAQ)

Research Interests: traffic related air pollution (commercial and passenger vehicles), urban air quality, transportation engineering, transportation planning.



Dr. Peter Park

York University

- Associate Professor, Department of Civil Engineering, Lassonde School of Engineering
- Chair, SFC Scientific Advisory Committee

Research Interests: transportation engineering, intelligent transportation system (ITS), road safety, railway safety, transportation security, geographic information system (GIS), and advanced statistical analysis.



Dr. Matthew Roorda

University of Toronto

- Canada Research Chair in Freight Transportation and Logistics
- Professor, Civil & Mineral Engineering,
- Chair, Smart Freight Centre

Research Interests: urban freight transportation, freight planning and operations, freight and passenger travel survey methods, city logistics, agent-based simulation, parking and

APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)

curbside management, emissions analysis, activity-based travel demand modelling, and firm behaviour.



Dr. Amer Shalaby

University of Toronto

- Professor, Civil & Mineral Engineering

Research Interests: Public transportation, intelligent transportation systems, transportation planning of large scale events and mega-cities, simulation and modelling of transportation systems, freight on transit initiatives.

Appendix B: Affiliated Projects

Each of the Universities involved in the Smart Freight Centre are currently undertaking additional goods movement-related research at their institutions. Several examples of these projects and programs are provided in this appendix.

University of Toronto

iCity-CATTS

The iCity Centre for Automated and Transformative Transportation Systems (iCity-CATTS) is a research centre for analyzing and quantifying transformation within transportation systems in the era of advanced technologies and automation. The iCity-CATTS is the first research centre of its kind in North America to address the large-scale impacts of disruptive transportation technologies and services on our cities. It is a multi-disciplinary multi-sector collaboration that gathers academia, industry, technology experts, and the government.

The centre was created to guide societal transformation in a positive direction, avoid the emergence of counterproductive travel trends, and emboldens Ontario cities as leaders in North America and the world. The iCity-CATTS builds on the strength of UTTRI, one of Canada's largest transportation research institutes, which particularly excels in large-scale transportation systems analysis.

We aim to build the foundational analytical tools necessary to measure and assess the performance of a full scale regional transportation system from three perspectives:

1. Quantifying the large-scale effects and implications of emerging transformative transportation technologies via a set of analytical investigations, surveys, and modelling pertinent to passenger and freight demand and dynamic infrastructure systems (supply);
2. Developing a set of tools to assist and enable positive transformation, encourage Mobility as a Service (MaaS), multi-modal integration, smart infrastructure control and management, and curb space management in busy urban cores; and,
3. Guiding the transformation process toward economically, socially and environmentally sustainable smart cities.

<https://uttri.utoronto.ca/research/research-groups/icitycattshome/>

Agent Based Microsimulation of Freight Transport and Firm Behaviour

The objectives of this research are to (a) Develop the conceptual and computational architecture for an agent-based microsimulation framework for goods movement and firm behaviour, and (b) Formulate and estimate a set of behavioural models for goods movement and firm behaviour.

The modelling framework being developed in this research attempts to replicate the behaviour of individual firms and carriers in response to economic and technological trends, model the shipments of goods throughout the city and the movement of trucks on urban roads. With this information, it will be possible to test policy scenarios (such as road restrictions, zoning bylaws, or investment in new infrastructure), in a "virtual" setting. The tool will help various government agencies, when making

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)

policy decisions, to be more informed about the resulting impacts on traffic congestion, road safety, air quality, noise and the economic impacts on affected firms.

Studies in crowd-shipping

The “crowd-shipping” concept involves sharing individual commuters’ spare time and vehicle capacity to deliver goods. This research project involves four objectives. The first three objectives develop mathematical models for freight deliveries in the presence of crowd-shipping. These include vehicle routing problems in crowd-shipping, stochastic mobile facility location problem in crowd-shipping, and comparison of crowd-shipping with conventional last mile delivery systems (e.g., delivery with trucks) for the City of Toronto. We are considering stochasticity in the availability of crowd-shippers because a commuter’s availability to act as a crowd-shipper is dependent on other random factors. For example, consider a commuter that is willing to act as a crowd-shipper on her way from work to home. She might not be willing to participate in this activity on a daily basis due to other reasons such as meeting a friend, shopping, or just because of severe weather. The last research contribution will assess willingness for crowd-shipping in Toronto using a stated preference survey.

A Vehicle Routing Problem with Movement Synchronization of Drones, Sidewalk Robots, or Foot-walkers

The vehicle routing problem (VRP) and its variants have many city logistics applications, such as goods delivery, and City Logistics. The VRP extension with movement synchronization (VRPMS) has potential applications of drone and robot technologies to assist with the delivery of parcels. VRPMS seeks the optimal route for a set of composite resources, e.g. delivery van with drones, or delivery van with sidewalk robots. This research proposes an exact formulation of the problem, and a metaheuristic approach to solve larger instances of the VRPMS in order to assess the economic benefits of the different technologies.

Developing a commercial vehicle model for the Greater Toronto and Hamilton Area

This commercial vehicle (CV) model is intended to be an update of a previous 3-stage CV model developed by Roorda et al. (2010) that was used to examine viability of exclusive truck lanes on 400 series highways in Greater Toronto and Hamilton Area (GTHA). The objective of the current model is to update the previous CV model. Specifically, the updates are

- Update trip generation model component from a rate-based model to a regression model
- Include commercial vehicle trip generation by special generators
- Calibrate the model using cordon count data

The commercial vehicle model is developed to be compatible with the GTAModel 4.0, the operational passenger travel demand model used in operation by the City of Toronto. It is currently being applied to assess commercial vehicle emissions in the Greater Toronto and Hamilton Area.

Behavioural Freight Model for the USA

Professor Roorda is working with Resource Systems Group to develop a behavioural freight microsimulation model for the Federal Highway Administration of the USA. This project is developing a framework for behavior-based freight demand modeling. The approach combines macroeconomic sensitivity with behavioral models of firm supply chains, limited capacity, projected increases in the flow of goods, and the importance of moving goods. Transport and logistics linkages and multimodal network

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)**

freight flows are being found by combining macroeconomic sensitivity and behavioral models of supply chain formation. The model components that are represented in the framework include:

- firm synthesis
- buyer-supplier relationships
- distribution channels
- shipment size and frequency
- carrier choice
- logistics and backhaul

York University**Inter-Regional Truck Parking Supply and Demand Modelling**

The York University (YorkU) research team is conducting research to further enhance the existing body of knowledge in the area of truck parking studies for long-haul trips. Driver fatigue is a major concern in Canada and the U.S., due in part to the higher likelihood of fatalities when collisions include trucks compared to those involving only passenger vehicles.

To combat these safety concerns arising from fatigue, hours-of-service (HOS) laws are in place to limit the maximum hours driven by commercial drivers and impose minimum hours of rest. More recently, electronic logging device (ELD) mandates are being implemented in the United States to automatically track HOS and enforce compliance, with Canada expected to follow suit shortly. The implementation of ELD technology creates a greater urgency for the availability of adequate truck parking when drivers approach their driving limit.

An examination of existing literature suggests that the truck parking problem requires additional investigation to adequately compare parking supply and demand. While recent studies have identified a lack of truck parking throughout North America, one common shortfall is that the research scope is predominantly limited to public rest areas. Despite this assumption, there is evidence that truck drivers will often utilize other types of parking locations.

This study therefore contributes to the development of a new truck parking classification scheme using a tree-based stratification. Several important attributes of truck parking locations have been identified through an extensive literature review including ownership, legality, and accessibility. In addition, methods and models are being developed to identify the locations of truck parking, the number of parking spaces, and the parking demand.

As a result, the research contributes to a better understanding of truck parking supply and demand for long-haul truck trips within and outside the Greater Toronto Area.

Truck Signal Optimizations to Improve Truck Flows Along Major Freight Corridors

Freight transportation is an important element supporting the Canadian economy. For example, the Region of Peel in Ontario generates more than 48% of all industrial and commercial taxes from transportation and logistics industries. These goods are transported by approximately 68,000 trucks in the region every day. It is estimated that these truck trips will grow by 71% from the years 2016 to 2026.

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)**

However, the economic benefits are offset by additional traffic congestion and environmental costs due to harmful emissions.

The YorkU research team is looking into various truck signal optimization strategies including truck signal priority as a viable technological option to help improve truck mobility and reduce vehicular pollution without major capital investments. For instance, the truck signal priority can achieve more efficient truck movements by reducing the number of stops and overall traffic congestion. In addition, there is recent evidence that truck signal priority can provide this performance improvement without substantially reducing passenger vehicle mobility.

Similar to transit signal priority, strategies for trucks can include early green lights, green light extensions, and additional signal phases such as protected left turns. The strategies are employed using actuated detectors to identify approaching trucks at the intersection. These detectors are installed at an optimal distance to provide enough time for the truck to benefit from the adjusted signal timing. As a result, the signal timing allows a greater number of trucks to pass the intersection without stopping.

Various truck signal optimization strategies are undergoing testing using a micro-simulation model (PTV VISSIM) for a freight intensive corridor in the Region of Peel. The YorkU research team is focusing on the assessment of appropriate conditions for the implementation of these truck signal priority strategies.

Semi-Autonomous Truck Platooning and Geometric Design Parameters

The YorkU research team is analyzing the impact of semi-autonomous truck platooning (hereafter truck platooning) on highway geometric design. Truck platooning wirelessly connects two or more trucks and allows them to travel as a convoy using semi-automatous driving systems. As platooning trucks can maintain much tighter than usual gaps between trucks, reduced aerodynamic drag is expected to substantially reduce fuel consumption. However, following vehicles that try to overtake the leading platooning trucks will find it more difficult and even dangerous compared to the overtake maneuverers for a single truck. The safety concerns are based on the need for greatly increased passing sight distances when overtaking a set of platooning trucks and may compromise or negate the benefits of reduced fuel consumption.

As an example of this study, YorkU has recently conducted an analytic analysis to quantitatively show the impact of truck platooning on passing sight distance on two-lane highways since passing sight distance is one of the most important highway design parameters on two-lane highways. In addition, two-lane highways are the longest type of highways in North America.

A micro-simulation model (PTV VISSIM) is used to validate the analytic result of the analysis. The study showed that the 2017 TAC passing sight distance for two-lane highways provides sufficient distance for a following car to overtake two or three trucks traveling up to 80 km/hr in a platoon. However, the passing sight distance is not sufficient for trucks traveling at higher than 90 km/hr in a platoon.

The YorkU research team is currently investigating the impact of truck platooning on other highway design parameters associated with vertical alignment and cross-sectional design. They are also looking into the truck platooning impact on arterials in major freight corridors in urban areas.

Implications of Electronic Speed Limit (eSL) Adoption for Heavy Vehicles on Future High-Speed Highways using Vehicle-to-Infrastructure (V2I) Technology

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)**

The YorkU research team is conducting a data-driven analysis on the characteristics of the operational speed of heavy vehicles when subjected to various gross vehicle weights (GVW). The main purpose of the analysis is to demonstrate the technical feasibility of introducing a new form of speed limit tactics targeting heavy vehicles on future high-speed highways.

In the study, the research team assumes that speed limits will continue to be necessary in the future, but we envisage introducing speed limit tactics that allow heavy vehicles with different GVWs to travel at different speeds. We call this new form of speed limit for future highways as electronic speed limit (eSL). The eSL is therefore defined as a speed limit that varies possibly significantly for different heavy vehicles depending on their GVWs. The eSL can be directly communicated from infrastructure to connected vehicles (V2I). Such a V2I system would make physical posted speed limits and the current form of differential speed limits unnecessary. The eSL is a digitalized speed limit that could be varied and disseminated wirelessly in real-time for different cars and heavy vehicles depending on traffic flow and/or many other conditions including highway geometry condition.

The study has collected heavy vehicles' GVW and operating speed data from weigh-in-motion system and is to examine the statistical relationship between heavy vehicles' operating speed, vehicle classification and GVW to explore feasibility of eSL for heavy vehicles on high-speed highways under a V2I environment.

Modelling and Assessing Inter-Regional Routing Activities of Trucks in North America

As the largest country in the western hemisphere by land mass, Canada relies on an extensive highway network to move people and goods between cities and regions. Indeed, transportation and warehousing together account for 10% of Canada's GDP directly or indirectly. Trucking is the largest mode of freight transportation (transporting 72% of domestic goods by volume), but information on long-haul truck movements is limited by substantial costs of data collection and difficulties arising from multiple jurisdictions involved as vehicles cross municipal, regional, provincial, and federal boundaries.

The YorkU research team is using GPS data to derive data on long-haul truck movements in North America. As part of this effort, the research includes an analysis of the current truck routing patterns and their adequacy and limitations for trucks. The research study is exploring appropriate measures designed to evaluate the performance of long-haul trucks and the routes they use. Classifications of these measures include criticality (how important is each road link?), redundancy (are there suitable alternative routes available?), and dependability (how often and where do delays occur on the road network?).

The data is being supplemented with surveys to identify factors important to truck drivers that influence the choice of route. Typically, travel time and cost are the main determinants of a route but other factors are under investigation such as the availability of appropriate rest stops.

The information arising from this project is being further used to develop route choice models for long haul truck trips. The models will help us predict the impact of various economic and policy changes on future transportation needs. In addition, this research explores how truck patterns and route choices are influenced by various land uses (warehouses, multi-modal facilities, etc.) and the adoption of connected and autonomous vehicle (CAV) technology. The potential impacts of CAVs are not well understood, yet

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE****DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)**

expected to incur dramatic changes to transportation patterns as the technology becomes widely adopted.

Impediments to International Freight Fluidity

The term freight fluidity has been recently used to represent the ease with which goods are able to travel without impediment. Of particular interest are international freight connections such as border crossings, ports, and airports. These locations may occasionally slow down the movement of goods due to combinations of high traffic demand, insufficient staffing, inadequate infrastructure, poor weather, and security concerns.

Impediments to the supply chain across international borders are highly concerning for Canada's economic health due to an emphasis on trade, particularly in the Great Lakes Region. For example, Ontario is considered an extremely trade intensive province with international imports and exports each representing approximately 31% of its total gross domestic product.

The YorkU research team is investigating transportation patterns associated with freight fluidity. This includes research on the performance and characteristics of truck trips such as delay and variability on highways and at border crossings. In addition, work has been conducted to study the impact of land use on supply chains, such as the characteristics of freight trips connected to warehouses located in proximity to international airports.

McMaster University

List is pending submission

**APPENDIX II
PEEL GOODS MOVEMENT STATUS AND SMART FREIGHT CENTRE UPDATE**

DRAFT - SMART FREIGHT CENTRE FIVE YEAR PLAN (2019-2023)



"The Smart Freight Centre is a prime example of what is possible through collaboration between government and industry. This project will benefit the local economy through more efficient delivery of goods & services, as well as provide new growth opportunities for local industries. Our Government is proud to support this environment of growth by laying down the foundation to build a nation of innovators."

– M.P. Kamal Khera, Parliamentary Assistant to the Minister of International Trade, Government of Canada



"Our communities depend on reliable transportation and transit systems to keep people and goods moving. Our government is committed to ensuring our transportation networks and policies are improving and better serving the needs of the people as our economy grows. When I see all the expertise, knowledge and experience that the Smart Freight Centre and its partners bring, I am confident that we can find solutions to any issues facing the movement of goods in the Peel Region and GTHA."

– Hon. Jeff Yurek, Minister of Transportation, Government of Ontario



"As a key contributor to the GTHA's vibrant economy, we recognize the importance of improving the movement of goods in order to maintain the transportation network's efficiencies and safety, while supporting the quality of life within our communities. The Smart Freight Centre has been established to make recommendations through evidence-based research to address shared concerns. I am confident that together, we can work to ensure that our goods movement industry is sustainable, safe, competitive, and innovative."

– Nando Iannicca, Chair of the Region of Peel



"Traditional business models continue to be disrupted, and at the DeGroote School of Business, we see disruption as an opportunity to better prepare our students for the future of work. As we examine the future of business education, we will continue to seek out opportunities that improve the overall health and prosperity of Canadians. The Smart Freight Centre represents one such opportunity. We are pleased to support the work of Dr. Elkafi Hassini in collaboration with our partners at the University of Toronto, York University, and Peel Region toward safer and more efficient goods movement across our communities."

– Dr. Leonard Waverman, Dean of the DeGroote School of Business, McMaster University



"The mandate of the Smart Freight Centre aligns completely with the work of U of T's Transportation Research Institute, bringing together the expertise of transportation researchers from a broad range of diverse disciplines with our partners in industry and government to ready us for the opportunities and challenges of 21st century mobility. These projects are about much more than research papers and academic journals — they're about solving real, on-the-ground problems."

– Dr. Eric Miller, Director, Transportation Research Institute, University of Toronto



"The Smart Freight Centre demonstrates the innovative solutions generated when universities partner with government and industry to facilitate multisector collaboration. Through the leadership of innovative researchers like Professor Peter Park, York University and our Lassonde School of Engineering are proud to support efforts to build and improve transportation networks that will facilitate better access to goods and services for the communities we serve."

– Dr. Rhonda Lenton, President and Vice Chancellor, York University

DATE: September 4, 2019

REPORT TITLE: **BOUNDARY ROAD AGREEMENT EXECUTION BETWEEN THE REGION OF PEEL AND THE COUNTY OF DUFFERIN**

FROM: Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That The Regional Municipality of Peel (the “Region of Peel”) enter into a Boundary Road Agreement with The Corporation of the County of Dufferin (the “County of Dufferin”) for the maintenance and repair of the portions of Regional Road 136 (Porterfield Road) and Regional Road 23 (County Road 23) under joint jurisdiction, as outlined in Appendix I of the report titled “Boundary Road Agreement Execution Between the Region of Peel and the County of Dufferin”, for a term of ten (10) years, from May 1, 2015 to December 31, 2025 on business terms satisfactory to the Commissioner of Public Works and on legal terms satisfactory to the Regional Solicitor;

And further, that a by-law be enacted authorizing and directing the Regional Clerk to execute the Boundary Road Agreement;

And further, that the Commissioner of Public Works be given the delegated authority to execute two (2) consecutive renewals of ten (10) years each on behalf of the Region of Peel.

REPORT HIGHLIGHTS

- Regional Council passed By-law 12-2006 on March 9, 2006 authorizing the execution of a Boundary Road Agreement between the Region of Peel and the County of Dufferin for the maintenance and repair of the portions of Regional Road 136 (Porterfield Road) and Regional Road 23 (County Road 23) under joint jurisdiction, for a term commencing May 1, 2005 to April 30, 2015.
- Regional Council approval is required to amend and renew the Boundary Road Agreement with the County of Dufferin for another term of ten (10) years, from May 1, 2015 to December 31, 2025.

BOUNDARY ROAD AGREEMENT EXECUTION BETWEEN THE REGION OF PEEL AND THE COUNTY OF DUFFERIN

DISCUSSION

1. Background

On March 9, 2006, Regional Council passed By-law 12-2006 to execute a ten (10) year agreement with the County of Dufferin for the maintenance and repair of the portions of Regional Road 136 and Regional Road 23, which are under joint jurisdiction. A clause in that agreement allows for it to be honoured as long as both parties agree and no amendments are required. Since the existing agreement has been working well for both municipalities, there has been no urgency to renew its terms. However, road resurfacing needs have been identified on Regional Road 136 (Porterfield Road) which requires a Capital project and an amendment is also required to include a small section of Regional Road 7 (Airport Road) in the agreement. These have initiated the need to renew the Boundary Road Agreement for an additional term of ten (10) years, commencing May 1, 2015 and expiring December 31, 2025. Staff from both municipalities have agreed to the renewal terms and recommend that the Region of Peel enter into this new agreement.

2. Maintenance of Regional Road 7 (Airport Road) from north of King's Highway 9 to the Peel/Dufferin Boundary

The 100-metre portion of Regional Road 7 (Airport Road) from north of King's Highway 9 to the Peel/Dufferin boundary line is owned by the Region of Peel (see Appendix II). Under this proposed agreement, maintenance for this portion of Regional Road 7 (Airport Road) becomes the responsibility of the County of Dufferin. For providing these services, the Region of Peel will reimburse the County of Dufferin for all maintenance associated costs plus an eight (8) per cent administrative fee. The Region of Peel will continue to maintain Regional Road 7 (Airport Road) from south of King's Highway 9.

FINANCIAL IMPLICATIONS

As in the previous Boundary Road Agreement between the adjoining municipalities for Regional Roads 136 & 23, the municipality with jurisdiction leads planning, design, construction, and maintenance and as such is responsible for paying all costs directly. The other municipality is then invoiced for 50 per cent of the actual costs plus an eight per cent administrative fee. For the newly added section of Regional Road 7 (Airport Road), only maintenance will be done by County of Dufferin, all design and construction works are not included in this agreement and continue to remain wholly under the Region of Peel's responsibility to perform and fund. For more detailed information, a copy of the Boundary Road Agreement is available from the Office of the Regional Clerk.

13.2-3

BOUNDARY ROAD AGREEMENT EXECUTION BETWEEN THE REGION OF PEEL AND THE COUNTY OF DUFFERIN

Road Section	Financial Description
Regional Road 136 (Porterfield Road)*	Capital and Maintenance – Region of Peel has jurisdiction, therefore is lead for all works and invoices 50 per cent of all actual costs to the County of Dufferin + 8 per cent admin.
Regional Road 23 (County Road 23)*	Capital and Maintenance – County of Dufferin has jurisdiction, therefore is lead for all works and invoices 50 per cent of all actual costs to the Region of Peel + 8 per cent admin.
Regional Road 7 (Airport Road)**	Capital – is not included in this agreement Maintenance - County of Dufferin maintains to Region of Peel Standards and invoices the Region of Peel 100 per cent of actual costs + 8 per cent admin.

* no change to original agreement

** agreement amended to include

RISK CONSIDERATION

The agreement renewal commencing on May 1, 2015 was backdated for continuity purposes as it allows the extension of the previously agreed upon terms to the past four outstanding years. However, this also carries some risk to the Region due to the exposure to liability during the same period. Staff has reviewed this risk and recommends the agreement's approval as presented in this report.

CONCLUSION

Regional Road 136 and Regional Road 23 form the municipal boundary between the Region of Peel and the County of Dufferin. In order to ensure a fair and equitable distribution of costs, as well as well-defined roles and responsibilities, staff recommends that Council approve the Boundary Road Agreement with the County of Dufferin and pass a corresponding by-law. If approved by Council, this agreement will provide for the ongoing management of these shared assets until December 31, 2025 with options to extend until December 31, 2045.



Andrew Farr, Acting Commissioner of Public Works

**BOUNDARY ROAD AGREEMENT EXECUTION BETWEEN THE REGION OF PEEL AND
THE COUNTY OF DUFFERIN**

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I - Portions of Regional Road 136 (Porterfield Road) and Regional Road 23 (County Road 23) under Joint Jurisdiction

Appendix II - Portion of Regional Road 7 (Airport Road) north of King's Highway 9 owned by the Region of Peel

For further information regarding this report, please contact Anna Lee, Supervisor Infrastructure Programming, 905-791-7800 extension 7866, anna.lee2@peelregion.ca.

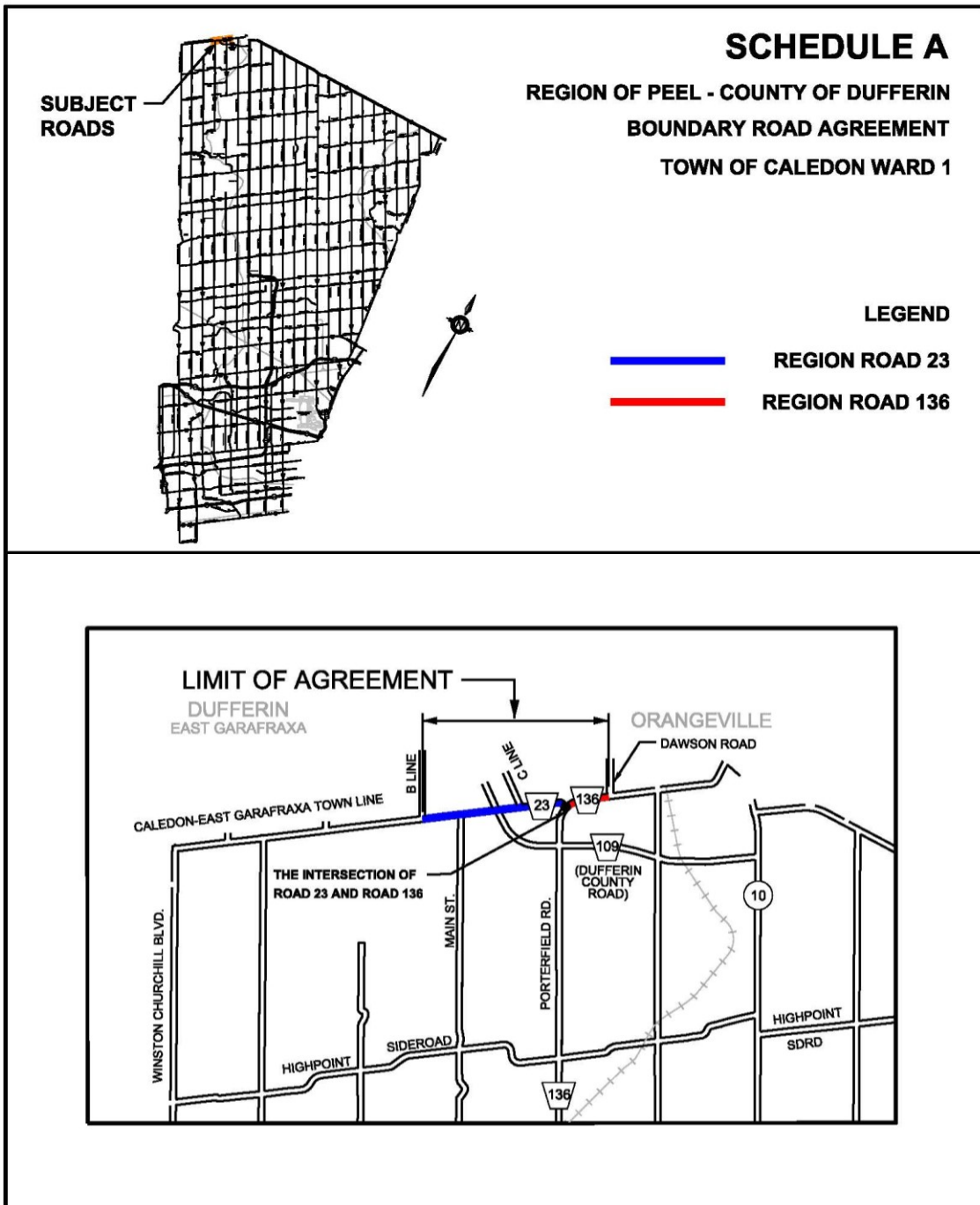
Authored By: Anna Lee

Reviewed in workflow by:
Financial Support Unit
Legal Services

APPENDIX I

BOUNDARY ROAD AGREEMENT EXECUTION BETWEEN THE REGION OF PEEL AND THE COUNTY OF DUFFERIN

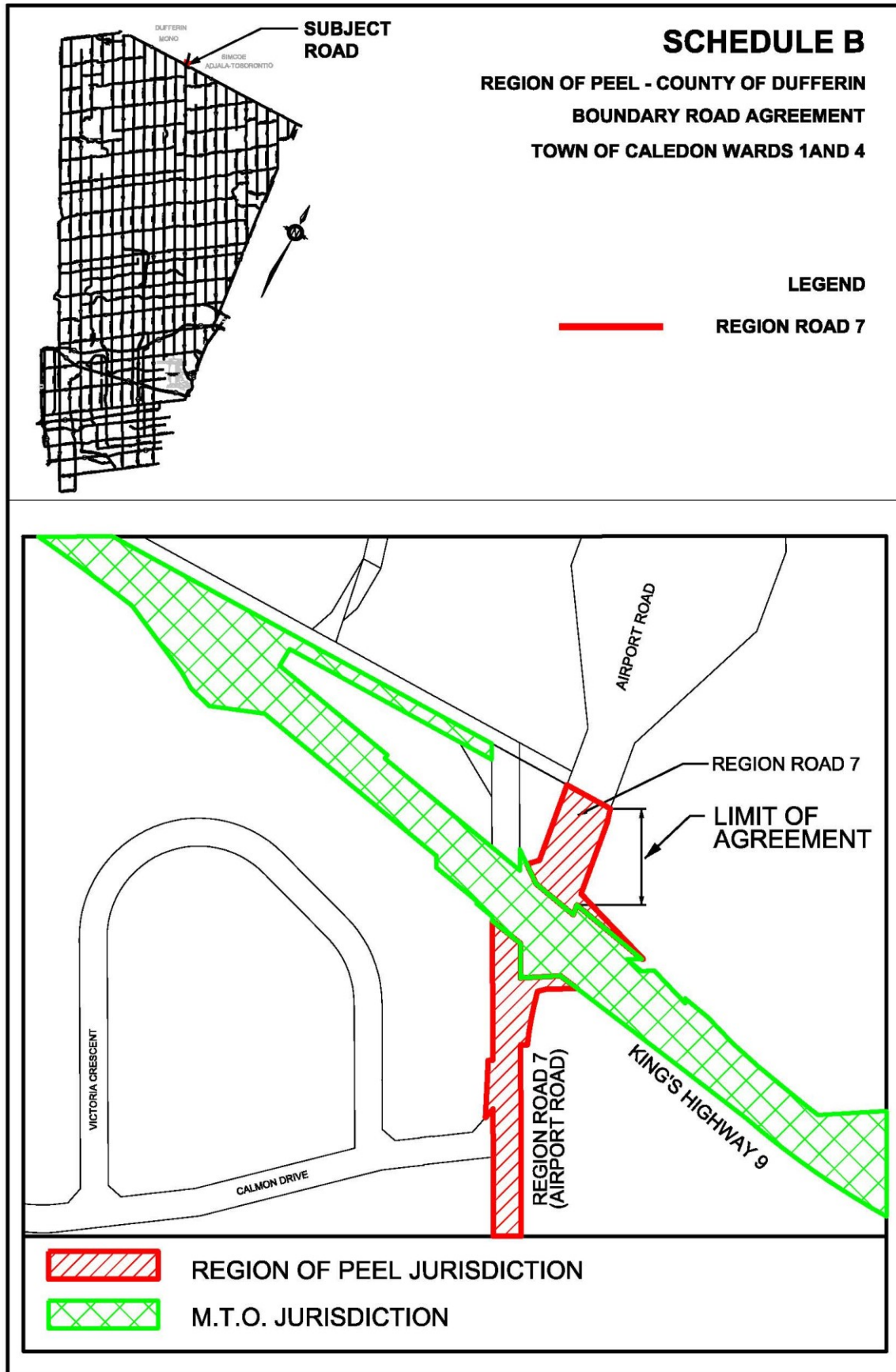
Portions of Regional Road 136 (Porterfield Road) and Regional Road 23 (County Road 23) under Joint Jurisdiction



APPENDIX II

BOUNDARY ROAD AGREEMENT EXECUTION BETWEEN THE REGION OF PEEL AND THE COUNTY OF DUFFERIN

Portion of Regional Road 7 (Airport Road) north of King's Highway 9 owned by the Region of Peel



DATE: September 5, 2019

REPORT TITLE: **ENGINEERING SERVICES FOR THE DESIGN AND CONSTRUCTION OF PLANT CAPACITY UPGRADE AT G.E. BOOTH WASTEWATER TREATMENT PLANT, CAPITAL PROJECTS 17-2926 AND 22-2940, DOCUMENT 2017-488P, CITY OF MISSISSAUGA, WARD 1**

FROM: Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2017-488P) for engineering services for the design and construction of the New Plant 1 at G. E. Booth (Lakeview) Wastewater Treatment Plant, awarded to CIMA Canada Inc., be extended in the estimated amount of \$7,299,272.00 (excluding applicable taxes) for additional engineering services under Capital Project 22-2940, for total contract commitment of \$16,799,114.00 (excluding applicable taxes), in accordance with Procurement By-law 30-2018;

And further, that the G. E. Booth (Lakeview) Wastewater Treatment Plant Capacity Upgrade, included in the 2019-2028 Capital Forecast as Capital Project 22-2940 in the amount of \$7,300,000.00, financed from the Wastewater Capital Financing DC Reserve R3515, be advanced from 2022 to 2019 and approved in order to fund the engineering services required for the treatment capacity recovery project;

And further, that the Commissioner of Finance and Chief Financial Officer, in conjunction with the Commissioner of Public Works and Director of Procurement, be authorized to approve any required additional increases to the above contract to the limits of the approved budget, in order to complete the project.

REPORT HIGHLIGHTS

- The G. E. Booth (Lakeview) Wastewater Treatment Plant is one of the largest municipal treatment plants in Canada. The original portion of the plant was put into service in 1955 and is nearing end of life. The facility has undergone numerous upgrades and expansions over the years in order to become more energy efficient and meet increasingly stringent effluent water quality standards.
- Staff has developed a comprehensive plan to replace and upgrade the oldest components of the treatment facility in multiple phases but recommends that the implementation be accelerated to mitigate current challenges, reduce costs, and improve overall plant performance.
- The existing Capital Program for the facility includes two separate projects that will each increase treatment capacity by 40 Million Litres per Day. The first project is scheduled to start in 2022 and be completed by 2025. The second project is scheduled to commence in 2026 and be completed by 2029.

ENGINEERING SERVICES UPGRADE AT G.E. BOOTH

- Due to climate-related Inflow and Infiltration and rainfall issues causing recent increases in peak flow as well as higher than anticipated flow from industrial sources in the past two years, staff propose to consolidate the two upgrade project into a single assignment, that will allow 80 Million Litres per Day of additional treatment capacity at the facility to be completed by 2026.
- CIMA was awarded the contract for Project 1 in 2018, and staff recommend adding Project 2 to CIMA's scope of work.
- In accordance with Procurement By-law 30-2018, Section 5.5.2, and approval authorities outlined in Purchasing Procedure F35-33 Purchase Orders and Vendor Contracts; the process to increase this contract requires Regional Council approval.

DISCUSSION**1. Background**

The G. E. Booth (Lakeview) Wastewater Treatment Plant is the Region of Peel's largest wastewater treatment plant. The facility originally went into service in 1955 with a capacity of 40 Million Litres per Day (MLD). The facility has undergone multiple expansions since inception and currently has a capacity of 518 MLD (Appendix I). The plant serves the eastern portion of the Region of Peel and part of York Region. The plant is designed to treat municipal wastewater from residential, commercial and industrial customers.

2. Plant Rehabilitation and Expansion

The Region is currently undertaking a multi-phased approach to replace key areas of the facility as well as undertake an expansion to meet future growth.

In terms of replacement, the facility is facing increased challenges to treat the incoming wastewater flows and meet regulatory limits for effluent water quality as major process buildings and treatment equipment are reaching the end of their useful life.

The intent is to complete both projects sequentially. The 2019 10-Year Capital Program was proposed based on the following construction timing:

- Project 1 – 40 MLD Replacement – Construction 2022 to 2025 (Appendix II)
- Project 2 – 40 MLD Expansion – Construction 2026 to 2029 (Appendix III, both projects identified)

3. Revised Plan

Over the past year, climate change, namely from inflow and infiltration, continues to add stress to the Region's treatment plants. As reported to Council previously, the facility did bypass portions of the treatment process on several occasions in 2018 due to increased peak flows.

While the Region has a robust long-term plan to reduce the inflow and infiltration, it continues to impact plant performance. Bringing on additional capacity sooner would alleviate some of this stress.

ENGINEERING SERVICES UPGRADE AT G.E. BOOTH

As part of the design process for the 40 MLD replacement project (Project 1), staff have identified an opportunity to advance the additional 40 MLD (Project 2) by three years. Rather than completing the projects sequentially, staff proposes completing them in parallel (between 2022-2026). The benefits include:

- Advance completion of the plant expansion by three years to 2026
- Reduce disruption to the local community as construction would be completed in less time
- Increased ability to deal with flows originating from inflow and infiltration
- Increased ability to accommodate growth sooner (Appendix IV)
- Less strain on the plant operations as project consolidated into one construction phase
- Introduce the opportunity for cost savings with consolidation into a larger, single construction contract
- Less overall community impact due to reduction of length of time construction vehicles present

While it is difficult to estimate cost savings as the projects will not be tendered for several years, given the construction value of \$180M which will be spent over a five-year period, savings of even 1 per cent would be in excess of \$1.8M.

There will also be opportunities to save on Regional and consultant staff time over the course of the consolidated project as there will be less tenders to issue, less vendors to coordinate and pay, etc.

To take advantage of this revised plan, additional engineering services (including requisite capital funding) are required sooner.

4. Additional Engineering Services

CIMA Canada Inc. was originally retained under a competitive process for the replacement project in 2018.

At staff's request, CIMA Canada Inc. has submitted a proposal for the additional design services required for the consolidated projects. This proposal has been reviewed by staff from Public Works and Procurement.

The consolidated project extends the existing assignment and proposed costs are consistent with the competitive price submission. The experience gained by CIMA Canada Inc., through their design work to date, provides them with unique knowledge that can be effectively leveraged for the design works required for the additional work. Consolidation of the two design projects into one assignment does achieve some economies of scale (such as less overhead) and will ensure that the revised 2026 construction completion schedule will be met.

Additional fees in the amount of \$7,299,272.00 are required to complete the requirements of the consolidated project as per the following table:

13.3-4

ENGINEERING SERVICES UPGRADE AT G.E. BOOTH

ITEM	FEE
Project Management	\$585,347.00
Detailed Design	\$3,261,867.00
Services During Construction	\$3,452,058.00
Total Fees	\$7,299,272.00

FUTURE PLANNING

Beyond the consolidation of the two projects, staff continues to work towards identifying long term projects to meet the wastewater treatment requirements to meet growth projections. The following projects will serve to feed the long-term capital plans for the Region's needs.

1. Master Plan Update.

Currently in the final stages, the Master Plan identifies long term plant capacity needs due to the growth horizon timelines. The updated Master Plan is being carried out with a sensitivity analysis to ensure that the new capacity will serve future growth including the projections to 2041, will be more resilient to climate change, and will consider climate change related flows.

2. Environmental Assessments

To support long-term treatment plant expansions (Appendix IV). In 2020, staff will begin the Environmental Assessment (EA) processes for the expansion of both wastewater treatment plants in the Region of Peel. The EA will reflect the projects identified for growth in the updated Master Plan. The EAs will consolidate liquid, solids and energy recovery projects and address long term real property site constraints.

RISK CONSIDERATIONS

There are financial, environmental, and regulatory risks if the engineering of these two projects is not consolidated into one project:

- If the design for the expansion remains in 2022, the efficiencies of engineering effort would not be realized. A secondary consultant would result in additional design and tender effort and cost. Implementation of a two-phase construction process would result in additional construction related costs and overall delayed capacity realization.
- The impacts of climate change, namely from inflow and infiltration will not be addressed until 2029, rather than 2026. This increases the risk of the facility bypassing portions of the treatment process due increased peak flows.

FINANCIAL IMPLICATIONS

Staff recommend the advancement of funds for engineering services for the expansion from 2022, which will allow the design of the two projects to be merged and accelerate the overall completion schedule of the program by three years. With the funding advancement, there is sufficient funding available to carry out the report's direction.

ENGINEERING SERVICES UPGRADE AT G.E. BOOTH

CONCLUSION

Staff has identified significant benefits related to the advancement of plant expansion projects at G. E. Booth (Lakeview) Wastewater Treatment Plant. By combining the expansion project with the existing replacement project, schedule and cost improvement can be achieved, as well as improved environmental risk mitigation.



Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

- Appendix I: New Plant 1 Contracts C1A, C1B and C2
- Appendix II: 40 MLD New Plant 1 Project
- Appendix III: 80 MLD New Plant 1 and Capacity
- Appendix IV: 600 MLD Capacity Build-out

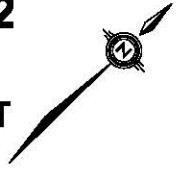
For further information regarding this report, please contact John Glass, Manager, Wastewater Treatment Capital at ext. 7897 or via email at john.glass@peelregion.ca.

Authored By: John Glass

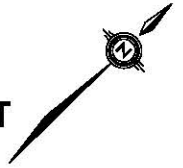
Reviewed in workflow by:
Procurement
Financial Support Unit

APPENDIX I - NEW PLANT 1 CONTRACTS C1A, C1B AND C2

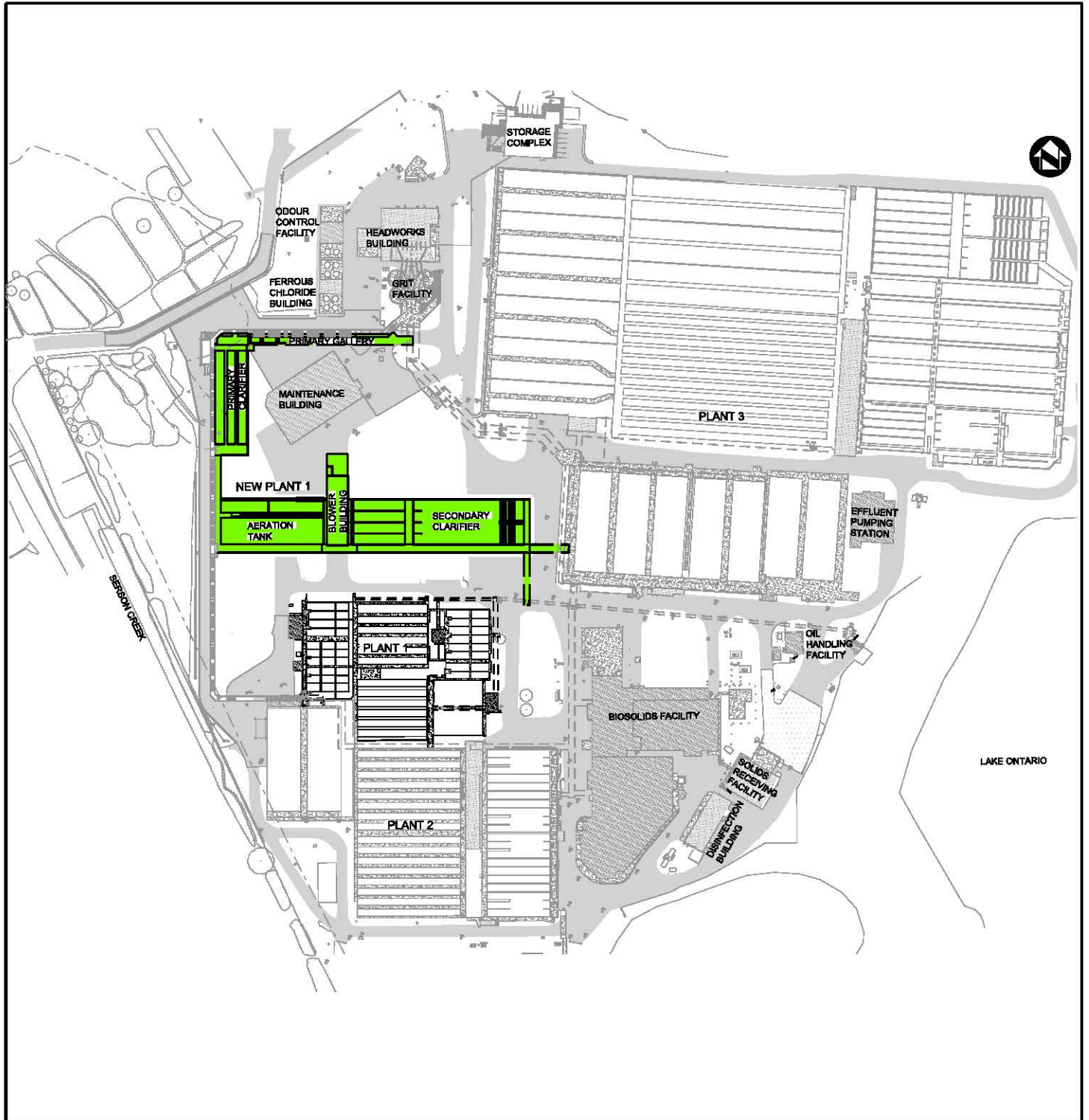
**ENGINEERING SERVICES FOR THE DESIGN AND CONSTRUCTION OF PLANT
CAPACITY UPGRADE AT G.E. BOOTH WASTEWATER TREATMENT PLANT
CAPITAL PROJECT 17-2926 & 22-2940
DOCUMENT 2017-488P
CITY OF MISSISSAUGA, WARD 1**



APPENDIX II - 40 MLD NEW PLANT 1 PROJECT

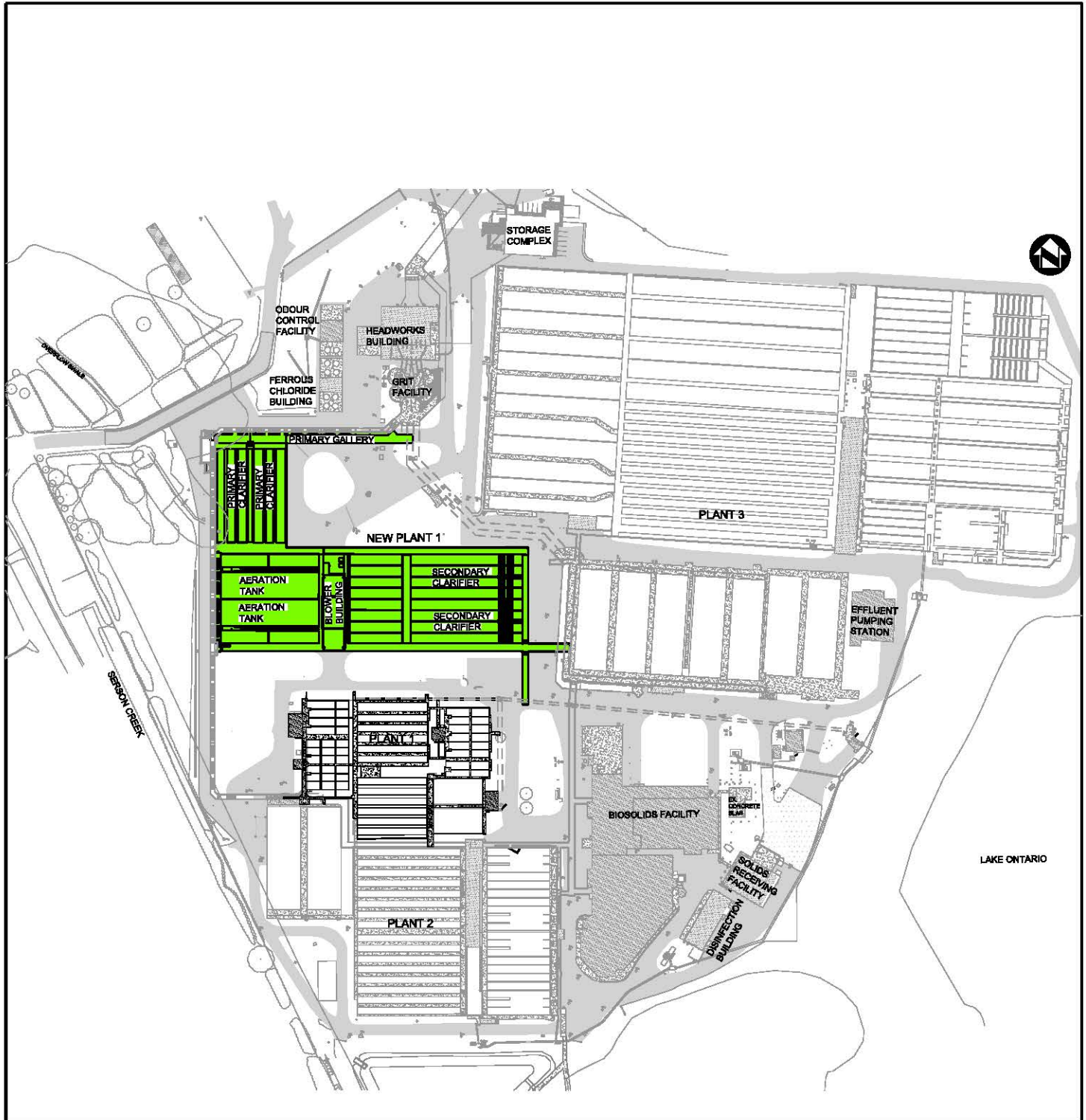
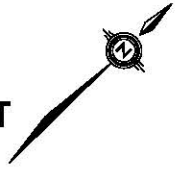


**ENGINEERING SERVICES FOR THE DESIGN AND CONSTRUCTION OF PLANT
CAPACITY UPGRADE AT G.E. BOOTH WASTEWATER TREATMENT PLANT
CAPITAL PROJECT 17-2926 & 22-2940
DOCUMENT 2017-488P
CITY OF MISSISSAUGA, WARD 1**

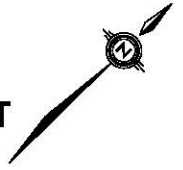


APPENDIX III - 80 MLD NEW PLANT 1 AND CAPACITY RECOVERY COMBINED PROJECT

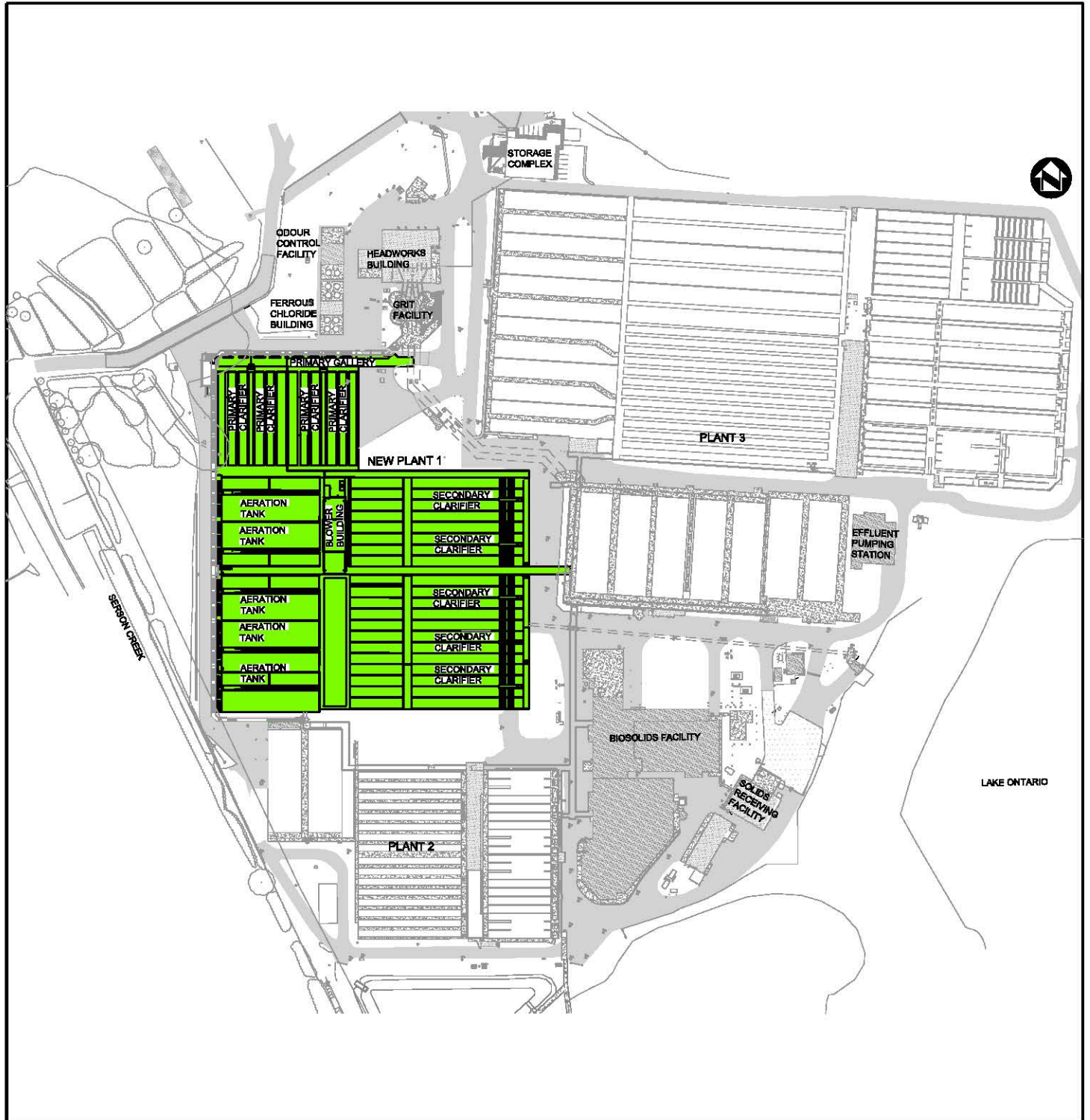
ENGINEERING SERVICES FOR THE DESIGN AND CONSTRUCTION OF PLANT CAPACITY UPGRADE AT G.E. BOOTH WASTEWATER TREATMENT PLANT
CAPITAL PROJECT 17-2926 & 22-2940
DOCUMENT 2017-488P
CITY OF MISSISSAUGA, WARD 1



APPENDIX IV - 600 MLD CAPACITY BUILD-OUT



**ENGINEERING SERVICES FOR THE DESIGN AND CONSTRUCTION OF PLANT
CAPACITY UPGRADE AT G.E. BOOTH WASTEWATER TREATMENT PLANT
CAPITAL PROJECT 17-2926 & 22-2940
DOCUMENT 2017-488P
CITY OF MISSISSAUGA, WARD 1**





JUL 22 2019

Regional Municipality of Peel
Office of the Regional Chair

Mr. Nando Iannicca
Regional Chair and Chief Executive Officer
The Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton ON L6T 4B9

JUL 23 2019

RECEIVED

RECEIVED

July 25, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

Thank you for your letter of April 10, 2019, regarding the Regional Municipality of Peel's Regional Council Resolution 2019-288 in support of the Great Lakes and St. Lawrence Cities Initiative Position Statement, which requested reinstatement of the Great Lakes Restoration Initiative and the associated \$300-million annual funding commitment. The Office of the Prime Minister has forwarded to me a copy of your correspondence on this matter.

Protecting Canada's freshwater resources, including the Great Lakes and the St. Lawrence River, is a key priority for the Government of Canada. Canada works collaboratively to protect the Great Lakes with the United States through the 2012 Canada-U.S. Great Lakes Water Quality Agreement (GLWQA). The federal government also works with other levels of government, Indigenous Peoples, industry, non-governmental organizations and others on both sides of the border to make progress on restoring and protecting the Great Lakes.

Canada remains committed to the implementation of the GLWQA and the delivery of its Great Lakes commitments through national programs and a suite of targeted Great Lakes-specific programs.

The Government of Canada takes action on key threats to Great Lakes water quality and ecosystem health, and delivers on its commitments under the GLWQA through the Great Lakes Protection Initiative. As you may know, the Initiative received an additional \$44.84 million over five years in 2017. It focuses Canada's efforts on eight priority areas for action (working with others to protect the Great Lakes, restoring Great Lakes areas of concern, preventing toxic and nuisance algae, assessing and enhancing the resilience of Great Lakes coastal wetlands, evaluating and identifying at-risk nearshore waters, reducing releases of harmful chemicals, engaging Indigenous Peoples in addressing Great Lakes issues, and increasing public engagement through citizen science).

.../2

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____



- 2 -

Working alongside United States and domestic partners, the Government of Canada will continue to promote strong action by all levels of government, industry, non-governmental organizations and others on both sides of the border in order to protect the shared waters of the Great Lakes.

For more details on Canada–U.S. actions to protect the Great Lakes, please visit <https://binational.net>.

I appreciate the Regional Council's interest in the protection of the Great Lakes. Please accept my best wishes.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C McKenna', with a long horizontal flourish extending to the right.

The Honourable Catherine McKenna, P.C., M.P.



Office of the Regional Chair

April 10, 2019

Resolution Number 2019-288

The Right Honourable Justin Trudeau

Prime Minister of Canada
Office of the Prime Minister
House of Commons
Ottawa, ON K1A 0A2

The Honourable François Legault

Premier and President of Council
Assemblée nationale du Québec
Hôtel du Parlement
1045 rue des Parlementaires
Quebec, QU G1A 1A3

The Honourable Catherine McKenna

Minister of the Environment and Climate Change
Environment Canada
10 Wellington, 23rd Floor
Gatineau, QC K1A 0H3

Dear: Prime Minister Trudeau, Premier Legault and Minister McKenna

Subject: **Region of Peel Resolution in Support of the Great Lakes and St. Lawrence Cities Initiative Position Statement**

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, March 28, 2019:

Resolution 2019-288:

Whereas access to clean water is a fundamental human right to sustain daily needs of every citizen;

And whereas, the Great Lakes and St. Lawrence Basin contains 20 per cent of the world's fresh water;

And whereas, over 40 million people in Canada and the United States depend on water from the Great Lakes and St. Lawrence Basin Cities for health, economic and societal prosperity;

And whereas, the Great Lakes and St. Lawrence Basin supports the fisheries industry;

And whereas, United States and Canadian local governments spend over \$15 billion annually in efforts to protect and restore the resource; and the imperative to sustain or increase protection is rising with the clear threat of climate change.

And whereas, the Great Lakes Restoration Initiative is creating jobs and revitalizing struggling communities across the eight-state Great Lakes region;

And whereas, the White House Year 2020 Draft Budget proposes to cut funds to protect the Great Lakes and nation's drinking water

The Regional Municipality of Peel

And whereas, the proposal to cut the funding from \$300 million to \$30 million would bring Great Lakes Restoration Initiative to a virtual halt and deeply compromise the impact of needed collective action;

And whereas, responsibility for Great Lakes and St. Lawrence restoration and protection should not be returned solely to state and local entities, but shared among all orders of government;

And whereas, on March 15, 2019, the Cities Initiative released a Position Statement requesting the US Federal commitment to fully funding the Great Lakes Restoration Initiative to maintain the restoration momentum on the Great Lakes;

Therefore be it resolved, that the Region of Peel fully supports the Great Lakes and St. Lawrence Cities Initiative Position Statement requesting reinstatement of the Great Lakes Restoration Initiative and the \$300 Million annual funding commitment;

And further, that copies of this resolution be forwarded to the President of the United States of America, the Prime Minister of Canada, the Governors of the Eight Great Lakes States, the Premiers of the Provinces of Quebec and Ontario, their respective Ministers of the Environment, the Great Lakes Restoration Initiative, the International Joint Commission, the Great Lakes St. Lawrence Cities Initiative, the Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO).

On behalf of Regional Council, I request that you give consideration to the above resolution.

Yours truly,



Nando Iannicca
Regional Chair and Chief Executive Officer

NI/sb

c: Janette Smith, Commissioner of Public Works, Region of Peel
Catherine Matheson, Commissioner of Corporate Services, Region of Peel

Also sent to:

The Honourable Doug Ford, Premier of Ontario
The Honourable John Yakabuski, Minister of Natural Resources and Forestry
The Honourable Rod Phillips, Minister of Environment, Conservation and Parks
President Donald Trump, President of the United States of America
Governor Andrew Cuomo, Governor of New York State
Governor Tim Walz, State of Minnesota
Governor J. B. Pritzker, Governor of Illinois
Governor Eric Holcomb, Governor of Indiana
Governor Gretchen Whitmer, Governor of Michigan State
Governor Mike DeWine, Governor of Ohio
Governor Tony Evers, Governor of Wisconsin
Governor Tom Corbett, Governor of Pennsylvania
David Ullrich, Executive Director, Great Lakes and St. Lawrence Cities Initiative
Scott McKay, Quebec Program and Policy Manager, Great Lakes and St. Lawrence Cities Initiative
Association of Municipalities of Ontario (AMO)
The Federation of Canadian Municipalities
International Joint Commission (IJC) Canadian Section

Ministry of Infrastructure

Office of the Minister

5th Floor, 777 Bay Street
Toronto, Ontario M7A 2E1
Telephone: 416-314-0998

Ministère de l'Infrastructure

Bureau du ministre

777, rue Bay, 5^e étage
Toronto (Ontario) M7A 2E1
Téléphone: 416 314-0998



Regional Municipality of Peel
Office of the Regional Chair

JUL 30 2019

RECEIVED

RECEIVED

July 30, 2019

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

JUL 24 2019

Mr. Nando Iannicca
Regional Chair and CEO
Peel Region
10 Peel Centre Drive
5th floor, Suite A
Brampton, Ontario
L6T 4B9

Nando

Dear Mr. Iannicca:

Thank you for your kind letter of congratulations. The people of Ontario have given our government a strong mandate to make life easier for families and businesses, and to make it clear that the province is open for business. I'm excited to help fulfill that mandate in my new role as the Minister of Infrastructure.

There is a lot of work to do to deliver the modern, reliable infrastructure which will help make Ontario the proud economic engine of Canada once again. Your insight will be invaluable as we work to fulfill this commitment, and I would appreciate being made aware of any infrastructure-related issues that are of concern to you.

As always, my door remains open to good ideas on how to best deliver provincial infrastructure that is on time and on budget.

Thank you again for writing and please accept my best wishes.

Sincerely,

Laurie Scott
The Honourable Laurie Scott
Minister of Infrastructure

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



July 3, 2019

The Honourable Laurie Scott
 Minister of Infrastructure
 Hearst Block, 8th Floor
 900 Bay Street
 Toronto, ON M7A 2E1

Dear Minister Scott:

On behalf of Regional Council, I congratulate you on your recent appointment as Minister of Infrastructure. The Region of Peel looks forward to building a positive and constructive relationship with you and your fellow cabinet ministers to address key issues impacting communities across the Region and the Province.

The Region's vision is to achieve a "Community for Life" where everyone has access to the services and opportunities they need to thrive throughout each stage of their lives. Achieving this vision will require all levels of government to work together to ensure the right policies, infrastructure and services are in place.

The Region of Peel welcomes future opportunities to partner with the Province on infrastructure initiatives that will help achieve key provincial priorities such as creating job growth and building an integrated transportation network. For example, the Region is committed to investing in infrastructure aiming to improve the movement of goods. Businesses need safe roads and bridges to deliver goods and services efficiently and commuters need fast, reliable transportation networks to get to school and work.

Municipal infrastructure investment also helps strengthen Ontario's economy. Consider these facts:

- For every dollar increase of GDP in Peel, Ontario's GDP will increase by \$1.63 (inclusive of the Region of Peel).
- For every dollar of municipal revenue in Peel due to growth, provincial revenue increases by \$5.70.

For fast-growing municipalities like Peel, providing and maintaining infrastructure is becoming increasingly difficult due to unpredictable and unsustainable funding sources. The Region relies on collaboration with the provincial and federal levels of government to plan, build and maintain the infrastructure needed to meet the needs of their communities. As such, we look forward to meeting with you at the 2019 AMO Conference to discuss how we can work together to address challenges related to infrastructure planning.

Nando Iannicca
 Regional Chair & CEO

10 Peel Centre Dr.
 Suite A, 5th Floor
 Brampton, ON L6T 4B9
 905-791-7800 ext. 4310



Once again, I congratulate you on your appointment as Minister of Infrastructure and wish you much success in this portfolio. Please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Kindest personal regards,

A handwritten signature in black ink, appearing to read 'Nando Iannicca', with a long horizontal flourish extending to the right.

Nando Iannicca
Regional Chair & Chief Executive Officer
Region of Peel

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature et des
Parcs



Office of the Minister

Bureau du ministre

777 Bay Street, 5th Floor
Toronto ON M7A 2J3
Tel.: 416-314-6790

777, rue Bay, 5^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416.314.6790

RECEIVED

July 30, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

JUL 25 2019

357-2019-1768

Regional Municipality of Peel
Office of the Regional Chair

Mr. Nando Iannicca
Regional Chair and Chief Executive Officer
Region of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton ON L6T 4B9

JUL 30 2019

RECEIVED

Dear Mr. Iannicca:

Thank you for your email congratulating me on my appointment as Minister of the Environment, Conservation and Parks.

I am pleased to take on this new role, and I appreciate your support.

Our government has put in place an environment plan to help protect our air, land and water, address litter and reduce waste, support Ontarians to continue to do their share to reduce greenhouse-gas emissions, and help communities and families prepare for climate change. Our Made-in-Ontario Environment Plan commits to meeting the federal government's greenhouse-gas emissions target of 30 per cent below 2005 levels by 2030 and to addressing Ontario's environmental challenges in a way that ensures we have both a healthy environment and a healthy economy.

I appreciate your comments about the Blue Box transition. Ontario will continue to do its part to reduce and divert even more plastic waste through the transition of the current Blue Box Program to a producer responsibility model and by increasing the amount of plastic waste being diverted through the industrial, commercial and institutional sector.

I welcome the chance to continue to advance our work on these important issues. I also look forward to working with the ministry's many partners to ensure we pass on a cleaner environment to future generations.

Again, thank you for your good wishes.

Sincerely,

Jeff Yurek
Minister of the Environment, Conservation and Parks

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



July 3, 2019

The Honourable Jeff Yurek
Minister of Environment, Conservation and Parks
777 Bay St., 5th Floor
Toronto, ON M7A 2J3

Dear Minister Yurek:

On behalf of Regional Council, I congratulate you on your recent appointment as Minister of Environment, Conservation and Parks. The Region of Peel looks forward to continuing to build a positive and constructive relationship with you and your fellow cabinet ministers to address key issues impacting communities across the Region and the Province.

The Region's vision is to achieve a "Community for Life" where everyone has access to the services and opportunities they need to thrive throughout each stage of their lives. For fast growing municipalities like the Region of Peel, achieving this vision will require all levels of government to work together to ensure the right policies, infrastructure and services are in place.

This includes working together on achieving key environmental priorities and meeting the Region's and the Province's greenhouse gas reduction targets. As such, we look forward to meeting with you at the 2019 AMO Conference to learn more about the Province's plans on working with municipalities to implement climate change adaptation and mitigation strategies.

We also look forward to discussing the transition of the Blue Box program and the need to move expeditiously to move to full producer responsibility. Transitioning the Blue Box program will result in significant savings to the Region which then can be used for other priorities such as building the Region's new anaerobic digestion facility.

Once again, I congratulate you on your appointment as Minister of Environment, Conservation and Parks and wish you much success in this portfolio. Please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310



Kindest personal regards,

A handwritten signature in black ink, appearing to read 'Nando Iannicca', followed by a long horizontal line extending to the right.

Nando Iannicca
Regional Chair & Chief Executive Officer
Region of Peel

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

Ministry of
Transportation

Office of the Associate Minister

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Ministère des
Transports

Bureau de la ministre associée

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



RECEIVED

August 7, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

107-2019-2948

JUL 29 2019

Mr. Nando Iannicca
Regional Chair and CEO
Regional Municipality of Peel
10 Peel Centre Drive, 5th Floor, Suite A
Brampton ON L6T 4B9
Toronto ON M4S 2C6

Regional Municipality of Peel
Office of the Regional Chair

AUG 06 2019

RECEIVED

Dear Mr. Iannicca:

Thank you for your congratulations on my recent appointment as Ontario's Associate Minister of Transportation (GTA).

I am both proud and honoured to be able to work on the transportation portfolio.

Building comprehensive transit and transportation systems is an integral part of our government's plan to address congestion, connect people with jobs and strengthen Ontario's economy.

I also look forward to discussing transportation issues that affect municipalities at the AMO conference in August.

I am committed to working with our partners to ensure that Ontario has an accessible transportation system that moves people and goods safely and efficiently.

Sincerely,

Kinga Surma
Associate Minister of Transportation (GTA)

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

July 3, 2019

The Honourable Kinga Surma
Associate Minister of Transportation (GTA)
777 Bay Street, 5th Floor
Toronto, ON M7A 1Z8

Dear Minister Surma:

On behalf of Regional Council, I congratulate you on your recent appointment as Associate Minister of Transportation (GTA). The Region of Peel looks forward to building a positive and constructive relationship with you and your fellow cabinet ministers to address key issues impacting communities across the Region and the Province.

The Region's vision is to achieve a "Community for Life" where everyone has access to the services and opportunities they need to thrive throughout each stage of their lives. Achieving this vision will require all levels of government to work together to ensure the right policies, infrastructure and services are in place.

The Region looks forward to working with you and your Ministry to develop a sustainable and integrated transportation system to help meet Peel's long-term transportation needs. Peel is expected to grow by 2 million people and 970,000 jobs by 2041. This growth is expected to result in an increase in traffic congestion by 45 per cent or an additional 190,000 vehicle trips within Peel in the weekday morning peak period.

As such, we also look forward to meeting with you at the 2019 AMO Conference to discuss how we can work together to help mitigate the impacts of this increased congestion. The Region envisions congestion mitigation strategies that will include both increased transit services across Peel and the construction of a new highway which includes a dedicated transit right-of-way in the GTA West Corridor.

Once again, I congratulate you on your appointment as Associate Minister of Transportation (GTA) and wish you much success in this portfolio. Please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310



Kindest personal regards,

A handwritten signature in black ink, appearing to read 'Nando Iannicca', with a long horizontal flourish extending to the right.

Nando Iannicca
Regional Chair & Chief Executive Officer
Region of Peel

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

This page is
intentionally left blank

**ITEMS RELATED TO
HEALTH**

This page is
intentionally left blank

For Information

DATE: August 28, 2019

REPORT TITLE: **PEEL WATERPIPE SMOKING BY-LAW UPDATE**

FROM: Cathy Granger, Acting Commissioner of Health Services
Jessica Hopkins, MD MSc CCFP FRCPC, Medical Officer of Health

OBJECTIVE

To provide Regional Council as the Board of Health with an update on compliance with the Peel Waterpipe Smoking By-law (By-law 30-2016).

REPORT HIGHLIGHTS

- The Peel Waterpipe Smoking By-law was approved by Regional Council on April 28, 2016.
- Before the By-law could be implemented, the Region of Peel was notified that validity of the By-law was being challenged in court by five hookah lounge owners.
- The initial court case was won by the Region, confirming the By-law was legal and valid. The five hookah lounge owners appealed this result.
- On May 21, 2019, the Ontario Court of Appeal dismissed the appeal, upholding the validity of the By-law in its entirety.
- On August 20, 2019, Leave to Appeal to the Supreme Court of Canada has been sought by the same owners.
- There are 33 waterpipe premises known to be operating in Peel.
- Inspections to determine compliance with the By-law began in late July 2019.

DISCUSSION
1. Background

The Peel Waterpipe Smoking By-law was approved by Regional Council on April 28, 2016. The By-law was created to protect the public and staff who work in waterpipe establishments from the negative health effects associated with exposure to water pipe smoking. A few days prior to the By-law implementation date of November 1, 2016, the Region of Peel was notified that the validity of the By-law was being challenged in the Ontario Superior Court of Justice by five owners of six waterpipe establishments in Peel.

External legal counsel was hired to represent the Region of Peel. On their advice, the decision was made to refrain from enforcing the By-law while the case proceeded through the initial court hearing, which was heard in January, 2018. On June 5, 2018, Regional Senior Justice Peter A. Daley released his in-depth written decision which upheld the By-

PEEL WATERPIPE SMOKING BY-LAW UPDATE

law and dismissed the case. The dismissal of the court application was appealed by the hookah lounge owners and that hearing was held in February 2019.

On May 21, 2019, the three-judge panel of the Ontario Court of Appeal dismissed the appeal. The lengthy written decision clearly upheld the public health purpose of the By-law as valid and within the Region's jurisdiction to pass; i.e., that Peel Region is protecting the health, safety and well-being of persons by prohibiting waterpipe use in the named locations, as it has the power to do, authorized by the *Municipal Act, 2001*. The Court of Appeal upheld the conclusion that the potential economic impact on the appellants' hookah lounge businesses is but an unfortunate incidental result of the By-law, not determinative of its purpose. This same conclusion had been reached in a similar case argued by the same lawyer in the City of Toronto. The judges found there was no bad faith, as had been alleged by the appellants, on the part of Council as to the process under which the By-law was passed; rather, as the lower court judge had found, there was evidence of very diligent and thorough inquiry, research and consultation.

As part of the appeal decision, the Region was awarded \$10,000 in legal costs, in addition to the \$86,580.99 award at the lower court level. The Region has been seeking payment of these costs, part of which was secured by agreement as one step in the appeal case.

The only remaining level of appeal is to the Supreme Court of Canada. The process involves asking for leave, i.e. permission, to make an appeal. There is a sixty-day appeal period following the Ontario Court of Appeal decision which, with summer court closure taken into account, ended as of August 20, 2019. An application to seek leave to appeal was received on August 20. The appellants are challenging the By-law on the judicial review of municipal by-laws. There will be a written disposition of this application. If leave is not granted, the costs awards will be final and can be further pursued. The same law firm is continuing to represent the Region's interests.

ENFORCEMENT

Region of Peel Public Health Inspectors are responsible for enforcement of the By-law. A progressive enforcement strategy has been developed and is being used to gain compliance with the By-law. Regular contact with known operators has been maintained during the course of the court appeals. To date there are 33 waterpipe premises known to be operating in Peel. All operators have been notified of the Court of Appeal decision and that enforcement of the By-law will commence. No agreement to refrain from enforcement of the By-law is recommended at this point.

FINANCIAL IMPLICATIONS

The implementation of the By-law and related enforcement actions taken in 2019 will be covered by the existing 2019 approved budget. Costs for the appeal to the Supreme Court will be discussed in an in camera report.

CONCLUSION

A progressive approach to protecting residents and visitors to the Region of Peel from the harmful effects of second-hand smoke is consistent with Peel Public Health's "Living Tobacco Free" strategic priority. The increasing popularity of waterpipe smoking in public places in Peel poses a health risk to both the user and to those exposed to the second-hand smoke. This risk

PEEL WATERPIPE SMOKING BY-LAW UPDATE

is most commonly being assumed by young adults and students who appear to be increasingly using waterpipes owing to popular media promotion and misconceptions about the health risks.

Prohibiting waterpipe smoking in areas where people congregate, whether indoor in workplaces or in indoor or named outdoor public places, is a logical step in reducing health risks to both the user and to the exposed to the second-hand smoke. The Region has expanded the reach of provincial legislation with this By-law, specifically passed in addition to its outdoor no smoking By-law efforts. This waterpipe By-law also represents a fair solution to food premises operators who do comply with existing tobacco control regulations.



Cathy Granger, Acting Commissioner of Health Services



Jessica Hopkins, MD MHScc CCFP FRCPC
Medical Officer of Health

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

For further information regarding this report, please contact Louise Aubin, Acting Director Health Protection, extension 2479, louise.aubin@peelregion.ca .

Authored By: Andrea Chiefari

Reviewed in workflow by:

Legal Services

DATE: September 4, 2019

REPORT TITLE: **BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES AND TO REPEAL THE PEEL OUTDOOR SMOKING BY-LAW 20-2013**

FROM: Cathy Granger, Acting Commissioner of Health Services
Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

That the “Peel Outdoor No Smoking or Vaping By-law (By-law)”, be presented for enactment;

And further, that the By-law be forwarded to the Cities of Brampton and Mississauga and the Town of Caledon to seek triple majority consent as required under the *Municipal Act, 2001*;

And further, that the Cities of Brampton and Mississauga and the Town of Caledon be requested to rescind the resolutions that consented to the enactment of By-law 20–2013 (Peel Outdoor Smoking By-law) as required under s 115 (6) of the *Municipal Act, 2001*;

And further, that the 2019 Public Health Budget is increased by the Incremental By-law implementation costs and a portion of the funding received through the Ontario Cannabis Legalization Implementation Fund be allocated to cover these costs, as permitted under the terms and conditions of the fund;

And further, that staff submit the proposed Set Fines in Section “C” of the By-law to the Regional Senior Justice of the Ontario Court of Justice for approval;

And further, that the Regional Solicitor be authorized to approve and implement minor changes required by the Regional Senior Justice of the Ontario Court of Justice to the Set Fines.

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

REPORT HIGHLIGHTS

- There is strong support for smoke-free public spaces in Peel as indicated by community consultations and local survey data.
- Approximately 118 other municipalities in Ontario have passed by-laws that address gaps in smoke-free outdoor areas left by the current provincial legislation.
- This proposed By-law prohibits smoking and vaping in outdoor public places, outdoor municipal properties and outdoor construction sites, and prohibits smoking and vaping within nine metres of indoor public places and indoor workplaces (collectively “Prohibited Places”).
- An additional contract staff is requested for a 24-month period using a portion of the Ontario Cannabis Legalization Implementation Fund. The Region of Peel (Region) received \$832,284.00 from the Ministry of Finance over two years for enforcement purposes.

DISCUSSION

1. Background

In 2013, the Peel Outdoor Smoking By-law 20-2013 was passed to protect the public from second-hand smoke exposure. It prohibited smoking of lighted tobacco within nine metres in areas where children play and at entrances and exits to municipal buildings and facilities. The existing By-law does not address smoking of cannabis or the vaping (i.e., use of electronic cigarettes) of cannabis and other substances.

a) Current Legislative Framework

For over a decade, the *Smoke-Free Ontario Act (SFOA), 2006*, prohibited smoking in enclosed workplaces and enclosed public places, as well as other designated places. Prior to 2018, vaping and cannabis protections were not included in Provincial and Federal regulations.

The following Table describes the applicable federal and provincial legislation and regulations that came into effect on October 17, 2018.

Government	Legislation	Description
Federal	<i>Cannabis Act, 2018</i>	Controls the production, distribution, sale and possession of cannabis across Canada.
Provincial	<i>Cannabis Statute Law Amendment Act, 2018</i>	Regulates the use and sale of cannabis and vapour products in Ontario
	<i>Smoke-Free Ontario Act, 2017</i>	Regulates minimum requirements to protect the public from exposure to second hand smoke and exposure to second hand vapour.

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

Regional	Proposed No Smoking and Vaping in Outdoor Public Places and Workplaces By-law	Strengthen protections for smoke-free outdoor areas where the public or employees go, such as commercial properties, parks, conservation areas, beaches, parks, trails and outdoor festivals and events.
----------	---	--

Peel Public Health has worked closely with Regional and local Municipal staff to determine the scope of the By-law and to develop a communication and enforcement strategy. Furthermore, community consultations indicate strong support amongst respondents for the proposed changes to the By-law. Public Health brought a report to Regional Council, on June 13, 2019, to explain the differences between the *Smoke-Free Ontario Act, 2017*, and the proposed Peel By-law. The report also reported on support for the By-law from community and business consultations.

b) Protection from Second-Hand Smoke and Vapour

The proposed By-law aims to provide residents further protection from second-hand smoke exposure (tobacco and cannabis) and vapour exposure. Smoke-free outdoor spaces support healthy and safe communities through:

- Protecting all people, including those most vulnerable (e.g., seniors, children, those with chronic heart and lung disease) from exposure to second-hand smoke;
- Providing supportive environments for people who want to quit smoking;
- Discouraging youth smoking initiation through denormalization of smoking and vaping behaviours; and
- Reducing tobacco, e-cigarette and cannabis related litter in outdoor spaces.

c) Previous Experiences with the Peel Outdoor Smoking By-law #20-2013

The expanded scope of the proposed By-law will require a period of adjustment for both residents and visitors to Peel. Temporally augmenting existing regional enforcement resources will permit enforcement staff to assist local municipalities, where needed, in supporting and managing community expectations related to enforcement.

In general by-laws are often self-enforcing when communicated effectively, as most people comply when expectations are understood. Experiences in implementing smoke and vape free restrictions within Peel, including the Peel Outdoor Smoking By-law 20-2013 and the Region of Peel Smoking in the Workplace Corporate Policy, has provided a better understanding of how the smoking and non-smoking public react positively to smoking and vaping restrictions within the Region.

2. Experiences in Other Jurisdictions

Approximately 118 other municipalities in Ontario have passed by-laws that address public health gaps in provincial legislation (Appendix I). These by-laws encompass a range of protections, including a combination of the following options:

- 100 per cent smoke-free grounds on all municipal properties;

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

- Nine metres setback of entrances to all public buildings, including stores and restaurants; and
- Outdoor spaces such as beaches, trails, post-secondary institutions, and construction sites.

Although other municipalities in Ontario have by-laws that exceed the *Smoke-Free Ontario Act, 2017* prohibitions, Peel's proposed By-law would be one of the most comprehensive within Ontario that prohibits smoking and vaping of tobacco, cannabis and other substances.

3. Next Steps

It is recommended that the proposed Peel Outdoor No Smoking or Vaping By-law be enacted to prohibit the smoking of lighted tobacco, lighted cannabis or any substance used for smoking and prohibit the use of vapour products (e.g., electronic cigarettes) in Prohibited Places.

Specifically, the proposed by-law prohibits smoking and vaping as follows:

No person shall Smoke or Vape, regardless of whether or not a notice is posted that Smoking or Vaping is prohibited, in the following places:

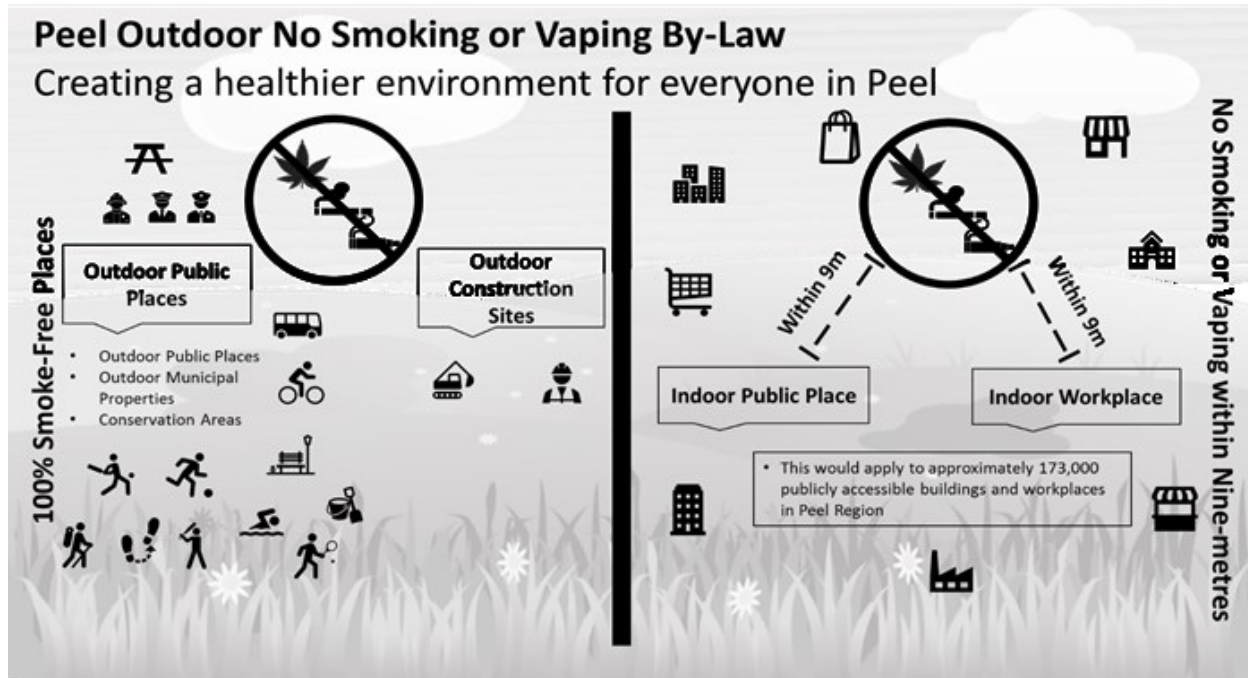
- Outdoor Public Place;
- Outdoor Municipal Property; or
- Outdoor Construction Site.

No person shall Smoke or Vape within nine meters, regardless of whether or not a notice is posted that Smoking or Vaping is prohibited, of any:

- Indoor Public Place; or
- Indoor Workplace.

Definition of the above referenced Prohibited Places is contained in the proposed By-law and is outlined in the infographic below.

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES



Given the expanded scope of the proposed By-law, an additional temporary tobacco enforcement inspector is requested. Currently, five Regional inspectors are mandated to enforce the *Smoke-Free Ontario Act, 2017* which includes secondary school inspections, retail educational visits and test shopping and responding to complaints. They also enforce the Peel Waterpipe Smoking By-law and the current Peel Outdoor Smoking By-law. An additional 24-month contract staff position is requested for 24 months to support By-law implementation as most people comply voluntarily when by-law expectations are communicated effectively.

a) Signage and Communication

The requirements of the By-law will be communicated through various strategies which will include posted signage, social media and traditional communication methods. Staff of the Region will produce the signage and communication materials for use on Regional and local municipality property.

b) Enforcement

An approach has been developed by Peel Public Health and local area municipal representatives. The objective is to foster a consistent approach to enforcement across the region. The approach is based on previous successful outdoor smoking By-law implementation at the Region and in other municipalities.

Enforcement of the By-law will continue to be on a complaint basis and each municipality will enforce on their municipal properties; the Region will enforce on all other Prohibited Places. Progressive enforcement focused on bringing people into compliance through education and awareness will be utilized first.

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

The date of the By-law coming into force is proposed no sooner than November 1, 2019, pending consent from the local municipal councils and rescindment of the resolutions that placed By-law 20-2013 into force.

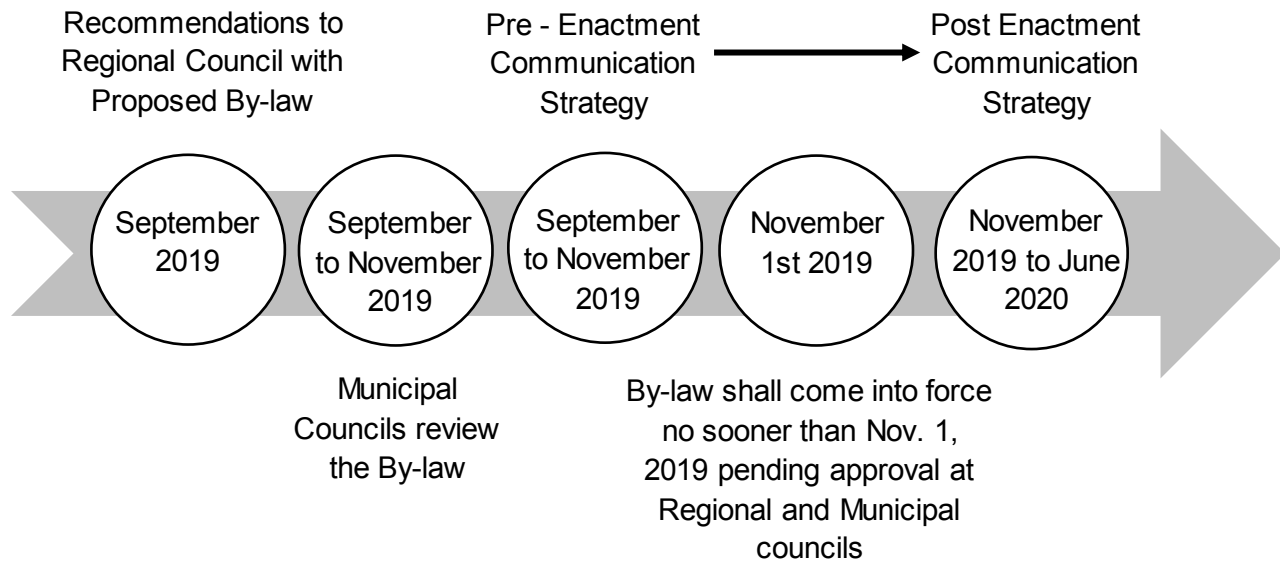
A power of entry and inspection section is included to assist named municipal and regional officers in addressing complaints of non-compliance with individuals. A duty to produce identification is included under the enforcement and obstruction section of the proposed By-law. This may assist named municipal and regional officers in addressing non-compliance with individuals.

A set fine schedule has been developed and will be submitted to the Regional Senior Justice of the Ontario Court of Justice for approval after the proposed by-law has been enacted. This will enable enforcement staff to issue ticket-style Provincial Offence Notices for named offences. For the offences included in the set fine schedule, it is recommended that the fine be set at \$250-\$300.

4. Anticipated Timeline

Once Regional Council enacts the Peel No Smoking or Vaping By-law, subsequent approval must be sought from the local municipal councils in fall 2019. Section 115 of the *Municipal Act, 2001*, requires ratification by triple majority, that is, that the new by-law may not come into force unless a majority of the councils of Mississauga, Brampton and Caledon making up a majority of electors in the Region of Peel have passed resolutions giving their consent to the By-law. Requests to each of the Councils of Mississauga, Brampton and Caledon will be made as the final step in ongoing consultations with their staff.

The following timeline provides an overview of each step in the process.



BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

FINANCIAL IMPLICATIONS

Approximately, \$105,000 has been allocated for the signage strategy from the 2019 Approved Budget and \$25,000 for the communication campaign.

A portion of the Ontario Cannabis Legalization Implementation Fund will be allocated towards a contract staff position needed for enforcement of the By-law. The cost will be \$87,000.00 per year and will be paid out of Ontario Cannabis Legalization Implementation Fund received, totalling \$832,284 in 2018 and 2019. There is no impact on the Regional net tax levy during the contract term.

CONCLUSION

Despite decreasing cigarette smoking rates in Peel, exposure to second-hand smoke and vapour continues to be a significant public health problem. Increasing prohibitions on where people can smoke and vape outdoors is a logical next step in further providing protection.



Cathy Granger, Acting Commissioner of Health Services



Jessica Hopkins, MD MHS CCFP FRCPC, Medical Officer of Health

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I – Outdoor No Smoking or Vaping By-laws in Other Jurisdictions

For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, Ext. 2013

Authored By: Jackie Regich and Heather Doncaster, Chronic Disease and Injury Prevention

Reviewed in workflow by:
Financial Support Unit
Legal Services

**APPENDIX I
BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES**

Outdoor No Smoking or Vaping By-laws in Other Jurisdictions

Adapted from The Ontario Public Health Collaborative on Cannabis & Tobacco Control Area Networks Quarter 2 Updated as of June 17, 2019

Location and By-law Number	Date in force	Products included				How By-law Exceeds Provincial Legislation						
		Tobacco	Cannabis	Electronic Cigarettes/ Devices	Other Substance	Municipal Buildings	Park/ play-ground	Trails/ pathway	Beach	Public Place	Special Events	Transit
Town of Amherstburg By-law #2016-113	Dec 12, 2016	✓	✓	✓	✓	9m ✓	✓	✓			✓	
Township of Armour By-Law #6-2019	Jan 9, 2019	✓	✓	✓	✓	9m ✓	✓	✓			✓	
Town of Bradford West Gwillimbury By-law #2019-41	April 16, 2019	✓	✓	✓		✓	✓					✓
Belleville	Mar 26 2018	✓	✓	✓		✓						✓
Village of Burks' Falls By-law #23-2018	Aug 2018	✓	✓	✓		✓	✓					
Cavan Monaghan Township By-law #2019-11	Feb 4, 2019	✓	✓	✓		✓		✓				
Municipality of Chatham-Kent By-Law #137-2014	Sept 1 2014	✓	✓	✓	✓	✓	✓	✓	✓			✓
Douro-Dummer	Feb 5, 2019	✓	✓	✓		✓	✓				✓	

APPENDIX I

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

Location and By-law Number	Date in force	Products included				How By-law Exceeds Provincial Legislation						
		Tobacco	Cannabis	Electronic Cigarettes/ Devices	Other Substance	Municipal Buildings	Park/ play-ground	Trails/ pathway	Beach	Public Place	Special Events	Transit
East Gwillimbury	June 4, 2019	✓	✓	✓	✓	✓	✓	✓			✓	
Essa Township By-Law 2018-93	Nov 21, 2018		✓			✓	✓	✓		✓		
No Smoking bylaw 2011-63	2011	✓				✓	✓	✓				
Town of Essex By-law Number 1228	Apr 1, 2015	✓	✓	✓	✓	✓	✓					
City of Hamilton	July 1, 2019	✓	✓	✓		✓	✓	✓	✓		✓	
Huron County By-law #2018-057	July 4, 2018	✓	✓	✓	✓	✓	✓					
Town of Innisfil By-law #038-19	Apr 10, 2019	✓	✓	✓	✓	✓	✓	✓	✓		✓	
Town of King	Dec 12, 2016	✓	✓	✓	✓	✓	✓	✓	✓			
City of Kingston	Nov 20, 2018	✓	✓	✓	✓	✓	✓		✓	3 m ✓		
Town of Kingsville	Oct 11, 2016	✓	✓	✓	✓							
Township of Lake of Bays By-law #2019-034	Mar 19, 2019	✓	✓	✓	✓	✓	✓					
Town of Lakeshore	Mar 24, 2015	✓		✓	✓		✓					
Municipality of Lambton Shores	Mar 26 2019	✓	✓	✓	✓		✓					

APPENDIX I

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

Location and By-law Number	Date in force	Products included				How By-law Exceeds Provincial Legislation						
		Tobacco	Cannabis	Electronic Cigarettes/ Devices	Other Substance	Municipal Buildings	Park/ play-ground	Trails/ pathway	Beach	Public Place	Special Events	Transit
Township of Lucan Biddulph By-law #48-2015	July 13, 2015	✓	✓	✓	✓	✓	✓	✓				
City of Markham	Oct 16, 2018		✓			✓	✓	✓		✓	✓	✓
Township of Mulmur By-law #7-19	Jan 9, 2019		✓			✓	✓	✓		✓	✓	✓
Nation Municipality By-law 32-98	July 24, 2017	✓	✓	✓	✓	✓	✓	✓				
Town of Newmarket	May 27, 2019	✓	✓	✓	✓	✓	✓					
Norfolk County By-law #2018-24	May 1 2018	✓	✓	✓	✓	✓	✓	✓	✓			
Township of North Frontenac	Apr 12, 2019	✓	✓	✓	✓	✓						
City of Orillia By-law # 2019-37	May 15, 2019	✓	✓	✓	✓	✓	✓	✓	✓		✓	
City of Ottawa By-law #2004-276	Amended June 27, 2012	✓		✓	✓	✓	✓		✓			
City of Peterborough	Waterpipe in enclosed places				✓	✓	✓			✓		
	By-law 18-070	✓	✓	✓		✓	✓	✓	✓			

APPENDIX I

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

Location and By-law Number	Date in force	Products included				How By-law Exceeds Provincial Legislation						
		Tobacco	Cannabis	Electronic Cigarettes/ Devices	Other Substance	Municipal Buildings	Park/ play-ground	Trails/ pathway	Beach	Public Place	Special Events	Transit
Prince Edward County By-law #4247-2018	June 12, 2018	✓	✓	✓		✓	✓		✓	✓	✓	
Richmond Hill	Oct 18, 2018		✓			✓				✓		
Selwyn Township	Jan 17 2019	✓	✓	✓		✓	✓	✓	✓			
Township of Severn By-law #2019-21	Feb 6 2019	✓	✓	✓	✓	✓	✓	✓				
Township of Shelburne By-law 61-2018	Feb 6, 2019	✓				✓				✓		
City of Stratford By-law # 174-2003	May 28, 2019	✓	✓	✓	✓	✓	✓					
Municipality of Strathroy-Caradoc By-law #92-18	Jan 1 2019	✓	✓	✓	✓	✓	✓			✓		
Town of Tecumseh By-law #201-60	Jan 1, 2015	✓	✓	✓	✓	✓	✓					✓
City of Toronto Chapter 608, Parks Chapter 709, Smoking	amended Dec. 19, 2013 Passed July 8, 1999	✓		✓	✓		✓		✓	✓		

APPENDIX I

BY-LAW TO PROHIBIT SMOKING AND VAPING IN OUTDOOR PUBLIC PLACES AND WORKPLACES

Location and By-law Number	Date in force	Products included				How By-law Exceeds Provincial Legislation						
		Tobacco	Cannabis	Electronic Cigarettes/ Devices	Other Substance	Municipal Buildings	Park/ play-ground	Trails/ pathway	Beach	Public Place	Special Events	Transit
Quinte West	Nov 19, 2018	✓	✓	✓		✓						
Region of Waterloo	In progress	✓	✓	✓		✓	✓					
City of Windsor By-law #113-2206	Amended Nov 21 2016	✓	✓	✓	✓	✓	✓	✓	✓			✓
City of Barrie	In progress	✓	✓	✓	✓	✓	✓	✓		✓		
Durham Region	In progress	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
West Nipissing (North Bay Parry Sound District Health Unit and North East TCAN)	In progress		✓	✓		✓	✓	✓		✓	✓	

Other Prohibitions – Provincial Legislation						How by-laws exceed Provincial Legislation
Location and By-law Number	Date in Force	Products Included				Construction Sites
		Tobacco	Cannabis	Electronic Cigarette/ Devices	Other Substances	
New Brunswick – Cannabis Control Act	Mar 16, 2018	✓	✓			✓
Prince Edward Island Smoke-Free Places Act	Sept 25, 2015	✓	✓	✓	✓	✓

From: Christine Massey [REDACTED]

Sent: August 6, 2019 10:04 AM

To: Iannicca, Nando <nando.iannicca@peelregion.ca>; Groves, Annette <annette.groves@caledon.ca>; Bonnie Crombie <bonnie.crombie@mississauga.ca>; Parrish, Carolyn <carolyn.parrish@mississauga.ca>; Fonseca, Chris <chris.fonseca@mississauga.ca>; Dipika Damerla <dipika.damerla@mississauga.ca>; Carlson, George <george.carlson@mississauga.ca>; Gurpreet Dhillon <gurpreet.dhillon@brampton.ca>; Sinclair, Ian [REDACTED]; Innis, Jennifer <jennifer.innis@caledon.ca>; Downey, Johanna <johanna.downey@caledon.ca>; Kovac, John <john.kovac@mississauga.ca>; Ras, Karen <karen.ras@mississauga.ca>; Medeiros, Martin <martin.medeiros@brampton.ca>; Mahoney, Matt <matt.mahoney@mississauga.ca>; Palleschi, Michael <michael.palleschi@brampton.ca>; Iannicca, Nando <nando.iannicca@mississauga.ca>; Saito, Pat <pat.saito@mississauga.ca>; Pat Fortini <pat.fortini@brampton.ca>; Patrick Brown <patrick.brown@brampton.ca>; Paul Vicente <paul.vicente@brampton.ca>; Starr, Ron <ron.starr@mississauga.ca>; Rowena Santos <rowena.santos@brampton.ca>; Stephen Dasko <stephen.dasko@mississauga.ca>; McFadden, Sue <sue.mcfadden@mississauga.ca>; Mayor Allan Thompson <mayor@caledon.ca>; mayor_tory@toronto.ca; jbachetti@tecumseh.ca; Andrew Dowie [REDACTED] rtorial@tecumseh.ca; baltenhof@tecumseh.ca; bhouston@tecumseh.ca; rania.jobin@bell.net; Laura Moy <lmoy@tecumseh.ca>; ffrancis@city.windsor.on.ca; jelliott@city.windsor.on.ca; rbortolin@city.windsor.on.ca; cholt@city.windsor.on.ca; esleiman@city.windsor.on.ca; joagnac@city.windsor.on.ca; irek@city.windsor.on.ca; bmarra@city.windsor.on.ca; hpayne@city.windsor.on.ca; pborrelli@city.windsor.on.ca; mayoro@city.windsor.on.ca; mayor@town.lasalle.on.ca; mbondy@town.lasalle.on.ca; makpata@town.lasalle.on.ca; tburns@town.lasalle.on.ca; sdesjarlais@town.lasalle.on.ca; cmeloche@town.lasalle.on.ca; jrenaud@town.lasalle.on.ca; ZG-RegionalClerk <zgz-regionalclerk@peelregion.ca>; Szwarc, David <david.szwarc@peelregion.ca>; Farr, Andrew <andrew.farr@peelregion.ca>; ocwa@ocwa.com; alane@ocwa.com; Aimee Hennessy <ahennessy@ocwa.com>; nbaker@ocwa.com; tsmider@ocwa.com; jmuller@ocwa.com; Canadian Waterman <jkingsbury@ocwa.com>; MPontone@ocwa.com; sbudden@ocwa.com; ControlChem Info <info@controlchem.com>; Premier of Ontario | Première ministre de l'Ontario <premier@ontario.ca>; dr.david.williams@ontario.ca; Health Minister Jacek Ontario <ccu.moh@ontario.ca>; mcssinfo.css@ontario.ca; Prime Minister/Premier ministre <pm@pm.gc.ca>

Subject: Formerly Pro-Fluoridation Public Health Inst. Admits Potential Harm to Fetus

Dear Councillors, Mayors, Ministers, Premier, Prime Minister, etc.,

Calgary's [formerly pro-fluoridation](#) O'Brien Institute for Public Health:

• Does ingested fluoride affect cognition?

This is an important section of our report, because it highlights an area where the evidence is evolving quite rapidly. Recognizing this, we present descriptions of new studies from the past eight months that were not covered in the recent CADTH report published in February of 2019. These are presented alongside some older studies on fluoride and cognition.

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

16.1-2

- During fetal life and early infancy, the blood-brain barrier only partially prevents entry of chemicals into the brain and the developing brain is known to be sensitive to injury from toxic chemicals.
- Several Chinese studies reported lower IQ among children exposed to fluoride in drinking water at average concentrations of 2.5-4.1ppm (several times higher than recommended fluoridation levels); these were published in journals specifically interested in fluoride (— namely, the journal *Fluoride*).
- A meta-analysis of 27 studies led by a team at Harvard University, summarizing primary studies mostly done in China and Iran, reported an association between high fluoride exposure (upper limit of exposure up to 11.5mg/L) and lower IQ scores. The relevance of this study to the context of North American water fluoridation has rightly been questioned on the basis that the levels of fluoride exposure were generally higher than those seen in fluoridated Canadian water systems. Furthermore, the primary studies reviewed were generally either cross-sectional studies or ecological studies – i.e., weaker study designs for inferring causation. However, it should still be noted that the systematic review itself was very well done in reviewing an existing body of primary literature, and it certainly appears to have contributed to convincing national peer reviewed agencies like the National Institutes of Health in the U.S. to fund major studies (expensive studies) exploring the link between fluoride ingestion and cognition.
- A later prospective study of a birth cohort in Dunedin, New Zealand found no association between fluoride exposure and IQ measurements performed repeatedly during childhood and at age 38. The cohort study design of this study, published in 2015, is stronger than prior study designs. However, there were also some important limitations to this study, including the fact that there were only a small number of control subjects (one-tenth the number of subjects exposed to fluoridated water), and as a (p.19) result, a lack of statistical power to make definitive conclusions. Also, various forms of oral fluoride supplements were in use in New Zealand in the 1970s, and it is likely that controls received fluoride from non-water sources – a factor that could bias the study toward finding no association. (p.20)
- A high-quality cohort study (ELEMENT: Early Life Exposures in Mexico to Environmental Toxicants) studied urinary fluoride in mothers during pregnancy and then from their children at 6-12 years (299 mother-child pairs). An increase in the mother's urinary fluoride by 0.5mg/L predicted a lowering of 2.5 IQ points. The mean urinary fluoride was 0.9mg/L which is in the general range of exposures reported for other populations of adults. Though this study is based on subjects and fluoride consumption patterns in Mexico, the research was funded by the U.S. National Institutes of Health, and the work was led by Canadian researchers (Dr. Howard Hu, the former Dean of the Dalla Lana School of Public Health at the University of Toronto, and lead author Dr. Morteza Bashash, a public health researcher, also at the University of Toronto).
- Another similar analysis from ELEMENT found that higher levels of fluoride exposure during pregnancy were associated with global measures of attention deficit hyperactivity disorder (ADHD) and more symptoms of poor attention in children. One widely-stated caveat/criticism for these two ELEMENT studies just described is that the levels of urinary fluoride measured in pregnant Mexican women may not be relevant to Canada.

16.1-3

- This criticism is, however, addressed by a recent Canadian study. The MIREC (Maternal-Infant Research on Environmental Chemicals) cohort found that community water fluoridation appears to be a major source of fluoride exposure for pregnant women living in Canada, with urinary fluoride reflecting this exposure well. Further, this study reveals that the maternal urinary fluoride levels for women in communities with water fluoridation is comparable to that of Mexican women in the ELEMENT cohort. The amount of black tea consumed may further increase the exposure to fluoride.
- Of great relevance to the evolving evidence in this domain, another MIREC study focusing on cognition also examined the association between fluoride exposure and childhood IQ using similar methods to the Mexico study, but in a Canadian sample of 510 mother-child pairs; 38% received recommended levels of community fluoridated water in major Canadian cities. Women from fluoridated communities had higher urinary fluoride (average 0.69mg/L vs 0.40mg/L), and higher levels were associated with lower IQ scores in boys at age 3-4 years (each 1mg/L increase in urinary fluoride associated with 4.5 IQ points lower) but not in girls. The new Canadian cognition evidence is currently in the public domain as a published and approved thesis (Ms. Rivka Green, York University), and it is also officially 'in press' with a leading medical journal, due to appear in the late summer or early fall. Of note, the MIREC studies just described were, like the ELEMENT study, funded by the U.S. National Institutes of Health. The lead (p.20) investigator for this research is a Canadian colleague, Dr. Christine Till, Associate Professor of Psychology at York University.
- The O'Brien Institute team conducted interviews with both Dr. Morteza Bashash (ELEMENT study) and Dr. Christine Till (MIREC) to clarify points in both of their respective studies, and to hear their perspectives on the overall fluoride issue. Importantly, we note that both are very clearly taking an objective and neutral scientific perspective in the work they do, and they firmly assert that they are neither pro- nor anti-fluoride in their perspective. Both simply indicate that 'we need to get this right'. In that vein, both are engaged in continuing research that may shed more light on the question of whether ingested fluoride affects cognition.
- These very recent fluoride-cognition studies are being noticed and tracked by public health agencies. In Alberta, public health experts in Alberta Health Services are actively evaluating these new studies, and any others that may appear. Public Health Ontario has also recently done a careful analysis of the ELEMENT study, acknowledging its strengths, and the need for close monitoring of this issue (Note: the Public Health Ontario analysis was released before the Canadian MIREC data became publicly available).
- In summary, there is some new emerging evidence that fluoride exposure during pregnancy may be harmful to the brain development of children, with important studies having been published subsequent to the review of this evidence by the National Research Council in the U.S. in 2006. Many uncertainties remain about the mechanisms by which fluoride may harm brain development. Several – but not all – studies indicating toxicity have been performed in places where the ground water contains high levels of fluoride (versus community water fluoridation) and it is difficult to fully account for all the factors that may contribute to observed differences in IQ.
- The new emerging studies in this domain need to be tracked very closely, and carefully evaluated as they appear. We expect that health agencies at local, national, and international

16.1-4

levels will confer and compare notes as they iteratively review, and re-review, this evidence (p.21).

Pages 19 - 21, attached.c.

(Please include this message and attachment in the next meeting agendas for Peel Council, Windsor Council, etc., and please cease the medical experiment of "community water fluoridation".)

Yours for Safe Water,
Christine Massey, M.Sc.
Brampton, ON
[Fluoride Free Peel](#)

Ministry of Health

Office of the Deputy Premier
and Minister of Health

777 Bay Street, 5th Floor
Toronto ON M7A 1N3
Telephone: 416-327-4300
www.ontario.ca/health

Ministère de la Santé

Bureau du vice-premier ministre
et ministre de la Santé

777, rue Bay, 5e étage
Toronto ON M7A 1N3
Téléphone: 416 327-4300
www.ontario.ca/sante



iApprove-2019-01035

Mr. Nando Iannicca
Regional Chair and Chief Executive Officer
The Regional Municipality of Peel
10 Peel Centre Drive 5th Floor Suite A
Brampton ON L6T 4B9

RECEIVED
August 20, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

We are a government that listens. We have heard that the decision to provide stable funding for land ambulance services for the 2019 calendar year did not offer municipal partners enough time to plan without potentially impacting service delivery.

In response, the Ministry of Health (the ministry) is pleased to provide the Regional Municipality of Peel revised funding of up to \$47,451,852 with respect to the Land Ambulance Services Grant (LASG) for the 2019 calendar year.

Provincially, this represents approximately a 4% increase for municipalities over the previous year. In order to support LASG planning for the 2020 year, municipalities can expect continued growth. Final confirmation of 2020 funding will be provided through the 2020 budget process.

The Executive Director of Emergency Health Services Office will write to the Regional Municipality of Peel shortly to provide details with respect to the 2019 funding and associated terms and conditions.

We continue to rely on your strong leadership in alignment with the government's longer-term plan to bring fiscal stability to the health sector. Thank you for your dedication and commitment to improving land ambulance services in Ontario and for addressing the health care needs of Ontarians as we thoughtfully proceed with sector modernization.

Sincerely,

Christine Elliott
Deputy Premier and Minister of Health (MOH)

c: Ms. Nancy Polsinelli, Interim Chief Administrative Officer, The Regional Municipality of Peel

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

16.2-2

bc: Ms. Alison Blair, Executive Director, Emergency Health Services Office
Mr. Jim Yuill, Director, Financial Management Branch
Ms. Teresa Buchanan, Director, Fiscal Oversight & Performance Branch
Mr. Stuart Mooney, Director (Interim), Emergency Health Program Management and Delivery Branch

Ministry of Health

Executive Director
Emergency Health Services Office
Hospitals and Emergency Services
Division

56 Wellesley Street West
10th Floor
Toronto ON M5S 2S3
Tel.: 416 212-4433
www.Ontario.ca/health

Ministere de la Sante

Directrice generale
Bureau des services de sante d'urgence
Division des Hopitaux et des
Services d'urgence

56, rue Wellesley Ouest
10^e étage
Toronto ON M5S 2S3
Tél. : 416 212-4433
www.ontario.ca/sante

RECEIVED
August 20, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

AUG 20 2019

iApprove-2019-01035

Ms. Nancy Polsinelli
Interim Chief Administrative Officer
The Regional Municipality of Peel
10 Peel Centre Drive 5th Floor Suite A
Brampton ON L6T 4B9

Dear Ms. Polsinelli:

Re: 2019 Land Ambulance Services Grant (LASG) Funding for the Regional Municipality of Peel

This letter is further to the recent letter from the Honourable Christine Elliott, Deputy Premier and Minister of Health, in which she informed your organization that the Ministry of Health (the "ministry") will provide the Regional Municipality of Peel up to \$790,765 in additional base funding with respect to the Land Ambulance Services Grant (LASG) for the 50:50 partnership for the 2019 calendar year. This will bring the total maximum base funding available under the agreement for the Regional Municipality of Peel for the 2019 funding year up to \$47,451,852.

I am therefore pleased to provide you with your 2019 LASG calculation, attached, that pursuant to section 4.2 of the Agreement, shall replace the calculation in Schedule "B". All terms and conditions contained in the Agreement remain in full force and effect. Please note this amount does not include an inflationary adjustment.

Your grant will be adjusted in your electronic transfer payments.

We appreciate your cooperation with the ministry in managing your funding as effectively as possible. You are expected to adhere to our reporting requirements, particularly for financial reporting, which is expected to be timely and accurate. Based on our monitoring and assessment of your financial reporting, your cash flow may be adjusted appropriately to match actual services provided.

It is also essential that you manage costs within your approved budget.

Please review the attached 2019 LASG calculation carefully. Should you require any further information or clarification, please contact Jenny Poon, Senior Financial Analyst, at (416) 327-7873 or by e-mail at Jenny.Poon@ontario.ca.

Sincerely,



Alison Blair
Executive Director, Emergency Health Services Office

Enclosure

c: Mr. Nando Iannicca, Regional Chair and Chief Executive Officer, The Regional Municipality of Peel
Mr. Peter Dundas, EMS Chief / Director, The Regional Municipality of Peel
Mr. Jim Yuill, Director, Financial Management Branch
Ms. Teresa Buchanan, Director, Fiscal Oversight & Performance Branch
Mr. Stuart Mooney, Director (Interim), Emergency Health Program Management & Delivery Branch

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

16.3-2

**2019 Land Ambulance Services Grant Adjustment Calculation
Effective January 1, 2019**

		The Regional Municipality of Peel
2018 Approved Land Ambulance Operating Costs per PSAB Less any one-time costs	(1)	\$94,903,703
Less: 2018 Base Funding at 100%	(2)	\$0
2018 Sharable Land Ambulance Operating Costs	(3)=(1)-(2)	\$94,903,703
Add: 2019 Incremental Increase	(4)=(3) x 0.00%	<u>\$0</u>
2019 Approved Sharable Land Ambulance Operating Costs	(5) = (3) + (4)	\$94,903,703
		<u>50.0%</u>
2019 Land Ambulance Services Grant 50:50	(6) = (5) x 50%	\$47,451,852
Less: 2018 Land Ambulance Services Grant 50:50	(7)	<u>\$46,661,087</u>
2019 Land Ambulance Services Grant 50:50 Increase / (Decrease)	(8) = (6) - (7)	\$790,765
2019 100% Per Capita First Nations Funding Increase / (Decrease)	(9)	\$0
2019 Inverse Effect Of Per Capita First Nations Funding on 50:50 Funding	(10) = -1 * (9) * 1/2	<u>\$0</u>
2019 Net Annualized Base Funding Increase (Decrease)	(11) = (8) + (9) + (10)	\$790,765
Add: 2018 Land Ambulance Services Grant 50:50	(7)	\$46,661,087
Add: 2018 Base Funding at 100%	(2)	\$0
2019 Land Ambulance Services Grant (50:50, and Other 100%)	(9) = (8) + (7) + (2)	<u>\$47,451,852</u>

Ministry of Health

Office of the Deputy Premier
and Minister of Health

777 Bay Street, 5th Floor
Toronto ON M7A 1N3
Telephone: 416 327-4300
Facsimile: 416 326-1571
www.ontario.ca/health

Ministère de la Santé

Bureau du vice-premier ministre
et du ministre de la Santé

777, rue Bay, 5^e étage
Toronto ON M7A 1N3
Téléphone: 416 327-4300
Télécopieur: 416 326-1571
www.ontario.ca/sante



AUG 20 2019

iApprove-2019-01185

Mr. Nando Iannicca
Chair, Board of Health
Peel Public Health
10 Peel Centre Drive
Brampton ON L6T 4B9

RECEIVED
August 20, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

The Ontario government is taking a comprehensive approach to modernize Ontario's health care system which includes a coordinated public health sector that is nimble, resilient, efficient, and responsive to the province's evolving health needs and priorities. While the broader health care system undergoes transformation, a clear opportunity has emerged for us to transform and strengthen the role of public health and its connectedness to communities.

As you are aware, the government made the decision to maintain the current cost-sharing arrangements for boards of health for 2019, to provide municipalities with additional time to find efficiencies that will ensure the sustainability of these critical shared public health services.

As a result, the Board of Health for Peel Public Health will be provided up to \$58,080,100 in base funding and up to \$75,000 in one-time funding for the 2019-20 funding year, to support the provision of public health programs and services in your public health unit. Dr. David Williams, Chief Medical Officer of Health, will write to Peel Public Health shortly concerning the terms and conditions governing the funding.

While the way in which we are implementing our plan to strengthen public health has changed, the need to do so has not. The current public health structure requires modernization – having 35 independent entities, all with varying capacity, does not facilitate consistent implementation of the core elements of a strong public health system.

Our government has heard that the scale and pace of change is of concern to the public health and municipal sectors. While the modernization of the public health sector remains a priority, the Ministry of Health intends to consult with public health and municipal partners throughout the fall of 2019 to inform the development of Regional Public Health Entities and to ensure that adequate time is provided for thoughtful dialogue and implementation planning.

REFERRAL TO _____

.../2

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

Mr. Nando Iannicca

In order to support public health unit planning for 2020, municipalities can use a planned funding change to bring the municipal share to 30% for public health programs and services effective as of January 1, 2020. However, to help provide additional stability as municipalities begin to adapt to shifting funding models, our government will also provide one-time mitigation funding to assist all public health units and municipalities to manage this increase while we work to transform the public health system across the province over the next couple of years. While final confirmation of 2020 funding will be provided through the 2020 Budget process, we expect that all municipalities will be protected from any cost increases resulting from this cost-sharing change that exceed 10% of their existing costs.

We continue to rely on your strong leadership to build a modern and sustainable public health sector. Thank you for the important service that your public health unit provides to Ontarians, and your ongoing dedication and commitment to addressing the public health needs of Ontarians.

Sincerely,



Christine Elliott
Deputy Premier and Minister of Health

c: Dr. Jessica Hopkins, Medical Officer of Health, Peel Public Health

Ministry of Health

Office of Chief Medical Officer of Health,
Public Health
393 University Avenue, 21st Floor
Toronto ON M5G 2M2

Telephone: (416) 212-3831
Facsimile: (416) 325-8412

Ministère de la Santé

Bureau du médecin hygiéniste en chef,
santé publique
393 avenue University, 21^e étage
Toronto ON M5G 2M2

Téléphone: (416) 212-3831
Télécopieur: (416) 325-8412

iApprove-2019-01185

AUG 20 2019

Dr. Jessica Hopkins
Medical Officer of Health
Peel Public Health
7120 Hurontario Street, P.O. Box 667
RPO Streetsville
Mississauga ON L5M 2C2

RECEIVED
August 20, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Dr. Hopkins:

Re: Ministry of Health Public Health Funding and Accountability Agreement with the Board of Health for Peel Public Health (the “Board of Health”) dated January 1, 2014, as amended (the “Agreement”)

Further to the recent letter from the Honourable Christine Elliott, Deputy Premier and Minister of Health, I am writing to inform you that the Board of Health will be provided up to \$58,080,100 in base funding and up to \$75,000 in one-time funding for the 2019-20 funding year, to support the provision of public health programs and services in your community.

Please find attached to this letter a new Schedule A (Grants and Budget), Schedule B (Related Program Policies and Guidelines), Schedule C (Reporting Requirements), and Schedule D (Board of Health Financial Controls) that, pursuant to section 3.4 of the Agreement shall replace the existing schedules. All terms and conditions contained in the Agreement remain in full force and effect.

We appreciate your cooperation with the Ministry of Health in managing your funding as effectively as possible. You are expected to adhere to our reporting requirements, particularly for in-year service and financial reporting, which is expected to be timely and accurate. Based on our monitoring and assessment of your in-year service and financial reporting, your cash flow may be adjusted appropriately to match actual services provided.

It is also essential that you manage costs within your approved budget.

REFERRAL TO Health Services
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

.../2

Dr. Jessica Hopkins

Please review the new Schedules carefully. Should you require any further information and/or clarification, please contact Elizabeth Walker, Director, Accountability and Liaison Branch, Office of Chief Medical Officer of Health, Public Health, at 416-212-6359 or by e-mail at Elizabeth.Walker@ontario.ca.

There is a significant role for public health to play within the larger health care system and it will continue to be a valued partner. I look forward to your input and collaboration as we work to modernize the public health sector.

Thank you for your ongoing support as the Ministry of Health continues to build a modern, sustainable public health sector that meets the needs of Ontarians.

Yours truly,

A handwritten signature in blue ink, appearing to read "D Williams".

David C. Williams, MD, MHSc, FRCPC
Chief Medical Officer of Health

Attachments

c: Nando Iannicca, Chair, Board of Health for Peel Public Health
Vish Bhardwaj, Finance Manager, Peel Public Health
Jim Yuill, Director, Financial Management Branch, MOH
Teresa Buchanan, Director (A), Fiscal Oversight & Performance Branch, MOH

**New Schedules to the
Public Health Funding and Accountability
Agreement**

BETWEEN THE PROVINCE AND THE BOARD OF HEALTH

(BOARD OF HEALTH FOR PEEL PUBLIC HEALTH)

EFFECTIVE AS OF THE 1ST DAY OF JANUARY 2019

16.5-4

**SCHEDULE "A"
GRANTS AND BUDGET**

Board of Health for Peel Public Health

DETAILED BUDGET - MAXIMUM BASE FUNDS (FOR THE PERIOD OF JANUARY 1, 2019 TO DECEMBER 31, 2019, UNLESS OTHERWISE NOTED)			
Programs/Sources of Funding	2018 Approved Allocation (\$)	Increase / (Decrease) (\$)	2019 Approved Allocation (\$)
Mandatory Programs (Cost-Shared)	46,051,000	-	46,051,000
Enhanced Food Safety - Haines Initiative (100%)	143,400	-	143,400
Enhanced Safe Water Initiative (100%)	100,000	-	100,000
Harm Reduction Program Enhancement (100%)	250,000	-	250,000
Healthy Smiles Ontario Program (100%)	4,697,700	-	4,697,700
Infectious Diseases Control Initiative (100%)	# of FTEs 10.50	1,166,800	-
MOH / AMOH Compensation Initiative (100%) ⁽¹⁾	314,000	-	314,000
Needle Exchange Program Initiative (100%)	44,000	-	44,000
Nursing Initiatives (100%)	392,100	-	392,100
Ontario Seniors Dental Care Program (100%) ⁽²⁾	-	3,912,800	3,912,800
Smoke-Free Ontario Strategy (100%)	1,008,300	-	1,008,300
Total Maximum Base Funds⁽³⁾	54,167,300	3,912,800	58,080,100

DETAILED BUDGET - MAXIMUM ONE-TIME FUNDS (FOR THE PERIOD OF APRIL 1, 2019 TO MARCH 31, 2020, UNLESS OTHERWISE NOTED)	
Projects / Initiatives	2019-20 Approved Allocation (\$)
Needle Exchange Program Initiative (100%)	29,400
New Purpose-Built Vaccine Refrigerators (100%)	45,600
Total Maximum One-Time Funds⁽³⁾	75,000

(1) Cash flow will be adjusted to reflect the actual status of current MOH and AMOH positions.

(2) Base funding for the Ontario Seniors Dental Care Program is pro-rated at \$2,934,600 for the period of April 1, 2019 to December 31, 2019.

(3) Maximum base and one-time funding is flowed on a mid and end of month basis. Cash flow will be adjusted when the Province provides a new Schedule "A".

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

Enhanced Food Safety – Haines Initiative (100%)

The Enhanced Food Safety – Haines Initiative was established to augment the Board of Health's capacity to deliver the Food Safety Program as a result of the provincial government's response to Justice Haines' recommendations in his report "Farm to Fork: A Strategy for Meat Safety in Ontario".

Base funding for this initiative must be used for the sole purpose of implementing the Food Safety Program Standard under the Ontario Public Health Standards. Eligible expenses include such activities as: hiring staff, delivering additional food-handler training courses, providing public education materials, and program evaluation.

Funded projects/activities must be over and above the level of activities underway or planned based on existing mandatory programs base funding.

Enhanced Safe Water Initiative (100%)

Base funding for this initiative must be used for the sole purpose of increasing the Board of Health's capacity to meet the requirements of the Safe Water Program Standard under the Ontario Public Health Standards.

Funded projects/activities must be over and above the level of activities underway or planned based on existing mandatory programs base funding.

Harm Reduction Program Enhancement (100%)

The scope of work for the Harm Reduction Program Enhancement is divided into three components:

1. Local Opioid Response;
2. Naloxone Distribution and Training; and,
3. Opioid Overdose Early Warning and Surveillance.

Local Opioid Response

Base funding must be used to build a sustainable community outreach and response capacity to address drug and opioid-related challenges in their communities. This includes working with a broad base of partners to ensure any local opioid response is coordinated, integrated, and that systems and structures are in place to adapt/enhance service models to meet evolving needs.

SCHEDULE "B"

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

Local response plans, which can include harm reduction and education/prevention, initiatives, should contribute to increased access to programs and services, and improved health outcomes (i.e., decrease overdose and overdose deaths, emergency room visits, hospitalizations). With these goals in mind, the Board of Health is expected to:

- Conduct a population health/situational assessment, including the identification of opioid-related community challenges and issues, which are informed by local data, community engagement, early warning systems, etc.
- Lead/support the development, implementation, and evaluation of a local overdose response plan (or drug strategy). Any plan or initiative should be based on the needs identified (and/or gaps) in your local assessment. This may include building community outreach and response capacity, enhanced harm reduction services and/or education/prevention programs and services.
- Engage stakeholders - identify and leverage community partners to support the population health/situational assessment and implementation of local overdose response plans or initiatives. This should include First Nations, Métis and Inuit communities where appropriate.
- Adopt and ensure timely data entry into the Ontario Harm Reduction Database, including the Transition to the Ontario Harm Reduction Database and ensure timely collection and entry of minimum data set as per direction from the Province (to be provided).

Naloxone Kit Distribution and Training

The Board of Health (or their Designate) must be established as a naloxone distribution lead/hub for eligible community organizations, as specified by the Province, which will increase dissemination of kits to those most at risk of opioid overdose.

To achieve this, the Board of Health is expected to:

- Ordering of naloxone kits as outlined by the Province; this includes naloxone required by eligible community organizations distributing naloxone.
- Coordinate and supervise naloxone inventory, including managing supply, storage, maintaining inventory records, and distribution of naloxone to eligible community organizations, and ensuring community organizations distribute naloxone in accordance with eligibility criteria established by the ministry.
- With the exception of entities (organizations, individuals, etc.) as specified by the Province:
 - Train community organization staff on naloxone administration, including how to administer naloxone in cases of opioid overdose, recognizing the signs of overdose and ways to reduce the risk of overdose. Board of Health staff would also instruct agency

SCHEDULE "B"

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	Base
Source	Public Health

staff on how to provide training to end-users (people who use drugs, their friends and family).

- Train community organization staff on naloxone eligibility criteria, including providing advice to agency staff on who is eligible to receive naloxone and the recommended quantity to dispense.
- Support policy development at community organizations, including providing consultation on naloxone-related policy and procedures that are being developed or amended within the eligible community organizations.
- Promote naloxone availability and engage in community organization outreach, including encouraging eligible community organizations to acquire naloxone kits for distribution to their clients.

Use of NARCAN® Nasalspray

The Board of Health will be required to submit orders for Narcan to the Province in order to implement the Harm Reduction Program Enhancement. By receiving Narcan, the Board of Health acknowledges and agrees that:

- Its use of the Narcan is entirely at its own risk. There is no representation, warranty, condition or other promise of any kind, express, implied, statutory or otherwise, given by her Majesty the Queen in Right of Ontario as represented by the Ministry of Health, including Ontario Government Pharmaceutical and Medical Supply Service in connection with the Narcan.
- The Province takes no responsibility for any unauthorized use of the Narcan by the Board of Health or by its clients.
- The Board of Health also agrees:
 - To not assign or subcontract the distribution, supply or obligation to comply with any of these terms and conditions to any other person or organization without the prior written consent of the Province.
 - To comply with the terms and conditions as it relates to the use and administration of Narcan as specified in all applicable federal and provincial laws.
 - To provide training to persons who will be administering Narcan. The training shall consist of the following: opioid overdose prevention; signs and symptoms of an opioid overdose; and, the necessary steps to respond to an opioid overdose, including the proper and effective administration of Narcan.
 - To follow all provincial written instructions relating to the proper use, administration, training and/or distribution of Narcan.
 - To immediately return any Narcan in its custody or control at the written request of the Province at the Board of Health's own cost or expense.

SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	Base
Source	Public Health

- That the Province does not guarantee supply of Narcan, nor that Narcan will be provided to the Board of Health in a timely manner.

Opioid Overdose Early Warning and Surveillance

Base funding must be used to support the Board of Health in taking a leadership role in establishing systems to identify and track the risks posed by illicit synthetic opioids in their jurisdictions, including the sudden availability of illicit synthetic opioids and resulting opioid overdoses. Risk based information about illicit synthetic opioids should be shared in an ongoing manner with community partners to inform their situational awareness and service planning. This includes:

- Surveillance systems should include a set of “real-time” qualitative and quantitative indicators and complementary information on local illicit synthetic opioid risk. Partners should include, but are not limited to: emergency departments, first responders (police, fire and ambulance) and harm reduction services.
- Early warning systems should include the communication mechanisms and structures required to share information in a timely manner among health system and community partners, including people who use drugs, about changes in the acute, local risk level, to inform action. They should also include reporting to the province through a mechanism currently under development.

Drug Checking (BTNX Rapid Response™ Fentanyl Test Strip) Program

The Province will provide to the Board of Health fentanyl test strips, as a drug checking pilot program, to be distributed to the approved supervised injection services sites and approved overdose prevention sites, as directed by the Province.

The Board of Health is expected to:

- Order fentanyl test strips for approved supervised injection services sites and overdose prevention sites (if applicable) in its region through the Ontario Government Pharmaceutical and Medical Supply Service via Panorama.
- Coordinate and supervise fentanyl test strip inventory to prevent overstocking.
- Support other supervised injection services sites and overdose prevention sites (if applicable) to develop their drug checking policies/procedures/protocols, if requested.
- Distribute fentanyl test strips to approved supervised injection services sites and overdose prevention sites (if applicable).

SCHEDULE "B"

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	Base
Source	Public Health

Use of BTNX Rapid Response™ Fentanyl Test Strips

The Board of Health will be required to submit orders for fentanyl test strips for approved supervised injection service and approved overdose prevention sites to the Province. By receiving fentanyl test strips, the Board of Health acknowledges and agrees that:

- The use of the test strips is entirely at your own risk. There is no representation, warranty, condition or other promise of any kind, express, implied, statutory or otherwise, given by her Majesty the Queen in Right of Ontario as represented by the Ministry of Health, including Ontario Government Pharmaceutical and Medical Supply Service in connection with the fentanyl test strips.
- The Province takes no responsibility for any unauthorized use of the fentanyl test strips by you or by your clients.
- Not to assign or subcontract the distribution, supply or obligation to comply with any of these terms and conditions to any other person or organization without the prior written consent of the Province.
- To comply with the terms and conditions as it relates to the use and administration of fentanyl test strips as specified in all applicable federal and provincial laws.
- To follow all provincial written instructions relating to the proper use, administration, training and/or distribution of fentanyl test strips.
- To immediately return any fentanyl test strips in your custody or control at the written request of the ministry at your own cost or expense.
- That the ministry does not guarantee supply of fentanyl test strips, nor that fentanyl test strips will be provided to you in a timely manner.

Healthy Smiles Ontario Program (100%)

The Healthy Smiles Ontario (HSO) Program provides preventive, routine, and emergency and essential dental treatment for children and youth, from low-income families, who are 17 years of age or under.

HSO builds upon and links with existing public health dental infrastructure to provide access to dental services for eligible children and youth.

The HSO Program has the following three (3) streams (age of ≤ 17 years of age and Ontario residency are common eligibility requirements for all streams):

1. Preventive Services Only Stream (HSO-PSO):

- Eligibility comprised of clinical need and attestation of financial hardship.
- Eligibility assessment and enrolment undertaken by boards of health.

16.5-10
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

- Clinical preventive service delivery in publicly-funded dental clinics and through fee-for-service providers in areas where publicly-funded dental clinics do not exist.

2. Core Stream (HSO-Core):

- Eligibility correlates to the level at which a family/youth’s Adjusted Net Family Income (AFNI) is at, or below, the level at which they are/would be eligible for 90% of the Ontario Child Benefit (OCB), OR family/youth is in receipt of benefits through Ontario Works, Ontario Disability Support Program, or Assistance for Children with Severe Disabilities Program.
- Eligibility assessment undertaken by the Ministry of Finance and Ministry of Community and Social Services; enrolment undertaken by the program administrator, with client support provided by boards of health as needed.
- Clinical service delivery takes place in publicly-funded dental clinics and through fee-for-service providers.

3. Emergency and Essential Services Stream (HSO-EESS):

- Eligibility comprised of clinical need and attestation of financial hardship.
- Eligibility assessment undertaken by boards of health and fee-for-service providers, with enrolment undertaken by the program administrator.
- Clinical service delivery takes place in publicly-funded dental clinics and through fee-for-service providers.

Base funding for this program must be used for the ongoing, day-to-day requirements associated with delivering services under the HSO Program to eligible children and youth in low-income families. It is within the purview of the Board of Health to allocate funding from the overall base funding amount across the program expense categories.

HSO Program expense categories include:

- Clinical service delivery costs, which are comprised of:
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff that provide clinical dental services for HSO;
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff that undertake the following ancillary/support activities for HSO: management of the clinic(s); financial and programmatic reporting for the clinic(s); and, general administration (i.e., receptionist) at the clinic(s); and,
 - Overhead costs associated with HSO clinical service delivery services such as: clinical materials and supplies; building occupancy costs; maintenance of clinic infrastructure; staff travel associated with portable and mobile clinics; staff training and professional development associated with clinical staff and ancillary/support staff, if applicable; office equipment, communication, and I & IT.

16.5-11
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

- Oral health navigation costs, which are comprised of:
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff that are engaged in:
 - Client enrolment for all streams of the program;
 - Promotion of the HSO Program (i.e., local level efforts at promoting and advertising the HSO Program to the target population);
 - Referral to services (i.e., referring HSO clients to fee-for-service providers for service delivery where needed);
 - Case management of HSO clients; and,
 - Oral health promotion and education for HSO clients.
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff that undertake the following ancillary/support activities related to oral health navigation: management, financial and programmatic reporting, and general administration (if applicable).
 - Overhead costs associated with oral health navigation such as: materials and supplies; building occupancy costs incurred for components of oral health navigation; staff travel associated with oral health navigation, where applicable; staff training and professional development associated with oral health navigation staff and ancillary/support staff, if applicable; office equipment, communication, and I & IT costs associated with oral health navigation.

The Board of Health is responsible for ensuring promotional/marketing activities have a direct and positive impact on meeting the objectives of the HSO Program.

The Board of Health is reminded that HSO promotional/marketing materials approved by the Province and developed provincially are available for use by the Board of Health in promoting the HSO Program.

The overarching HSO brand and provincial marketing materials were developed by the Province to promote consistency of messaging, and “look and feel” across the province. When promoting the HSO Program locally, the Board of Health is requested to align local promotional products with the provincial HSO brand. When the Board of Health uses the HSO brand, it is required to liaise with the Ministry of Health’s Communications and Marketing Division to ensure use of the brand aligns with provincial standards.

Operational expenses not covered within this program include: staff recruitment incentives, billing incentives, and client transportation. Other expenses not included within this program include other oral health activities required under the Ontario Public Health Standards, including the *Oral Health Protocol, 2018*.

Other requirements of the HSO Program include:

SCHEDULE "B"

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

- The Board of Health is required to bill back relevant programs for services provided to non-HSO clients using HSO resources. All revenues collected under the HSO Program, including revenues collected for the provision of services to non-HSO clients such as Ontario Works adults, Ontario Disability Support Program adults, municipal clients, etc., with HSO resources must be reported as income in the Standards Activity Reports, Annual Reports, and Annual Service Plan and Budget Submission. Revenues must be used to offset expenditures of the HSO Program.
- For the purposes of reporting and monitoring for the HSO Program, the Board of Health must use the following provincial approved systems or mechanisms, or other as specified by the Province.
 - Aggregate screening, enrolment, and utilization data for any given month must be submitted by the 15th of the following month to the ministry in the ministry-issued template titled Dental Clinic Services Monthly Reporting Template.
 - Client-specific clinical data must be recorded in either dental management software (e.g., ClearDent, AbelDent, etc.) or in the template titled HSO Clinic Treatment Workbook that has been issued by the ministry for the purposes of recording such data.
- The Board of Health must enter into Service Level Agreements with any partner organization (e.g., Community Health Centre, Aboriginal Health Access Centre, etc.) delivering services as part of the HSO Program. The Service Level Agreement must set out clear performance expectations, clearly state funding and reporting requirements between the Board of Health and local partner, and ensure accountability for public funds.
- Any significant change to previously approved HSO business models, including changes to plans, partnerships, or processes, must be approved by the Province before being implemented.
- Any contract or subcontract entered into by the Board of Health for the purposes of implementing the HSO Program must be conducted according to relevant municipal procurement guidelines.
- The Board of Health is responsible for ensuring value-for-money and accountability for public funds.
- The Board of Health must ensure that funds are used to meet the objectives of the HSO Program with a priority to deliver clinical dental services to HSO clients.

Infectious Diseases Control Initiative (100%)

Base funding for this initiative must be used solely for the purpose of hiring infectious diseases control positions and supporting these staff (e.g., recruitment, salaries/benefits, accommodations, program management, supplies and equipment, other directly related costs) to monitor and control infectious diseases, and enhance the Board of Health's ability to handle and coordinate increased activities related to outbreak management, including providing

16.5-13
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

support to other boards of health during infectious disease outbreaks. Positions eligible for base funding under this initiative include physicians, inspectors, nurses, epidemiologists, and support staff.

The Board of Health is required to remain within both the funding levels and the number of FTE positions approved by the Province.

Staff funded through this initiative are required to be available for redeployment when requested by the Province, to assist other boards of health with managing outbreaks and to increase the system’s surge capacity.

MOH / AMOH Compensation Initiative (100%)

The Province committed to provide boards of health with 100% of the additional base funding required to fund eligible Medical Officer of Health (MOH) and Associate Medical Officer of Health (AMOH) positions within salary ranges initially established as part of the 2008 Physician Services Agreement and continued under subsequent agreements.

Base funding must be used for costs associated with top-up for salaries and benefits, and for applicable stipends to eligible MOH and AMOH positions at the Board of Health and cannot be used to support other physicians or staffing costs. Base funding for this initiative continues to be separate from cost-shared base salaries and benefits.

The maximum base allocation approved for the Board of Health includes criteria for potential MOH and AMOH positions such as: additional salary and benefits for 1.0 FTE MOH position and 1.0 FTE or more AMOH positions where applicable, potential placement at the top of the MOH/AMOH Salary Grid, and inclusion of stipends. Some exceptions will apply to these criteria.

The maximum base allocation in Schedule A of the Agreement does not necessarily reflect the cash flow that the Board of Health will receive. Cash flow will continue to be adjusted regularly by the Province based on up-to-date application data and information provided by the Board of Health during a funding year. The Board of Health is required to notify the Province if there is any change in the eligible MOH and/or AMOH(s) base salary, benefits, FTE and/or position status as this may impact the eligibility amount for top-up.

The Board of Health must comply and adhere to the eligibility criteria for the MOH/AMOH Compensation Initiative as per the *Policy Framework on Medical Officer of Health Appointments, Reporting, and Compensation*.

16.5-14
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

Needle Exchange Program Initiative (100%)

Base funding for this initiative must be used for the purchase of needles and syringes, and their associated disposal costs, for the Board of Health’s Needle Exchange Program.

Nursing Initiatives (100%)

The Province provides base funding to the Board of Health for the following nursing initiatives and positions:

1. Chief Nursing Officer;
2. Infection Prevention and Control Nurses; and,
3. Social Determinants of Health Nurses.

Chief Nursing Officer Initiative

Base funding must be must to support up to or greater than one full-time equivalent (FTE) Chief Nursing Officer and/or nurse practice lead to enhance the health outcomes of the community at individual, group, and population levels through contributions to organizational strategic planning and decision making; by facilitating recruitment and retention of qualified, competent public health nursing staff; by enabling quality public health nursing practice; and, by articulating, modeling, and promoting a vision of excellence in public health nursing practice, which facilitates evidence-based services and quality health outcomes in the public health context.

The following qualifications are required for designation as a Chief Nursing Officer:

- Registered Nurse in good standing with the College of Nurses of Ontario;
- Baccalaureate degree in nursing;
- Graduate degree in nursing, community health, public health, health promotion, health administration or other relevant equivalent OR be committed to obtaining such qualification within three (3) years of designation;
- Minimum of 10 years nursing experience with progressive leadership responsibilities, including a significant level of experience in public health; and,
- Member of appropriate professional organizations (e.g., Registered Nurses’ Association of Ontario, Association of Nursing Directors and Supervisors in Official Health Agencies in Ontario-Public Health Nursing Management, etc.).

16.5-15
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

Infection Prevention and Control Nurses

Base funding must be used to support up to or greater than one FTE infection prevention and control nursing services at the Board of Health.

The position(s) is required to have a nursing designation (Registered Nurse, Registered Practical Nurse, or Registered Nurse in the Extended Class); and, Certification in Infection Control (CIC), or a commitment to obtaining CIC within three (3) years of beginning of employment.

Social Determinants of Health Nurses

Base funding must be used to support nursing activities of up to or greater than two FTE public health nurses with specific knowledge and expertise in social determinants of health and health inequities issues, and to provide enhanced supports internally and externally to the Board of Health to address the needs of priority populations impacted most negatively by the social determinants of health.

These positions are required to be to be a registered nurse; and, to have or be committed to obtaining the qualifications of a public health nurse as specified in section 71(3) of the *Health Protection and Promotion Act* (HPPA) and section 6 of Ontario Regulation 566 under the HPPA.

Ontario Seniors Dental Care Program (100%)

The Ontario Seniors Dental Care Program (OSDCP) provides comprehensive dental care to eligible low-income seniors to help reduce unnecessary trips to the hospital, prevent chronic disease and increase quality of life for seniors. The program will be implemented through a staged implementation approach as follows:

STAGE 1: Late Summer 2019 – Dental care provided to eligible low-income seniors through public health units, Community Health Centres, and Aboriginal Health Access Centres based on increasing public health unit operational funding and leveraging existing infrastructure.

STAGE 2: This coming Winter (i.e., Winter 2019-20) – Program expanded by investing in new dental services in underserved areas, including through mobile dental buses and an increased number of dental suites in Public Health Units, Community Health Centres, and Aboriginal Health Access Centres.

16.5-16
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

Eligibility

Clients will be eligible for the OSDCP if they:

- Are 65 years of age or older;
- Are residents of Ontario;
- Meet the Ministry of Health-specified income eligibility thresholds i.e., single seniors with annual incomes of \$19,300 or less after taxes, or senior couples (one or both people aged 65 or older), with a combined annual income of \$32,300 or less after taxes; and,
- Have no access to any other form of dental benefits, including through government programs such as the Ontario Disability Support Program, Ontario Works, or the Non-Insured Health Benefits Program.

Eligible clients will be enrolled for up to one benefit year at a time with eligibility re-determined on an annual basis. The benefit year for the OSDCP will align with the benefit year for the Healthy Smiles Ontario Program (i.e., from August 1st until July 31st of the following calendar year).

Basket of Services

The basket of dental services under this Program will be consistent with the Ministry of Children, Community, and Social Services Schedule of Dental Services and Fees, but with the inclusion of certain essential prosthodontics (e.g., dentures) in the basket of services. Eligible clients will be required to pay a 10% co-payment on the total cost of the prosthodontic to the Board of Health.

In addition to prosthodontics, key examples of services included are as follows:

- Examinations/assessments: new patient exam; check-up exam; specific exam; emergency exam.
- Preventive services: polishing; fluoride; sealants; scaling.
- Restorative services: services to repair cavities or broken teeth such as temporary fillings, permanent fillings, crowns.
- Radiographs.
- Oral surgery services to remove teeth or abnormal tissue.
- Anaesthesia.
- Endodontic services: services to treat infections and pain with root canals being the most common service.
- Periodontal services to treat gum disease and other conditions.

SCHEDULE "B"

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

Program Enrolment

Program enrolment will be managed centrally and will not be a requirement of the Board of Health. The Board of Health will be responsible for local oversight of dental service delivery to eligible clients under the program within the Public Health Unit area.

Program Delivery

The OSDCP will be delivered through Public Health Units, Community Health Centres, and Aboriginal Health Access Centres across the province with care provided by salaried dental providers. These service delivery partners are well positioned to understand the needs of priority populations and provide high quality dental care to low-income seniors in their communities.

With respect to Public Health Unit service delivery under the OSDCP, Public Health Units may enter into partnership contracts on a salaried basis with other entities / organizations or providers/specialists as needed (e.g., to address potential access issues) to provide services to enrolled clients in accordance with the OSDCP schedule of services on behalf of the Public Health Unit.

Base funding for the OSDCP must be used by the Board of Health in accordance with the OSDCP-related requirements of the Oral Health Protocol, 2018 (or as current) for the ongoing, day-to-day requirements associated with oral health navigation and delivering eligible dental services to enrolled clients through public health unit service delivery and/or through local service delivery partners. The Board of Health can allocate base funding for this Program across the program expense categories, with every effort to be made to **maximize clinical service delivery and minimize administrative costs**.

The official start of the Program (i.e., Stage 1 program launch with the commencement of clinical service delivery to clients) is anticipated for late Summer 2019. Beginning April 1, 2019, the Board of Health can begin ramp-up activities in preparation for the late summer 2019 launch of the Program. Eligible ramp-up expenses (staff and/or overhead) effective April 1, 2019 are:

- Costs associated with program outreach for the purpose of identifying clients in the community;
- Costs associated with community outreach for the purpose of identifying and liaising with potential service delivery partners;
- Costs associated with project management to ensure readiness by late summer 2019;
- Information and information technology in accordance with Ministry of Health direction;
- Clinical and office equipment, materials, and supplies; and,

16.5-18
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

- Planning costs associated with Ministry of Health-approved capital projects in support of the OSDCP, in accordance with any terms and conditions identified through the capital approval process.

As part of implementation, eligible expense categories under this Program also include:

- *Clinical service delivery costs*, which are comprised of:
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff of the Public Health Unit or local service delivery partner which provide clinical dental services for the Program;
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff of the Public Health Unit or local service delivery partner which undertake ancillary/support activities for the Program, including: management of the clinic(s); financial and programmatic data collection and reporting for the clinic(s); and, general administration (e.g., reception services) at the clinic(s); and,
 - Overhead costs associated with the Program’s clinical service delivery such as: clinical materials and supplies; building occupancy costs; maintenance of clinic infrastructure; staff travel associated with clinical service delivery (e.g., portable clinics, mobile clinics, long-term care homes, if applicable); staff training and professional development associated with clinical staff and ancillary/support staff, if applicable; office equipment, communication, and information and information technology.
- *Oral health navigation costs*, which are comprised of:
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff engaged in: client enrolment assistance for the Program’s clients (i.e., assisting clients with enrolment forms); program outreach (i.e., local-level efforts for identifying potential clients); and, oral health education and promotion to the Program’s clients.
 - Salaries, wages, and benefits of full-time, part-time, or contracted staff that undertake the following ancillary/support activities related to oral health navigation: management, financial and programmatic reporting, and general administration (if applicable); and,
 - Overhead costs associated with oral health navigation such as: materials and supplies; building occupancy costs incurred for components of oral health navigation; staff travel associated with oral health navigation, where applicable; staff training and professional development associated with oral health navigation and ancillary/support staff, if applicable; office equipment, communication, and information and information technology costs associated with oral health navigation.

Operational expenses that are **not** eligible under this Program include:

- Staff recruitment incentives;
- Billing incentives;

16.5-19
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	Base
Source	Public Health

- Client transportation unless otherwise approved by the Ministry of Health; and,
- Costs associated with any activities required under the Ontario Public Health Standards, including the Oral Health Protocol, 2018 (or as current), which are not related to the OSDCP.

Other Requirements

Marketing

- When promoting the OSDCP locally, the Board of Health is requested to align local promotional products with the provincial Program brand and messaging. The Board of Health is required to liaise with the Province to ensure use of the brand aligns with provincial standards.

Revenue

- The Board of Health is required to bill-back relevant programs for services provided to non-OSDCP clients using resources under this Program. All revenues collected under the OSDCP, including revenues collected for the provision of services to non-Program clients such as Ontario Works adults, Ontario Disability Support Program adults, Non-Insured Benefits clients, municipal clients, Healthy Smiles Ontario clients, etc., with resources under this Program must be reported as an offset revenue to the Province. Priority must always be given to clients eligible under this Program. The Board of Health is required to closely monitor and track revenue from bill-back for reporting purposes to the Province.
- The Board of Health is required to collect a 10% co-payment from clients receiving prosthodontics. The client is responsible for reimbursing the Board of Health for 10% of the total cost of the prosthodontic with the Board of Health paying for the remainder (90%) through base funding under this Program. The revenue received from the co-payment is to be used to offset the expenditures of the Program. The Board of Health must report the aggregate amount of the co-payment to the Province. The Board of Health is required to closely monitor and track revenue from co-payments for reporting purposes to the Province.

Community Partners

- The Board of Health must enter into discussions with all Community Health Centres and Aboriginal Health Access Centres in their catchment area to ascertain the feasibility of a partnership for the purpose of delivering this Program.
- The Board of Health must enter into Service Level Agreements with any partner organization (i.e., Community Health Centres, Aboriginal Health Access Centres) delivering services under this Program. The Service Level Agreement must set out clear performance expectations, clearly state funding and reporting requirements between the Board of Health and the local partner, and ensure accountability for public funds.

16.5-20
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Base</i>
Source	<i>Public Health</i>

The Board of Health must ensure that base funding is used to meet the objectives of the Program, with a priority to deliver clinical dental services to clients, while staying within the base funding allocation.

Smoke-Free Ontario Strategy (100%)

The Smoke-Free Ontario Strategy is a multi-level comprehensive tobacco control strategy aiming to eliminate tobacco-related illness and death by: preventing experimentation and escalation of tobacco use among children, youth and young adults; increasing and supporting cessation by motivating and assisting people to quit tobacco use; and, protecting the health of Ontarians by eliminating involuntary exposure to second-hand smoke. These objectives are supported by crosscutting health promotion approaches, capacity building, collaboration, systemic monitoring and evaluation.

The Province provides base funding to the Board of Health to implement tobacco control activities that are based in evidence and best practices, contributing to reductions in tobacco use rates.

Base funding for the Smoke-Free Ontario Strategy must be used in the planning and implementation of comprehensive tobacco control activities across prevention, cessation, prosecution, and protection and enforcement at the local and regional levels.

The Board of Health must comply and adhere to the Smoke-Free Ontario Strategy: Public Health Unit Tobacco Control Program Guidelines and the Directives: Enforcement of the *Smoke-Free Ontario Act*. Operational expenses not covered within this program include information and information technology equipment.

16.5-21
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>One-Time</i>
Source	<i>Public Health</i>

Needle Exchange Program Initiative (100%)

One-time funding for extraordinary costs associated with delivering the Needle Exchange Program. Eligible costs include purchase of needles/syringes and associated disposal costs.

New Purpose-Built Vaccine Refrigerators (100%)

One-time funding must be used for the purchase of three (3) new 20.2, 20.2, and 56 cubic foot (approximate) purpose-built vaccine refrigerators used to store publicly funded vaccines. The purpose-built refrigerators must meet the following specifications:

- a. Interior
 - Fully adjustable, full extension stainless steel roll-out drawers;
 - Optional fixed stainless steel shelving;
 - Resistant to cleaning solutions;
 - Ongoing positive forced fan air circulation to ensure temperature uniformity at all shelf levels;
 - Fan is either encased or removed from the chamber. Fan auto shut-off when door is opened; and,
 - Walls are smooth, scratch and corrosion resistant painted interior and exterior surfaces.
- b. Refrigeration System
 - Heavy duty, hermetically sealed compressors;
 - Refrigerant material should be R400 or equivalent;
 - Advanced defrost sensor(s) to manage the defrost cycle and minimize trace amounts of frost build-up; and,
 - Evaporator operates at +2°C, preventing vaccine from freezing.
- c. Doors
 - Full view non-condensing, glass door(s), at least double pane construction;
 - Spring-loaded closures include ≥90° stay open feature and <90° self-closing feature;
 - Door locking provision;
 - Option of left or right hand opening; and,
 - Interior cabinet lights with door activated on/off switch, as well as, an independent external on/off.
- d. Tamper Resistant Thermostat
 - The thermostat should be set at the factory to +5°C with a control range between +2°C to +8°C but this could be done at the time of delivery/installation at no additional cost.

16.5-22
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>One-Time</i>
Source	<i>Public Health</i>

- e. Thermometer
 - A automatic temperature recording and monitoring device with battery backup;
 - An external built-in visual digital display thermometer independent of the temperature recording and monitoring device which has a digital temperature display in Celsius and temperature increment readings of 0.1°C;
 - The external built-in digital thermometer must also be able to record and display the maximum, minimum and current temperatures and allow the user to easily check and reset these recordings as required; and,
 - The automatic temperature recording and monitoring device and digital display thermometer must be calibrated/accurate within +/- 0.5°C or better.

- f. Alarm Condition Indicator
 - Audible and visual warnings for over-temperature, under-temperature and power failure;
 - Remote alarm contacts;
 - Door ajar enunciator; and,
 - Alarm testing system.

- g. Top or Bottom Mounted Compressors/Condensers
 - Compressor mounted at top or bottom but not in rear.

- h. Noise Levels
 - The noise produced by the operation of the refrigerator shall not exceed 85 decibels at one metre. Specifications of the refrigerator must include the noise level measured in decibels of sound at one metre from the refrigerator.

- i. Locking Plug
 - Power supply must have a locking plug.

- j. Castors
 - Heavy duty locking castors either installed at the factory or upon delivery.

- k. Voltage Safeguard
 - Voltage safeguard device capable of protecting against power surges related to the resumption of power to the refrigerator.

- l. Warranty
 - The warranty should include, from date of acceptance, a five year comprehensive parts and labour warranty with the stipulation that a qualified service representative shall be on-site no later than 12 hours after the service call was made. Software upgrades provided free of charge during the warranty period.

16.5-23
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>One-Time</i>
Source	<i>Public Health</i>

m. Electrical Equipment

- All electrically operated equipment must be UL, CSA and/or Electrical Safety Authority approved and bear a corresponding label. The equipment should specify the electrical plug type, voltage and wattage rating, and the recommended breaker size for the circuit connection.

16.5-24
SCHEDULE “B”

RELATED PROGRAM POLICIES AND GUIDELINES

Type of Funding	<i>Other</i>
Source	<i>Public Health</i>

Vaccine Programs

Funding on a per dose basis will be provided to the Board of Health for the administration of influenza, meningococcal, and human papillomavirus (HPV) vaccines.

In order to claim the vaccine administration fees, the Board of Health is required to submit, as part of the Standards Activity Reports or other reports as requested by the Province, the number of doses administered. Reimbursement by the Province will be made on a quarterly basis based on the information.

The Board of Health is required to ensure that the vaccine information submitted on the Standards Activity Reports, or other reports requested by the Province, accurately reflects the vaccines administered and reported on the Vaccine Utilization database.

Influenza

- The Province will continue to pay \$5.00/dose for the administration of the influenza vaccine.
- All doses administered by Public Health Units to individuals aged 6 months or older who live, work or attend school in Ontario.

Meningococcal

- The Province will continue to pay \$8.50/dose for the administration of the meningococcal vaccine.
- Routine immunization program: Doses administered as part of the grade 7 school-based or catch-up program for eligible students up to grade 12.
 - Men-C-C doses if given in substitution of Men-C-ACYW135 for routine doses

Note: Doses administered through the high-risk program are not eligible for reimbursement.

Human Papillomavirus (HPV)

- The Province will continue to pay \$8.50/dose for the administration of the HPV vaccine.
- Routine immunization program: Doses administered as part of the grade 7 school-based or catch-up program for eligible students up to grade 12.
- High-risk program: MSM <26 years of age.

**SCHEDULE “C”
REPORTING REQUIREMENTS**

The reports mentioned in this Schedule are provided for every Board of Health Funding Year unless specified otherwise by the Province.

The Board of Health is required to provide the following reports/information in accordance with direction provided in writing by the Province (and according to templates provided by the Province):

Name of Report	Reporting Period	Due Date
1. Annual Service Plan and Budget Submission	For the entire Board of Health Funding Year	March 1 of the current Board of Health Funding Year
2. Quarterly Standards Activity Reports		
Q1 Standards Activity Report	For Q1	April 30 of the current Board of Health Funding Year
Q2 Standards Activity Report	For Q2	July 31 of the current Board of Health Funding Year
Q3 Standards Activity Report	For Q3	October 31 of the current Board of Health Funding Year
Q4 Standards Activity Report	For Q4	January 31 of the following Board of Health Funding Year
3. Annual Report and Attestation	For the entire Board of Health Funding Year	April 30 of the following Board of Health Funding Year
4. Annual Reconciliation Report	For the entire Board of Health Funding Year	April 30 of the following Board of Health Funding Year
5. MOH/AMOH Compensation Initiative Application	For the entire Board of Health Funding Year	As directed by the Province
6. Other Reports and Submissions	As directed by the Province	As directed by the Province

Definitions

For the purposes of this Schedule, the following words shall have the following meanings:

“Q1” means the period commencing on January 1st and ending on the following March 31st.

“Q2” means the period commencing on April 1st and ending on the following June 30th.

“Q3” means the period commencing on July 1st and ending on the following September 30th.

“Q4” means the period commencing on October 1st and ending on the following December 31st.

Report Details

Annual Service Plan and Budget Submission

- The Board of Health shall provide its Annual Service Plan and Budget Submission by March 1st of the current Board of Health Funding Year.
- The Annual Service Plan and Budget Submission Template sets the context for reporting required of the Board of Health to demonstrate its accountability to the Province.
- When completed by the Board of Health, it will: describe the complete picture of programs and services the Boards of Health will be delivering within the context of the Ontario Public Health Standards; demonstrate that Board of Health programs and services align with the priorities of its communities, as identified in its population health assessment; demonstrate accountability for planning – ensure the Board of Health is planning to meet all program requirements in accordance with the Ontario Public Health Standards, and ensure there is a link between demonstrated needs and local priorities for program delivery; demonstrate the use of funding per program and service.

Quarterly Standards Activity Reports

- The Quarterly Standards Activity Reports will provide financial forecasts and interim information on program achievements for all programs governed under the Agreement.
- Through these Standards Activity Reports, the Board of Health will have the opportunity to identify risks, emerging issues, changes in local context, and programmatic and financial adjustments in program plans.

Annual Report and Attestation

- The Annual Report and Attestation will provide a year-end summary report on achievements on all programs governed under the Agreement, in all accountability domains under the Organizational Requirements, and identification of any major

changes in planned activities due to local events.

- The Annual Report will include a narrative report on the delivery of programs and services, fiduciary requirements, good governance and management, public health practice, and other issues, year-end report on indicators, and a board of health attestation on required items.

Annual Reconciliation Report

- The Board of Health shall provide to the Province an Annual Reconciliation Report (as part of the Annual Report and Attestation) for funding provided for public health programs governed under the Accountability Agreement.
- The Annual Reconciliation Report must contain: Audited Financial Statements; and, Auditor's Attestation Report in the Province's prescribed format.

MOH/AMOH Compensation Initiative Application

- The Board of Health shall complete, sign, and submit an annual application in order to participate in this Initiative and be considered for funding.
- Application form templates and eligibility criteria/guidelines shall be provided by the Province.

SCHEDULE "D"

BOARD OF HEALTH FINANCIAL CONTROLS

Financial controls support the integrity of the Board of Health's financial statements, support the safeguarding of assets, and assist with the prevention and/or detection of significant errors including fraud. Effective financial controls provide reasonable assurance that financial transactions will include the following attributes:

- **Completeness** – all financial records are captured and included in the Board of Health's financial reports;
- **Accuracy** – the correct amounts are posted in the correct accounts;
- **Authorization** – the correct levels of authority (i.e., delegation of authority) are in place to approve payments and corrections including data entry and computer access;
- **Validity** – invoices received and paid are for work performed or products received and the transactions properly recorded;
- **Existence** – assets and liabilities and adequate documentation exists to support the item;
- **Error Handling** – errors are identified and corrected by appropriate individuals;
- **Segregation of Duties** – certain functions are kept separate to support the integrity of transactions and the financial statements; and,
- **Presentation and Disclosure** – timely preparation of financial reports in line with the approved accounting method (e.g., Generally Accepted Accounting Principles (GAAP)).

The Board of Health is required to adhere to the principles of financial controls, as detailed above. The Board of Health is required to have financial controls in place to meet the following objectives:

1. Controls are in place to ensure that financial information is accurately and completely collected, recorded, and reported.

Examples of potential controls to support this objective include, but are not limited to:

- Documented policies and procedures to provide a sense of the organization's direction and address its objectives.
- Define approval limits to authorize appropriate individuals to perform appropriate activities.
- Segregation of duties (e.g., ensure the same person is not responsible for ordering, recording, and paying for purchases).
- An authorized chart of accounts.
- All accounts reconciled on a regular and timely basis.
- Access to accounts is appropriately restricted.
- Regular comparison of budgeted versus actual dollar spending and variance analysis.
- Exception reports and the timeliness to clear transactions.
- Electronic system controls, such as access authorization, valid date range test, dollar value limits, and batch totals, are in place to ensure data integrity.

- Use of a capital asset ledger.
- Delegate appropriate staff with authority to approve journal entries and credits.
- Trial balances including all asset accounts that are prepared and reviewed by supervisors on a monthly basis.

2. Controls are in place to ensure that revenue receipts are collected and recorded on a timely basis.

Examples of potential controls to support this objective include, but are not limited to:

- Independent review of an aging accounts receivable report to ensure timely clearance of accounts receivable balances.
- Separate accounts receivable function from the cash receipts function.
- Accounts receivable sub-ledger is reconciled to the general ledger control account on a regular and timely basis.
- Original source documents are maintained and secured to support all receipts and expenditures.

3. Controls are in place to ensure that goods and services procurement, payroll and employee expenses are processed correctly and in accordance with applicable policies and directives.

Examples of potential controls to support this objective include, but are not limited to:

- Policies are implemented to govern procurement of goods and services and expense reimbursement for employees and board members.
- Use appropriate procurement method to acquire goods and services in accordance with applicable policies and directives.
- Segregation of duties is used to apply the three (3) way matching process (i.e., matching 1) purchase orders, with 2) packing slips, and with 3) invoices).
- Separate roles for setting up a vendor, approving payment, and receiving goods.
- Separate roles for approving purchases and approving payment for purchases.
- Processes in place to take advantage of offered discounts.
- Monitoring of breaking down large dollar purchases into smaller invoices in an attempt to bypass approval limits.
- Accounts payable sub-ledger is reconciled to the general ledger control account on a regular and timely basis.
- Employee and Board member expenses are approved by appropriate individuals for reimbursement and are supported by itemized receipts.
- Original source documents are maintained and secured to support all receipts and expenditures.
- Regular monitoring to ensure compliance with applicable directives.
- Establish controls to prevent and detect duplicate payments.
- Policies are in place to govern the issue and use of credit cards, such as corporate, purchasing or travel cards, to employees and board members.
- All credit card expenses are supported by original receipts, reviewed and approved by appropriate individuals in a timely manner.
- Separate payroll preparation, disbursement and distribution functions.

4. Controls are in place in the fund disbursement process to prevent and detect errors, omissions or fraud.

Examples of potential controls include, but are not limited to:

- Policy in place to define dollar limit for paying cash versus cheque.
- Cheques are sequentially numbered and access is restricted to those with authorization to issue payments.
- All cancelled or void cheques are accounted for along with explanation for cancellation.
- Process is in place for accruing liabilities.
- Stale-dated cheques are followed up on and cleared on a timely basis.
- Bank statements and cancelled cheques are reviewed on a regular and timely basis by a person other than the person processing the cheques / payments.
- Bank reconciliations occur monthly for all accounts and are independently reviewed by someone other than the person authorized to sign cheques.

This page is
intentionally left blank

**ITEMS RELATED TO
HUMAN SERVICES**

This page is
intentionally left blank

DATE: September 4, 2019

REPORT TITLE: **ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That participation by the Region of Peel in Ontario's Community Housing Renewal Strategy, be approved;

And further, that the Ministry of Municipal Affairs and Housing Transfer Payment Agreement and any related amendments and extensions (Transfer Payment Agreement), together with such further agreements and ancillary documents that may be required for participation in and delivery of the Canada-Ontario Community Housing Initiative (COCHI) and Ontario Priorities Housing Initiative (OPHI) components of the Community Housing Renewal Strategy, be executed by the Region of Peel's duly authorized signing officers, provided the Transfer Payment Agreement and any such further agreements and ancillary documents are on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Region of Peel's Investment Plan for Ontario's Community Housing Renewal Strategy funding as set out in Appendix I to the report of the Commissioner of Human Services titled "Ontario's Community Housing Renewal Strategy" dated August 27, 2019 be approved for submission to the Ministry of Municipal Affairs and Housing (Ministry);

And further, that the Commissioner of Human Services be delegated Council's authority to approve the Region of Peel's Canada-Ontario Community Housing Initiative - Sustainability Plan for submission to the Ministry by December 15, 2019;

And further, that a Capital Project in the amount of \$1,465,636 (including administration funding) be established with Canada-Ontario Community Housing Initiative funding, to fund capital repairs for Peel Housing Corporation buildings;

And further, that the Region of Peel's duly authorized signing officers be authorized to execute Project Funding Agreements, together with such further ancillary documents necessary, with Peel Housing Corporation for Canada-Ontario Community Housing Initiative funding in an amount up to \$1,392,355 on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Region of Peel's duly authorized signing officers be authorized to execute funding agreements, together with such further ancillary documents necessary,

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

with federally funded housing providers to provide them with Canada-Ontario Community Housing Initiative subsidy funding on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that Capital Project 175033 (East Avenue Redevelopment) be increased by \$9,910,600 to \$41,910,600, to account for additional Ontario Priorities Housing Initiative funding being allocated to the East Avenue Redevelopment project;

And further, that the Region of Peel's duly authorized signing officers be authorized to execute an Ontario Priorities Housing Initiative Contribution Agreement, together with any further ancillary documents necessary, with Peel Housing Corporation, to provide partial funding for the East Avenue Redevelopment project in the amount of \$9,415,070 on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Region of Peel's duly authorized signing officers be authorized to enter into and execute an Ontario Priorities Housing Initiative Contribution Agreement, together with any further ancillary documents necessary, with the Peel Housing Corporation or as required to enable the provision of funding to the Region of Peel, to provide Year 2 (2020-2021) based funding for new affordable rental housing projects as approved as part of the Region of Peel's Housing Master Plan in the amount of \$4,877,680 on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Region of Peel's duly authorized signing officers be authorized to enter into and execute an Ontario Priorities Housing Initiative Contribution Agreement, together with any further ancillary documents necessary, with the Peel Housing Corporation or as required to enable the provision of funding to the Region of Peel, to provide Year 3 (2021-2022) based funding for new affordable rental housing projects as approved as part of the Region of Peel's Housing Master Plan in the amount of \$7,593,540 on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

REPORT HIGHLIGHTS

- On April 17, 2019, the Minister of Municipal Affairs and Housing, Steven Clark announced new funding under Ontario's Community Housing Renewal Strategy.
- Two new programs were announced; the Canada-Ontario Community Housing Initiative and the Ontario Priorities Housing Initiative.
- The Region of Peel has received a total conditional allocation of \$29,014,816 for the 2019-2022 funding period for the Canada-Ontario Community Housing Initiative and Ontario Priorities Housing Initiative programs.
- Staff recommends that the year one federal-provincial funding be used to fund capital repairs at Peel Housing Corporation buildings.
- Staff recommends year two and year three federal-provincial funding be used for subsidy for federally funded providers, to replace provider funded units.
- Staff recommends provincial funding be used for the development of new affordable rental housing projects within Peel's Housing Master Plan, beginning with the East Avenue project.
- The Region of Peel is required to submit a Council approved Investment Plan and enter

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

into a Transfer Payment Agreement with the province by September 15, 2019 to access funding under these new programs.

- The Ministry requires a Council approved Canada-Ontario Community Housing Initiative - Sustainability Plan to be submitted by December 15, 2019.

DISCUSSION

1. Background

In 2001, the province devolved the responsibility for social housing to 37 newly created consolidated Municipal Service Managers and ten District Social Service Administration Boards. At that time, the Region of Peel became a Municipal Service Manager and assumed responsibility for system oversight. The Social Housing Agreement between the federal and provincial government, which was in place prior to devolution continued, and operational funding flowed through the 47 Municipal Service Managers and District Social Service Administration Boards in Ontario. Overtime the agreement's funding has declined. Since devolution the Region of Peel has continually made extensive investments in both the capital and operating needs of the system.

During the last term of council (2014-2018), the previous provincial government announced several new housing-specific funding programs as a result of the bi-lateral agreement with the federal government. Funding programs that had both operating and capital components were the Investment in Affordable Housing Extension and Social Infrastructure Fund. As previously reported to Regional Council, the Region of Peel received a total of \$94.5 million of funding through these programs – 19.8 per cent was used for operating and rent subsidies and 80.2 per cent was used as capital funding for new affordable rental housing development and acquisition of units.

Additionally, the previous provincial government also announced several funding programs that were focused on the State of Good Repair of the community housing system. These programs included the Social Housing Improvement Program which was released as part of the new Social Infrastructure Fund program, the Social Housing Apartment Retrofit Program and the Social Housing Apartment Improvement Program. In total, the Region of Peel was allocated \$75.9 million but only received \$35.2 million due to the cancellation of the Social Housing Apartment Improvement Program, a decision made by the new conservative provincial government in 2018 when the carbon cap and trade program was cancelled.

Under the new National Housing Strategy, the federal and provincial government signed a new bi-lateral funding agreement. On April 17, 2019, the Minister of Municipal Affairs and Housing, Steven Clark announced *Ontario's Community Housing Renewal Strategy* which includes two new housing-specific funding programs; the Canada-Ontario Community Housing Initiative (COCHI) and the Ontario Priorities Housing Initiative (OPHI).

The focus of this report is to seek approval for staff's recommendations about the best use of these new funds and to receive the required authority to participate in and receive funding under *Ontario's Community Housing Renewal Strategy*.

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

2. Ontario's Community Housing Renewal Strategy

Ontario's Community Housing Renewal Strategy is a multi-year plan to stabilize and grow Ontario's community housing sector with the aim of achieving the following strategic outcomes:

- Increased supply and appropriate mix of affordable and adequate housing
- People have improved access to affordable housing and supports that meet their needs to achieve housing stability
- Improved efficiency of the community housing system to ensure value for money and long-term sustainability

The Community Housing Renewal Strategy has a nine-year funding window and will be delivered in 3 three-year funding periods:

- Phase 1 – 2019/2020 through 2021/2022
- Phase 2 – 2022/2023 through 2024/2025
- Phase 3 – 2025/2026 through 2027/2028

Currently, the Ministry is asking Service Managers to complete and submit Council approved Investment Plans for Phase 1 only. Attached as Appendix I is the proposed Investment Plan for both programs. The investment plan includes staff recommendations for both funding streams. It also estimates the number of units to be supported or created and the target client populations that will benefit from the funding.

The Canada-Ontario Community Housing Initiative program funding is to be used to protect affordability for households in social housing, to support the repair and renewal of existing social housing supply, and to expand the supply of community housing over time. The Ontario Priorities Housing Initiative program funding is to be used to address local housing priorities, including affordability, repair and new construction. Funding for these programs cannot be used to replace or displace any level of municipal spending in place, on or before March 31, 2018. Additional program details are included in Appendix II.

The Region of Peel has received a total conditional allocation of \$29,014,816 for the 2019-2022 funding period for the programs. The Region of Peel is required to enter into a Transfer Payment Agreement with the province by September 15, 2019 to access funding under these new programs.

The table below shows the total conditional funding allocation provided to the Region of Peel for both programs:

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

Program	2019-2020 Allocation	2020-2021 Allocation	2021-2022 Allocation	Total Allocations
Canada-Ontario Community Housing Initiative (COCHI)	\$1,465,636	\$1,818,358	\$2,692,622	\$5,976,616
Ontario Priorities Housing Initiative (OPHI)	\$9,910,600	\$5,134,400	\$7,993,200	\$23,038,200
Total Annual Allocations	\$11,376,236	\$6,952,758	\$10,685,822	\$29,014,816

Service Managers can use up to five per cent of each of the annual funding allocations for administrative costs for delivering the respective programs.

3. The Canada-Ontario Community Housing Initiative Program

Canada-Ontario Community Housing Initiative has been designed to provide Service Managers with flexibility to address issues related to community housing funding and state of good repair. The objective for the first three years of the program (2019-2022) is to protect tenants in projects with expiring operating agreements and to begin to stabilize the supply of community housing through repairs, renovations and operating support. As a result, the federal-provincial program has both operating and capital funding components that can be selected for use by Service Managers.

This program provides funding to replace the declining funding under the previous federal Social Housing Agreement. This funding is not additional new funding for the Region of Peel. This funding will provide the Region of Peel with a continuation of funding in an amount equal to what was received for the 2018/2019 base year. The funding calculation was determined by calculating the amount of federal funding that is in decline under the previous federal Social Housing Agreement and providing the Region of Peel with that difference. This funding does not equate to additional new funds, it simply keeps the funding at the 2018/2019 baseline level.

With this federal-provincial funding, staff are recommending the following:

Year	Program Component	Funding Amount (excluding 5% admin funding)	Funding Use
One (2019-2020)	Capital – Repair	\$1,392,355	Capital Repairs for Peel Housing Corporation buildings
Two (2020-2021)	Operating – Rent Supplements	\$1,727,441	Subsidy funding for the Region to provide to housing providers
Three (2021-2022)	Operating – Rent Supplements	\$2,557,991	Subsidy funding for the Region to provide to housing providers

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

In addition to the Council approved Investment Plan for both funding programs, the Ministry also requires a Council approved Canada-Ontario Community Housing Initiative - Sustainability Plan to be submitted by December 15, 2019. This plan must list specific projects that the Region of Peel intends to fund to ensure that only housing providers that demonstrate long-term sustainability receive this funding. This report is asking that approval authority be delegated to the Commissioner of Human Services for submission of the Sustainability Plan to the Ministry.

4. The Ontario Priorities Housing Initiative Program

In this program, Service Managers have the flexibility to allocate funding to the program components that will help to meet their local needs. Similar to the previous Investment in Affordable Housing Extension funding program, this funding is targeting new construction, repair and affordability issues.

With this funding, staff recommend the following:

Year	Program Component	Funding Amount (excluding 5% admin funding)	Funding Use
One (2019-2020)	Capital – Rental Housing	\$9,415,070	Capital funding for the East Avenue Redevelopment project
Two (2020-2021)	Capital – Rental Housing	\$4,877,680	Capital funding for a new affordable housing project as per the Housing Master Plan
Three (2021-2022)	Capital – Rental Housing	\$7,593,540	Capital funding for a new affordable housing project as per the Housing Master Plan

Recommendations have been included in this report to allow the Region of Peel to enter into funding agreements (Contribution Agreements) for partial project funding for new affordable rental housing development projects in alignment with the Region's approved Housing Master Plan. Administration funding associated with both programs will be used by the staff groups to offset staffing costs associated with managing and coordinating the funded programs and projects.

RISK CONSIDERATIONS

The Region of Peel welcomes the new strategy and funding from the provincial government, however it is important to note that the housing investment the province is making in these key areas has decreased significantly.

This decreased investment will affect the pace and scope of new affordable housing. This reality increases the risk to Peel taxpayers as critical programs and projects may require increased investments from the Region of Peel.

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

FINANCIAL IMPLICATIONS

Year one (2019-2020) funding is being allocated to capital initiatives. Federal-provincial funding in the amount of \$1,465,636 (including administration funds) will be used to fund capital repairs at Peel Housing Corporation buildings. Provincial funding in the amount of \$9,910,600 (including administration funds) will be used to fund the development of Peel Housing Corporation's East Avenue Redevelopment project. This new funding increases the total project budget to \$41,910,600. With the addition of \$13,000,000 in debt financing from Peel Housing Corporation, the total project budget will be revised to \$54,910,600.

The 2020 operating budget will include \$1,363,769 (including administration funds) of Year 2 federal-provincial funding, aligned with the calendar year. The remaining year 2 and 3 funding will be included in the operating forecast.

Upon execution of the year 2 & 3 Contribution Agreements for provincial funds, capital projects within the Housing Master Plan portfolio will be refinanced to replace reserve funds (R1160) with \$13,127,600 (including administration funds) of funding.

CONCLUSION

Ontario's Community Housing Renewal Strategy is a welcome addition to the Region of Peel's funding sources and includes outcomes in line with our own strategic objectives under the Peel Housing and Homelessness Plan 2018-2028. The funding provided under Canada-Ontario Community Housing Initiative will help Peel Housing Corporation address some major capital repairs and commits that the Region of Peel will continue to receive the same amount of funding as we have under the federal Social Housing Agreement up until the 2018/2019 baseline. Ontario Priority Housing Initiative funding will contribute to the development of new affordable rental housing for households in need.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I - Investment Plan Region of Peel

Appendix II - COCHI & OPHI Program Components

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

For further information regarding this report, please contact Aileen Baird, Director, Housing Services, ext. 1898, aileen.baird@peelregion.ca

Authored By: Laura Tribble, Advisor and Jennifer McLaughlin, Manager, Housing Services

Reviewed in workflow by:

Financial Support Unit

Legal Services

**ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY
SCHEDULE H
INVESTMENT PLAN**

Instructions for completing the Investment Plan:**The Investment Plan is comprised of four sections:**

- 1) Proposed Plan for COCHI and OPHI Investments
- 2) COCHI and OPHI Annual Take-Up (Planned Financial Commitments by Year)
- 3) COCHI and OPHI Projected Take-Up (Target Group/s and Units/Households)
- 4) 2019-20 COCHI-OPHI Planned Quarterly Financial Commitment

. The Investment Plan outlines each Service Manager's planned financial commitments and projected take-up for their COCHI and OPHI annual planning allocations for Years 1 to 3.

. Indicate the program components that will be delivered and provide a rationale for the selection, including a description of how the funding will be used to address the long-term sustainability of the community housing sector and respond to needs outlined in the Service Manager's Housing and Homelessness plans.

. The Investment Plan must be Council or delegated authority-approved. The Ministry will review the Investment Plans to ensure consistency with the Bilateral Agreement and Program Guidelines.

Service Manager	Regional Municipality of Peel
SM Contact Name	Aileen Baird
Date of SM Approval	12-Sep-19
Date Submitted to MMAH	15-Sep-19

Proposed Plan for COCHI and OPHI Investments

This section is for you to describe how you intend to use your COCHI and OPHI funding allocation to address the housing needs of your community. The proposed program delivery plan should align with your Housing and Homelessness Plan and the Province's Community Housing Renewal Strategy. Please respond to the following questions in the space provided below.

1. What are the current and projected housing needs in your community? Please make direct reference (including page references) to your Housing and Homelessness Plan.

During the process to create the Region of Peel's Housing and Homelessness Plan 2018-2028 (PHHP) "Home for All" (<http://www.peelregion.ca/housing/housinghomelessness/>) a thorough needs assessment was conducted. The assessment confirmed the growing levels of unmet need for emergency shelter, affordable housing for low and middle income households and for supportive housing. The needs of youth for emergency and transitional housing, as well as the Region's family shelter operating in overflow were highlighted, along with the needs of victims of human trafficking as currently not being met. In addition to the family shelter, all of the Region's emergency shelters are frequently operating in overflow which highlights the need to work with people experiencing chronic homelessness to end their homelessness. Census data that was analyzed as part of our needs assessment proved that the largest gap exists for low-income households who earn \$59,156 per year or less. Seventy percent of these households (just over 90,000 households in Peel) are living in housing that is not affordable. A relatively smaller gap exists for middle-income households that earn \$59,156-\$106,002 per year, are living in housing that is not affordable. The existing supply of supportive housing meets just 50% of the demand for this housing type. *The data that supports the above statements can be found on pages 4 and 5 of the Region's PHHP.*

Through our intentional and fundamental changes, short term outcomes and five strategies in the PHHP, the Region has committed to making affordable housing available to all Peel residents and to ensure that homelessness in Peel is prevented. The five strategies that describe how we will make progress on our short term outcomes and to achieve our housing targets are:
Transform Service
Build More Affordable Housing
Provide Building Incentives
Optimize Existing Stock
Increase Supportive Housing
Pages 10-20 of the Region's PHHP.

2. Which COCHI and OPHI program components will be delivered? How does your plan for use of funding address the current and projected housing needs in your community? What are the priorities and target client groups. Please indicate specific approaches to be taken in delivering the program.

Under the COCHI program, the Region intends to deliver the Capital - Repair and Operating - Rent Supplement components. The Capital - Repair component funding that will be delivered with year one funds will be directed to Peel Housing Corporation to help partially fund replacement and repairing of core building systems and sub-systems and health and safety repairs as identified in the most recent building condition audits. As the largest social housing provider in the Region of Peel, it is incumbent upon the Region to ensure that the housing stock owned by Peel Housing Corporation remains in a state of good repair to ensure the sustainability of the housing stock. Staff are reviewing Peel Housing Corporations' most recent building condition audits to determine which projects are to be completed in order of priority.

The Operating - Rent Supplement component funding that will be delivered with year two and year three funds will be directed to several housing providers to ensure continued affordability for tenants who may otherwise face affordability challenges. The Region of Peel has been required to fund subsidies for tenants in housing providers with expired operating agreements and mortgages since federal funding under the previous Social Housing Agreement has started to decline. With additional providers reaching their mortgage and operating agreement expiration over the next several years, this funding will be critical to help partially fund the subsidies that are needed to keep tenants affordably housed. The Region is aware of which providers will have expiring mortgages and operating agreements over the next several years and will target these projects with the COCHI rent supplement funding.
Target Client Group - Households residing in social housing and affected by expiring operating agreements and/or mortgage maturity.

Under the OPHI program, the Region intends to deliver the Capital - Rental Housing component. The Capital - Rental Housing component funding will be used to create new affordable rental housing in the Region of Peel. Year One OPHI funding will be used to partially fund the development of the new East Avenue redevelopment project that will be owned and operated by Peel Housing Corporation. This project also have Regional funding and Year 6 Investment in Affordable Housing Extension funding applied. The OPHI funding will help to fund additional affordable units within the redevelopment. The Region will enter into a Contribution Agreement with Peel Housing Corporation prior to December 31, 2019.
Target Client Groups - Families, Seniors and Singles.
Year Two and Three OPHI funding will be used to partially fund the development of a new affordable rental housing project in the Port Credit West Village community in the City of Mississauga. The Region will execute a Contribution Agreement for year two and year three prior to December 31st of 2020 and 2021, respectively.
Target Client Groups - Families, Seniors and Singles.

3. Leveraging the COCHI and OPHI initiatives is a key means to achieving the goals and outcomes outlined in the Province's Community Housing Renewal Strategy. Please indicate how your planned spending under COCHI and OPHI will lead to:

- a) Increased supply and appropriate mix of affordable and adequate housing;
- b) People having improved access to affordable housing and supports that meet their needs to achieve housing stability;
- c) Improved efficiency of the community housing system to ensure value for money and long-term sustainability.

The Region of Peel's plan to deliver the COCHI Capital - Repair and Operating - Rent Supplement and the OPHI Capital - Rental Housing components will ensure that all three of the above noted goals and outcomes of the Province's Community Housing Renewal Strategy. The capital repairs that will be completed at social housing buildings owned by Peel Housing Corporation will help to ensure the sustainability of the Region's largest social housing provider that provides affordable housing to thousands of low and middle income households in the Region of Peel. The capital repairs funded by COCHI will help to ensure that the buildings and homes of these households continue to be safe, affordable and adequate while meeting the needs of the tenants and helping to ensure long-term sustainability. The delivery of the rent supplement component of COCHI will help to ensure that households who may face issues of affordability will remain affordably housed. By using the OPHI funding to create new affordable rental housing for the residents of Peel Region, this spending will ensure an increased supply and appropriate mix of affordable and adequate housing which in turn will help to people have improved access and to achieve housing stability. The creation of new affordable rental housing will also help to ensure the long-term sustainability of the housing system in Peel by creating new projects that provide affordable housing for low and middle income households.

ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

4. To be answered by Service Managers with Urban Native Social Housing units only. The Ontario-CMHC Bilateral Agreement requires the preservation of Urban Native Social Housing units to ensure that there is no net loss of the 1,452 units and that retained units will be improved through repair, capital replacement, as well as through adequate rent affordability support. Please indicate how the COCHI funding you receive will help the Province meet this commitment?

N/A

APPENDIX I **17.1-12**
ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

Planned Financial Commitments By Year

Complete the following table to indicate how much of your annual allocation you plan to commit to each program component in each year of COCHI and OPHI. Documentation required for a commitment is outlined in the Program Guidelines.

Enter the full amount of funding to be committed in the year in which you plan to make the commitment.

Enter the amount to be used as administration fees for each year. Administration fees cannot exceed 5% of your annual funding allocation.

COCHI	COCHI Planned Financial Commitment - \$s			TOTAL
	YEAR 1 2019-20	YEAR 2 2020-21	YEAR 3 2021-22	
SM allocation for each fiscal year	\$ 1,465,636.00	\$ 1,818,358.00	\$ 2,692,622.00	\$ 5,976,616.00
Capital Components				
New Build				\$ -
Repair	\$ 1,392,355			\$ 1,392,355.00
Operating Components				
Rent Supplement		\$ 1,727,441	\$ 2,557,991	\$ 4,285,432.00
Transitional Operating Funding				\$ -
SM Administration Fees	% of Allocation			
SM Administration Fees	5%	\$ 73,281	\$ 90,917	\$ 134,631
Total COCHI		\$ 1,465,636	\$ 1,818,358	\$ 2,692,622
		\$ 5,976,616		
OPHI				
SM allocation for each fiscal year	\$ 9,910,600	\$ 5,134,400	\$ 7,993,200	\$ 23,038,200
Capital Components				
Rental Housing	\$ 9,415,070	\$ 4,877,680	\$ 7,593,540	\$ 21,886,290
Homeownership				\$ -
Ontario Renovates				\$ -
Operating Components				
Rental Assistance				\$ -
Rent Supplement				\$ -
Housing Allowance - Direct Delivery				\$ -
Housing Allowance - Shared Delivery				\$ -
Housing Support Services				\$ -
SM Administration Fees	% of Allocation			
SM Administration Fees	5%	\$ 495,530	\$ 256,720	\$ 399,660
Total OPHI		\$ 9,910,600	\$ 5,134,400	\$ 7,993,200
		\$ 23,038,200		
TOTAL PROGRAM ALLOCATION		\$ 11,376,236	\$ 6,952,758	\$ 10,685,822
				\$ 29,014,816

APPENDIX I **17.1-13**
ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY

Projected Take-Up

COCHI Projected Take-Up (Units/households)

Program Component	Projected Units Funded / Households Assisted			
	2019-20	2020-21	2021-22	TOTAL
New Build				0
Repair				0
Rent Supplement				0
Transitional Operating				0
TOTAL	0	0	0	0

Complete the following tables by entering the number of households for each target group to be served in your area through the three-year COCHI investment.

Projected Target Group	New Build	Repair	Rent Supplement	Transitional Operating	Total
Seniors					0
Persons with Disabilities					0
Survivors of Domestic Violence					0
Homeless					0
Indigenous Peoples					0
Mental Health/Addiction Issues					0
Veterans					0
Young Adults					0
Racialized Groups					0
Recent Immigrants					0
Unspecified					0
Total	0	0	0	0	0

OPHI Projected Take-Up (Units/households)

Program Component	Projected Units Funded / Households Assisted			
	2019-20	2020-21	2021-22	TOTAL
Rental Housing	62	32	50	144
Homeownership				0
Ontario Renovates				0
Rent Supplement				0
Housing Allowance - Direct Delivery Stream				0
Housing Allowance - Shared Delivery Stream				144
TOTAL	62	32	50	0

Complete the following tables by entering the number of households for each target group to be served in your area through the three-year OPHI

Projected Target Client Group	Rental Housing	Homeownership	Ontario Renovates	Rental Assistance	Housing Support Services	Total
Seniors	14					14
Persons with Disabilities	10					10
Survivors of Domestic Violence						0
Homeless						0
Indigenous Peoples						0
Mental Health/Addiction Issues						0
Veterans						0
Young Adults						0
Racialized Groups						0
Recent Immigrants						0
Unspecified	120					120
Total	144	0	0	0	0	144

**APPENDIX I 17.1-14
ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY**

2019-20 Planned Quarterly Financial Commitment

COCHI 2019-20 PLANNED QUARTERLY FINANCIAL COMMITMENT AND TAKE-UP

For the capital components, enter the estimated amount of COCHI funding to be taken-up by component in each quarter of the current program year. Documentation required for a commitment is outlined in the Program Guidelines

For the operating components, enter the projected disbursements in each quarter of the current program year.

COCHI Program Component	COCHI Planned Financial Commitment 2019-20	Planned Financial Take-Up				Total
		Quarter 1 Apr - Jun	Quarter 2 Jul - Sep	Quarter 3 Oct - Dec	Quarter 4 Jan - Mar	
<u>Capital Components</u>						
New Build	0					0
Repair	1,392,355					0
<u>Operating Components</u>						
Rent Supplement	0					0
Transitional Operating	0					0
<u>SM Administration Fees</u>	73,281	18,320	18,320	18,320	18,320	
TOTAL	1,465,636	18,320	18,320	18,320	18,320	0

OPHI PLANNED FINANCIAL COMMITMENT AND TAKE-UP BY QUARTER

For the capital components, enter the estimated amount of OPHI funding to be taken-up by component in each quarter of the current

For the operating components, enter the projected disbursements in each quarter of the current program year.

Program Component	Planned Financial Commitment 2019-20	Planned Financial Take-Up				Total
		Quarter 1 Apr - Jun	Quarter 2 Jul - Sep	Quarter 3 Oct - Dec	Quarter 4 Jan - Mar	
<u>Capital Components</u>						
Rental Housing	9,415,070			9,415,070		9,415,070
Homeownership	0					0
Ontario Renovates	0					0
<u>Operating Components</u>						
<u>Streams</u>						
Rent Supplement	0					0
Housing Allowance - Direct Delivery	0					0
Housing Allowance - Shared Delivery	0					0
Housing Support Services	0					0
<u>SM Administration Fees</u>	495,530	123,883	123,883	123,883	123,883	
TOTAL	9,910,600	123,883	123,883	9,538,953	123,883	9,415,070

**APPENDIX II
ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY**

COCHI and OPHI Program Components

The **COCHI** program is to be used to protect affordability for households in social housing, to support the repair and renewal of existing social housing supply, and to expand the supply of community housing over time. The **OPHI** program funding is to address local housing priorities, including affordability, repair and new construction.

Canada-Ontario Community Housing Initiative (COCHI) -

The aim of this program is to help modernize the community housing system to move towards greater housing provider sustainability and self-sufficiency.

Capital Component

The Ministry encourages Service Managers to utilize this funding for strategic capital repairs which will preserve and extend the functional lifespan of the social housing supply, such as investments based on capital needs identified in current building condition audits and that will help support ongoing housing provider sustainability.

Repair – Targeted for community housing providers, including Local Housing Corporations to replace and/or repair core building systems and sub-systems or to carry out health and safety repairs (accessibility renovations).

Operational Components

Protection for rent-geared-to-income (RGI) tenants and support for housing providers that can demonstrate their potential for long-term sustainability.

Rent Supplements – Supplements are intended to promote housing stability for tenants who would otherwise face affordability challenges.

Transitional Operating Funding – Short-term transitional operating subsidy funding for housing providers to use to address immediate areas of concern with the clear objective of reaching an operational and financial status that does not require ongoing government subsidy funding.

Ontario Priorities Housing Initiative (OPHI) –

Capital Components

Rental Housing Component - Capital funding to increase the supply of safe, adequate and affordable rental housing.

Homeownership Component – Affordable down payment assistance program to assist low to moderate income renter households purchase affordable homes. The maximum purchase price for a home in Peel funded through this component would be \$725,355. Funding is only available to help clients who are currently renters. They must have a household income at or below the 60th income percentile level for the Service Manager area, which in Peel is \$96,000 or less per year.

APPENDIX II**ONTARIO'S COMMUNITY HOUSING RENEWAL STRATEGY**

Ontario Renovates Component – Provides financial assistance to renovate and/or rehabilitate affordable ownership and rental properties, including community housing.

This sub-component allows low to moderate income homeowners to create a new affordable rental unit in an existing family home (second unit or garden suite) and repairs, rehabilitation and improvements to existing shelters.

Operational Components

Service Managers are encouraged to give priority to households who may be affected by expiring programs (recipients under various iterations of previously funded programs) or to those who are homeless or at risk of homelessness as this financial assistance is intended to promote housing stability for tenants who would otherwise face affordability challenges and potential homelessness.

Rental Assistance Component – The objective of this component's funding is to address affordability issues of households in rental units. This component consists of three funding streams:

- 1) Rent Supplement
- 2) Housing Allowance Direct Delivery
- 3) Housing Allowance Shared Delivery

Rent supplements are a form of rental subsidy that is paid directly to a landlord on behalf of a household in need of financial assistance. A housing allowance is a subsidy paid directly to a household in need of financial assistance.

Housing Support Services Component - A new component under the OPHI program, this funding seeks to ensure housing retention, greater self-reliance and social inclusion for tenants by providing funding for support services to those who may benefit from extra support. A variety of support services are eligible for funding and Service Managers may choose to provide services directly to tenants or to work through partnerships with community agencies to deliver services to recipients.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 49-2019

A by-law to prohibit Smoking and Vaping in Outdoor Public Places and Workplaces and to repeal By-law 20-2013.

WHEREAS, the Council of The Regional Municipality of Peel (the "Region") enacted By-law 20-2013 known as the Peel Outdoor Smoking By-law on February 14, 2013, to regulate the smoking of lighted tobacco within nine metres of playground areas, outdoor recreation facilities and within nine metres of entrances and exits to municipal buildings;

AND WHEREAS, Section 8 of the *Municipal Act, 2001*, c. 25, as amended ("*Municipal Act, 2001*") provides that the powers of a municipality shall be interpreted broadly so as to confer broad authority on the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

AND WHEREAS, clause 6 of subsection 11(2) of the *Municipal Act, 2001* provides that upper tier municipalities have the authority to pass by-laws respecting health, safety and well-being of its persons;

AND WHEREAS, the Council of The Regional Municipality of Peel has the authority to pass a by-law to prohibit or regulate the smoking of tobacco or cannabis in public places and workplaces pursuant to Section 115(1) of the *Municipal Act, 2001*, and to define "public place" for purposes of such by-law;

AND WHEREAS, subsection 115(3) of the *Municipal Act, 2001* provides that a by-law passed under section 115 shall not apply to a highway;

AND WHEREAS, the *Smoke-Free Ontario Act, 2017*, S.O. 2017, c. 26, Schedule 3, ("*SFOA, 2017*") prohibits smoking and other uses of tobacco and cannabis in specified indoor public places and workplaces and certain outdoor public places;

AND WHEREAS, there is no known safe level of exposure to second-hand smoke;

AND WHEREAS, there is strong evidence supporting that most e-cigarettes contain and emit several potentially toxic substances in addition to nicotine, and e-cigarette use is consistently associated with an increased risk of smoking initiation and increased frequency and intensity of subsequent smoking among youth and young adults;

AND WHEREAS, the use of cannabis is associated with respiratory symptoms and bronchitis, and strong evidence shows that second-hand

cannabis smoke contains many of the same cancer-causing chemicals as tobacco smoke;

AND WHEREAS, the Council of The Regional Municipality of Peel has deemed it desirable, for the health, safety and well-being of the persons of the Region, to prohibit or regulate smoking or vaping of any substance in outdoor public places and workplaces within the Region in accordance with the provisions of this By-law;

AND WHEREAS, Section 18 of the *SFOA, 2017* states that where there is a conflict between a provision in it and a provision of another act, regulation or municipal by-law that deals with a matter to which it applies, the provision that is more restrictive of the matter prevails.

NOW THEREFORE THE COUNCIL OF THE REGIONAL MUNICIPALITY OF PEEL ENACTS AS FOLLOWS:

1. DEFINITIONS

1.1. For the purpose of this By-law:

“Additional Places” means the place(s) set out in Schedule “A”, where the governing body in charge of each place has approved its participation in this By-law.

“Cannabis” has the same meaning as in subsection 2(1) of the *Cannabis Act* (Canada);

“Conservation Area” means properties that are owned, managed or under the control of Credit Valley Conservation Authority and Toronto Regional Conservation Authority located within the Region;

“Council” means the Council of The Regional Municipality of Peel;

“Construction” includes erection, alteration, repair, dismantling, demolition, structural maintenance, painting, land clearing, earth moving, grading, excavating, trenching, digging, boring, drilling, blasting, or concreting, the installation of any machinery or plant, and any work or undertaking in connection with a project;

“Designated Smoking/Vaping Area” means an outdoor area where Smoking and/or Vaping are not prohibited;

“Employee” means a person who performs any work for or supplies any services to an Employer, with or without remuneration, or a person who receives any instruction or training in the activity, business, work, trade, occupation or profession of an Employer and includes a volunteer and a person who is self-employed;

“Employer” means an owner, operator, proprietor, manager, superintendent, overseer, receiver or trustee of an activity, business,

work, trade, occupation, profession, project or undertaking who has control or direction of, or is directly or indirectly responsible for an Employee;

“Indoor Public Place” means the inside of any building or structure:

- a) That is covered by a roof and has more than two walls;
- b) To which the public is ordinarily invited or permitted access, either expressly or by implication, whether or not a fee is charged for entry; and
- c) That is not owned, managed or under control of a Municipality or is not an Outdoor Public Place.

“Indoor Workplace” means the inside of any building or structure:

- a) That is covered by a roof and has more than two walls;
- b) Where employees work or frequent during the course of their employment whether or not they are acting in the course of their employment at the time; and
- c) That is not owned, managed or under control of a Municipality.

“Inhalant-type Device” means a vaporizer, including but not limited to an electronic cigarette, a waterpipe, or a vaporizing device of any other name, that may contain a power source and/or heating element designed to heat a substance and produce a vapour intended to be inhaled by the user of the device, whether or not the vapour contains nicotine;

“Long-Term Care Home” has the same definition as contained in the *Long-Term Care Homes Act, 2007*, S.O. 2007, c.8 or any subsequent legislation;

“Medical Officer of Health” means the Medical Officer of Health governing the geographical territory governed by The Regional Municipality of Peel, duly appointed under the *Health Protection and Promotion Act*, R.S.O. 1990, c. H.7, as amended;

“Municipality” means the lower tier municipalities in the Region, including: The Corporation of the City of Brampton, The Corporation of the City of Mississauga, The Corporation of the Town of Caledon; or the upper tier municipality, The Regional Municipality of Peel; and “Municipal” has a corresponding meaning;

“Officer” means:

- a. A Provincial Offences Officer of a Municipality or other person appointed by or under the authority of a Municipal by-law to enforce Municipal by-laws; or
- b. A public health inspector acting under the direction of the Medical Officer of Health; or
- c. A Police Officer employed by the police service of the Region, the Ontario Provincial Police or the Royal Canadian Mounted Police; or

- d. An officer, employee or agent of any Municipality or of any local board of any Municipality whose responsibilities include the enforcement of a by-law, a statute or a regulation under a statute, while in the discharge of his or her duties;

“Outdoor”, used on its own or within another definition in this By-law, means any open space which is outside of a facility, building, structure, or premise including any temporary building, structure or part thereof, whether covered by a roof or not. Structures with a roof or that have partial walls are considered to be outdoor;

“Outdoor Construction Site” is any Outdoor land, premise, location or thing at, upon, in or where Construction is occurring;

“Outdoor Public Place” means an Outdoor area that is designed, designated or delineated for the use of sports or activities, used for public recreation, or fitted with play equipment or exercise equipment, including but not limited to privately owned Outdoor areas, including parks, parklands, parkettes, trails and paths, playground area(s), community gardens, sports fields, playing fields and benches, sidelines and warm up areas, spectator areas, and splash pads, wading pools, swimming pools, or other bodies of water, beaches including any adjacent bodies of water, or adjacent property including those parts covered by water, including any lane, walkway or public parking area and vehicle located on that property or leading thereto, or any property being used for an outdoor special event, and swings, slides, climbing apparatus, sandboxes or skateboard ramps, including any surrounding natural or man-made safety surface;

“Outdoor Municipal Property” means any Outdoor area of a building, facility or structure owned, managed or under the control of the Municipality, including but not limited to municipal offices, transit facilities, community centres, recreation facilities, libraries, museums, art galleries, fire halls, paramedic stations and police stations, community gardens, public washrooms, concession stands, parks, parkettes, trails, paths, walkways, playground areas, swings, slides, climbing apparatus, sandboxes or skateboard ramps, including any surrounding natural or man-made safety surface, and splash pads, wading pools, swimming pools, or other bodies of water, beaches including any adjacent bodies of water, or adjacent property including those parts covered by water, a golf course, or a Region or Peel Housing Corporation multi-unit residential building, including a walkway or public parking area and vehicle located on that property or leading thereto, or any property being used for an outdoor special event, with the exception of a Designated Smoking/Vaping Area on the property of a Long-Term Care Home or Shelter that is not located within nine meters of the buildings or structures on the property;

“Proprietor” means the owner, operator or person in charge;

“Public Place” means any property to which the public has access as of right or by invitation, express or implied, regardless of whether it is owned by a public or private entity;

“Shelter” means a supervised residential facility, owned or operated by the Region, or under contract to the Region for provision of services funded by or through the Region, which provides short-term or emergency accommodations or associated support services;

“Smoking” includes the smoking or holding of lighted Tobacco, lighted Cannabis or any substance used for smoking and “Smoke” has a corresponding meaning;

“Tobacco” means tobacco, in whatever manner it may be used or consumed, and in any processed or unprocessed form, and includes any product made in whole or in part of tobacco and/or tobacco leaves, including but not limited to, pipe tobacco, waterpipe tobacco, cigarettes, cigars, and cigarillos;

“Vaping” means the inhaling or exhaling of vapour from an Inhalant-type Device of any substance, or the holding of an activated Inhalant-Type Device, and “Vape” has a corresponding meaning;

2. PROHIBITIONS

2.1. No person shall Smoke or Vape, regardless whether or not a notice is posted that Smoking or Vaping is prohibited, in the following places:

- a) Outdoor Public Place;
- b) Outdoor Municipal Property; or
- c) Outdoor Construction Site.

2.2. No person shall Smoke or Vape within nine meters, regardless whether or not a notice is posted that Smoking or Vaping is prohibited, of any:

- a) Indoor Public Place; or
- b) Indoor Workplace.

2.3. No person shall Smoke or Vape in a private dwelling when it is being used as an Indoor Workplace.

2.4. No person shall remove, cover up or alter any no smoking or no vaping sign which has been posted.

2.5. No person shall Smoke or Vape in Additional Places as defined and set out in Schedule “A” to this By-law on the date there specified.

3. PROPRIETOR OBLIGATIONS.

3.1. Every Proprietor of an Indoor Public Place or Indoor Workplace shall:

- a) Prohibit Smoking and Vaping in an area within nine metres surrounding an Indoor Public Place or Indoor Workplace, except that part of the nine metres which is located on a highway;
- b) Post “No Smoking/Vaping” signs in the format set out in Schedule “B” conspicuously on their premises to indicate the prohibition in s. 2.2; and
- c) Prohibit ashtrays and like paraphernalia in areas where Smoking/Vaping is prohibited.

4. EMPLOYER OBLIGATIONS

4.1. Every Employer shall, with respect to an Outdoor Public Place or an Outdoor Construction Site:

- a) Give notice to Employees that Smoking and Vaping are prohibited;
- b) Post “No Smoking/Vaping” signs in the format set out in Schedule “B” conspicuously on their premises to indicate the prohibition in s. 2.1; and
- c) Ensure no person is Smoking or Vaping in prohibited areas.

4.2. Every Employer shall, with respect to an Indoor Public Place or an Indoor Workplace:

- a) Give notice to Employees that Smoking and Vaping are prohibited within nine metres surrounding an Indoor Public Place or Indoor Workplace;
- b) Post “No Smoking/Vaping” signs in the format set out in Schedule “B” conspicuously on their premises to indicate the prohibition in s. 2.2; and
- c) Ensure no person is Smoking or Vaping in prohibited areas.

5. APPLICABILITY

5.1. This By-law does not apply to privately-owned property that is primarily a private dwelling, but does apply when the private dwelling is being used as a Food Premise, as defined in *O. Reg. 493/17: Food Premises to the Health Protection and Promotion Act, R.S.O. 1990, c. H.7*, and to any private dwelling when it is being used as an Indoor Workplace or Outdoor Public Place, including but not limited to a premise being used for home child care, whether licensed or unlicensed, including as defined in the *Child Care and Early Years Act, 2014, S.O. 2014, c. 11, Sched. 1*.

5.2. This By-law does not apply to any highway.

5.3. This By-law does not apply to the use of tobacco in the places Smoking or Vaping are otherwise not permitted under this By-law, if the activity is carried out for traditional Indigenous cultural or spiritual purposes.

5.4. This By-law does not apply to the uncovered patios established by the Royal Canadian Legion – Ontario Provincial Command before November 18, 2013.

5.5. This By-law does not apply to Outdoor areas of privately-owned golf courses beyond the nine-metre setback applicable to an Indoor Public Place.

6. POWER OF ENTRY AND INSPECTION

6.1. An Officer may enter and inspect all buildings, structures, land or parts thereof that are subject to this By-law at any reasonable time for the purpose of determining whether there is compliance with this By-law.

6.2. Despite s. 6.1, an Officer shall not exercise a power to enter a private dwelling which is used, at times, as an Indoor Workplace at a time when it is being used as a private dwelling.

6.3. An Officer exercising a power of entry may:

- a) Require the production for inspection of documents or things relevant to the inspection;
- b) Inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;
- c) Require information from any person concerning a matter related to the inspection; and
- d) Alone or in conjunction with a person who, in the Officer's opinion, possesses special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.

7. ENFORCEMENT AND OBSTRUCTION

7.1. Where any person contravenes any provision of this By-law, an Officer may direct such person to comply with this By-law. Every person so directed shall comply with such direction without undue delay.

7.2. Where an Officer has reasonable grounds to believe that an offence has been committed by a person, the Officer may require the name, address and proof of identity of that person, and the person shall supply the required information.

7.3. No person shall hinder, obstruct or interfere with an Officer lawfully conducting an inspection or carrying out a power or duty under this By-law. A refusal of consent to enter or to remain in a room or place actually used as a private dwelling does not constitute hindering or obstructing unless the Officer is acting under a warrant.

7.4. A copy of any written or recorded material related to an investigation, examination, test or inquiry and purporting to be

certified by an Officer is admissible in evidence in any action, proceeding or prosecution as proof, in the absence of evidence to the contrary, of the original.

8. CONTINUATION, REPETITION PROHIBITED BY ORDER

- 8.1.** Where a person has been convicted of an offence under this By-law, the court in which the conviction has been entered, and any court of competent jurisdiction thereafter, may, in addition to any penalty imposed on the person convicted, issue an order:
- a) Prohibiting the continuation or repetition of the offence by the person convicted;
and
 - b) Requiring the person convicted to correct the contravention in the manner and within the period that the court considers appropriate.

9. FINES

- 9.1.** Every person who is guilty of an offence under this By-law shall, upon conviction, be liable to a fine of not more than \$5,000, as provided in the *Provincial Offences Act*, R.S.O. 1990, c. P.33, s. 61.
- 9.2.** Set fines for an offence under this By-law are established in Schedule "C" to this By-law or as otherwise specified by the Regional Senior Justice of the Ontario Court of Justice pursuant to the *Provincial Offences Act*.

10. COLLECTION OF UNPAID FINES

- 10.1.** Where a fine is in default, a Municipality may proceed with civil enforcement against the person upon whom the fine has been imposed, pursuant to the *Provincial Offences Act*.
- 10.2.** A Municipality may make a request to the treasurer of a local Municipality to add any part of a fine that is in default to the tax roll for any property in that local Municipality owned by the person who has been convicted, upon which addition all of the registered owners shall be responsible for paying the fine, and the Municipality shall collect the fine amount with any applicable costs in the same manner as municipal taxes.

11. SEVERABILITY

- 11.1.** Should any section, sections or parts of this By-law be declared by a court of competent jurisdiction to be illegal or beyond the power of the Council to enact, such section or sections or parts shall be deemed to be severable from this By-law and all remaining sections or parts of this By-law shall be deemed to be separate and

independent from same and to be properly enacted and of full force and effect.

12. CONFLICT

12.1. If any provision of this By-law conflicts with other legislation, regulation or another by-law, the provision that is the most preventive or prohibitive regarding Smoking or Vaping, so as to benefit the health of the public, shall prevail.

13. INTERPRETATION

13.1. The provisions of Part VI of the *Legislation Act, 2006*, S.O. 2006, c.21, Schedule F shall apply to this By-law.

14. EFFECTIVE DATE

14.1. With the exception of Schedule "C", which shall come into force on the day the set fines for which it provides are approved or specified by the Regional Senior Justice of the Ontario Court of Justice pursuant to the *Provincial Offences Act*, this By-law shall come into force no sooner than November 1st, 2019 AND once:

- a) It has been passed by a majority of all votes on Council; and
- b) The majority of the councils in the lower tier municipalities of Mississauga, Brampton and Caledon pass resolutions consenting to the By-law; and
- c) The total number of electors in the lower tier municipalities of Mississauga, Brampton and Caledon that pass resolutions consenting to the By-law under clause (b) form a majority of all electors in The Regional Municipality of Peel.

15. SHORT TITLE

15.1. The short title of this by-law is the "Peel Outdoor No Smoking or Vaping By-law".

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of
September, 2019.

Regional Clerk

Regional Chair

Schedule A:
Additional Places Prohibitions

No person shall Smoke or Vape in the following Additional Places:

- a) A Conservation Area located within the Region, on the date participation in this By-law is approved by the specific Conservation Authority which own, manages or controls it;
- b) The campuses or properties of a post-secondary institution which are located within the Region, on the date the participation in this By-law is approved by it.

Schedule B:
Signage Requirements

1. Outdoor Public Place and Outdoor Construction Site:

1.1 Where a No Smoking/Vaping sign is required to be posted pursuant to Section 4.1, the sign shall:

- a) Be identical to Sign A illustrated in Schedule B;
- b) Consist of black and red as illustrated in Schedule B;
- c) Be no smaller than 8.5 by 11 inches in size; and
- d) Be posted in English and any other language the Medical Officer of Health may decide.

1.2 Where an Employer or Proprietor is required to post a No Smoking/Vaping sign pursuant to Section 4.1, the Employer or Proprietor may:

- a) Contact the Region of Peel to order a metal sign at cost;
- b) Contact the Region of Peel to order a decal sign at cost; or
- c) Print the sign illustrated in Schedule B in accordance with the requirements set out in section 1.1.

2. Indoor Public Place or Indoor Workplace

2.1 Where a No Smoking/Vaping sign is required to be posted pursuant to Section 3 or 4.2, the sign shall:

- a) Be identical to Sign B illustrated in Schedule B;
- b) Consist of black and red as illustrated in Schedule B;
- c) Be 8.5 by 11 inches in size; and
- d) Be posted in English and any other language the Medical Officer of Health may decide.

2.2 Where an Employer or Proprietor is required to post a No Smoking/Vaping sign pursuant to Section 3 or 4.2, the Employer or Proprietor may:

- a) Contact the Region of Peel to order a metal sign at cost;
- b) Contact the Region of Peel to order a decal sign at cost; or
- c) Print the sign illustrated in Schedule B in accordance with the requirements set out in section 2.1.

Sign A – Outdoor Public Place and Outdoor Construction Site



No Smoking
(tobacco or cannabis)



No Vaping
(any substance)

Anywhere on this property
Maximum fine \$5,000

Sign B – Indoor Public Place and Indoor Workplace



No Smoking
(tobacco or cannabis)



No Vaping
(any substance)

**Within 9 metres of building,
facility or structure
Maximum fine \$5,000**

Schedule C: Set Fines
THE REGIONAL MUNICIPALITY OF PEEL
PART 1 PROVINCIAL OFFENCES ACT

By-law 49-2019 Peel Outdoor No Smoking or Vaping By-law

SHORT FORM OFFENCES AND SET FINES

Item	Column 1 Short Form Wording	Column 1 Provision creating or defining Offence	Column 1 Set Fine
1	Smoke or Vape in an Outdoor Public Place	2.1(a)	\$250
2	Smoke or Vape in an Outdoor Municipal Property	2.1(b)	\$250
3	Smoke or Vape in an Outdoor Construction Site	2.1(c)	\$250
4	Smoke or Vape within nine meters of an Indoor Public Place	2.2(a)	\$250
5	Smoke or Vape within nine meters of an Indoor Workplace	2.2(b)	\$250
6	Smoke or Vape in a private dwelling while used as an Indoor Workplace	2.3	\$250
7	Remove, cover up or alter any posted sign	2.4	\$250
8	Smoke or Vape in Additional Places	2.5	\$250
9	Proprietor Failed to prohibit persons from Smoking or Vaping within nine meters of an Indoor Public Place	3.1(a)	\$300
10	Proprietor Failed to prohibit persons from Smoking or Vaping within nine meters of an Indoor Workplace	3.1(a)	\$300
11	Proprietor Failed to post "No Smoking/Vaping" signs about s. 2.2	3.1(b)	\$300
12	Proprietor Failed to prohibit ashtrays and like paraphernalia in No Smoking/Vaping areas	3.1(c)	\$300
13	Employer Failed to post "No Smoking/Vaping" signs about s. 2.1	4.1(b)	\$300
14	Employer Failed to prohibit Smoking and Vaping in an Outdoor Public Place	4.1(c)	\$300
15	Employer Failed to prohibit Smoking and Vaping in an Outdoor Construction Site	4.1(c)	\$300
16	Employer Failed to post "No Smoking/Vaping" signs about s. 2.2	4.2(b)	
17	Employer Failed to prohibit Smoking and Vaping within nine metres of an Indoor Public Place	4.2(c)	\$300
18	Employer Failed to prohibit Smoking and Vaping within nine metres of an Indoor	4.2(c)	\$300

	Workplace		
19	Failed to comply with direction of Officer	7.1	\$300
20	Failed to provide a name, address and proof of identity to Officer	7.2	\$300
21	Obstruct Officer in execution of duties	7.3	\$300

NOTE: The general penalty provisions for the offences listed above are sections 8, 9 and 10 of By-law 49-2019 Peel Outdoor No Smoking or Vaping By-law, a certified copy of which has been filed.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 50-2019

A by-law to authorize the execution of an Agreement attached hereto as Schedule "A" between the County of Dufferin and The Regional Municipality of Peel for the maintenance of Regional Road 23 (County Road 23) and Regional Road 136 (Porterfield Road) forming the boundary between the County of Dufferin and The Regional Municipality of Peel; and to repeal By-law 12-2006.

WHEREAS pursuant to Section 28 of the *Municipal Act, 2001*, S.O. 2001, c. 25, The Regional Municipality of Peel (hereinafter referred to as the "Regional Corporation") has jurisdiction or joint jurisdiction over all highways over which it had jurisdiction or joint jurisdiction on December 31, 2002;

AND WHEREAS, Regional Road 23 (County Road 23) and Regional Road 136 (Porterfield Road) are, and continue to be, part of the Regional Road System;

AND WHEREAS, pursuant to Section 29.1 of the *Municipal Act, 2001*, S.O. 2001, c. 25, municipalities having joint jurisdiction over a boundary line highway may enter into agreements for the repair of the whole width of any highway forming the boundary between such municipalities, and for one municipality to indemnify the other from any loss or damage arising from the lack of repair of such part of the boundary line highway;

AND WHEREAS, the highway between The Regional Municipality of Peel and the County of Dufferin (hereinafter referred to as "The Townline"), from the intersection of the boundary road between the Town of Orangeville and the Township of East Garafraxa (hereinafter referred to as the "B" Line) to the boundary of the Town of Orangeville (Dawson Road), is a highway forming part of the boundary line between The Regional Municipality of Peel and the County of Dufferin;

AND WHEREAS, the Council of the Regional Corporation previously passed Regional By-law 12-2006 on the 9th day of March, 2006 authorizing the Regional Solicitor and the Regional Clerk of the Regional Corporation to execute an agreement with the County of Dufferin for the joint maintenance by the County of Dufferin and the Regional Corporation of all those portions of The Townline under joint jurisdiction, effective from the 1st day of May, 2005 to the 30th day of April, 2015;

AND WHEREAS, the Council of the Regional Corporation on the 12th day of September, 2019, authorized the execution of an agreement with the County of Dufferin for the joint maintenance by the County of Dufferin and the Regional Corporation of all those portions of The Townline under joint

jurisdiction, effective from the 1st day of May, 2015 to the 31st day of December, 2025;

AND WHEREAS, the Council of the Regional Corporation wishes to repeal By-law 12-2006;

NOW THEREFORE the Council of The Regional Municipality of Peel enacts as follows:

1. That the Regional Solicitor and the Regional Clerk of the Regional Corporation are hereby authorized to execute under the seal of the Regional Corporation the agreement attached hereto as Schedule "A" between the County of Dufferin and The Regional Municipality of Peel for the maintenance and repair of The Townline whereby the County of Dufferin agrees to maintain and keep in repair that portion of The Townline between the "B" Line and Peel Regional Road 136 (Porterfield Road), and the Regional Corporation agrees to maintain and keep in repair that portion of The Townline between the intersection of Peel Regional Road 136 (Porterfield Road) and the boundary of the Town of Orangeville (Dawson Road);
2. That a copy of the agreement attached hereto as Schedule "A", upon execution by the County of Dufferin and The Regional Municipality of Peel, together with a copy of this by-law and of the by-law of the County of Dufferin authorizing the execution of the agreement attached hereto as Schedule "A", shall be registered in the Land Registry Offices for the Registry Divisions of the County of Dufferin and The Regional Municipality of Peel.
3. That By-law 12-2006 is hereby repealed and replaced with this by-law.

READ THREE TIMES AND FINALLY PASSED IN OPEN COUNCIL this 12th day of September, 2019.

Regional Clerk

Regional Chair

THIS BOUNDARY ROAD AGREEMENT (the "Agreement") dated March 12, 2019

BETWEEN:

THE CORPORATION OF THE COUNTY OF DUFFERIN

("Dufferin")

and

THE REGIONAL MUNICIPALITY OF PEEL

("Peel")

RECITALS:

- A. Peel and Dufferin are adjoining municipalities.
- B. The boundary line between Peel and Dufferin is a boundary road pursuant to the *Municipal Act, 2001*, S.O. 2001, c. 25 (the "Act"), as amended from time to time.
- C. The parties entered into an Inter-Municipal Agreement dated July 10th, 2003, with The Corporation of the Town of Caledon ("Caledon") and The Corporation of the Town of Orangeville ("Orangeville"), whereby Peel provided consent for Dufferin to construct, operate, improve, and maintain Riddell Road/County Road 109 at Road 23 pursuant to Dufferin By-Law 2003-25 (the "Inter-Municipal Agreement");
- D. Section 29.1(2) of the Act provides that if municipalities enter into an agreement for the repair of a highway forming a boundary line, each municipality has jurisdiction over that part of the highway that it has agreed to keep in repair and is liable for any damages that arise from failure to keep the highway in repair and the other municipality is relieved from all liability in respect of the repair of that part.
- E. The highway between Peel and Dufferin from the intersection of the boundary road between the Town of Orangeville and the Township of East Garafraxa (the "B" Line) to the boundary of the Town of Orangeville is a highway forming part of the boundary line between Peel and Dufferin.
- F. Dufferin has agreed to maintain and repair that part of Road 23 that forms the boundary between Peel and Dufferin as shown on Schedule A of this Agreement, and that portion of Airport Road (Regional Road 7) between the North limit of Highway 9 intersection northerly to the Peel/Dufferin Boundary line as shown as the "Limit of Agreement" on Schedule B of this Agreement.
- G. Peel has agreed to maintain and repair that part of Road 136 that forms the boundary between Peel and Dufferin as shown on Schedule A of this Agreement.

- H. Peel and Dufferin wish to enter into an agreement to outline the parties' respective obligations, in accordance with Section 29.1(2) of the Act.

The parties agree that:

1. **DEFINITIONS**

- 1.1 For the purposes of this Agreement, the following definitions apply:

"Capital Cost" means the total capital cost of a Project, including but not limited to:

- (a) design costs;
- (b) construction costs;
- (c) the cost to relocate utilities; and
- (d) the cost to:
 - a. acquire any interest; or
 - b. expropriate any interest;

in Lands and includes survey and appraisal costs and any compensation paid to acquire any interest in Lands or settle the expropriation of the Lands, but does not include the cost of the parties' respective external counsel as set out in Section 7.11 and Section 7.12 or the EA Costs as defined in Section 9.5;

"Development Application" means an application for approval with respect to land or buildings and includes:

- (a) the passing of a zoning bylaw or an amendment to a zoning bylaw under Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "**Planning Act**"), as amended from time to time;
- (b) the approval of a site plan under Section 41 of the *Planning Act*;
- (c) the approval of a minor variance under section 45 of the *Planning Act* involving a change in use, intensification of use or expansion of use;
- (d) a conveyance of land to which a bylaw passed under Section 50(7) of the *Planning Act* applies;
- (e) the approval of a Plan of Subdivision under Section 51 of the *Planning Act*;
- (f) a consent under Section 53 of the *Planning Act*;

- (g) a validation of title under Section 57 of the *Planning Act*;
- (h) the approval of a description under Section 8 or 9 of the *Condominium Act, 1998*, S.O. 1998, c. 19, as amended from time to time; or
- (i) the issuance of a permit under the *Building Code Act, 1992*, S.O. 1992, c. 23, as amended from time to time, in relation to a building or a structure;

"Emergency" means an unforeseen situation where immediate action must be taken to preserve public health or safety;

"Emergency Work" means any maintenance, repairs or improvements to Road 23 and/or Road 136 that is required to remedy an Emergency, including making changes to signal timing and changes to Traffic Control Devices;

"Road 23" means Regional Road 23 (County Road 23) for its full width from the intersection with the "B" Line of East Garafraxa (Dufferin County Road 23) to the intersection of Peel Regional Road 136 (Porterfield Road), as shown in blue on Schedule A, and hereafter defined as **"Road 23"**, and includes all Road 23 related improvements, including but not limited to: road surface, shoulders, boulevard, bridges, culverts, storm sewers, guiderails, Traffic Control Devices, pavement markings, traffic signing, safety devices and trees but excludes all non-transportation related infrastructure, including water and wastewater systems, that are located within the right-of-way limits;

"Road 136" means Regional Road 136 (Porterfield Road) for its full width from the intersection of Road 23 and Road 136 to Dawson Road (west limit), as shown in red on Schedule A, including the intersection of Road 23 and Road 136 as shown on Schedule A and hereafter defined as **"Road 136"** and includes all Road 136 related improvements including but not limited to: road surface, shoulders, boulevard, bridges, culverts, storm sewers, guiderails, Traffic Control Devices, pavement markings, traffic signing, safety devices and trees, including winter maintenance of same, but excludes all non-transportation related infrastructure, including water and wastewater systems, that are located within the right-of-way limits;

"Road 7" means the length of Regional Road 7 (Airport Road) along the Peel/Dufferin Boundary for its full from the intersection of Regional Road 7 (Airport Road) and King's Highway 9 and from the north limit of the Highway 9 day light triangle to the Peel/Dufferin Boundary as shown on Schedule B, and hereafter defined as **"Road 7"** and includes all Road 7 related improvements including but not limited to: road surface, shoulders, boulevard, bridges, culverts, storm sewers, guiderails, Traffic Control Devices, pavement markings, traffic signing, safety devices and trees

but excludes all non-transportation related infrastructure, including water and wastewater systems, that are located within the right-of-way limits;

"Lands" means the lands required for a Project;

"Peel" means The Regional Municipality of Peel as a municipal corporation and, where the context requires, its geographic area;

"Level of Service" means Peel's Road Operations and Maintenance Level of Service Standards approved by Region of Peel Council at its meeting held on March 26, 2015, resolution #2015-167 as amended from time to time; and the Minimum Maintenance Standards, ONT REG. 239/02 -By-Law 2002-59, as adopted by Dufferin County and as amended from time to time.

"Permit" means a road occupancy permit or access permit issued in accordance with Peel's by-law 62-2013 as amended from time to time or a successor bylaw; and means Dufferin's Road Occupancy Permit and Entrance Permit (Policy 5-3-17) in accordance with Dufferin's typical practice and as amended from time to time.

"Project" means any capital project required to improve Road 23 and/or Road 136, including but not limited to:

- (a) resurfacing Road 23 and/or Road 136;
- (b) reconstructing Road 23 and/or Road 136;
- (c) improving Road 23 and/or Road 136's intersections;
- (d) installing Traffic Control Devices;
- (e) widening Road 23 and/or Road 136;
- (f) installing bridges, culverts, storm sewers and catch basins;
- (g) rehabilitating bridges, culverts, storm sewers and catch basins; or
- (h) expanding bridges, culverts, storm sewers and catch basins;

"RFT" means a request for tender for a Project or a request for proposals for a Project;

"Traffic Control Devices" means those traffic control devices listed in Schedule C; and

"Dufferin" means The County of Dufferin as a municipal corporation and, where the context requires, its geographic area.

2. TERM

- 2.1 This Agreement is effective for a ten (10) year term commencing on May 1, 2015 and terminating on December 31, 2025 (the "Term").
- 2.2 **Options to Extend** - Peel and Dufferin agree that this Agreement shall have **two (2)** options to extend for a term of **ten (10)** years each, with each extension term to begin upon the expiration of the original Term and all of the provisions of this Agreement applying to such extension terms subject to any amendments made mutual agreement by the parties.

3. JURISDICTION OVER THE HIGHWAY

- 3.1 Peel agrees to keep Road 136 in a good state of repair and Peel acknowledges that, except as provided for in this Agreement, pursuant to Section 29.1(2) of the Act:
- (a) Peel has jurisdiction over Road 136;
 - (b) Peel has jurisdiction over the intersection of Road 136 and Road 23 as shown on Schedule A;
 - (c) Peel is liable for any damages that arise from failing to keep Road 136 in repair; and
 - (d) Dufferin is relieved from all liability in respect of repair of Road 136.
- 3.2 Peel shall maintain Road 136 and keep it in a good state of repair for its full width in accordance with Peel's Level of Service Standards. Peel may amend the Level of Service Standards from time to time but shall ensure that at all times the Level of Service Standards meet or exceed the standards set out in the *Minimum Maintenance Standards for Municipal Highways*, O. Reg. 239/02 (the "**Regulation**") as amended from time to time.
- 3.3 Dufferin agrees to keep Road 23 and Road 7 in a good state of repair and Peel acknowledges that, except as provided for in this Agreement, pursuant to Section 29.1(2) of the Act:
- (a) Dufferin has jurisdiction over Road 23;
 - (b) Dufferin is liable for any damages that arise from failing to keep Road 23 and Road 7 in repair; and
 - (c) Peel is relieved from all liability in respect of repair of Road 23 and Road 7.
- 3.4 Dufferin shall maintain Road 23 and Road 7 and keep it in a good state of repair for its full width in accordance with Dufferin's Level of Service Standards. Dufferin may amend the Level of Service Standards from time to time but shall ensure that at all times the Level of Service Standards meet

or exceed the standards set out in the *Minimum Maintenance Standards for Municipal Highways*, O. Reg. 239/02 (the "**Regulation**") as amended from time to time.

4. REPAIRS, IMPROVEMENTS OR EMERGENCY MAINTENANCE

- 4.1 In the event of an Emergency, Peel shall perform the Emergency Work on Road 136. If reasonably possible, Peel shall consult with Dufferin before performing the Emergency Work. If Peel is unable to consult with Dufferin before performing the Emergency Work, Peel may commence the Emergency Work and advise Dufferin as soon as possible after Peel has commenced the Emergency Work.
- 4.2 In the event of an Emergency, Dufferin shall perform the Emergency Work on Road 23 and Road 7. If reasonably possible, Dufferin shall consult with Peel before performing the Emergency Work. If Dufferin is unable to consult with Peel before performing the Emergency Work, Dufferin may commence the Emergency Work and advise Peel as soon as possible after Dufferin has commenced the Emergency Work.
- 4.3 Dufferin hereby covenants and agrees that for the duration of the Term, it shall be responsible for all summer and winter maintenance of the full width of Road 23 and Road 7, including, but not limited to, line hole patching, painting, line ditching, anti-icing, sanding, salting, direct liquid application, plowing, snow removal, patrol, replacement of mailboxes and signs damaged or downed due to winter maintenance and customer service in accordance with Level of Service standards. Dufferin specifically acknowledges and agrees that its obligation to maintain Road 23 and Road 7 extends beyond the winter months to include any time of year where conditions of frost, freezing rain, snow or ice could impair motor vehicles, and in particular the winter maintenance shall include anti-icing applications on the shoulder in seasons of late autumn and early spring as weather conditions dictate.
- 4.4 Peel hereby covenants and agrees that for the duration of the Term, it shall be responsible for all summer and winter maintenance of the full width of Road 136, including, but not limited to, line hole patching, painting, line ditching, anti-icing, sanding, salting, direct liquid application, plowing, snow removal, patrol, replacement of mailboxes and signs damaged or downed due to winter maintenance and customer service in accordance with Level of Service standards. Peel specifically acknowledges and agrees that its obligation to maintain Road 136 extends beyond the winter months to include any time of year where conditions of frost, freezing rain, snow or ice could impair motor vehicles, and in particular the winter maintenance shall include anti-icing applications on the shoulder in seasons of late autumn and early spring as weather conditions dictate.

- 4.5. Dufferin agrees that during its performance of the summer and winter maintenance on Road 23 and Road 7. Dufferin further agrees that it shall respond directly to any deficiencies of Road 23 and Road 7 of an Emergency nature, including, but not limited, to downed trees, poles, hydro wires or other obstacles; frozen culverts; and severe road shoulder washout as the situation demands, and immediately call upon Peel for assistance.
- 4.6. Peel agrees that during its performance of the summer and winter maintenance on Road 136. Peel further agrees that it shall respond directly to any deficiencies of Road 136 of an Emergency nature, including, but not limited, to downed trees, poles, hydro wires or other obstacles; frozen culverts; and severe road shoulder washout as the situation demands, and immediately call upon Dufferin for assistance.
- 4.7. Dufferin agrees that, upon request by Peel, to the best of its ability acting reasonably, it shall submit all maintenance records, including, but not limited, to service requests, associated work orders, patrol logs, inspection logs and contractor invoices for all works carried out in the maintenance of Road 23 and Road 7.
- 4.8. Peel agrees that, upon request by Dufferin, to the best of its ability acting reasonably, it shall submit all maintenance records, including, but not limited to, service requests, associated work orders, patrol logs, inspection logs and contractor invoices for all works carried out in the maintenance of Road 136.

5. TRAFFIC CONTROL DEVICES

- 5.1. Peel shall operate and maintain any future Traffic Control Devices on Road 136 as shown in Schedule C, including performing all necessary repairs, routine maintenance, cleaning and re-lamping. Peel shall operate and maintain the Traffic Control Devices in accordance with its standards, policies and procedures including its Level of Service, provided that such standards meet or exceed the standards set out in the Regulation as amended from time to time.
- 5.2. Dufferin may carry out visual inspections of the Traffic Control Devices on Road 136 but shall not open any traffic signal controller cabinet or alter in any manner the equipment associated with the Traffic Control Devices.
- 5.3. Peel shall perform all changes to signal timing and phasing of the Traffic Control Devices on Road 136 as may be required from time to time provided that Peel has first obtained Dufferin's consent to the changes.
- 5.4. Dufferin shall operate and maintain any future Traffic Control Devices on Road 23 as shown on Schedule C, including performing all necessary repairs, routine maintenance, cleaning and re-lamping. Dufferin shall operate and maintain the Traffic Control Devices in accordance with its standards, policies and procedures including the Performance Standards, provided that such

standards meet or exceed the standards set out in the Regulation as amended from time to time. Notwithstanding the foregoing, Riddell Road/County Road 109 at Road 23 is covered separately in the Inter-Municipal Agreement.

- 5.5 Peel may carry out visual inspections of the Traffic Control Devices on Road 23 but shall not open any traffic signal controller cabinet or alter in any manner the equipment associated with the Traffic Control Devices.
- 5.6 Dufferin shall perform all changes to signal timing and phasing of the Traffic Control Devices on Road 23 as may be required from time to time provided that Dufferin has first obtained Peel's consent to the changes.
- 5.7 Peel and Dufferin agree that the list of Traffic Control Devices set out in Schedule C may be amended from time to time by agreement between Peel's Public Works Commissioner and Dufferin's Director of Public Works.

6. PROJECTS

- 6.1 Peel shall design and construct all Projects required for Road 136.
- 6.2 Peel and Dufferin agree that funding for all Projects is subject to the approval of Peel and Dufferin's respective Councils and Peel shall not initiate any Project that requires Dufferin's financial contribution without Dufferin's approval.
- 6.3 Peel shall advise Dufferin of all Projects that it anticipates are necessary to keep Road 136 in a good state of repair. Peel and Dufferin staff shall:
 - (a) collaborate when preparing their respective long-term capital budgets to reflect the anticipated cost of any Projects required for Road 136; and
 - (b) when preparing their respective budgets and ten (10) year capital plans for consideration by Peel and Dufferin's respective Councils, include all Projects that Peel anticipates are necessary to keep Road 136 in a good state of repair.
- 6.4 Peel shall:
 - (a) advise Dufferin if construction of a Project required for Road 136 is going to proceed at least two (2) years prior to the date that Peel anticipates construction will commence so that the Project can be considered by Dufferin Council; and
 - (b) when Peel is preparing its annual capital budget, advise Dufferin of Peel's anticipated schedule for the Projects and the estimated Capital Cost of the Projects to be expended in that year, for consideration by Dufferin Council.

- 6.5 Despite Section 6.2, and in accordance with Section 4.1, Peel may perform Emergency Work as required.
- 6.6 Where reasonably possible, Peel and Dufferin shall collaborate with each other to enable each party to include in its respective development charge background study the capital costs of those Projects that Peel anticipates will be constructed during the term of the proposed development charge bylaw.
- 6.7 Dufferin shall design and construct all Projects required for Road 23.
- 6.8 Peel and Dufferin agree that funding for all Projects is subject to the approval of Peel and Dufferin's respective Councils and Dufferin shall not initiate any Project that requires Peel's financial contribution without Peel's approval.
- 6.9 Dufferin shall advise Peel of all Projects that it anticipates are necessary to keep Road 23 in a good state of repair. Peel and Dufferin staff shall:
- (a) collaborate when preparing their respective long-term capital budgets to reflect the anticipated cost of any Projects required for Road 23; and
 - (b) when preparing their respective budgets and ten (10) year capital plans for consideration by Peel and Dufferin's respective Councils, include all Projects that Dufferin anticipates are necessary to keep Road 23 in a good state of repair.
- 6.10 Dufferin shall:
- (a) advise Peel if construction of a Project required for Road 23 is going to proceed at least two (2) years prior to the date that Dufferin anticipates construction will commence so that the Project can be considered by Peel Council; and
 - (b) when Dufferin is preparing its annual capital budget, advise Peel of Dufferin's anticipated schedule for the Projects and the estimated Capital Cost of the Projects to be expended in that year, for consideration by Peel Council.
- 6.11 Despite Section 6.8, and in accordance with Section 4.2, Dufferin may perform Emergency Work as required.
- 6.12 Where reasonably possible, Peel and Dufferin shall collaborate with each other to enable each party to include in its respective development charge background study the capital costs of those Projects that Dufferin anticipates will be constructed during the term of the proposed development charge bylaw.

Environmental Assessments

- 6.13 (a) Peel shall advise Dufferin if an environmental assessment ("EA") is required for a Project required for Road 136.
- (b) Dufferin shall advise Peel if an EA is required for a Project required for Road 23.
- 6.14 Peel and Dufferin shall be co-proponents of any EA that is required for a Project.
- (a) Peel shall prepare all EAs and any studies and reports that are required for a Project required for Road 136.
- (b) Dufferin shall prepare all EAs and any studies and reports that are required for a Project required for Road 23.
- 6.15 (i) In preparing any EA and any studies and reports required for a Project required for Road 136, Peel shall:
- (a) circulate the draft terms of reference to Dufferin in a timely manner and provide Dufferin with the opportunity to comment;
- (b) invite Dufferin to participate in the selection of consultants;
- (c) invite Dufferin to participate in any Public Information Centre ("PIC");
- (d) conduct a PIC in Dufferin, if required by Dufferin;
- (e) circulate all draft documents prepared or assembled during the EA process to Dufferin in a timely manner and provide Dufferin with the opportunity to comment;
- (f) circulate the final draft environmental study report to Dufferin in a timely manner and provide Dufferin with the opportunity to comment prior to filing; and
- (g) address any Part II Orders under the *Environmental Assessment Act*, R.S.O., 1990, c. E.18, as amended from time to time.
- (ii) In preparing any EA and any studies and reports required for a Project required for Road 23, Dufferin shall:
- (a) circulate the draft terms of reference to Peel in a timely manner and provide Dufferin with the opportunity to comment;
- (b) invite Peel to participate in the selection of consultants;
- (c) invite Peel to participate in any Public Information Centre ("PIC");
- (d) conduct a PIC in Peel, if required by Peel;

- (e) circulate all draft documents prepared or assembled during the EA process to Peel in a timely manner and provide Peel with the opportunity to comment;
- (f) circulate the final draft environmental study report to Peel in a timely manner and provide Peel with the opportunity to comment prior to filing; and
- (g) address any Part II Orders under the *Environmental Assessment Act*, R.S.O., 1990, c. E.18, as amended from time to time.

Construction

- 6.16 (a) Peel shall design and construct all Projects required for Road 136 in accordance with Peel's Public Works Design, Specification & Procedures, as amended from time to time.
- (b) Dufferin shall design and construct all Projects required for Road 23 in accordance with Dufferin's Design, Specification & Procedures Manual, as amended from time to time.
- 6.17 (a) Peel shall circulate the draft terms of reference for the selection of consultants to conduct the detailed design for a Project required for Road 136 to Dufferin so that Dufferin may comment and participate in the selection.
- (b) Dufferin shall circulate the draft terms of reference for the selection of consultants to conduct the detailed design for a Project required for Road 23 to Peel so that Peel may comment and participate in the selection.
- 6.18 (a) Upon approval of the budget for a Project required for Road 136 by both Peel and Dufferin, Peel and Dufferin shall convene a Project initiation meeting. At the Project initiation meeting, Peel and Dufferin may discuss any relevant construction issues, including any outstanding details of the approval process, any unique or difficult elements of the Project's design and any environmental concerns related to the Project required for Road 136.
- (b) Upon approval of the budget for a Project required for Road 23 by both Peel and Dufferin, Peel and Dufferin shall convene a Project initiation meeting. At the Project initiation meeting, Peel and Dufferin may discuss any relevant construction issues, including any outstanding details of the approval process, any unique or difficult elements of the Project's design and any environmental concerns related to the Project required for Road 23.
- 6.19 (a) If Peel or Dufferin proposes that Peel perform additional work that is not required to fulfill Peel's obligations pursuant to this Agreement, then Peel shall perform the additional work provided that Peel and Dufferin agree:
 - (i) on the scope of the additional work; and
 - (ii) as to how the costs of the additional work are to be allocated between Peel and Dufferin;

prior to Peel issuing an RFT for the additional work and, if reasonably possible, during the EA stage.

(b) If Peel or Dufferin proposes that Dufferin perform additional work that is not required to fulfill Dufferin's obligations pursuant to this Agreement, then Dufferin shall perform the additional work provided that Peel and Dufferin agree:

- (i) on the scope of the additional work; and
- (ii) as to how the costs of the additional work are to be allocated between Peel and Dufferin;

prior to Dufferin issuing an RFT for the additional work and, if reasonably possible, during the EA stage.

6.20 (a) Peel shall provide Dufferin with designs for a Project required for Road 136 for Dufferin's approval at the thirty percent (30%), sixty percent (60%) and ninety percent (90%) stage and prior to issuing the RFT for the Project. If Dufferin does not approve a design, then Peel and Dufferin shall work together to address Dufferin's concerns. If Dufferin does not approve of the designs following consultation between Peel and Dufferin, then Peel and Dufferin shall address the dispute pursuant to the dispute resolution provisions in Section 12.

(b) Dufferin shall provide Peel with designs for a Project required for Road 23 for Peel's approval at the thirty percent (30%), sixty percent (60%) and ninety percent (90%) stage and prior to issuing the RFT for the Project. If Peel does not approve a design, then Peel and Dufferin shall work together to address Peel's concerns. If Peel does not approve of the designs following consultation between Peel and Dufferin, then Peel and Dufferin shall address the dispute pursuant to the dispute resolution provisions in Section 12.

6.21 (a) During construction required for Road 136, Dufferin shall provide a representative to act as a member of the project management team. If a dispute arises between Peel and Dufferin during construction, Peel and Dufferin shall work together to address their respective concerns. If Peel and Dufferin are not able to resolve the dispute, then Peel and Dufferin shall address the dispute pursuant to the dispute resolution provisions in Section 12.

(b) During construction required for Road 23, Peel shall provide a representative to act as a member of the project management team. If a dispute arises between Peel and Dufferin during construction, Peel and Dufferin shall work together to address their respective concerns. If Peel and Dufferin are not able to resolve the dispute, then Peel and Dufferin shall address the dispute pursuant to the dispute resolution provisions in Section 12.

6.22 (a) Peel shall not issue any RFT required for Road 136 unless Dufferin has approved the RFT. Peel shall obtain Dufferin's approval before making any amendment to an RFT or the contract resulting from an RFT (the "**Construction Contract**"). If Peel proposes to amend an RFT or the Construction Contract then Peel shall provide to Dufferin a rationale for the amendment and an estimate of

any anticipated increase or decrease in the Capital Cost. Peel acknowledges that any increase in the Capital Cost may require the further approval of Dufferin Council.

(b) Dufferin shall not issue any RFT required for Road 23 unless Peel has approved the RFT. Dufferin shall obtain Peel's approval before making any amendment to an RFT or the contract resulting from an RFT (the "**Construction Contract**"). If Dufferin proposes to amend an RFT or the Construction Contract then Dufferin shall provide to Peel a rationale for the amendment and an estimate of any anticipated increase or decrease in the Capital Cost. Dufferin acknowledges that any increase in the Capital Cost may require the further approval of Peel Council.

6.23 (a) Peel shall administer all aspects of the Construction Contract required for Road 136, including all utility relocations. Pursuant to Section 8.6, Dufferin shall review all applications related to the installation of telecommunication, hydro and gas utilities in Road 23 where the work proposed will be performed on lands located in Dufferin.

(b) Dufferin shall administer all aspects of the Construction Contract required for Road 23, including all utility relocations. Pursuant to Section 8.8, Peel shall review all applications related to the installation of telecommunication, hydro and gas utilities in Road 136 where the work proposed will be performed on lands located in Peel.

6.24 (a) Subject to Dufferin's prior approval, Peel shall settle all claims that relate to the Construction Contract required for Road 136.

(b) Subject to Peel's prior approval, Dufferin shall settle all claims that relate to the Construction Contract required for Road 23.

7. **PROPERTY ACQUISITION**

7.1 At least two (2) years prior to the date that Peel or Dufferin anticipates construction of a Project will commence, Peel and Dufferin shall meet to determine whether to acquire the Lands by negotiation and whether it is necessary to commence expropriation proceedings.

7.2 If lands are acquired that are surplus to the Project (the "**Surplus Lands**"), whether by expropriation or negotiation, then the party in whose jurisdiction the Surplus Lands are geographically located shall pay one hundred percent (100%) of the cost to acquire the Surplus Lands and will receive one hundred percent (100%) of the proceeds from any disposition of the Surplus Lands.

Acquiring Lands by Negotiation

7.3 If the Lands are located in Dufferin, then Peel shall:

- (a) retain an Ontario Land Surveyor to prepare reference plans and provide the reference plans to Dufferin for review and approval. If Dufferin does not approve the reference plans, then Dufferin shall advise Peel of any deficiencies and Peel shall instruct the Ontario Land Surveyor to rectify the deficiencies to Dufferin's satisfaction;
- (b) retain an appraiser and provide copies of all appraisal reports to Dufferin for review and approval. If Dufferin does not approve the appraisal reports, then Dufferin shall advise Peel of the deficiencies and Peel shall instruct the appraiser to rectify the deficiencies to Dufferin's satisfaction;
- (c) perform all the required title searches and all associated inquiries;
- (d) negotiate with the owners of the Lands (the "**Owners**") to acquire the Lands;
- (e) prepare agreements of purchase and sale, including agreements prepared pursuant to sections 24 and 30 of the *Expropriations Act*, R.S.O. 1990, c. E.26 (the "**Expropriations Act**"), as amended from time to time, between the Owners as vendors and Dufferin as purchaser;
- (f) upon execution of an agreement of purchase and sale by an Owner, submit the agreement of purchase and sale to Dufferin staff so that Dufferin staff can submit the agreement of purchase and sale to Dufferin Council, or delegate, for consideration;
- (g) register title to the Lands in Dufferin's name pursuant to a direction executed by Dufferin; and
- (h) provide Dufferin with copies of all registered documents, a copy of the parcel register and a clear execution certificate. Dufferin acknowledges that Peel will not be providing Dufferin with a title opinion with respect to the Lands.

7.4 If the Lands are located in Peel, then Peel shall:

- (a) retain an Ontario Land Surveyor to prepare reference plans;
- (b) retain an appraiser;
- (c) perform all the required title searches and all associated inquiries;
- (d) negotiate with Owners to acquire the Lands;
- (e) prepare agreements of purchase and sale, including agreements prepared pursuant to sections 24 and 30 of the *Expropriations Act*, between the Owners as vendors and Peel as purchaser;

- (f) upon execution of an agreement of purchase and sale by an Owner, submit the agreement of purchase and sale to Peel Council, or delegate, for consideration; and
- (g) register title to the Lands in Peel's name.

7.5 If requested by Peel, Dufferin shall provide Peel with any assistance that may be required by Peel to acquire the Lands.

Acquiring Lands by Expropriation

7.6 If Peel and Dufferin determine that it is necessary to commence expropriation proceedings to acquire the Lands, then:

(a) Peel will act as the expropriating authority for Lands located in Peel; and enlightened with their typical practise.

(b) Dufferin will act as the expropriating authority for Lands located in Dufferin.

7.7 Peel and Dufferin shall jointly retain an appraiser(s) and any other experts necessary to comply with the provisions of the *Expropriations Act*.

7.8 If an Owner requests a Hearing of Necessity pursuant to the *Expropriations Act*, then the party that is not the subject of the Hearing of Necessity shall provide the party that is the subject of the Hearing of Necessity with any assistance that it requires to establish that the expropriation of the Lands is fair, sound and reasonably necessary.

7.9 If Peel determines that it is necessary to retain external counsel to assist Peel in acquiring Lands by expropriation, including conducting any Hearing of Necessity, then Peel may retain external counsel of its choice ("**Peel's External Counsel**") to assist in acquiring the Lands, including preparing and serving any notices required by the *Expropriations Act*. Peel shall be solely responsible for the cost of Peel's External Counsel's fees and disbursements except for those disbursements which are to be shared as a Capital Cost pursuant to Section 9.4. Peel acknowledges that other than those disbursements which are to be shared as a Capital Cost, Dufferin is not responsible for contributing to the cost of Peel's External Counsel's fees and disbursements.

7.10 If Dufferin determines that it is necessary to retain external counsel to assist Dufferin in acquiring Lands by expropriation including conducting any Hearing of Necessity, then Dufferin may retain external counsel of its choice ("**Dufferin's External Counsel**") to assist in acquiring the Lands, including preparing and serving any notices required by the *Expropriations Act*. Dufferin shall be solely responsible for the cost of Dufferin's External Counsel's fees and disbursements except for those disbursements which are to be shared as a Capital Cost pursuant to Section 9.9. Dufferin acknowledges that other than those disbursements which are to be shared as a Capital Cost, Peel

is not responsible for contributing to the cost of Dufferin's External Counsel's fees and disbursements.

- 7.11 If Peel or Dufferin intends to retain external counsel then Dufferin or Peel shall advise the other party of its intention. Peel and Dufferin acknowledge that Peel and Dufferin are not required to retain the same external counsel although the parties acknowledge that it may be more efficient to do so.

8. PERMITS AND DEVELOPMENT APPROVALS

- 8.1 (a) Peel and Dufferin acknowledge that Development Applications relating to lands that are located in Peel immediately adjacent to Road 23 are to be submitted to the Town of Caledon. Peel and Dufferin acknowledge that Development Applications relating to lands that are located in Dufferin immediately adjacent to the Road 23 are to be submitted to the Town of Orangeville. Peel and Dufferin shall consult with each other when reviewing a Development Application and each shall include any conditions that may be reasonably required by the other party in respect of matters related to Road 23.
- (b) Peel and Dufferin acknowledge that Development Applications relating to lands that are located in Peel immediately adjacent to Road 136 are to be submitted to the Town of Caledon. Peel and Dufferin acknowledge that Development Applications relating to lands that are located in Dufferin immediately adjacent to the Road 136 are to be submitted to the Town of Orangeville. Peel and Dufferin shall consult with each other when reviewing a Development Application and each shall include any conditions that may be reasonably required by the other party in respect of matters related to Road 136.
- 8.2 Peel and Dufferin acknowledge that the Town of Caledon will act as the approval authority pursuant to the *Planning Act* for all Development Applications relating to lands that are located in Peel immediately adjacent to Road 136 (the "**Peel Development Applications**"). Peel shall collect any securities and fees that it would otherwise be entitled to collect in relation to any Development Application relating to lands located in Peel. Peel and Dufferin acknowledge that the Town of Orangeville will act as the approval authority pursuant to the *Planning Act* for all Development Applications relating to lands that are located in Dufferin immediately adjacent to Road 23 (the "**Dufferin Development Applications**"). Dufferin shall collect any securities and fees that it would otherwise be entitled to collect in relation to any Development Application relating to lands located in Dufferin. If Peel and Dufferin make alternate arrangements by which Peel undertakes to review Dufferin Development Applications and perform any necessary inspections on Dufferin's behalf, then Dufferin shall forward to Peel any review and inspection fees collected by Dufferin in respect of such Dufferin Development Applications. If Peel and Dufferin make alternate arrangements by which Dufferin undertakes to review Peel Development Applications

- and perform any necessary inspections on Peel's behalf, then Peel shall forward to Dufferin any review and inspection fees collected by Peel in respect of such Peel Development Applications.
- 8.3 Lands located in Peel that are acquired pursuant to a Development Application are to be registered in Peel's name. Lands located in Dufferin that are acquired pursuant to a Development Application are to be registered in Dufferin's name.
- 8.4 (a) Peel is responsible for issuing all Permits for Road 136. Peel shall consult with Dufferin prior to issuing any Permits that affect lands located in Dufferin. In considering whether to grant access to Road 136, Peel shall apply the provisions of Peel's Control Access By-law 62-2013 as amended from time to time or a successor bylaw.
- (b) Dufferin is responsible for issuing all Permits for Road 23. Dufferin shall consult with Peel prior to issuing any Permits that affect lands located in Peel. In considering whether to grant access to Road 23, Dufferin shall apply the provisions of Dufferin's entrance Policy # 5-3-17.
- 8.5 (a) The parties acknowledge that Peel is the authority responsible for approving all water and wastewater installations in Road 136 provided that Peel shall consult with Dufferin prior to issuing any approval.
- (b) The parties acknowledge that Dufferin is the authority responsible for approving all water and wastewater installations in Road 23 provided that Dufferin shall consult with Peel prior to issuing any approval.
- 8.6 Dufferin is responsible for reviewing applications related to the installation of telecommunication; hydro and gas utilities in Road 23 ("**Dufferin Utility Applications**") where the work proposed will be performed in lands located in Dufferin. Dufferin shall circulate all Dufferin Utility Applications to Peel and Peel may ask Dufferin to impose any conditions on the applicant that Peel determines are reasonably necessary. Dufferin shall collect all securities and fees related to Dufferin Utility Applications where the work proposed will be performed in lands located in Dufferin.
- 8.7 Peel is responsible for reviewing Dufferin Utility Applications where the work proposed will be performed in lands located in Peel. Peel shall consult with Dufferin prior to issuing any approval. Peel shall collect all securities and fees related to Dufferin Utility Applications where the work proposed will be performed in lands located in Peel.
- 8.8 Peel is responsible for reviewing applications related to the installation of telecommunication; hydro and gas utilities in Road 136 ("**Peel Utility Applications**") where the work proposed will be performed in lands located in Peel. Peel shall circulate all Peel Utility Applications to Dufferin and Dufferin may ask Peel to impose any conditions on the applicant that Dufferin determines are reasonably necessary. Peel shall collect all securities and fees related to Peel Utility Applications where the work proposed will be performed in lands located in Peel.

8.9 Dufferin is responsible for reviewing Peel Utility Applications where the work proposed will be performed in lands located in Dufferin. Dufferin shall consult with Peel prior to issuing any approval. Dufferin shall collect all securities and fees related to Peel Utility Applications where the work proposed will be performed in lands located in Dufferin.

9. RESPONSIBILITY FOR COSTS

9.1 Peel shall pay all costs associated with its obligations under Section 3.2 (the "**Maintenance Costs**"). Dufferin shall reimburse Peel for fifty percent (50%) of the Maintenance Costs together with an administrative charge of eight percent (8%) charged on Dufferin's portion of the Maintenance Costs.

9.2 Peel shall pay all costs associated with its obligations under Section 4.1 (the "**Emergency Costs**"). Dufferin shall reimburse Peel for fifty percent (50%) of the Emergency Costs together with an administrative charge of eight percent (8%) charged on Dufferin's portion of the Emergency Costs.

9.3 Peel shall pay all costs associated with its obligations under Section 5.1 (the "**Traffic Control Device Costs**"). Dufferin shall reimburse Peel for fifty percent (50%) of the Traffic Control Device Costs together with an administrative charge of eight percent (8%) charged on Dufferin's portion of the Traffic Control Device Costs.

9.4 Peel shall pay all Capital Costs for Projects required for Road 136. Dufferin shall reimburse Peel for fifty percent (50%) of the Capital Costs together with an administrative charge of eight percent (8%) charged on Dufferin's portion of the Capital Costs.

9.5 Peel shall pay all costs directly associated with its obligations under Section 6.14 (the "**EA Costs**"). Dufferin shall reimburse Peel for fifty percent (50%) of the EA Costs together with an administrative charge of eight percent (8%) charged on Dufferin's portion of the EA Costs.

9.6 Dufferin shall pay all costs associated with its obligations under Section 3.4 (the "**Maintenance Costs**") associated with Road 23. Peel shall reimburse Dufferin for fifty percent (50%) of the Maintenance Costs together with an administrative charge of eight percent (8%) charged on Peel's portion of the Maintenance Costs.

9.7 Peel hereby covenants and agrees to reimburse Dufferin for all costs associated with the summer and winter maintenance of Road 7 on an actual cost basis with an administrative charge of eight percent (8%) charged on Dufferin's actual costs. Dufferin agrees that it shall provide two invoices annually to Peel for the summer and winter maintenance, on May 31st and December 31st of each year of the Term. Dufferin acknowledges and agrees that Peel may offset any amount owing for winter maintenance of the Annexed Roadways against any amount owing to Peel by Dufferin for any maintenance, repair or capital improvement of the Highway pursuant to the terms of this Agreement.

- 9.8 Dufferin shall pay all costs associated with its obligations under Section 4.2 (the "Emergency Costs") associated with Road 23. Peel shall reimburse Dufferin for fifty percent (50%) of the Emergency Costs together with an administrative charge of eight percent (8%) charged on Peel's portion of the Emergency Costs.
- 9.9 Dufferin shall pay all costs associated with its obligations under section 5.4 (the "Traffic Control Device Cost"), in accordance with Dufferin By-Law 2003-25 sec. 12 (b)
- 9.10 Dufferin shall pay all Capital Costs for Projects required for Road 23. Peel shall reimburse Dufferin for fifty percent (50%) of the Capital Costs together with an administrative charge of eight percent (8%) charged on Peel's portion of the Capital Costs.
- 9.11 Dufferin shall pay all costs directly associated with its obligations under Section 6.14 (the "EA Costs"). Peel shall reimburse Dufferin for fifty percent (50%) of the EA Costs together with an administrative charge of eight percent (8%) charged on Dufferin's portion of the EA Costs.

10. PAYMENTS AND INVOICING

- 10.1 Peel shall invoice Dufferin four (4) times per year, at the end of each quarter, for Dufferin's portion of the Maintenance Costs, Emergency Costs and Traffic Control Device Costs, if any, together with the administrative charge of eight percent (8%) charged on Dufferin's portion of those costs.
- 10.2 Peel shall invoice Dufferin two (2) times per year, at the end of the second quarter and at the end of the fourth quarter, for Dufferin's portion of the EA Costs, if any, together with the administrative charge of eight percent (8%) charged on Dufferin's portion of the EA Costs.
- 10.3 Peel shall invoice Dufferin for Dufferin's portion of the Capital Costs as the Capital Costs are incurred, together with the administrative charge of eight percent (8%) charged on Dufferin's portion of the Capital Costs.
- 10.4 Dufferin shall submit payment to Peel within sixty (60) days of receiving an invoice from Peel. If Dufferin does not approve an invoice Dufferin shall provide Peel with the reason(s) why it does not approve the invoice within ten (10) business days of receiving the invoice. If Peel and Dufferin do not agree with respect to the disputed invoice, either party may refer the matter to Peel's Commissioner of Public Works and Dufferin's Director of Public Works for resolution pursuant to Section 12.1.
- 10.5 Dufferin shall invoice Peel four (4) times per year, at the end of each quarter, for Peel's portion of the Maintenance Costs, Emergency Costs and Traffic Control Device Costs, if any, together with the administrative charge of eight percent (8%) charged on Peel's portion of those costs.

- 10.6 Dufferin shall invoice Peel two (2) times per year, at the end of the second quarter and at the end of the fourth quarter, for Peel's portion of the EA Costs, if any, together with the administrative charge of eight percent (8%) charged on Peel's portion of the EA Costs.
- 10.7 Dufferin shall invoice Peel for Peel's portion of the Capital Costs as the Capital Costs are incurred, together with the administrative charge of eight percent (8%) charged on Peel's portion of the Capital Costs.
- 10.8 Peel shall submit payment to Dufferin within sixty (60) days of receiving an invoice from Dufferin. If Peel does not approve an invoice Peel shall provide Dufferin with the reason(s) why it does not approve the invoice within ten (10) business days of receiving the invoice. If Dufferin and Peel do not agree with respect to the disputed invoice, either party may refer the matter to Dufferin's Director of Public Works and Peel's Commissioner of Public Works for resolution pursuant to Section 12.1.
- 10.9 If a contribution is made by a third party towards the cost of any matter provided for under this Agreement, then the contribution shall be accounted for and apportioned equally between the parties, unless directed otherwise by the party making the contribution.
- 10.10 Any application for specific funding for a Project under a federal or provincial program is to be made jointly and any funding received credited to the Capital Cost of the Project.

11. INDEMNITY

- 11.1 Dufferin shall indemnify and save harmless Peel from and against any claim, action, cause of action or liability for loss, damage, accident or injury in any manner arising due to, out of, from or in connection with the work undertaken, performed or failed to be performed by Dufferin or its agents pursuant to this Agreement.
- 11.2 Peel shall indemnify and save harmless Dufferin from and against any claim, action, cause of action or liability for loss, damage, accident or injury in any manner arising due to, out of, from or in connection with the work undertaken, performed or failed to be performed by Peel or its agents pursuant to this Agreement.

12. DISPUTE RESOLUTION

- 12.1 If the parties dispute the interpretation, application or administration of this Agreement (a "**Dispute**"), then:
- (a) the party who wishes to resolve a Dispute shall give notice to the other party setting forth the particulars of the Dispute (the "**Notice**"). The other party shall respond (the "**Response**") to the Notice within fifteen (15) days from the date the Notice was received; and

- (b) Peel's Commissioner of Public Works and Dufferin's Director of Public Works, or their respective designates, shall consider the Notice and the Response and attempt to resolve the Dispute to the satisfaction of both parties.

13. **EARLY TERMINATION**

- 13.1 Peel or Dufferin may terminate this Agreement upon sixty (60) days' written notice if Dufferin or Peel's Council, or delegate, approves the termination of this Agreement.
- 13.2 If this Agreement is terminated early, the obligations of Peel and Dufferin will not expire upon termination of this Agreement in respect of claims or actions that arise from the maintenance and repair of Road 23, Road 7 or Road 136 or failure to maintain and repair Road 23, Road 7 or Road 136 provided that the cause of action or claim arose prior to the termination of this Agreement.

14. **NOTICE**

- 14.1 Any notice required to be given or served on either party under this Agreement must be in writing and delivered personally, electronically by facsimile transmission or prepaid registered mail addressed to Peel or Dufferin respectively as set out below. Service of notice is effective on the next business day following the date of personal delivery, electronic delivery by facsimile transmission or, in the case of a registered letter, on the third business day following the date of mailing.

Peel:

The Regional Municipality of Peel
10 Peel Centre Drive
Suite A, 5th floor
Brampton, Ontario
L6T 4B9

Attention: Commissioner of Public Works

Dufferin:

The Corporation of the County of Dufferin
55 Zina Street
Orangeville, Ontario
L9W 1E5

Attention: Director of Public Works

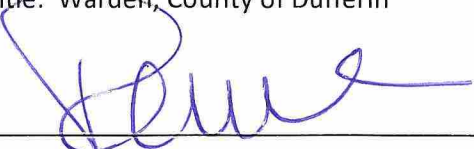
15. **GENERAL**

- 15.1 If for any reason any provision of this Agreement is to any extent held or rendered to be invalid, void, illegal or unenforceable then the particular provision shall be deemed independent of and severed from the remainder of the Agreement and all of the other provisions of this Agreement shall nevertheless continue in force and effect.
- 15.2 Unless otherwise specified, the singular includes the plural, and vice versa.
- 15.3 Time is of the essence in all respects of this Agreement.
- 15.4 This Agreement is governed by the laws of Ontario and the applicable laws of Canada. This Agreement is effective on the date stated in the introductory clause.

THE CORPORATION OF THE COUNTY OF DUFFERIN



Name: Darren White
Title: Warden, County of Dufferin



Name: Pam Hillock
Title: Clerk, County of Dufferin

I/we have authority to bind the Corporation.

THE REGIONAL MUNICIPALITY OF PEEL

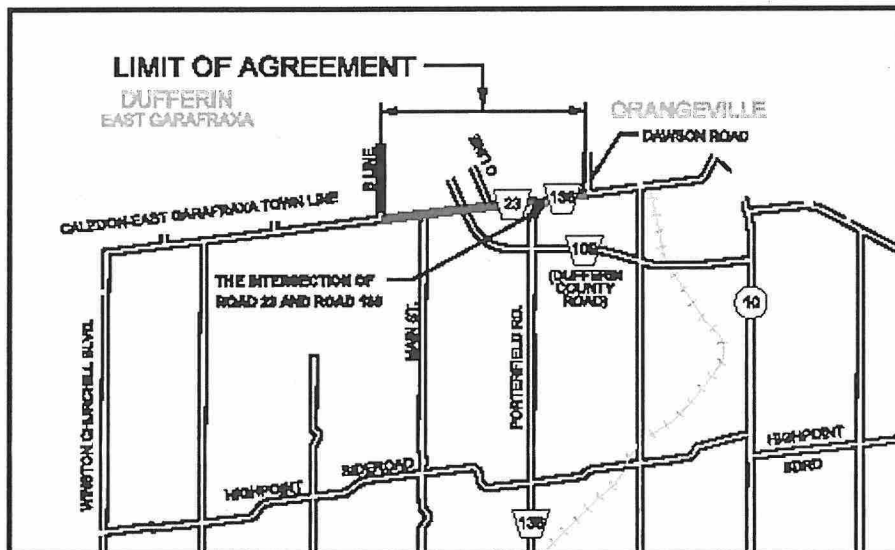
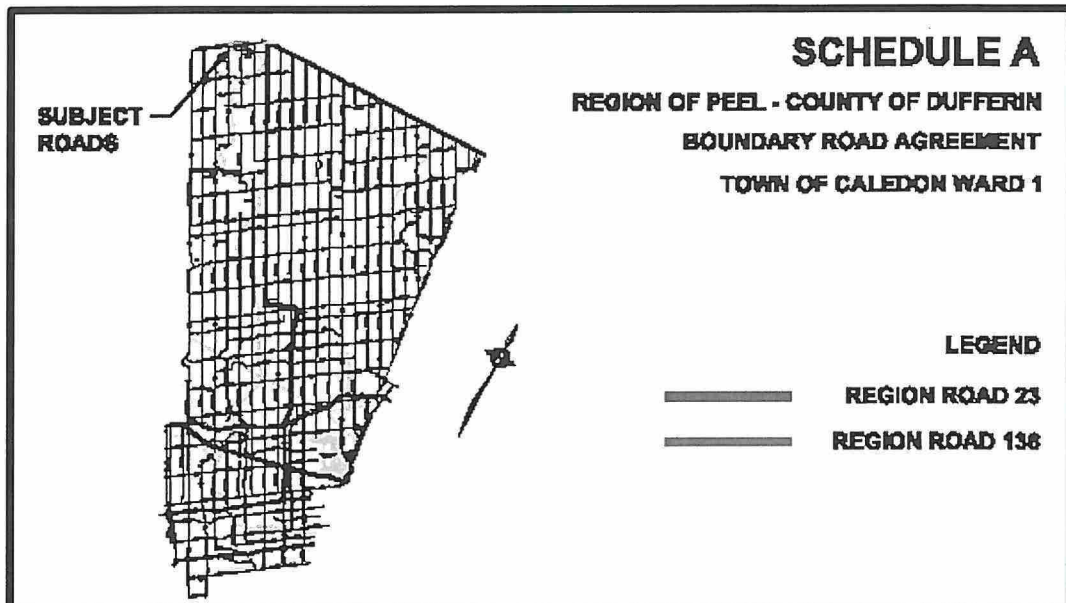
Per: Kathryn Lockyer
Regional Clerk and Director and Legal Services

I have authority to bind the Regional Corporation

AUTHORIZED BY DUFFERIN COUNCIL
BY-LAW RESOLUTION NO. 2019-18
THE 11th DAY OF April, 2019.

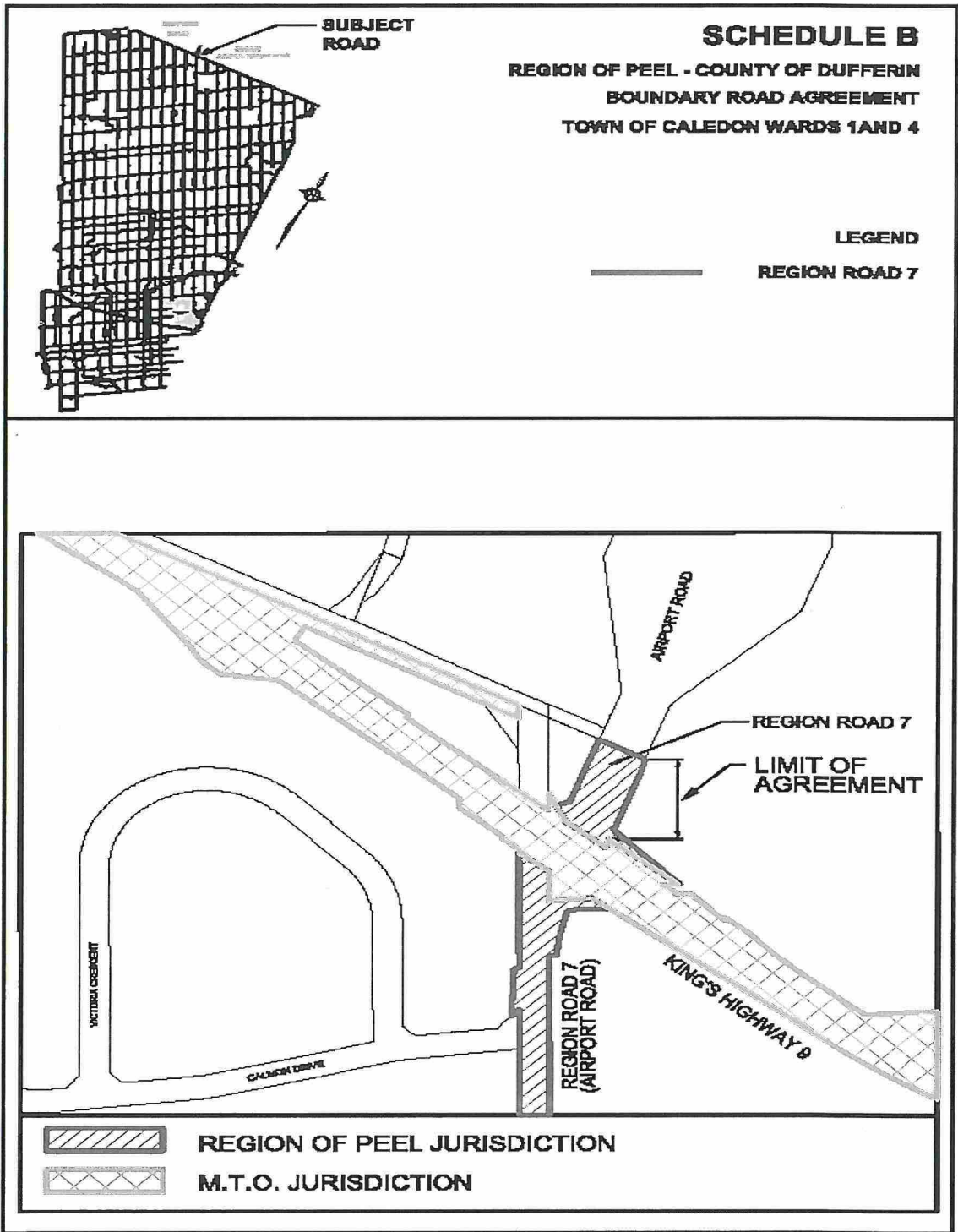
SCHEDULE A

REGIONAL ROAD 23 & REGIONAL ROAD 136



SCHEDULE B

REGIONAL ROAD 7



SCHEDULE C

TRAFFIC CONTROL DEVICES

(a) Traffic Control Devices to be Operated, Maintained and Repaired by Peel:

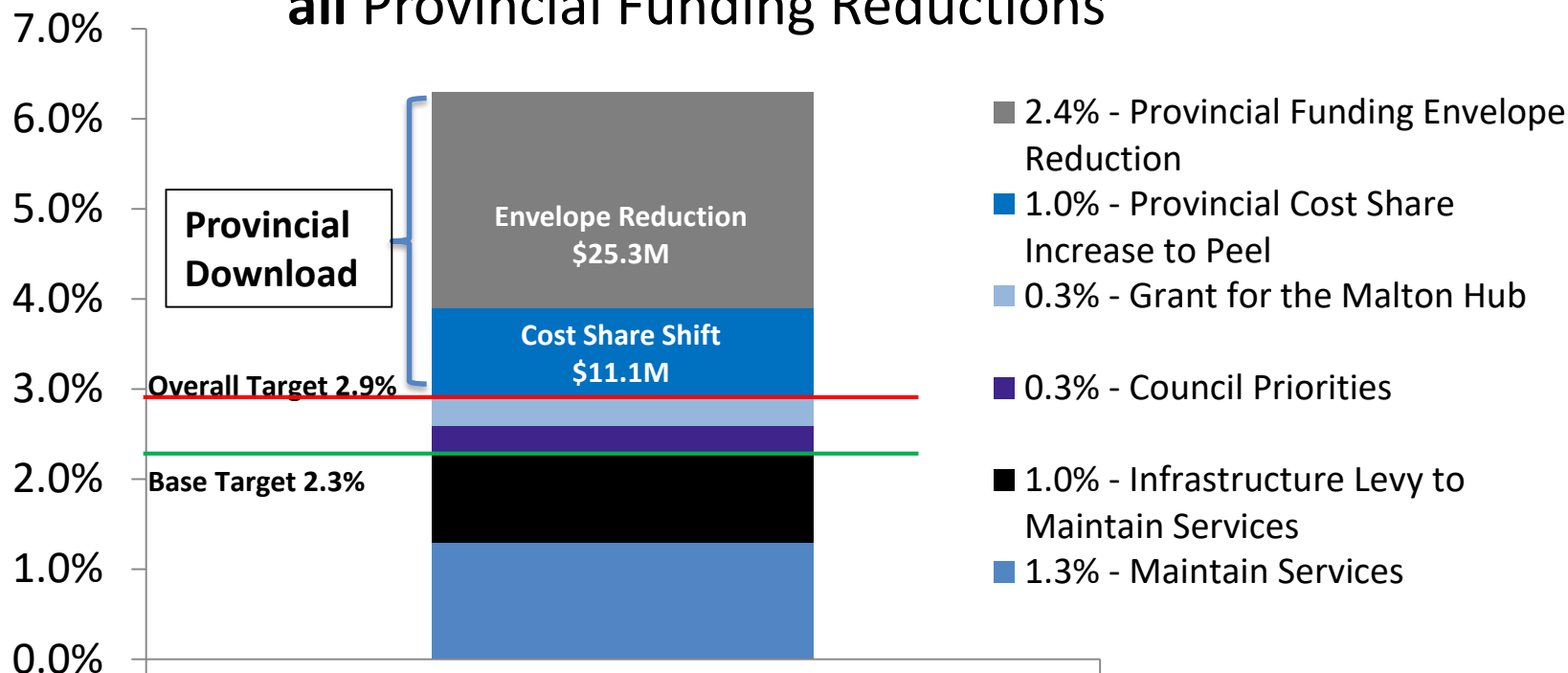
None.

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**

Update on the Impact of Provincial Funding

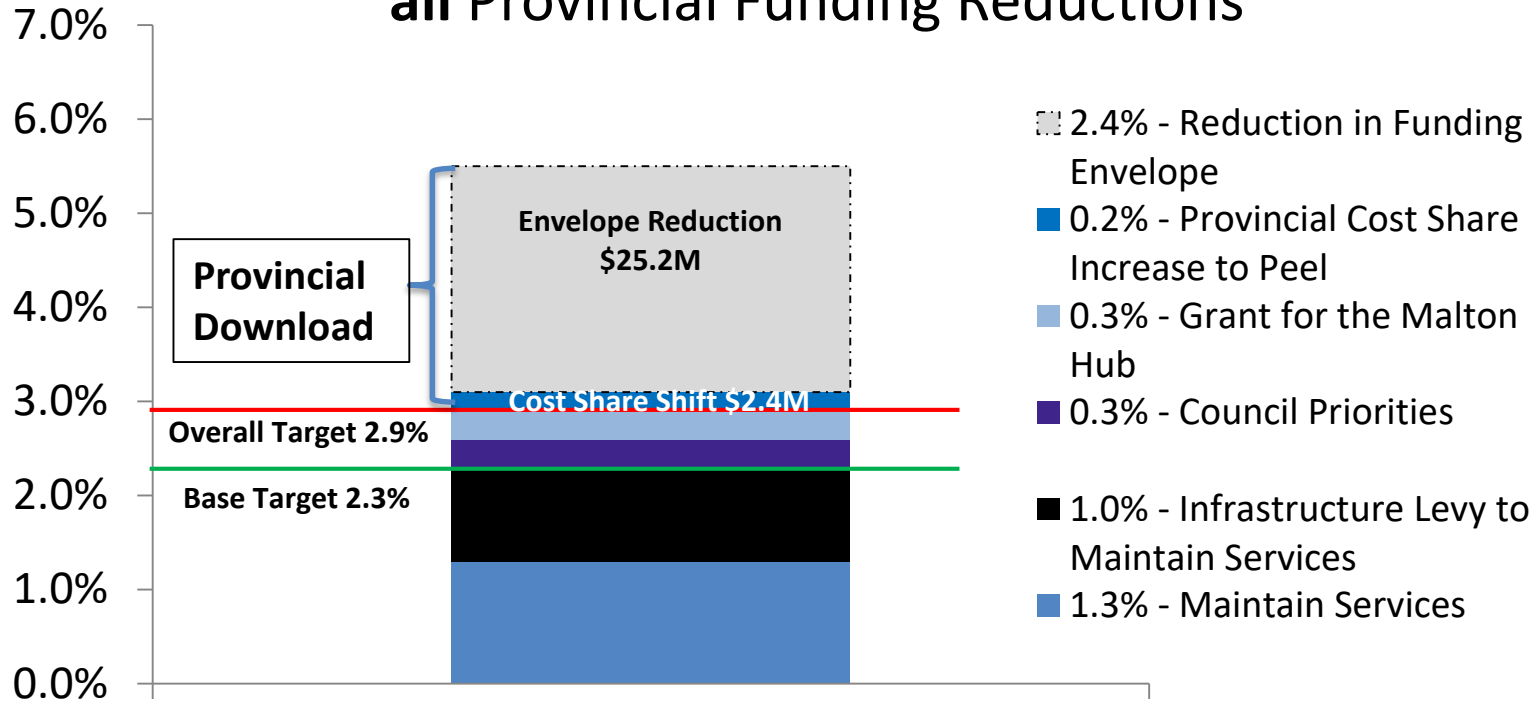
Presented to Council on September 12, 2019

Increase Property Taxes to replace all Provincial Funding Reductions



- **Child Care**
 - Previous 100% Provincial funded Expansion Plan program now committed at only 80%
 - Expansion Plan program cost (20%) share may be requested
 - Admin cost share deferred to 2021
 - Admin threshold reduction deferred to 2022
- **Public Health**
 - Change from 75/25 to 70/30 happening earlier
 - 100% Provincial funded programs now cost shared 70/30
 - Potential funding shortfall identified
- **Paramedics**
 - Funding unfrozen for 2019 and 2020

Increase in Property Taxes used to replace all Provincial Funding Reductions



Year	Decreased Funding	Net Tax Levy Impact	Impact to Typical Home Owner
2020	\$27.6M	2.6%	+\$49/ year
2021 - 2022	\$11.4M	1.1%	+\$21/year
Total Impact	\$39.0M	3.7%	+\$70/year

September 26 Council Meeting

- Options and risks to address funding envelope reductions
- Service level impacts





1940 Argenta Road
Mississauga, Ontario
L5N 1P9
905-821-2111

RECEIVED

September 11, 2019

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

September 9, 2019

Regional Chair Nando Iannicca

Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Subject: Applauding the Leadership and Success of Peel's Off-Peak Delivery Pilot Project

Dear Regional Chair Iannicca,

I'm writing this letter on behalf of Walmart Canada regarding the Thursday September 12th Goods Movement Planning report to council, specifically the Off-Peak Delivery pilot project that finished on August 31st.

Each day, \$1.8 billion of goods are moved to, through and from the Region of Peel. This translates to an estimated 68,000 vehicles transporting goods over your roads. The region's data estimates that four of every nine jobs in Peel rely on movement activities – translating to an estimated \$29 billion in compensation each year.

In fact, in 2013, the region received \$125 million in property taxes as a result of companies involved in the goods-movement sector; this figure represented nearly half of all industrial and commercial property taxes paid in that year.

Under the region's leadership, Walmart Canada has been working with Deloitte Canada and Professor Roorda from the University of Toronto to make your roadways more efficient. Currently, there are municipal by-laws within the Region that restrict Walmart's and other retailers' ability to transport goods. The completed Off-Peak Deliver Pilot Project spent the past year understanding what efficiencies are realized when current restrictions are removed.

The benefits are three-fold:

Environmental

In a recent analysis produced by The Atmospheric Fund (TAF) shared with Walmart's industry association, Retail Council of Canada (RCC), TAF approximated that freight transportation accounts for 1/3 of transportation emissions. TAF further estimated that transferring transportation from peak to off-peak times reduces freight emissions by approx. 12% (median of findings from 8 different studies).

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Reduced Roadway Congestion

StatCan's 2016 census data illustrates that 16% of the region's residents commute over an hour each direction to work, and that number rises above 50% when looking at Peel residents who commute over 30 minutes in each direction. As the population of GTHA rapidly grows, there will be increasing pressure on your road system. Through the pilot project, the lifting of the current bylaws have allowed Walmart to ship more deliveries in off peak hours. If all retailers in the region were empowered to adopt a mix of peak and off-peak transportation times, congestion in the Region of Peel would be reduced.

Business Efficiencies

In addition, a reduction in total travel time will reduce fuel costs for businesses in the Peel region – and could support the realization of other business efficiencies.

In all Canadian provinces, retail is one of the most competitive sectors of the economy. This win-win solution could potentially ease cost and operational burden for Ontario businesses, reduce congestion for residents, and supports environmental outcomes.

We thank the Region of Peel for its leadership in running the Off-Peak Delivery pilot project, and encourage councilors to continue their support for the Smart Freight Centre.

Warm Regards,



Francis Lalonde
Vice-President Transportation
Walmart Canada Corp.

RECEIVED

September 11, 2019

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Regional Chair Nando Iannicca

Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Subject: Applauding the Leadership and Success of Peel's Off-Peak Delivery Pilot Project

Dear Regional Chair Iannicca,

I'm writing this letter on behalf of LCBO regarding the Thursday September 12th Goods Movement Planning report to council, specifically the Off-Peak Delivery pilot project that finished on August 31st.

Each day, \$1.8 billion of goods are moved to, through and from the Region of Peel. This translates to an estimated 68,000 vehicles transporting goods over your roads. The region's data estimates that four of every nine jobs in Peel rely on movement activities – translating to an estimated \$29 billion in compensation each year.

In fact, in 2013 the region received \$125 million in property taxes as a result of companies involved in the goods-movement sector; this figure represented nearly half of all industrial and commercial property taxes paid in that year.

Under the region's leadership, LCBO has been working with Deloitte Canada and Professor Roorda from the University of Toronto to make your roadways more efficient. Currently, there are municipal by-laws within the Region that restrict LCBO's and other retailers' ability to transport goods. The completed Off-Peak Deliver pilot project spent the past year understanding what efficiencies are realized when current restrictions are removed.

The benefits are three-fold:

Environmental

In a recent analysis produced by The Atmospheric Fund (TAF) shared with LCBO's industry association, Retail Council of Canada (RCC), TAF approximated that freight transportation accounts for 1/3 of transportation emissions. TAF further estimated that transferring transportation from peak to off-peak times reduces freight emissions by approx. 12% (median of findings from 8 different studies).

REFERRAL TO _____

RECOMMENDED _____

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

Reduced Roadway Congestion

StatCan's 2016 census data illustrates that 16% of the region's residents commute over an hour each direction to work, and that number rises above 50% when looking at Peel residents who commute over 30 minutes in each direction. As the population of GTHA rapidly grows, there will be increasing pressure on your road system. Early data from the University of Toronto estimates that LCBO shifted 53% of its deliveries to off-peak hours during the Peel pilot. If all retailers in the region were empowered to adopt a mix of peak and off-peak transportation times, congestion in the Region of Peel would be reduced.

Business Efficiencies

Early data from the University of Toronto indicate that LCBO's vehicles moved 27.6% faster during off-peak hours. If all LCBO's deliveries traveled 27.6% faster, RCC estimates that would mean hundreds of thousands in fuel saves for the LCBO. Any reduction in total travel time will reduce fuel costs for businesses in the Peel region – and could support the realization of other business efficiencies.

In all Canadian provinces, retail is one of the most competitive sectors of the economy. Retailers are in constant competition for customers, profit margins have decreased, and customer service is more important than ever. With such a competitive landscape, any political solution that will ease cost and operational burden are good for Ontario businesses. When the political solution also reduces congestion for residents, and supports environmental outcomes, it is a win-win.

We thank the Region of Peel for its leadership in running the Off-Peak Delivery pilot project and encourage councilors to continue their support for the Smart Freight Centre.

Warm Regards,

Nick Nanos
Senior Vice-President, Supply Chain & Wholesale, LCBO

Regional Chair Nando Iannicca

Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

RECEIVED

September 11, 2019
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Subject: Applauding the Leadership and Success of Peel's Off-Peak Delivery Pilot Project

Dear Regional Chair Iannicca,

I'm writing this letter on behalf of Loblaw Companies Limited regarding the Thursday September 12th Goods Movement Planning report to council, specifically the Off-Peak Delivery pilot project that finished on August 31st.

Each day, \$1.8 billion of goods are moved to, through and from the Region of Peel. This translates to an estimated 68,000 vehicles transporting goods over your roads. The region's data estimates that four of every nine jobs in Peel rely on movement activities – translating to an estimated \$29 billion in compensation each year.

Under the region's leadership, Loblaw Companies Limited has been working with Deloitte Canada and Professor Roorda from the University of Toronto on this important pilot. Currently, there are municipal by-laws within the Region that restrict retailers' ability to transport goods. The completed Off-Peak Deliver Pilot Project spent the past year understanding what efficiencies are realized when current restrictions are removed.

We are encouraged by the results of pilot and the potential off peak delivery holds for the environment, business and customers.

We thank the Region of Peel for it's leadership in running the Off-Peak Delivery pilot project and encourage the region to continue to pursue these kinds of innovative solutions.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____