CHAIR:

N. IANNICCA

MEMBERS:

P. BROWN

G. CARLSON

B. CROMBIE

D. DAMERLA

S. DASKO

G. S. DHILLON

J. DOWNEY

C. FONSECA

P. FORTINI

A. GROVES

J. INNIS

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

R. SANTOS

I. SINCLAIR

R. STARR

A. THOMPSON

P. VICENTE

Region of Peel
working with you

The Council of the

Regional Municipality of Peel

REVISED AGENDA

Date: Thursday, February 27, 2020

Time: 9:30 AM

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

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

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

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Region of Peel
Council Agenda
Thursday, February 27, 2020

I. CALL TO ORDER

2. ROLL CALL

3. INDIGENOUS LAND ACKNOWLEDGMENT

4. DECLARATIONS OF CONFLICTS OF INTEREST

5. APPROVAL OF MINUTES

5.1. February 13, 2020 Regional Council meeting

6. APPROVAL OF AGENDA

7. CONSENT AGENDA

8. DELEGATIONS

8.1. **Gabriella Kalapos, Executive Director, Clean Air Partnership,** Regarding the Clean Air Council 2019 – 2023 Intergovernmental Declaration on Clean Air and Climate Change (Related to 9.3, 9.4 and 21.1)

8.2. **William Graham, Volunteer, The Royal Canadian Legion, the Knights of Columbus and The Society of St. Vincent dePaul,** Providing Suggestions on Working Toward Homelessness Solutions

8.3. **Fazal Khan, Program Manager - Neighbourhood Watch Brampton,** Regarding the Brampton Focus Community Media / Neighbourhood Watch Brampton Program **(Presentation now available)**

8.4. **Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation (CVC),** Regarding Recent Ministry of the Environment, Conservation and Parks Consultation Sessions on the *Conservation Authorities Act* and Associated Regulations; and, the Need for Municipal Support for the Work of CVC and Other Conservation Authorities Do (Related to 21.2)

9. STAFF PRESENTATIONS

9.1. Update on the Novel Coronavirus (Oral)
Presentation by Dr. Jessica Hopkins, Medical Officer of Health

9.2. Paramedic Services Public Access Defibrillation Program Update and Bill 141
Demonstration of Automated External Defibrillators and Cardiopulmonary Resuscitation by Peter Dundas, Chief and Director and Paul Snobelen, Specialist, Community Safety Programs, Peel Regional Paramedic Services

9.3. Peel Climate Change Partnership Terms of Reference Update (Related to 8.1, 9.4 and 21.1)
Presentation by Christine Tu, Director, Climate Change and Energy Management and Louise Aubin, Director, Health Protection

9.4. Clean Air Council: 2019 - 2023 Intergovernmental Declaration on Clean Air and Climate Change (Related to 8.1, 9.3 and 21.1)

9.5. Employment Policies and Trends Overview (For information) (Related to 9.6, 13.1 and 13.2)
Presentation by Adrian Smith, Acting Chief Planner and Director of Regional Planning and Growth Management

9.6. An Overview of the Provincially Significant Employment Zones Framework and Implications for the Peel Settlement Area Boundary Expansion Study (For information) (Related to 9.5, 13.1 and 13.2)

10. <u>ITEMS RELATED TO HUMAN SERVICES</u>
Chaired by Councillor M. Medeiros or Vice-Chair Councillor G.S. Dhillon

10.1. Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel

11. COMMUNICATIONS

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

12.1. Report of the ROPA 30 Appeals Oversight Committee (R30AOC – 1/2020) meeting held on February 20, 2020

13. COMMUNICATIONS

13.1. **Shauna Danton, Legislative Coordinator, City Clerk's Office, City of Brampton,** Letter dated January 21, 2020, Providing a Copy of a City of Brampton Resolution and Report titled "City-Initiated Official Plan Amendment to the Employment Area Policies" (Receipt recommended) (Related to 9.5, 9.6 and 13.2)

13.2. **Steve Clark, Minister of Municipal Affairs and Housing,** Email dated February 6, 2020, Announcing the Review and Update of the Population and Employment Forecasts in Schedule 3 of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Receipt recommended) (Related to 9.5, 9.6 and 13.1)

13.3. **Tom Dolson, President and the Directors of the Peel Federation of Agriculture,** Letter dated February 5, 2020, Regarding Bill 156, *Security from Trespass and Protecting Food Safety Act* (Referral to the Office of the Regional Chair recommended)

13.4. **Jennifer Keyes, Director, Natural Resources Conservation Policy Branch, Ministry of Natural Resources and Forestry,** Email dated February 13, 2020, Regarding Proposed Regulatory Changes under the *Aggregate Resources Act* (Receipt recommended)

14. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

14.1. Adoption of New Optional Small-Scale On-Farm Business Subclasses in the Commercial and Industrial Property Classes (Related to By-law 14-2020)

14.2. Supply of Information Technology Research and Advisory Services for the Executive and Operations Level, Document 2020-134N

14.3. Report of the Audit and Risk Committee (ARC-1/2020) meeting held on February 6, 2020

14.4. Report of the Regional Council Policies and Procedures Committee (PPC-1/2020) meeting held on February 6, 2020 (Related to By-laws 15-2020 and 16-2020)

15. COMMUNICATIONS

16. ITEMS RELATED TO PUBLIC WORKS

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

16.1. Update to the Downtown Bolton All-Day On-Street Parking Pilot on Regional Road 50 (Queen Street) from Regional Road 9 (King Street) to 50 Metres North of Mill Street, Town of Caledon, Ward 5 (For information)

16.2. Greater Toronto Area West Transportation Corridor - Coleraine Drive Interchange Update (Related to 17.1)

16.3. Professional Engineering Services for Detailed Design and Contract Administration for the Alloa Reservoir and Pumping Station, Capital Project 10-1960, Document 2010-057P, Town of Caledon, Ward 2

17. COMMUNICATIONS

17.1. **Christopher Raynor, Regional Clerk, York Region,** Letter dated January 31, 2020, Providing a Copy of the York Region Resolution and Report titled "Greater Toronto Area West Transportation Corridor Update" (Receipt recommended) **(Copies of Attachments 1 to 6 inclusive to the York Region Report are available from the Office of the Regional Clerk)** (Related to 16.2)

18. <u>ITEMS RELATED TO HEALTH</u>
Chaired by Councillor J. Downey or Vice-Chair Councillor D. Damerla

18.1. Update – Office of the Auditor General of Ontario Value for Money Food Safety Audit (For information)

19. COMMUNICATIONS

20. OTHER BUSINESS/COUNCILLOR ENQUIRIES

21. NOTICE OF MOTION/MOTION

21.1. Motion Regarding Transportation Related Emissions and their Impact on Air Quality and Climate Change to the Region of Peel **(As requested by Councillor Groves and Councillor Sinclair)** (Related to 8.1, 9.3 and 9.4)

21.2. Motion in Support of Conservation Authorities **(As requested by Councillor Ras)** (Related to 8.4)

22. BY-LAWS

<u>Three Readings</u>

<u>By-law 14-2020:</u> A by-law to adopt the small-scale on-farm business subclass in the industrial property class and the commercial property class within The Regional Municipality of Peel. (Related to 14.1)

<u>By-law 15-2020</u>: A by-law to repeal By-law 62-2014 and By-law 6-2019, to continue the Interim Period Approvals Committee delegating to it Council's powers as authorized by sections 23.1 and 275(6) of the *Municipal Act, 2001,* c.25, as amended, during a Council hiatus of more than 21 days; and, delegating authority to approve awards of Direct Negotiation procurements greater than $100,000 to $250,000 requiring an urgent response between regularly scheduled Regional Council meetings. (Related to 14.4)

<u>By-law 16-2020</u>: A by-law to amend By-law 30-2018 being a by-law to govern the procurement and disposal of goods and services. (Related to 14.4)

23. IN CAMERA MATTERS

23.1. Local Planning Appeal Tribunal (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

23.2. Closed Session Report of the ROPA 30 Appeals Oversight Committee (R30AOC – 1/2020) meeting held on February 20, 2020

23.3 Update on the Local Planning Appeal Tribunal Hearing - Regional Official Plan Amendment 30 (Oral) (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

24. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

25. ADJOURNMENT

THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
February 13, 2020

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

1. ROLL CALL

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

Also Present: N. Polsinelli, Interim Chief Administrative Officer; K. Lockyer, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; A. Smith, Acting Chief Planner; A. Farr, Acting Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; B. Laundry, Acting Commissioner of Health Services; Dr. J. Hopkins, Medical Officer of Health; A. Macintyre, Deputy Regional Clerk and Manager of Legislative Services; C. Thomson, Legislative Specialist; S. Valleau, Legislative Technical Coordinator; R. Khan, Legislative Technical Coordinator

2. INDIGENOUS LAND ACKNOWLEDGMENT

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

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

3. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

4. APPROVAL OF MINUTES

4.1. January 23, 2020 Regional Council meeting

Moved by Councillor Thompson,
Seconded by Councillor Santos;

That the minutes of the January 23, 2020 Regional Council meeting be approved.

Carried 2020-62

5. APPROVAL OF AGENDA

Moved by Councillor Sinclair,
Seconded by Councillor Mahoney;

That the agenda for the February 13, 2020 Regional Council meeting include a delegation from Brad Butt regarding Vacant Land Tax Rebates, to be dealt with under Delegations – Item 7.3;

And further, that the agenda for the February 13, 2020 Regional Council meeting include a communication from Ene Underwood regarding Housing and Homelessness Services: Realignment of Resources, to be dealt with under Items Related to Human Services – Item 16.4;

And further, that the agenda for the February 13, 2020 Regional Council meeting include a discussion regarding Paramedic Services at Lester B. Pearson Airport, to be dealt with under Other Business/Councillor Enquiries – Item 19.1;

And further, that the agenda for the February 13, 2020 Regional Council meeting be approved, as amended.

Carried 2020-63

Related to Resolutions 2020-85, 2020-106 and 2020-110

6. CONSENT AGENDA

Moved by Councillor Mahoney,
Seconded by Councillor Kovac;

That the following matters listed on the February 13, 2020 Regional Council Agenda be approved under the Consent Agenda: Items 9.1, 9.2, 10.2, 10.4, 11.1, 15.1, 16.1.

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

Carried 2020-64

Councillor Dasko arrived at 9:38 a.m.
Councillor Dhillon arrived at 9:38 a.m.

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

9.1. **Agreement for the Provision of Police Services in the Town of Caledon by the Ontario Provincial Police**

Moved by Councillor Mahoney,
Seconded by Councillor Kovac;

That the Region of Peel's duly authorized signing officers be authorized to execute an agreement with the Solicitor General of Ontario and the Town of Caledon for the provision of police services in the Town of Caledon by the Ontario Provincial Police, as required under section 10 of the *Police Services Act*, on financial terms satisfactory to the Chief Financial Officer and on legal terms satisfactory to the Regional Solicitor;

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

Carried 2020-65

Related to Resolution 2020-111

9.2. **Encroachment Agreement, 6965 Dixie Road, Regional Road 4 (Dixie Road), City of Mississauga, Ward 5 Owner: 573687 Ontario Limited**

Moved by Councillor Mahoney,
Seconded by Councillor Kovac;

That the encroachment of existing trees, existing low lying landscaping beds, one existing pylon sign and an existing electrical box on Regional Road 4 (Dixie Road), adjacent to the property municipally known as 6965 Dixie Road,

Mississauga, be permitted in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and 573687 Ontario Limited;

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

Carried 2020-66

Related to Resolution 2020-111

10.2. **Hassaan Basit, Chief Administrative Officer and Secretary-Treasurer, Conservation Halton,** Letter dated January 22, 2020, Regarding Conservation Halton's 2020 Budget Municipal Funding Apportionment

Received 2020-67

10.4. **Tom Halinski, Aird and Berlis, Counsel to Dancor Construction Limited,** Letter dated February 4, 2020, Regarding Section 20 Complaint, *Development Charges Act, 1997*, at 21 Coventry Road, City of Brampton, Ward 8

Referred to Finance and Corporate Services 2020-68

11.1. **Report of the Waste Management Strategic Advisory Committee (WMSAC-1/2020) meeting held on January 16, 2020**

Moved by Councillor Mahoney,
Seconded by Councillor Kovac;

That the report of the Waste Management Strategic Advisory Committee (WMSAC-1/2020) meeting held on January 16, 2020 be adopted.

Carried 2020-69

1. CALL TO ORDER

2. DECLARATIONS OF CONFLICT OF INTEREST - *Nil*

3. APPROVAL OF AGENDA

RECOMMENDATION WMSAC-1-2020:

That the agenda for the January 16, 2020 Waste Management Strategic Advisory Committee meeting be approved.

Approved 2020-70

4. DELEGATIONS

4.1. ***Julio Barrera, Director, Business Development, Talize/Recycling Rewards,*** *Regarding the Region-wide Textile Collection Program*

Received 2020-71

Related to Resolutions 2020-72 and 2020-73

4.2. ***Simon Langer, National Manager, Government and Strategic Partnerships, Diabetes Canada,*** *Regarding the Region-wide Textile Collection Program*

Received 2020-72

Related to Resolutions 2020-71 and 2020-73

5. REPORTS

5.1. ***Region-wide Textile Collection Program***

RECOMMENDATION WMSAC-2-2020:

That staff implement a Region-wide textile collection program as outlined in the report of the Acting Commissioner of Public Works titled "Region-wide Textile Collection Program".

Approved 2020-73

Related to Resolutions 2020-71 and 2020-72

5.2. ***Piloting Organic Waste Collection in the Public School System***

Received 2020-74

5.3. ***Update on the Transition of the Blue Box Program to Full Producer Responsibility***

RECOMMENDATION WMSAC-3-2020:

That the service delivery evaluation criteria as outlined in the report from the Acting Commissioner of Public Works, titled "Update on the Transition of the Blue Box Program to Full Producer Responsibility", be endorsed.

Approved *2020-75*

Related to Resolutions 2020-77 and 2020-78

6. COMMUNICATIONS

6.1. ***Jamie McGarvey, President, Association of Municipalities of Ontario (AMO) and Mayor, Parry Sound,*** *Email dated December 18, 2019, Regarding a Call for Action to Pass a Resolution about Transition of the Blue Box to Full Producer Responsibility*

This item was dealt with later in the meeting.

6.2. ***Jeff Arp, Supervisor, Corporate Correspondence Unit, Ministry of the Environment, Conservation and Parks,*** *Letter dated December 17, 2019, Acknowledging Receipt of the Letter from the Regional Chair Regarding the Transition of the Blue Box Program to Full Producer Responsibility*

Received *2020-76*

Related to Resolutions 2020-75, 2020-77 and 2020-78

6.3. ***Jeff Yurek, Minister of the Environment, Conservation and Parks,*** *Letter dated December 31, 2019, Responding to a Letter from Regional Chair Iannicca Regarding the Transition of the Blue Box Program to Full Producer Responsibility*

Received *2020-77*

Related to Resolutions 2020-75, 2020-76 and 2020-78

6.1. ***Jamie McGarvey, President, Association of Municipalities of Ontario (AMO) and Mayor, Parry Sound,*** *Email dated December 18, 2019, Regarding a Call for Action to Pass a Resolution about Transition of the Blue Box to Full Producer Responsibility*

RECOMMENDATION WMSAC-4-2020:

That the communication from the Association of Municipalities of Ontario listed as Item 6.1 on the January 16, 2020 Waste Management Strategic Advisory Committee agenda be referred to staff for a report back to Regional Council.

Approved *2020-78*

Related to Resolutions 2020-75 to 2020-77 inclusive

15.1. **Home for Good Funding Extension**

Moved by Councillor Mahoney,
Seconded by Councillor Kovac;

That the Commissioner of Human Services be authorized to accept funding to continue to participate in the Home for Good program, subject to the Ministry of Municipal Affairs and Housing (Ministry) approval of yearly Take-Up Plans;

And further, that the Commissioner of Human Services be authorized to enter into service agreements until March 31, 2022, to allocate funding in the amounts noted or any greater amounts as may subsequently be allocated by the Ministry with the following agencies:

- Services and Housing In the Province (Peel Youth Village project) in the amount of $854,144;
- Services and Housing In the Province in the amount of $1,460,032;
- John Howard Society of Peel-Halton-Dufferin in the amount of $459,578;
- Our Place Peel in the amount of $264,744;
- Canadian Mental Health Association of Peel Dufferin Branch in the amount of $200,000;

And further, that the residual Ministry funding amount of $2,094,196 which includes an amount of $533,269 for program administration; $1,119,866 for housing allowances to program participants; and, $441,061 to be further disbursed to any of the above noted Home for Good agencies, as well as The Governing Council of the Salvation Army in Canada, for housing and support services for program participants, be received.

Carried 2020-79

16.1. **Todd Smith, Minister of Children, Community and Social Services**, Letter dated January 30, 2020, Regarding Ontario's Next Poverty Reduction Strategy Survey

Received 2020-80

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS

7.1. **Rob Harrison, Director, Valleywood Resident Association,** Regarding New and Relevant Information Impacting East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange Project, Town of Caledon

Received 2020-81

Councillor Medeiros arrived at 9:53 a.m.

Rob Harrison, Director, Valleywood Resident Association, described concerns with roads within Valleywood and its surrounding area in the Town of Caledon with respect to the lack of emergency lanes and the impact of the road structure on emergency response times. He noted that the gate located at Snelcrest and Highway 410 can only be used in an emergency if Highway 410 is closed in both directions and can only be opened with approval from the Ministry of Transportation (MTO). Closing Highway 410 in both directions would take significant time and would result in significant traffic on the Valleywood bridge. He suggested that an overarching Environmental Assessment (EA) would tie together all of the ongoing EAs in the vicinity and provide for a comprehensive vision that was not available when the existing Highway 410 Phase III was built and would also address the needs of the GTA West Corridor.

In response to a question from Councillor Thompson, Adrian Smith, Acting Chief Planner, advised that staff at the Region of Peel have been engaged in extensive planning work with staff at the Town of Caledon and MTO and have reviewed and approved a transportation study. Work is being implemented through an EA that was approved by the Ministry of the Environment. He noted that there are issues that need to be addressed through the detailed design phase and that a future report to Regional Council regarding Mayfield West Phase 2 Stage 2 would consider appropriate conditions and policies.

Councillor Groves requested that Region of Peel staff meet with representatives from the Valleywood Residents Association to discuss the concerns raised.

7.2. **Sharon Mayne Devine, Chief Executive Officer, Catholic Family Services of Peel Dufferin and the Honourable William G. Davis Centre for Families,** Regarding Domestic Violence and Intimate Partner Violence in Peel Region

Received 2020-82

Related to Resolutions 2020-83 and 2020-84

Sharon Mayne Devine, Chief Executive Officer, Catholic Family Services of Peel Dufferin and the Honourable William G. Davis Centre for Families, highlighted the need for community partners to stand together to convey the message that the Region of Peel is a safe place for women and children, where families can thrive and where abuse of women and children will not be tolerated. She suggested that a public awareness campaign be developed that provides information on what bystanders can say and do in situations involving abuse.

Councillor Santos stated that the Region of Peel should advocate to the provincial government for support services for victims of family violence and highlighted the impact abuse has on children's mental health.

Items 16.2 and 20.1 were dealt with.

16.2. **Sonya Pacheco, Legislative Coordinator, City Clerk's Office, City of Brampton,** Letter dated February 6, 2020, to the Punjabi Community Health Services Regarding Domestic Violence Campaign

Received 2020-83

Related to Resolutions 2020-82 and 2020-84

20.1. **Motion Regarding Domestic Violence Campaign**

Moved by Councillor Santos,
Seconded by Councillor Downey;

Whereas in September 2019, Brampton City Council unanimously passed the motion for the City of Brampton to continue to support and work with existing programs at the Region of Peel, who are providing services to those affected by domestic violence, including Peel Committee Against Woman Abuse, the Safe Centre of Peel, Interim Place, and Victim Services of Peel; and to support public awareness and advocacy work regarding domestic violence and violence against women such as Step Up for Her and Take Back the Night;

And whereas, the City of Brampton on Wednesday, January 29, 2020 unanimously passed the motion to work with the Region of Peel, Peel Regional Police, and community organizations to develop and strategize a public education and awareness campaign to tackle the issue of Domestic Violence in Brampton and Peel Region;

And whereas, Peel Regional Police Chief Nishan Duraiappah reported during the December 5, 2019 Regional budget deliberation at the Region of Peel that the highest number of calls Peel Regional Police receive are Domestic Violence related;

And whereas, the number of deaths related to Domestic Violence have doubled from 2018 to 2019 in the City of Brampton as there were 5 reported in deaths in 2018 and 10 reported in 2019;

And whereas, Interim Place reported 45 deaths in the Region related to Violence Against Women over the last 10 years; in 2019 responded to 1,388 crisis calls; safely sheltered 147 women and their 106 children; and, conducted safety planning with 811 women experiencing violence in Peel;

And whereas, Peel Children's Aid Society receives approximately 13,000 referrals a year from families experiencing domestic violence and the Safe Centre of Peel receives over 3,376 direct contact and referrals from women and their children experiencing intimate partner violence;

And whereas, the United Nations strategies for confronting domestic violence include raising public awareness as a basic operation strategy;

And whereas, organizations such as Elizabeth Fry Society, Punjabi Community Health Services, Interim Place, Catholic Family Services-Peel Dufferin and Family Transition Place, support public education and awareness as one of the tools to tackle the growing issue in our community;

Therefore be it resolved, that the Region of Peel work with the City of Brampton, City of Mississauga, Town of Caledon, Peel Regional Police, Ontario Provincial Police and community organizations to develop and strategize a public education and awareness campaign to tackle the issue of Domestic Violence across the Region.

In Favour	G. Carlson; D. Damerla; S. Dasko; G.S. Dhillon; J. Downey; 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; H. Singh★; A. Thompson; P. Vicente	**Total** 21
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	B. Crombie; S. McFadden; R. Starr	3

Carried 2020-84

Related to Resolutions 2020-82 and 2020-83

7.3. **Brad Butt, Vice-President, Government and Stakeholder Relations, Mississauga Board of Trade,** Regarding Vacant Land Tax Rate

Received 2020-85

Related to Resolution 2020-87

Brad Butt, Vice President, Government and Stakeholder Relations, Mississauga Board of Trade, stated that there are often good reasons why lands remain vacant, including in response to requests from municipalities. He stated that eliminating the Vacant Land Tax Rebate would be punitive and send a poor message to the development community. He encouraged Regional Council to not support the recommendations contained in the report listed as item 8.2.

Item 8.2 was dealt with.

8.2. **Proposed Changes to the Vacant and Excess Land Subclass Reduction Program**

Presentation by Stephanie Nagel, Treasurer and Director of Corporate Finance

Received 2020-86

Related to Resolution 2020-87

Moved by Councillor Groves,
Seconded by Councillor Innis;

That the Commissioner of Finance and Chief Financial Officer be authorized to submit to the Ontario Ministry of Finance, a request for regulatory authority to reduce the current Vacant and Excess Land Subclass Reduction Program for the Commercial and Industrial tax classes in the Region of Peel to 15 per cent for the 2020 taxation year and to remove the Program for the 2021 taxation year and taxation years thereafter;

And further, that upon the provision of the regulatory authority, a by-law be presented for enactment to reduce and eliminate the Region of Peel's Vacant and Excess Land Subclass Reduction Program accordingly.

In Favour	G. Carlson; D. Damerla; S. Dasko; G.S. Dhillon; J. Downey; 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; H. Singh★; A. Thompson; P. Vicente	**Total** 21
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	B. Crombie; S. McFadden; R. Starr	3

Carried 2020-87

Related to Resolutions 2020-85 and 2020-86

Stephanie Nagel, Treasurer and Director, Corporate Finance, outlined the process undertaken by Region of Peel staff in response to Regional Council's direction to review the Vacant and Excess Land Subclass Reduction Program. Key considerations of the review included equity and fairness between all property classes; the residential property class primarily subsidizes the Program; assessments recognize the use of vacant and excess land; vacant/excess properties remain for a long period of time; and 76 per cent of municipalities are eliminating the reduction program. Stephanie Nagel advised that Region of Peel and local municipal staff recommend removal of the current program for 2020.

Councillor Innis noted that the Vacant Land Tax Rebate does not motivate landowners to redevelop or revitalize vacant lands and many of the vacant properties are located within village cores.

Councillor Parrish suggested that the rebate be phased out over a period of two to three years to enable affected landowners to plan for the change.

8. STAFF PRESENTATIONS

8.1. Update on Novel Coronavirus (Oral)

Presentation by Dr. Jessica Hopkins, Medical Officer of Health

Received 2020-88

Dr. Jessica Hopkins, Medical Officer of Health, advised that the risk of community transmission of novel coronavirus in the Region of Peel remains low and Peel Public Health continues to dedicate significant resources to ensure the Region of Peel is prepared for any cases. Staff in Peel Public Health will continue to keep Regional Council and the community up-to-date on important developments related to the virus and regular updates will continue to be provided at Regional Council meetings.

In response to questions from Councillor Palleschi, Dr. Hopkins advised that the turnaround time for novel coronavirus test results in Ontario is 24 to 36 hours.

Councillor Palleschi requested that Region of Peel staff ensure that hand sanitizers are available at all entrances to all Regional facilities.

In response to a question from Councillor Medeiros, the Medical Officer of Health confirmed that staff in Peel Public Health coordinate and share information with local municipal emergency coordinators and provide messaging on novel coronavirus for school boards to share.

In response to comments from Councillor Thompson, Dr. Hopkins noted that staff in Peel Public Health have contacted the Mississauga Chinese Business Association to discuss how staff can support their members and the community through the sharing of facts related to novel coronavirus.

8.2. **Proposed Changes to the Vacant and Excess Land Subclass Reduction Program**

Presentation by Stephanie Nagel, Treasurer and Director of Corporate Finance

This item was dealt with under Resolution 2020-87

8.3. **2019 Public Health Annual Review**

Presentation by Dr. Jessica Hopkins, Medical Officer of Health

Received 2020-89

Dr. Jessica Hopkins, Medical Officer of Health, provided 2019 Peel Public Health highlights including work on the Comprehensive Health Status Report, Peel Outdoor No Smoking or Vaping By-law, Ontario Seniors Dental Care Program, Healthy Schools, Opioid Strategy and Diabetes prevention. Dr. Hopkins identified top public health organizational risks as being public health restructuring as it relates to transition costs, staff turnover, changing provincial policies and limited funding. Ongoing risks include keeping pace with emerging technologies, meeting the needs of priority populations, limited ability to actively engage the public and ongoing funding pressures.

8.4. **Peel Housing and Homelessness Plan - Overview and Priorities (Oral)**

Presentation by Aileen Baird, Director, Housing Services

Received 2020-90

Related to Resolutions 2020-92, 2020-93, 2020-105 and 2020-106

Moved by Councillor Fonseca,
Seconded by Councillor Dhillon;

Whereas the Region of Peel is adapting and responding to priorities in the community by aligning housing support resources to address urgent needs;

And whereas, the Region of Peel recognizes its long standing partnership with Habitat for Humanity affiliates in supporting the development of affordable housing within the Region of Peel;

And whereas, the Region of Peel wishes to provide one time funding to two Habitat for Humanity affiliates during this period of transition to support their operational sustainability;

Therefore be it resolved, that The Regional Municipality of Peel enter into a 2020 funding agreement with Habitat for Humanity Greater Toronto Area for one time funding in the amount of up to $600,000, funded from the 2020 Housing Support operating budget, to support the development of new affordable homeownership units in the City of Brampton;

And further, that The Regional Municipality of Peel enter into a 2020 funding agreement with Habitat for Humanity Halton/Mississauga for one time funding in the amount of up to $400,000, funded from the 2020 Housing Support operating budget, to support the development of a new affordable co-housing pilot project;

And further, that the Region's duly authorized signing officers be authorized to execute the subject agreements, together with such further ancillary documents that may be required, on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

In Favour	D. Damerla; G.S. Dhillon; J. Downey; 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; H. Singh★; A. Thompson; P. Vicente	**Total** 19
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	G. Carlson; B. Crombie; S. Dasko; S. McFadden; R. Starr	5

Carried 2020-91

Aileen Baird, Director, Housing Services, presented information on the Region of Peel's housing landscape and pressures, the Peel Housing and Homelessness Plan, and reports considered by the Strategic Housing and Homelessness Committee (SHHC). She noted that the report titled "Housing and Homelessness Services – Aligning Resources to Address Urgent Needs" was referred to Regional Council from the February 6, 2020 SHHC meeting and recommends a fiscally responsible approach to prioritize urgent needs and alleviate pressures in the system. She confirmed that staff had met with representatives from two Habitat for Humanity affiliates and reached an agreement which includes extending a final one-time tranche of funding in 2020 for projects in the City of Brampton and City of Mississauga.

Councillor Parrish encouraged Region of Peel staff to meet with local municipal staff to discuss how developers could be encouraged to dedicate new condominium units for low and middle income residents.

Councillor Santos suggested that staff monitor the impact of the provincial second units program on municipal services, infrastructure and transit to assist in advocacy efforts for a fair share of provincial funding.

Items 15.2, 15.3, 16.3 and 16.4 were dealt with.

15.2. **Housing and Homelessness Services - Aligning Resources to Address Urgent Needs**

Moved by Councillor Fonseca,
Seconded by Councillor Vicente;

That the Active Living Design Elements Grant Program, Affordable Housing Capacity Building Grants Program, Habitat for Humanity Grant Agreement, Home in Peel Down Payment Assistance Program, and Peel Renovates Homeowner's Renovation Assistance Program, be discontinued;

And further, that $1,717,500 in Housing Support base operating budget from the discontinued programs be reallocated to fund the new My Home - Second Unit Renovation Program;

And further, that Regional funds in the Home in Peel deferred revenue account, fund additional units in the new My Home - Second Unit Renovation Program as required;

And further, that $2,500,000 in Homelessness Support base operating budget from the discontinued programs be reallocated to fund service level increases in Outreach and Adult Shelter contracts and new Women Shelter beds in Brampton.

In Favour	G. Carlson; D. Damerla; G.S. Dhillon; J. Downey; 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; H. Singh★; A. Thompson; P. Vicente	**Total** 20
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	B. Crombie; S. Dasko; S. McFadden; R. Starr	4

Carried 2020-92

Related to Resolutions 2020-90, 2020-93, 2020-105 and 2020-106

15.3. **Report of the Strategic Housing and Homelessness Committee (SHHC-1/2020) meeting held on February 6, 2020**

Moved by Councillor Dhillon,
Seconded by Councillor Carlson;

That the report of the Strategic Housing and Homelessness Committee (SHHC-1/2020) meeting held on February 6, 2020 be adopted.

Carried 2020-93

Related to Resolution 2020-93

1. DECLARATIONS OF CONFLICTS OF INTEREST *- Nil*

2. APPROVAL OF AGENDA

RECOMMENDATION SHHC-1-2020

That the agenda for the February 6, 2020 Strategic Housing and Homelessness Committee meeting include a delegation by Stephen Webster, Citizen, regarding homelessness issues, to be dealt with under Delegations - Item 3.1;

And further, that the agenda for the February 6, 2020 Strategic Housing and Homelessness Committee meeting include a delegation by Joshua Bénard, Vice President, Real Estate Development, Habitat for Humanity Greater Toronto Area, regarding Item 4.3, to be dealt with under Delegations - Item 3.2;

And further, that the agenda for the February 6, 2020 Strategic Housing and Homelessness Committee meeting include a delegation by Jackie Isada, Director of Government and Stakeholder Relations, Habitat for Humanity Halton Mississauga, regarding Item 4.3, to be dealt with under Delegations - Item 3.3;

And further, that the agenda for the February 6, 2020 Strategic Housing and Homelessness Committee meeting include a communication from Habitat for Humanity Greater Toronto Area, regarding Item 4.3, to be dealt with under Communications – Item 5.1;

And further, that the agenda for the February 6, 2020 Strategic Housing and Homelessness Committee meeting be approved, as amended.

Approved 2020-94

Related to Resolutions 2020-95 to 2020-97 inclusive and 2020-104

3. DELEGATIONS

Additional Items – Items 3.1 to 3.3 inclusive:

3.1. ***Stephen Webster, Citizen*** *Regarding Homelessness Issue*

Received *2020-95*

3.2. ***Joshua Bénard, Vice President, Real Estate Development, Habitat for Humanity Greater Toronto Area,*** *Regarding the Report titled "Housing and Homelessness Services – Aligning Resources to Address Urgent Needs"*

Received *2020-96*

Related to Resolutions 2020-97, 2020-98 and 2020-104

3.3. ***Jackie Isada, Director of Government and Stakeholder Relations, Habitat for Humanity Halton Mississauga,*** *Regarding the Report of the Commissioner of Human Services titled "Housing and Homelessness Services – Aligning Resources to Address Urgent Needs"*

Received *2020-97*

Related to Resolutions 2020-96, 2020-98 and 2020-104

4. REPORTS

Item 4.3 was dealt with.

4.3. ***Housing and Homelessness Services – Aligning Resources to Address Urgent Needs***

RECOMMENDATION SHHC-2-2020

That the report of the Commissioner of Human Services titled "Housing and Homelessness Services – Aligning Resources to Address Urgent Needs" be referred to the February 13, 2020 Regional Council meeting.

Approved *2020-98*

Related to Resolutions 2020-96, 2020-97, 2020-99 to 2020-104 inclusive

4.1. ***Peel Housing and Homelessness Plan - Overview and Priorities*** *(Oral)*

Presentation by Aileen Baird, Director, Housing Services

Deferred to the April 2, 2020 Strategic Housing and Homeless Committee meeting

This item was dealt with under Resolution 2020-90

Item 4.4 was dealt with.

4.4. ***Private Stock Strategy - My Home Second Unit Renovation Pilot Program***

RECOMMENDATION SHHC-3-2020

That the recommendation to revise and rename the existing Peel Renovates Second Units Renovation Assistance program, as set out in the report of the Commissioner of Human Services, titled "Private Stock Strategy – My Home Second Unit Renovation Pilot Program", be approved;

And further, that Regional staff be authorized to review, approve and distribute program funding up to $30,000 per application;

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 for the Program, on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

Approved *2020-99*

Related to Resolution 2020-98

4.2. ***Private Stock Strategy - An Overview***

Received *2020-100*

4.3. ***Housing and Homelessness Services – Aligning Resources to Address Urgent Needs***

This item was dealt with earlier in the meeting.

4.4. ***Private Stock Strategy - My Home Second Unit Renovation Pilot Program***

This item was dealt with earlier in the meeting.

4.5. ***New Shelter Beds for Single Women***

Presentation by Leslie Moreau, Manager, Housing Client Services, Region of Peel and Deborah Riddle, Executive Director, Elizabeth Fry Society of Peel-Halton

Received *2020-101*

Related to Resolution 2020-102

RECOMMENDATION SHHC-4-2020

That the contract (Document 2020-060N) for shelter beds for single women be awarded to the Elizabeth Fry Society of Peel-Halton for the operation of eight emergency shelter beds for single women at a maximum annual operational cost of $300,000 (excluding applicable taxes), in accordance with Procurement By-law 30-2018, as amended;

And further, that approval be granted to renew the contract for the operation of the shelter beds for four optional 12-month periods, subject to the satisfactory performance and approved budget, based upon the terms and conditions of the contract including price escalation, in accordance with Procurement By-law 30-2018, as amended.

Approved *2020-102*

Related to Resolution 2020-98 and 2020-101

4.6. ***Service Level Increases to the Region of Peel's Outreach Program***

RECOMMENDATION SHHC-5-2020

That the service level increases set out in the report of the Commissioner of Human Services, titled "Service Level Increases to the Region of Peel's Outreach Program", be approved.

Approved *2020-103*

Related to Resolution 2020-98

5. COMMUNICATIONS

Additional Item – Item 5.1:

5.1 ***Joshua Benard, Vice President, Real Estate Development, Habitat for Humanity Greater Toronto Area****, Letter dated February 5, 2020, Regarding Habitat for Humanity Grant Agreement Program*

Received *2020-104*

Related to Resolutions 2020-96 to 2020-98 inclusive

16.3. **John Gerrard, CEO, Habitat for Humanity, Halton Mississauga,** Letter dated February 6, 2020, Regarding Partnership Services with the Region of Peel

Received 2020-105

Related to Resolutions 2020-90, 2020-92, 2020-93 and 2020-106

16.4. **Ene Underwood, CEO, Habitat for Humanity GTA,** Letter dated February 11, 2020 Regarding Housing and Homelessness Services: Realignment of Resources

Received 2020-106

Related to Resolutions 2020-90, 2020-92, 2020-93 and 2020-105

9. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES
Chaired by Councillor C. Fonseca

These items were dealt with under the Consent Agenda.

10. COMMUNICATIONS

10.1. **Rob Flack, President and Chairman of the Board, The Royal Agricultural Winter Fair**, Letter dated January 21, 2020, Regarding Notice of 2020 Appointment of a Representative to the Royal Agricultural Winter Fair Association's Board of Governors

Moved by Councillor Vicente,
Seconded by Councillor Downey;

That Allan Thompson be appointed as the Region of Peel representative to the Royal Agricultural Winter Fair Association's Board of Governors for 2020.

In Favour	G. Carlson; G.S. Dhillon; J. Downey; 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; H. Singh★; A. Thompson; P. Vicente	**Total** 19
Opposed		
Abstain *(counted as a no vote)*		
Absent *(from meeting and/or vote)*	B. Crombie; D. Damerla; S. Dasko; S. McFadden; R. Starr	5

Carried 2020-107

10.3. **Dayna Obaseki, Legislative Coordinator, City of Mississauga,** Letter dated January 24, 2020, Regarding Scheduling of the Region of Peel and the City of Mississauga Budget Dates

Received 2020-108

11. ITEMS RELATED TO PUBLIC WORKS

This item was dealt with under the Consent Agenda.

12. COMMUNICATIONS - Nil

13. ITEMS RELATED TO HEALTH

Chaired by Councillor J. Downey

13.1. **Region of Peel Community Safety and Well-being Plan Development Update**

Received 2020-109

Councillor Santos suggested that opportunities for education and awareness on systemic discrimination, equity and inclusion should be made available to the public.

Councillor Saito commended the work of the System Leadership Table and the Extended Leadership Table and stated that all members of Regional Council should be aware of the issues being discussed and the priorities that are being developed.

Councillor Downey stated that a presentation could be provided at a future Regional Council meeting.

14. COMMUNICATIONS - Nil

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

15.2. **Housing and Homelessness Services - Aligning Resources to Address Urgent Needs**

This item was dealt with under Resolution 2020-92

15.3. **Report of the Strategic Housing and Homelessness Committee (SHHC-1/2020) meeting held on February 6, 2020**

This item was dealt with under Resolution 2020-93

16. COMMUNICATIONS

16.2. **Sonya Pacheco, Legislative Coordinator, City Clerk's Office, City of Brampton,** Letter dated February 6, 2020, to the Punjabi Community Health Services Regarding Domestic Violence Campaign

This item was dealt with under Resolution 2020-83

16.3. **John Gerrard, CEO, Habitat for Humanity, Halton Mississauga,** Letter dated February 6, 2020, Regarding Partnership Services with the Region of Peel

This item was dealt with under Resolution 2020-105

16.4. **Ene Underwood, CEO, Habitat for Humanity GTA,** Letter dated February 11, 2020 Regarding Housing and Homelessness Services: Realignment of Resources

This item was dealt with under Resolution 2020-106

17. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT - Nil

18. COMMUNICATIONS - Nil

19. OTHER BUSINESS/COUNCILLOR ENQUIRIES

19.1. **Paramedic Services at Lester B. Pearson Airport (Oral)**

Received 2020-110

Councillor Parrish referred to an article published February 12, 2020 in The Pointer which stated that regional taxpayers funded more than 6,000 paramedic visits to Lester B. Pearson Airport. She noted that police and fire services are located within the airport and that police costs are paid by the Greater Toronto Airports Authority. Councillor Parrish requested that staff obtain

information from other jurisdictions that have paramedic stations within the airport and report to a future meeting of Regional Council with the findings.

Councillor Parrish further requested that staff report to a future meeting with information on absenteeism in Paramedic Services due to mental health issues.

20. NOTICE OF MOTION/MOTION

20.1. Motion Regarding Domestic Violence Campaign

This item was dealt with under Resolution 2020-84

21. BY-LAWS

Three Readings

By-law 8-2020: A by-law to authorize the execution of an agreement between The Regional Municipality of Peel, the Queen in Right of Ontario as represented by the Solicitor General and the Town of Caledon for provision of police services in Caledon by the Ontario Provincial Police.

By-law 9-2020: A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 4 (Dixie Road), City of Mississauga.

By-law 10-2020: A by-law to accept, assume and dedicate lands for public highway purposes.

By-law 11-2020: A by-law to accept, assume and dedicate lands for public highway purposes.

By-law 12-2020: A by-law to accept, assume and dedicate lands for public highway purposes.

Moved by Councillor Medeiros,
Seconded by Councillor Fortini;

That the by-laws listed on the February 13, 2020 Regional Council agenda, being By-laws 8-2020 to 12-2020 inclusive, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2020-111

Related to Resolutions 2020-65 and 2020-66

22. IN CAMERA MATTERS

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

- January 23, 2020 Regional Council Closed Session Report

22.1. January 23, 2020 Regional Council Closed Session Report

Received 2020-112

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Parrish,
Seconded by Councillor Groves;

That By-law 13-2020 to confirm the proceedings of Regional Council at its meeting held on February 13, 2020, 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 Deputy Regional Clerk, and the corporate seal be affixed thereto.

Carried 2020-113

24. ADJOURNMENT

The meeting adjourned at 12:22 p.m.

Deputy Regional Clerk

Regional Chair

Region of Peel
working with you

8.1-1

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
2020/02/27	**Region of Peel Council Meeting**

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
2020/01/10

NAME OF INDIVIDUAL(S)
Gabriella Kalapos

POSITION(S)/TITLE(S)
Executive Director

NAME OF ORGANIZATION(S)
Clean Air Partnership

E-MAIL	TELEPHONE NUMBER	EXTENSION
gkalapos@cleanairpartnership.org	**(416) 948-7125**	

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
To speak to the Clean Air Council 2019 - 2023 Inter-Governmental Declaration on Clean Air and Climate Change

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 ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019 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 56-2019, 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

Clean Air Council Update and 2019 – 2023 Declaration on Clean Air and Climate Change

February 27th Deputation to Region of Peel Council

Gabriella Kalapos, Executive Director,
Clean Air Partnership

CLEAN AIR COUNCIL

Clean Air Partnership

About Clean Air Partnership

- Charitable Environmental Organization
- Works with municipal governments and partners to reduce GHGs and air pollution, increase resiliency to extreme weather and make advancements towards a low carbon economy.
- Outreach, Awareness Building & Collaboration
- Capacity Building and Implementation Support
- Transfer of Actions & Scale Up of Actions
- Serves as the Secretariat for CAC & PCP (Ontario)

About Clean Air Council

- Working collaboratively since 2001 to:
- reduce air pollution and greenhouse gas emissions
- Increase resilience to extreme weather
- Make the connection between financial competiveness, community livability and the low carbon transition

How the Clean Air Council Works

- As each municipality undertakes a clean air/climate change action we get them to share what they have done with others
- Bring collective brain power together to identify the barriers to transfer and improvement of action across municipalities
- Support the transfer/implementation and improvement of actions across municipalities

Upcoming Priorities

- **Corporate Leadership: Continuous Improvement and progress reporting related to the ambition and implementation of**
- Facility Energy Conservation Plans
- Green Fleets Plans
- Green Procurement Policies and Practices
- Community Energy, Climate Mitigation & Resilience Plans

Upcoming Priorities

- **Advancing Air Pollution, Low Carbon and Resilience Financial Mechanisms** ex. Revolving Funds, Green Bonds, LICs

- **Scaling-Up Low Carbon Buildings** through the uptake and transfer of green development standards, energy efficiency retrofits, air quality improvements, resilient building measures, and building energy disclosure and labelling

Upcoming Priorities

- Strengthening municipal capacity to consider and develop **Value Propositions and Businesses Cases for Green Infrastructure**
- **Maximizing Transportation Air Pollution and Carbon Reductions** through the increased uptake of electric vehicles, implementation of active transportation/Complete Streets/Vision Zero plans, and integrated transportation and land use planning

Upcoming Priorities

- Incorporating Climate Change **Mitigation and Resilience Considerations into Municipal Decision Making**
- Working collaboratively with a **Broadening Stakeholder Base** to increase the understanding of the links between climate action, public health, equity, community livability and financial sustainability

Progress Reporting

	DECLARATION ACTIONS																	
MUNICIPALITY	Active Transportation	Green Development Policies - Corporate	Green Development Policies - Community	Community GHG reduction targets	Community Energy Plans	Corporate Energy Plans	Corporate/Green Energy Production	Community Climate Action Plan	Green Procurement Policies/Procedures	Urban Forest Plans	Urban Infestation Plans	Community Gardening Policies	Urban Agriculture Plans	Local Food Procurement Policies	Climate Change Adaptation/Resilience Plans - Community	Climate Change Adaptation/ Resilience Plans - Corporate	Green Fleet Action Plan	Community Climate Change Action/ Environment Funds
Ajax	Approved	Approved	In Development	Approved		Approved	Approved	Approved	Approved	Approved	Approved	Approved			Approved	Approved	Approved	
Aurora	In Development		In Development	In Development	In Development	Approved	Approved		In Development		Approved					In Development	In Development	
Brampton	Approved		Approved	Approved	In Development	Approved	Approved	Approved	In Development	In Development		Approved	In Development				Approved**	
Burlington	Approved**	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved			In Development		Approved**	
Caledon	Approved	Approved**	Approved	Approved**	In Development	Approved	Approved	Approved	Approved	Approved		In Development		Approved	In Development	In Development	In Development	In Development
Clarington	In Development					Approved			In Development			Approved					In Development	
Durham Region	Approved	In Development		Approved	Approved	Approved	Approved	Approved	In Development						Approved	Approved		Approved
Guelph	Approved			Approved	Approved	Approved				Approved	Approved	Approved		Approved	In Development	In Development		
Halton Region	Approved	Approved		In Development	In Development	Approved**	Approved	Approved	Approved					Approved		In Development	Approved	
Halton Hills	Approved**	Approved**	Approved	Approved	Approved	Approved	Approved	Approved	Approved	In Development					In Development	In Development	In Development	Approved
Hamilton	Approved			Approved	In Development	Approved	Approved	Approved		In Development	Approved	Approved	Approved	In Development	In Development	In Development	Approved	
King	In Development	In Development	In Development	In Development	In Development	In Development	Approved	Approved	In Development						In Development	In Development	In Development	
London	Approved	Approved	In Development	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved		In Development	In Development	In Development	Approved
Markham	Approved	Approved	In Development	Approved	Approved	Approved	Approved	Approved	Approved		Approved	Approved	Approved					Approved
Mississauga	Approved	Approved	Approved	Approved		Approved		Approved	Approved	Approved	Approved	Approved	In Development		Approved	Approved	In Development	
Newmarket	Approved			Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	In Development	In Development	In Development	In Development	In Development		In Development

	DECLARATION ACTIONS																	
MUNICIPALITY	Active Transportation	Green Development Policies - Corporate	Green Development Policies - Community	Community GHG reduction targets	Community Energy Plans	Corporate Energy Plans	Corporate Green Energy Production	Community Climate Action Plan	Green Procurement Policies/ Procedures	Urban Forest Plans	Urban Infestation Plans	Community Gardening Policies	Urban Agriculture Plans	Local Food Procurement Policies	Climate Change Adaptation/ Resilience Plans - Community	Climate Change Adaptation/ Resilience Plans - Corporate	Green Fleet Action Plan	Community Climate Change Action/ Environment Funds
Oakville	Approved	Approved		In Development	In Development	Approved	Approved	Approved	Approved	Approved	Approved	Approved			Approved	Approved	Approved	
Oshawa	Approved			Approved		Approved		In Development		Approved	Approved	Approved			Approved			
Peel Region	Approved	In Development		Approved		Approved	In Development	Approved	In Development	Approved	Approved		Approved		Approved	Approved	Approved	
Pickering	In Development	In Development		Approved	Approved	Approved	Approved	Approved	Approved		Approved	Approved			Approved		Approved	In Development
Richmond Hill	In Development	Approved	Approved	In Development	In Development	Approved	Approved	Approved	In Development	In Development	Approved	Approved				In Development		
Toronto	Approved	Approved	Approved	Approved	Approved		Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved		Approved	Approved
Vaughan	Approved	Approved	Approved	Approved	Approved**	Approved	Approved	Approved	In Development	Approved		Approved	Approved		In Development		Approved**	
Whitby	In Development		Approved**	Approved	Approved	Approved**	Approved		In Development	In Development	In Development	Approved			In Development		In Development	
Windsor	Approved			Approved	Approved	Approved	Approved	Approved	Approved			Approved			In Development	Approved**	Approved	
Waterloo Region	Approved	Approved		Approved	Approved	Approved	In Development	Approved**		Approved					Approved	In Development		Approved
York Region	Approved	Approved	Approved	In Development	In Development	Approved	Approved	Approved		Approved	Approved		Approved		In Development	In Development	Approved	

Thank You for Your Time

- Contact information: Gabriella Kalapos
- gkalapos@cleanairpartnership.org

Region of Peel
working with you

8.2-1

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
2020/02/27	**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
2020/02/03

NAME OF INDIVIDUAL(S)

William Graham

POSITION(S)/TITLE(S)

Individual - Volunteer

NAME OF ORGANIZATION(S)

While I am a member of The Royal Canadian Region, The Knights of Columbus and The Society of St. Vincent dePaul I am a pres

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

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
I wish to address the Regional Council on the subject of Homelessness, understand, respect and expectations. I have some human suggestions that we could promote on ways we, as citizens, business owners, organizations and councils can work toward to provide some level of solution.

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 ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019 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 56-2019, 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

William H. Graham, M.S.Ed, CFOS/I
[redacted]

HOMELESSNESS "OUR" PERCEPTION "OUR" HANDICAP

Many people view the homeless as people who want to be on the street, don't want to work, are dirty, dishonest, use drugs and alcohol and don't want help.

Nothing could be more wrong. Our perception of the homeless is the problem and it is the impediment to us, as a society, and those being unwilling to understand and help them.

"Perception" is the way that things, people or events appear to us. Perception controls our reaction to events places and people.

Perception is what we hear, see or feel. Perception is influenced by factors that include; our experiences, culture, race, faith, values, education, peer groups, upbringing and context.

We can change or influence our perception in many ways including: Maturing through education and spiritual experiences, experiencing other cultures, ways of living, meeting, interacting and discussing different cultures, habits and biases.

Changing our perceptions happens when we seek more information and experiences and we do this with an open mind. Sitting down ant talking with a homeless person as an equal is a good start.

I am suggesting that we change the public's perception of homelessness. And that we find ways to sell this to the public, the taxpayers that pay for homelessness in many ways, as well as the homeless who are the victims. How do we do this? I respectfully suggest there are two ways:

1.) Change our and others attitude about homeless persons. They are people like we are, no better, no worse. All equally entitled to be here. Many have great skills and education. If we take the time to talk to them we might be surprised.
2.) Ask ourselves, if the homeless person was a family member or relation what could we do to help them?

My suggestions are not about spending money, but saving money and helping people.

I am proposing that we ask Store Owners, Service Station Owners, Hotel Owners, Restaurant Owners, Coffee Shop Owners to **put a decal beside their business door** welcoming the homeless person. Ask them to talk to the person in a civil, respectful tone. I am asking that all of us look at the homeless person in a different light, that we consider the person as a human being, an equal and give them the same regard as if they were family members. Please try to change your perception of them.

"Lord, help me to reach beyond my circle of comfort to touch the lonely and those in need around me."

I suggest to you that the homeless people are not the ones committing the horrendous crimes, they are just people like you and I who are down on their luck and need a hand up. Many I have met, and I'm sure many of you have met, were great people with amazing backgrounds and experience. This should not be wasted. I have enjoyed talking with many homeless people and it has been enjoyable and a great learning experience.

Some of us have been fortunate enough to walk with a homeless person for several years. You watch them get up and you helped them up when they fell, perhaps several times, and now see the person holding a job, raising a child and paying taxes. Is this not an ideal solution both morally and economically? Some of you will relate to this. We must take personal responsibility for the outcome.

As individuals we have two choices:

- Ignore the individual and their problems – maybe it will go away
- Deal with the individual and their problems – be a part of the solution

Beside the First Baptist Church in Brampton is a small garden filled with white rocks with the names of homeless people who have died on the street. Could these deaths have been prevented? Was a good life wasted? Who knows? Peel is a beautiful region with a lot of great facilities, programs and good people. We can do better.

We just have to get people to recognize that there are homeless persons that need and deserve our help, to change their perception of the homeless person and help develop a plan that will produce results. The last Peel study determined that there were 900 homeless in Peel. Not sure how this breaks down between Brampton, Caledon and Mississauga…. If anyone thinks there are no homeless. I'd like to take that person out for a walk some night after midnight. Maybe behind a shopping centre or under the bridges. They might find that the boot sticking out from under the cardboard behind the garbage bin has a leg and more attached***. Or under the bridge in Brampton, or we could look for the old lady with one leg and in a wheelchair in Brampton to see where she found a doorway for shelter for the night. I woke up thinking of her one night in the last week of December when it hit – 14 deg. Once she couldn't navigate her wheelchair in the snow they took her off the street at least on a temporary basis. "ONE HOMELESS PERSON IS ONE TOO MANY". As a society we can and must do better.***

I read an article from one of our cities that says that if the shelters are full they put the person in a motel. Sounds great – but not true. I know that because I got 12 sleeping bags for people sleeping outside between mid December to mid January. We can do better.

As human beings, regardless of our religious beliefs, we should not tolerate this continual abuse of our fellow man for no valid reason other than our own selfishness and indifference. And wrong perception of the homeless person.

Being homeless should not be a lifetime sentence. People need and deserve hope.

"Lord, help me to reach beyond my circle of comfort to touch the lonely and those in need around me."

Why are people homeless? Why are you and I not homeless?

Perhaps because –

- We are working or have adequate income.
- We weren't beaten down and driven to the street by abuse and violence in the home or workplace.
- Perhaps we aren't homeless because we have good physical health and are mentally stable.
- We aren't victims of alcohol or drugs or other addictions and many of us realize that some addictions are not that easy to walk away from.

Aren't we fortunate to have stable lives and not be homeless? We are our brothers keeper. Let us share this good fortune.

Homelessness is not really a choice as some people choose to think. Many factors come into play including unemployment and the resulting poverty leading to loss of housing leading to living on the street and the lack of food leading to mental illness.

These reasons could include:

- No secure income – contract work
- Family violence – bullying – poor family relationships
- No secure accommodations
- Physical and/or mental health issues
- Unemployment or job loss
- No support network
- Drug and alcohol abuse and addiction
- Not feeling safe at home

Homeless people want to work but there are many impediments – the first being not having housing, being unemployed, no address, no clothing, no friends or family in a position, or willing to help.

Alcohol and drug use contribute in a small way to homelessness. These addictions are more often the result of homelessness rather than the cause of homelessness, and once homelessness is cured the addictions become manageable.

A study found that the public believed that 80% of homeless people suffer from mental illness. The reality is that it is less than 20% and a lot of the mental illness caused by homelessness and the hunger, fear and loneliness that accompany homelessness.

The myth that cities can't afford to house homeless people is so wrong and has been accepted as wrong for many 40 or more years.

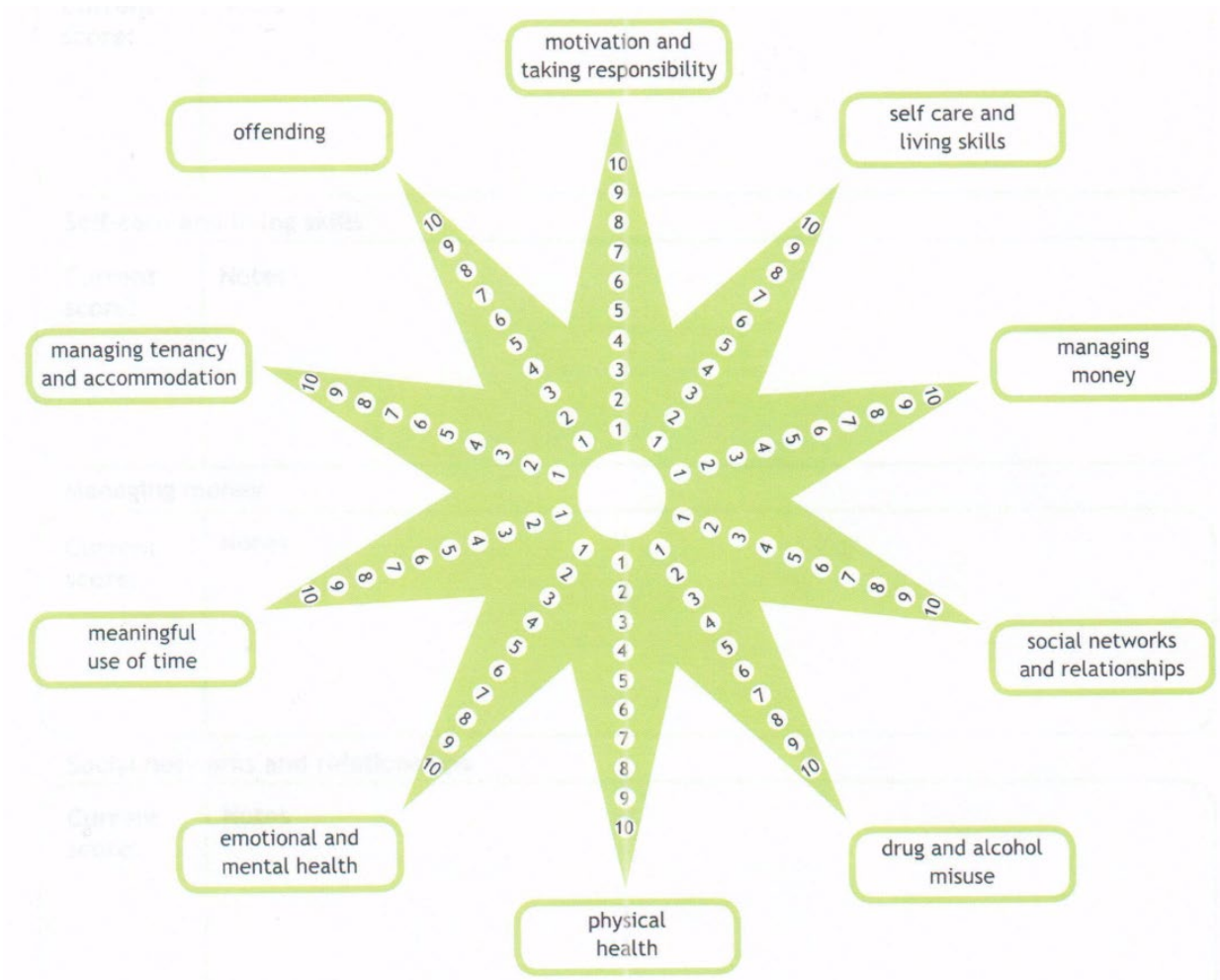
Mayor Ted Clugston of Medicine Hat, Alberta says "Tonight, every one of our city's 60,000 people are sleeping with a roof over their heads, thanks to the city's new policy mandating housing for anyone who has spent 10 days in a shelter or on the streets.

When city officials learn of a person living in these circumstances, they move the individual (or family) into a house or apartment. In fact, Mayor Clugston says 10 days is the absolute limit—the city usually finds housing for homeless people even quicker than that.

I find, looking closer at Medicine Hat, that while Medicine Hat has made great strides they can't claim 100% while some people are couch surfing. That being said, they have had the heart to make great progress. We must thank & congratulate them for that.

"Housing First" is the theme we hear and we see some good things happening, particularly in BC and the Yukon but housing alone will fail. We need a system that provides housing, adequate money to live **and the third and most important part is that someone who is committed to walk with the person, work with them to develop a plan to get them on a firm footing and up the ladder from the spot they are in. That person might be a committed Social worker or a committed volunteer.**

* I tell people that it is an exciting and beautiful world out there but you need money to enjoy the benefits.



"Lord, help me to reach beyond my circle of comfort to touch the lonely and those in need around me."

What kind of a plan will depend on the person. Personally, I might choose the "Outcome Star" plan which some of you are probably familiar with. There are many other programs.

The main areas of improvement might include:

1) Motivation and taking responsibility 2) Self Care and Life Skills 3) Managing Money 4) Social Networks and Relationships 5) Drug, Alcohol and other substance abuse 6) Physical Health 7) Emotional and Mental Health 8) Meaningful use of time 9) Managing tenancy and accommodations 10) Offending.

Starting the person on the plan might take some time. Change is never easy. And they are used to people having a plan for them but not following up. But once they see their progress and the light at the end of the tunnel working towards each of the objectives can become addictive.

Most homeless people are well aware that being employed solves a large part of their problems, and while a job is the answer, being homeless is the barrier to getting employment. Many are well educated and would love to find a job.

And why wouldn't they want to work? Work is easier than their daily struggles.

They struggle daily to survive, to secure enough food, to find a safe place to sleep, keep their belongings clean and to stay healthy.

We are asking that the homeless person be treated with civility, such as:

- Talk to the person in a respectful tone. Shake their hand.
- Advocate for the homeless – defend them.
- Don't assume the person is bad, evil or dirty – You are probably wrong. Most of our worst crimes are committed by well dressed "respectable" people.
- Give the person a glass of water without charging, and more if you can.
- Let them use the shower at the truck stop without paying.
- Don't call the police just because they are sitting on a public park bench. Defend the person in these situations.
- Offer them shelter and more if you can, especially in winter.
- Let the person use the public washroom – don't keep it locked.
- Ask the person what they need, don't tell them what they need. Accept their wishes.
- Ask your local Police for support for this project. They want to help.
– Don't slash their tents and destroy their belongings. It is all they have.
- Never ask the person for proof or documentation of their situation.
- Have information on local support groups such as shelters, food banks etc.
- Ask yourself if you can do more. Perhaps the motel owner might give the homeless person a spare room in exchange for a bit of work for which they could pay them. They might turn the person's life around. What a great accomplishment.
- Give them, generously of your most valuable asset – your time. Stop and talk to them. Don't stand over the person, crouch down to their level.

"Lord, help me to reach beyond my circle of comfort to touch the lonely and those in need around me."

- Be willing to work with them, to walk with them to help them out of their situation. Help them up when they fall with patience and love.

Educate our students – Change their perception.

- Look the person in the face and address them in a friendly voice
- Treat the person with respect
- Ask them how they are
- Treat them as you would a family member
- Crouch down to their level to talk to them
- Don't toss the sandwich to them
- Don't use the bread heel for the sandwich

DON'T FAKE IT - THEY KNOW THE DIFFERENCE

I see four qualities, beliefs, attributes or whatever, that we must have to serve our fellow man effectively:

LOVE: Have a love for our fellow man as a person, as a human being, as an equal.

RESPECT: If we don't respect the person's needs we cannot serve them.

JUSTICE: If we don't understand that poverty is the result of injustice, we cannot serve the person.

JOY: If we do not get joy from serving our fellow man, we are in the wrong business.

The hole the person fell in might be deep. They see no way out on their own. Your help and commitment will get them out. It is in your hands.

Yes, the person we serve might be challenging but we must understand that they might have been hurt and let down many times. Don't be upset by this or refuse them service because of this. Some have been kicked and abused so many times they don't expect any different from you. They are waiting for the other shoe to drop. Be patient. Treat them with Love and Respect.

Ask yourself if you can do more. Perhaps the motel owner might give the homeless person a spare room in exchange for a bit of work for which they could pay them. They might turn the person's life around. What a great accomplishment.

Maybe the condo has rooms that they rent out. Maybe they can spare one and expect to person to do some tasks in return.

Maybe your local college might be willing to give a room or two to a homeless person, give them some food cards, give them something to do to make some money and assign some person to work with them.

We know of many great deeds where people and companies have shone. And we are eternally grateful to these companies and individuals.

What a great chance for an individual or company to champion this project. Good public relations for them and a great personal feeling that they have helped someone.

Regardless of our religion or beliefs, we are privileged to have the opportunity to serve our fellow man. Many of us believe that we are all born equal. Don't let us pass up this opportunity.

As a past New York mayor said. ***"The streets are neither a bathroom or a bedroom",*** there is always room inside. Let us follow this example.

Be innovative. Look for ways to help. How do we make this work? Look at the individual. Where would they fit? What can I do? How can *"you"* make this work?

Will business owners support this? For some it is a bold move, others will welcome this. I believe, once some do this, others will quickly follow. I ask that you talk to them. Will you take some personal responsibility for the outcome.

A person I am privileged to know suggested putting a can in the Tim Horton's with a sign saying "PAY FORWARD" as a way to cover free coffee or meals. Just one idea. Putting the Homeless Welcome sign on the door is another. Can we come up with more ways.

Some will, some won't. This offers the person an ***opportunity and privilege,*** to help their fellow man and feel good doing it.

I believe that if the homeless street person understands that we understand, and are trying to help, we will see more cooperation and change in their attitude, appearance and actions.

Peel Region - HOMELESSNESS

No. found to be experiencing homelessness on April 24th:	922 **(2018)**
Percentage of respondents staying in emergency and domestic violence shelters:	49% (2018)
Percentage of respondents staying in transitional housing:	27% (2018)
Percentage of respondents staying in someone else's place:	14% (2018)
Percentage of respondents staying in public spaces:	4% (2018)
Percentage of respondents experiencing chronic homelessness:	32% (2018)
Percentage of respondents experiencing episodic homelessness:	24% (2018)

Will you buy into this program? Who said: **"If it is to be, let it begin with me?"**

The first step is for **you** to commit to this by more than just words. We have enough words and studies by high paid consultants to tell us we have a homeless problem and to make lists.

1) Have a bag in your car with a scarf, hat, mittens, non-perishable food and a Tim card and willingly and respectively give it to a person. The next time will be easier.
2) Think of some homeless person that you might connect with someone who could use their help and make a mutually beneficial relationship.
3) Pass the word on. Ask others to support this.
4) Invite the person to join you for a meal or coffee. Talk to them. You will probably be surprised when you hear their story.
5) Offer more than a band aid. Help the person change their life.
6) Address them with respect. In your heart and mind, quietly thank them for giving you the opportunity of helping. The next time will be easier.

The Education system can be the key to changing perceptions
The key players are the Educators, Students and Parents.

I see the person in the donut shop give the homeless person coffee and something to eat with no exchange of money.

I see the person in the restaurant giving the person a plate of food at the back door. They do this out of kindness and for that we are grateful but I wish they would invite the person in, sit them down and treat them like a guest. We see many people doing good now. I think it just needs to be promoted more.

There are 1.4 million empty bedrooms in the GTA.

I respectfully suggest that we don't need studies, we don't need consultants, we don't need lists. We just need to do this one person at a time. But with a plan that includes Housing, Adequate resources to survive and a committed individual to walk with the person to take them from the 1 and 2 positions to the 9 and 10 positions on the Star chart and see them fly.

If you can do this, please send me your mailing address and I will send you decals. Thanks.

Need your thoughts, need your support, need your suggestions.

Thanks, **Bill**

Disclaimer:
While I have been, and am a member of the Knights of Columbus, Society of St. Vincent dePaul, Royal Canadian Legion and others, the views expressed here are my personal views and do not necessarily represent the views of these groups.

"Lord, help me to reach beyond my circle of comfort to touch the lonely and those in need around me."

8.2-10

HOMELESS

HOMELESSNESS

"OUR" PERCEPTION

"OUR" HANDICAP

- View of Homeless People
- Unwillingness to understand
- Perception – Things – People – Events appear to us
- What we see, hear, feel
- Influenced by – experiences, culture, race, faith, values, education, peer groups, upbringing and context

CHANGES IN PERCEPTION

Change through

- maturing through educational experiences
- spiritual experiences,
- experiencing other cultures and ways of living,
- meeting, interacting and discussing different cultures, habits and our biases.

CHANGE PUBLIC PERCEPTION

Sell this idea to:

- **public,**
- **teachers,**
- **students,**
- **parents,**
- **business owners**

Meet Homeless people – Talk to them

Treat them as if they were your family.

MY PROPOSAL

A CHANGE IN ATTITUDES

- PUT A DECAL BESIDE THE BUSINESS DOOR.
- Stores,
- Service Station owners
- Restaurant owners
- Coffee shops
- Truck Stops
- Etc

- Look at the Homeless person in a different Light

THE ROAD UPWARD

- Take personal responsibility for the person
- Work with the person for years
- Help them back up each time
- Enjoy the final result as they fly.

OUR CHOICES

- Ignore the individual
- Be a part of the solution.

ANIMALS / HUMANS

- **Canada's laws require that animals receive adequate shelter and care. Willful failure to provide adequate shelter could lead to prosecution and a fine, jail sentence or prohibition from having custody of animals.**

  (Ontario SPCA)

- **Can we not treat People as well as animals?**

HOMELESS DEATHS

900 Homeless in Peel

- Sleeping in doorways
- Under Bridges
- In a wheelchair Outside in – 14 deg weather

ONE HOMELESS PERSON IS ONE TOO MANY".
As a society we can and must do better.

As human beings, regardless of our religious beliefs, we should not tolerate this continual abuse of our fellow man for no valid reason other than our own selfishness and indifference. And a **wrong perception of the homeless person.**

WHAT PEEL OFFERS

- **Great Facilities**
- **People**
- **Programs**
- **Plan**
- **900 Homeless in Peel**
- **<u>230,000 people homeless in Canada</u> each year. While Peel region, including Brampton, Caledon and Mississauga are better off than most places, <u>Homelessness is still a big problem and I know you all realize this.</u>**

One Homeless Person Is One Too Many!

WHY ARE PEOPLE HOMELESS? WHY ARE WE NOT HOMELESS?

Perhaps because -

- **We are working or have adequate income.**
- **We weren't beaten down and driven to the street by Abuse and Violence in the home or workplace.**
- **Perhaps we aren't homeless because we have good physical health and are mentally stable.**
- **We aren't the victim of Alcohol or drugs or other addictions and many of you realize that some addictions are not that easy to walk away from.**

Aren't we fortunate to have stable lives and not be homeless? Let us share our Good Fortune

NOT A CHOICE – MANY FACTORS

- No secure income – contract work
- Family violence – bullying – poor family relationships
- No secure accommodations
- Physical and/or mental health issues
- Unemployment or job loss
- No support network
- Drug and alcohol abuse and addiction
- Not feeling safe at home

IMPEDIMENTS TO WORK

- No Housing
- Being Unemployed
- No address
- No Clothing
- No Friends
- No Family
- Mental Illness
- Alcohol and Drugs – Often caused by Homelessness

CITIES CAN'T AFFORD HOUSING

- Supportive Housing Costs $20,000.00 per year
- Homeless person on street for hospital, Police Etc costs can exceed $100,000.00 per year.

- Medicine Alberta has about a 95% success rate.

Surely we can do the same.

WE NEED MORE

"Housing First" is the theme we hear and we see some good things happening.

BUT THAT IS NOT ENOUGH

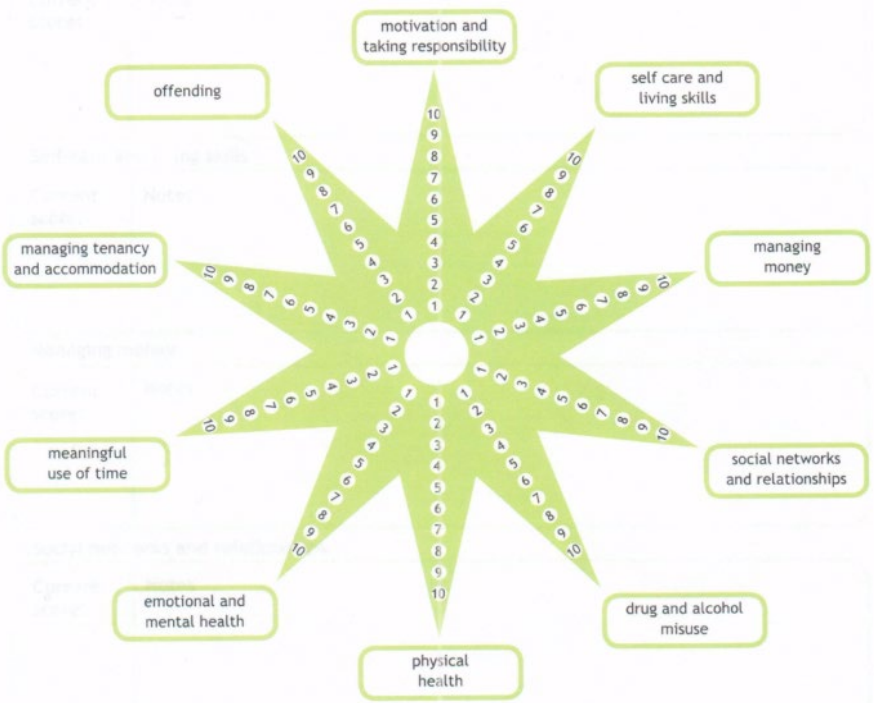
- **Housing**,
- **Adequate money to live**
- **Someone who is committed to walk with the person,**
- **To Work with the person.**
- **Develop a plan** to get them on a firm footing and up the ladder from the spot they are in. That person might be a committed Social worker or a committed volunteer.

*** I tell people that it is an exciting and beautiful world out there but you need money to enjoy the benefits.**

WE NEED A PLAN

"Outcome Star" As only one Program

I Don't Suggest A Program. There are Others In Peel And Other Places With Knowledge And Experience With These.



PLAN SHOULD INCLUDE

1) Motivation and taking responsibility for their actions
2) Self Care and Life Skills
3) Managing Money
4) Social Networks and Relationships
5) Drug, Alcohol and other substance abuse
6) Physical Health
7) Emotional and Mental Health
8) Meaningful use of time
9) Managing tenancy and accommodations
10) Offending.

THE START

- Change is never easy
- Follow Up
- Build Trust
- A job is the answer
- The barrier
- Securing Food, Safe place to sleep
- Securing belongings
- Staying Healthy

CHANGING OF ASSUMPTIONS

- **We are asking that the homeless person be treated with civility, such as:**
- - Talk to the person in a respectful tone. Shake their hand.
  - Advocate for the homeless – defend them.
  - Don't assume the person is bad, evil or dirty – You are probably wrong. Most of our worst crimes are committed by well dressed "**respectable**" people.
  - Give the person a glass of water without charging, and more if you can.
  - Let them use the shower at the truck stop without paying.
  - Don't call the police just because they are sitting on a public park bench. Defend the person in these situations.
  - Offer them shelter and more if you can, especially in winter.
  - Let the person use the public washroom – don't keep it locked.
  - Ask the person what they need, don't tell them what they need. Accept their wishes.
  - Ask your local Police for support for this project. They want to help.
  - Never ask the person for proof or documentation of their situation.
  - Have information on local support groups such as shelters, food banks etc.
  - Give them, generously of your most valuable asset – your time. Stop and talk to them.
  - - Don't stand over the person, crouch down to their level.

- Be willing to work with them, to walk with them to help them out of their situation. Help them up when they fall with patience and love.

EDUCATE OUR STUDENTS CHANGE THEIR PERCEPTION

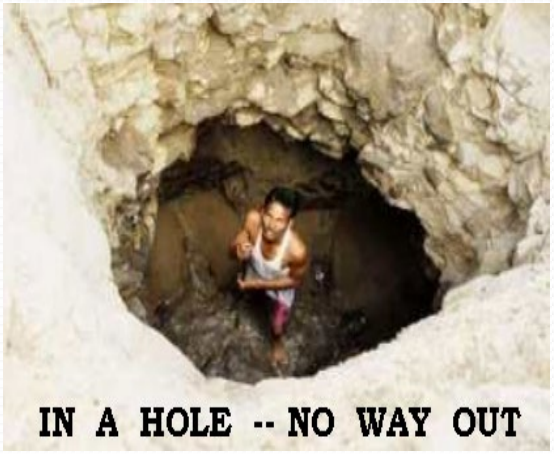
- **Educate our students – Change their perception.**
- **Look the person in the face and address them in a friendly voice**
- **Ask them how they are**
- **Treat them as you would a family member**
- **Crouch down to their level to talk to them**
- **Don't toss the sandwich to them**
- **Don't use the bread heel for the sandwich**
- **DON'T FAKE IT - THEY KNOW THE DIFFERENCE**

FOUR NECESSARY QUALITIES

- **I see four qualities, beliefs, attributes or whatever, that we must have to serve our fellow man effectively:**
- **LOVE:** Have a love for our fellow man as a person, a human being, an equal.
- **RESPECT:** If we don't respect the person's needs we cannot serve them.
- **JUSTICE:** If we don't understand that poverty is the result of injustice, we cannot serve the person.
- **JOY:** If we do not get joy from serving our fellow man, we are in the wrong business.

THE SITUATION

- **THE HOLE:**
- **No Way Out**



- **Your Help**

YOUR PATIENCE

- The Challenge of Serving
- Your Patience
- When Will The Next Shoe Drop?
- What Are Options?
- MOTEL
- STORE OWNER
- COMMUNITY COLLEGE
- Shelter – Food – Meaningful Work - Mentor

THE OPPORTUNITY

- People and Companies have Shone
- Great Public Relations For Companies
- Great Personal Satisfaction
- we are privileged to have the opportunity to serve our fellow man.
- Are We Not All Born Equal? Let us not pass up this Opportunity

INNOVATION - STARTS WITH US

As a past New York mayor said.

- **"The streets are neither a bathroom or a bedroom", there is always room inside."**

Let us follow this example In Peel.

- **Be innovative. Look for ways to help.**
- **How do we make this work?**
- **How can *"you"* make this work?**

SUPPORT OF BUSINESS

A BOLD MOVE

- **Talk to them. Will you take some personal responsibility for the outcome.**
- **OFFER THE PERSON THE CHANCE TO HELP THEIR FELLOW MAN.**
- **AND FEEL GOOD DOING IT.**

The change will show in the Homeless Population - ATTITUDE, APPEARANCE AND ACTIONS

IT CAN WORK

- **Business will welcome this.**
- **Will You Buy Into The Program?**
- **Will You Talk To Business Owners?**

IF IT IS TO BE - LET IT BEGIN WITH ME

PEEL REGION - HOMELESSNESS

No. found to be experiencing homelessness on April 24th:	922 (2018)
Percentage of respondents staying in emergency and domestic violence shelters:	49% (2018)
Percentage of respondents staying in transitional housing:	27% (2018)
Percentage of respondents staying in someone else's place:	14% (2018)
Percentage of respondents staying in public spaces:	4% (2018)
Percentage of respondents experiencing chronic homelessness:	32% (2018)
Percentage of respondents experiencing episodic homelessness:	24% (2018)

THE FIRST STEP

- COMMIT TO - WORDS & ACTIONS
- HAVE SOME HANDOUTS
- WHO CAN YOU CONNECT THE PERSON WITH?
- WILL YOU BE THE GO-BETWEEN – INTRODUCE THEM?
- ASK THE PERSON TO JOIN YOU FOR COFFEE OR A MEAL.
- PASS THE WORD - ASK OTHERS FOR SUPPORT
- ASK FOR IDEAS AND SUGGESTIONS
- OFFER MORE THAN A BAND AID - HELP THE PERSON CHANGE THEIR LIFE.

EDUCATION

- Educators
- Students
- Parents

Support and promote this program

ACTS OF KINDNESS

- I see the person in the donut shop give the homeless person coffee and something to eat with no exchange of money. I see the person in the restaurant giving the person a plate of food at the back door. I wish they would invite the person in, sit them down and treat them like a guest. We see many people doing good now. I think it just needs to be promoted more. If you can do this, please send me your mailing address and I will send you decals. Thanks.
- ***Need your thoughts, need your support, need your suggestions.***

THANK YOU

QUESTIONS

Region of Peel
working with you

8.3-1

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
2020/02/27	**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
2020/02/20

NAME OF INDIVIDUAL(S)

Fazal Khan

POSITION(S)/TITLE(S)

Program Manager - Neighbourhood Watch Brampton

NAME OF ORGANIZATION(S)

Brampton Focus Community Media / Neighbourhood Watch Brampton

E-MAIL	TELEPHONE NUMBER	EXTENSION
fazal@nwbrampton.ca	[redacted]	

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

Community Safety and Engagement - Neighbourhood Watch Brampton Program

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 ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019 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.

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Neighbourhood Watch Brampton

Fazal Khan – Program Manager
Brampton Focus Community Media
Feb 27, 2020

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03:17
Watch Next – Why The Program Works

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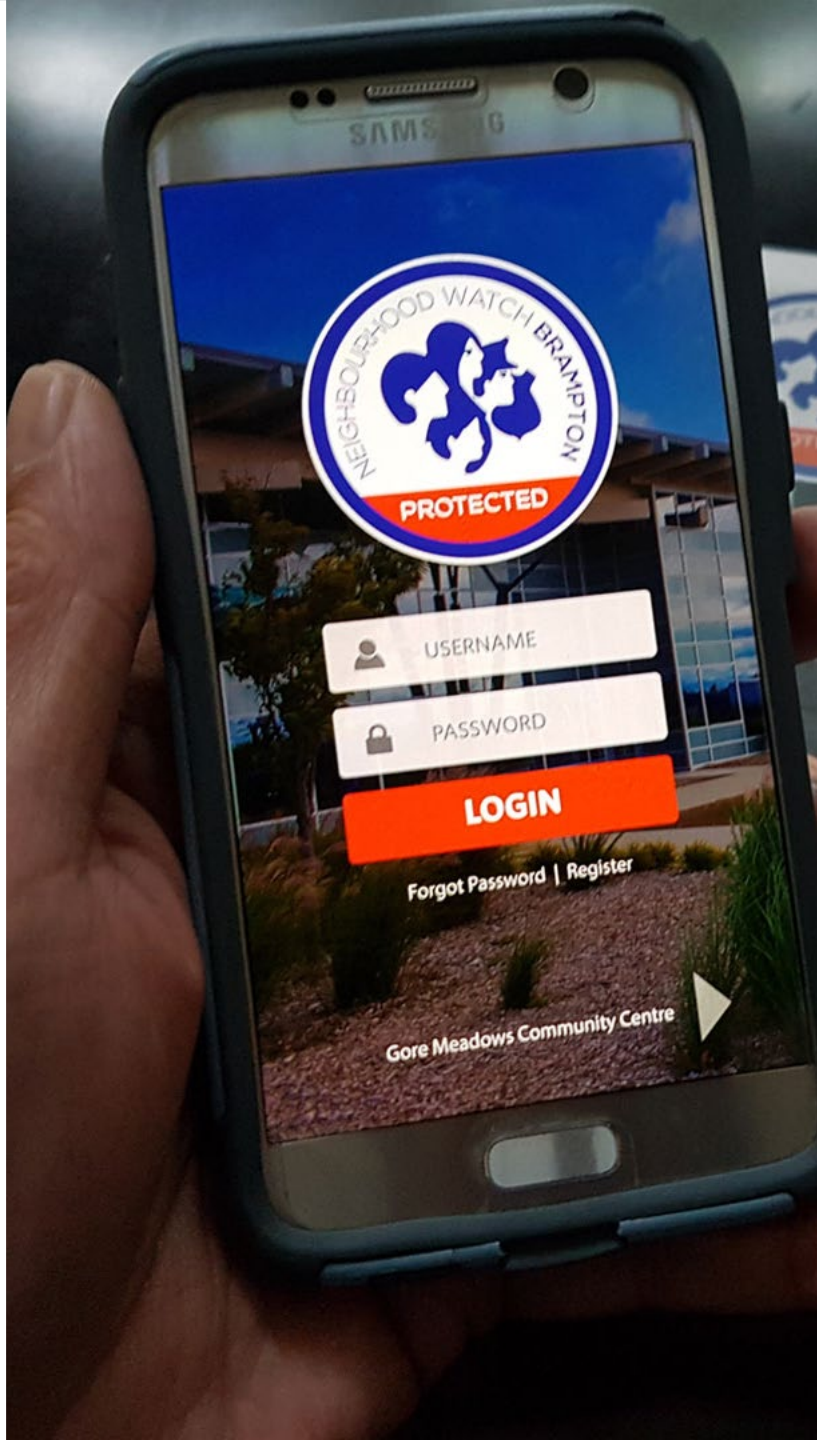
Community Crime Prevention
Peel Police Crime Prevention Academy - Residents learn
New Brampton Honours Premie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Gore Meadows Community Centre

VIDEO

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NWBRAMPTON.CA

COMMUNITY ORGANIZERS

(Previously Watch Captains)

BRAMPTON
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FOUNDATION.CA

NEIGHBOURHOOD WATCH BRAMPTON
PROTECTED
NWBRAMPT
POLICE

ENGAGEMENT
CHALLENGE

Upcoming

- **Fraud Awareness Month - March**
  Seniors Frauds and Scams Workshop (Video Broadcast)
  MCP/Jame Masjid (Coopers Ave) 2:30pm Fri March 13,2020

- **SeniorsTownhall.ca New Horizons Expo** (Video Segments)
  Century Gardens CC 12-4pm March 25,2020

- **Guns & Gangs Prevention Workshop** (Video Segments)
  Gang Prevention Task Force (Toronto Police) Tentative April 2020

- **Chief of Police Meeting / Peel Police Services Board Deputation**
  Spring 2020

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Feb 27, 2020

Region of Peel
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8.4-1

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
2020/02/27	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
2020/02/18

NAME OF INDIVIDUAL(S)
Deborah Martin-Downs

POSITION(S)/TITLE(S)
CAO

NAME OF ORGANIZATION(S)
Credit Valley Conservation (CVC)

E-MAIL	TELEPHONE NUMBER	EXTENSION
deb.martindowns@cvc.ca	**9056701615**	**235**

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Recent MECP consultation sessions on the Conservation Authorities Act and associated regulations and the need for muncipal support for the work CVC and other conservation authorities do.

A formal presentation will accompany my delegation ☑ Yes ☐ No

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

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

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Credit Valley Conservation
inspired by nature

CA Act Update

To Peel Regional Council

February 27th 2020

By Deborah Martin-Downs, CAO

Purpose, Objects and Powers

- **20** (1) The objects of an authority are to provide, in the area over which it has jurisdiction, programs and services designed to further the conservation, restoration, development and management of natural resources other than gas, oil, coal and minerals.

All unchanged – watershed focus, natural systems focus, water management focus

Bill 108 CA Act

21.1 (1) An authority **shall provide the following programs or services** within its area of jurisdiction:

1. A program or service that meets any of the following descriptions and that has **been prescribed by regulations**:

   i. Programs and services related to the risk of **natural hazards**.

   ii. Programs and services related to the **conservation and management of lands** owned or controlled by the authority, including any interests in land registered on title.

   iii. Programs and services related to the authority's duties, functions and responsibilities as a **source protection authority** under the *Clean Water Act, 2006*.

   iv. Programs and services related to the authority's duties, functions and responsibilities under an Act prescribed by the regulations.

Bill 108 CA Act

2. A **program or service, other** than a program or service described in paragraph 1, that has been prescribed by the regulations on or before the first anniversary of the day prescribed under clause 40 (3) (h).

21.1.1 (1) An authority **may provide** within its area of jurisdiction **municipal programs and services** that the authority agrees to provide **on behalf of** a municipality situated in whole or in part within its area of jurisdiction **under a memorandum of understanding** or such other agreement as may be entered into with the municipality in respect of the programs and services.

CONSERVATION AUTHORITIES ACT

PURPOSE, OBJECTS, POWERS

Mandatory

Prescribed in regulation

Natural Hazards, Source Protection, Conservation Lands, Lake Simcoe Protection Plan, Other Legislation (TBD)

Provincially Mandated

Municipal

Individual municipality / CA MOU or agreement

Municipally Mandated

Other

CA Board advises

CA Board Mandated

Locally Mandated

Act to Implementation

- Act passed in early June 2019
- Act largely implemented by regulations
- CAs met with ministry of Environment Conservation and Parks October- December for one on one meetings
- Draft regulations have not been released
- Promised consultation in January

Provincial Engagement Sessions on CA Act

- Province held Engagement Sessions Jan 31, Feb 7 and Feb 14 across southern Ontario
- Heard from a number of stakeholders including Conservation Ontario, Ontario Federation of Agriculture, Ontario Homebuilders Association, Ducks Unlimited, Ontario Landowners Association, Enpointe Development Corporation; AMO on the last day
- Other than the Ontario Land Owner Association, most spoke about the value of the work that CAs provide to them
- Given a platform all spoke about what they would like to see changed in how we operate

What's Next?

- On-line survey on the consultation sessions to provide Province with direct feedback – open till March 13

https://www.ontario.ca/form/survey-ontario-conservation-authorities

- Draft regulations are anticipated in April
- Final regulations expected in June before summer break
- Transition period

What Can You Do?

- Influence the content of the regulations to ensure we can continue watershed programs
- Tell the province what you want from this legislative change
- Complete the online survey
- Speak with MPPs and Ministers about the process and outcomes desired
- Pass a resolution in support of your CAs- CVC, TRCA and CH

questions?

Region of Peel
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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 19, 2020

REPORT TITLE: **PARAMEDIC SERVICES PUBLIC ACCESS DEFIBRILLATION PROGRAM UPDATE AND BILL 141**

FROM: Cathy Granger, Acting Commissioner of Health Services

RECOMMENDATION

That the Regional Chair write to the Minister of Health, on behalf of Regional Council, to endorse Bill 141, the *Defibrillator Registration and Public Access Act*;

And further, that all area members of the Provincial Parliament be provided a copy of the letter.

REPORT HIGHLIGHTS

- Public Access Defibrillation, Cardiopulmonary Resuscitation, Automated External Defibrillator Awareness and other new elements of the PAD program can have a positive impact on surviving a cardiac arrest in Peel.
    - One publicly available automated external defibrillator (AED) is used every 10 days in Peel.
    - 262 AEDs have been installed in regional facilities and over 1,700 have been registered within Peel.
    - Lay responder support has been provided to over 500 individuals who have responded to save a life.
- Study of a Volunteer Community CPR/AED Responder program is well underway with over 125 community responders trained and deployed in the community with AEDs.
- Support of Bill 141, requiring registration, maintenance, location and accessibility of AEDs, can help advance this work within Peel and beyond.
- Initial drone testing has been completed and the findings published. Once identified modifications are completed another series of test flights will be conducted.

DISCUSSION

1. Background

Regional Council approved a Cardiopulmonary Resuscitation (CPR) and Public Access Defibrillation Program (PAD Program) in 2014 with the goal of increasing the likelihood of survival for someone who suffers a cardiac arrest. Bystander CPR and use of an automated external defibrillator (AED) can have a significant positive impact on survival given that the probability of survival decreases by seven to ten per cent each minute. On average 1 AED is used every 10 days in Peel and of those who received a shock 50 per cent were discharged from the hospital.

2. Public Access Defibrillation (PAD) Program Update

The PAD Program includes:

- CPR and AED awareness and training (together with community partners
- Placement of AEDs in Regional buildings; Identification and registration of defibrillators in the community;
- Information on optimal placement of AEDs for other organizations; and,
- Follow-up and recognition of lay responders.

a) Cardiopulmonary Resuscitation (CPR) and AED Awareness

Awareness and education are essential in increasing access to and the use of an AED. Since 2014, staff have made CPR and AED awareness training events a priority. Some key venues include elementary and high schools, local malls, after school community events and Lunch and Learns. A recent addition to the awareness programs is "Lobby Learnings" where awareness training is offered in the lobby of apartment buildings for residents.

Paramedic Services was also engaged, through MPP Nina Tangri, Mississauga-Streetsville, to inform her motion proposing mandatory CPR and AED training as part of the high school curriculum. The proposal received unanimous support in the House.

b) Automated External Defibrillators at Region of Peel Locations and PAD Registry

To date, 262 AEDs have been installed across all Region of Peel buildings and business sectors as well as all Peel Living sites and local community shelters. Additional AEDs from private sector organizations and local municipalities have been added to the registry. Over 1,700 AEDs have been registered with the Region of Peel. A new on-line map will allow individuals, businesses, organizations and municipalities to see verified registered AEDs free of charge.

Partnering with the Ministry of Health's Central Ambulance Communication Centre (CACC), Paramedic Services provides a list of 1,041 publicly accessible AEDs in Peel Region. The list provides CACC with the location of available AEDs and instructions on where to retrieve them. This will allow them to help 911 callers start CPR, locate and use an AED before first responders arrive to take over care.

c) Community Outreach and Lay Responder Follow-Up

Through community outreach programs, Paramedic Services promotes the use of CPR and the utilization of an AED when someone witnesses a cardiac arrest.

Two pieces of legislation protect individuals against liability when they act to save a life through CPR and use of AED. The *Good Samaritan Act* protects individuals from liability when they administer CPR. The *Chase McEachern Act* protects individuals from liability when they use an AED to save someone's life at the immediate scene of an emergency.

Providing CPR and/or using a public AED can be a daunting experience. Peel's PAD Program includes the collection of bystander information after the event, which includes:

- Asking about their experience regarding providing CPR and/or using a defibrillator;
- Normalizing some of their feelings; and,
- Providing information about further support if needed.

Staff has followed up with over 500 individuals who have responded to save a life, by providing CPR or using an AED within Peel, since the inception of the program.

The Lay Responder follow-up program has received international attention and recognition. The program has been peer-reviewed and published in Circulation, a reputable international medical journal (see Appendix I). Peel is the industry expert and has been consulted on the findings of the program to help influence future CPR/AED Guidelines, and the mental health awareness of lay-responders and support programs.

3. Next Steps

a. Bill 141 – *Defibrillator Registration and Public Access Act*

It is estimated that of the over 20,000 AEDs sold in the Greater Toronto Area, paramedic services only know where a quarter of them are located. Beginning in March, paramedic services will be participating in the "GTA Heart Map Challenge" that is being facilitated through St. Michael's Hospital. The Challenge is essentially an AED search that everyone can participate in. Publicity and information is being finalized to encourage competitors to locate AEDs. Participants register on the GTA Heart Map Challenge website as individuals or teams. They then locate and submit photos of AEDs by using PulsePoint AED app on their smart phone. (More information about The GTA Heart Map Challenge can be found at http://www.gtaheartmapchallenge.com

MPP Robin Martin, on November 21, 2019 tabled Bill 141, the *Defibrillator Registration and Public Access Act*. This Bill parallels one already enacted in Manitoba. Its purpose is to impose certain requirements respecting the installation, maintenance, testing and availability of defibrillators on designated premises or public premises. The *Act* will also require defibrillators at such premises to be registered with the registrar within specified time periods, and for the prescribed persons to be notified of the registrations. When the Bill is passed it will expand the list of registered AEDs already in place This will allow Peel to collect AED location data that can be put into the dispatch centre. If they are identified, it not only increases the registry but also provides additional access to AED's for lay responders out in the community.

The registration, accessibility and location of AEDs is another step that strengthens the chance of survival for victims of sudden cardiac arrest. This will allow the collection of AED location data that can be put into the 911 call centre (CACC). This expanded use and enhanced service capability is made possible through a complete list of AEDs without direct cost to Paramedic Services.

b. Volunteer Community CPR/AED Responder

On March 28, 2019 Regional Council passed Resolution 2019-277 to authorize Paramedic Services to participate in a study to determine the effectiveness of a volunteer community responder Cardiopulmonary Resuscitation (CPR) and Public Access Defibrillator Program utilizing the "FirstAED" mobile application.

The overall goal of the study is to evaluate the implementation and impact of a volunteer community-based CPR/AED responder program leveraging technology that links trained lay-responders to those suffering an out of hospital cardiac arrest.

Staff conducted a complete program review and assessment of the "FirstAED" mobile application and consulted with staff across the organization to mitigate any potential risks, liabilities and limitations, as the volunteers may be directed to private residences.

The Volunteer Community Responder program soft launch period is between November 2019 and March 2020. The purpose of the soft launch is to identify and problem solve any unforeseen issues. All volunteers are recruited through the Volunteer Resources program in Health Services, are trained in CPR and the use of an AED and are connected to FirstAED – an app used to link a cardiac arrest call with the nearest community based, trained and equipped volunteer through their mobile device.

The target during the first year of operation is to have 200 AED/CPR equipped volunteer community responders, and 300 CPR responders for a total of 500 community responders. Currently, 125 responders have been trained, equipped with an AED and are available to respond within Peel. As the Region acquires more AED's the CPR responders will receive these additional units.

The official launch of the program will be accompanied by the collection of outcome data, the launch of a volunteer recruitment campaign and a community information strategy.

Staff will return to a future Regional Council meeting to provide an update on the program.

c. Continuing to Explore Possible Use of Drone Delivery of AED

Research into the use of drones was introduced to and authorized by Regional Council in the report of the Commissioner of Health, March 28, 2019, titled "Paramedic Services – New Initiatives in Community Health and Safety." The research continues to test how drones could be used to deliver an AED to a lay-responder who has witnessed a sudden cardiac arrest in a rural area or remote location. Several considerations must be addressed before an AED can be delivered using a drone including all associated costs, weather limitations, commercial/recreational flight paths, drone station(s), and practicality.

In May 2019, drone test flights were conducted by Drone Delivery Canada under the direction of Dr. Sheldon Cheskes and the supervision of Transport Canada. These tests

were to collect basic data for analysis to assess the potential benefit of drone delivery using “real life” conditions.

The results of the test flights have been reviewed by Dr. Cheskes and the research team and have been published in a presentation titled “AED on the Fly: A Drone Delivery Feasibility Study for Rural and Remote Out-Of-Hospital Cardiac Arrest”. The study suggests that drone delivery is feasible with improvements in response time during a simulated sudden cardiac arrest scenario and that further research is required. (See https://www.ahajournals.org/doi/10.1161/circ.140.suppl_2.147 for more details.)

One of the major recommendations from Transport Canada was to modify the physical drone to allow the AED to be dropped, preventing the need for the drone to land at the emergency site. Once these modifications are made, another series of test flights will be conducted, and staff will keep Regional Council informed regarding progress.

FINANCIAL IMPLICATIONS

Resources to support the ongoing Public Access Defibrillation Program are included in Paramedic Services operating budget.

CONCLUSION

The Public Access Defibrillation and Community Responder Programs are an important adjunct to the work of Paramedic Services. Through collaboration with a variety of partners and community outreach, the PAD program has helped raise awareness about the importance of cardiopulmonary resuscitation and the timely use of AEDs. These pieces, combined with early access to 911 and advanced care, make up the Chain of Survival that increases the likelihood of survival in the event of sudden cardiac arrest.

Bill 141 will strengthen the availability to AEDs in the community and will help ensure the Region and other municipalities supporting Public Access Defibrillation Programs have the tools in place to help the community to save lives.

Cathy Granger

Cathy Granger, Acting Commissioner of Health Services

Approved for Submission:

Nancy Polsinelli

N. Polsinelli, Interim Chief Administrative Officer

PARAMEDIC SERVICES PUBLIC ACCESS DEFIBRILLATION PROGRAM UPDATE AND BILL 141

APPENDICES

Appendix I - Lay Responder Support Model (LRSM) Stages

For further information regarding this report, please contact Peter F. Dundas, Peter.Dundas@PeelRegion.ca, Ext 3921.

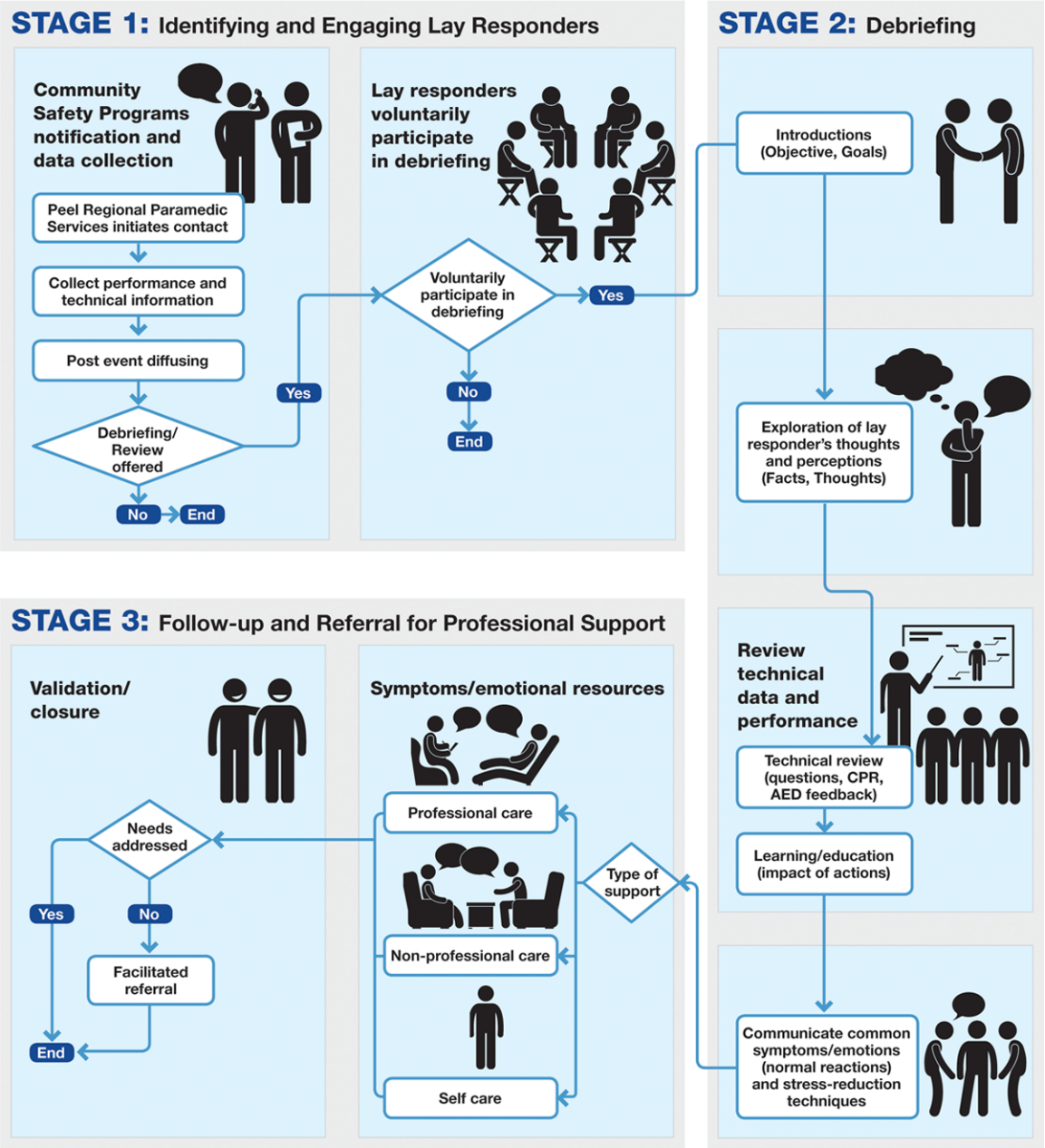
Authored By: Paul Snobelen, Specialist-Community Safety Programs, Paramedic Operations and Lincoln Bryant, Program Support Analyst, Director's Office – Peel Regional Paramedic Services

Reviewed in workflow by:
Financial Support Unit

APPENDIX I
PARAMEDIC SERVICES PUBLIC ACCESS DEFIBRILLATION PROGRAM UPDATE AND BILL 141

https://www.ahajournals.org/doi/10.1161/CIRCOUTCOMES.118.004702

Lay Responder Support Model (LRSM) Stages



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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 14, 2020

REPORT TITLE: **PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE**

FROM: Kathryn Lockyer, Acting Commissioner of Corporate Services

RECOMMENDATION

That the Region of Peel's continued participation, as a member of the Peel Climate Change Partnership, be endorsed;

And further, that the Peel Climate Change Partnership Terms of Reference attached as Appendix I to the report of the Acting Commissioner of Corporate Services, titled "Peel Climate Change Partnership Terms of Reference Update", be endorsed;

And further, that the Director of the Office of Climate Change and Energy Management be authorized to apply, process and execute external funding/grant award contracts ancillary to Partnership activities, on business terms satisfactory to the Commissioner of Corporate Services and on legal terms satisfactory to the Regional Solicitor;

And further, that a copy of this resolution be forwarded to the Partnership Member Organizations being the City of Mississauga, City of Brampton, Town of Caledon, Credit Valley Conservation, and the Toronto and Region Conservation Authority.

REPORT HIGHLIGHTS

- Since 2009, the Member Organizations of the Peel Climate Change Partnership (the Partnership) have included the City of Mississauga, City of Brampton, Town of Caledon, Credit Valley Conservation, Toronto and Region Conservation Authority and the Region of Peel.
- Partnership activities are in alignment with Member Organization mandates while increasing the collective ambition to pursue shared priorities and accelerate climate change action across the geographic region of Peel.
- The Partnership is also a hub to connect with other broader climate networks, such as the Clean Air Council and the Ontario Climate Consortium, to amplify influence and accelerate the sharing of knowledge and best practices.
- The Partnership has produced several significant products and tools, which have enhanced the work of member organizations and strengthened grant/funding applications including: the 2011 Peel Climate Change Strategy; the 2006 and 2016 Peel Community Greenhouse Gas Inventory; multiple climate change vulnerability assessments; and mapping of heat vulnerability and flood risk.

PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

- In addition to current work being undertaken, the Partnership is collaboratively exploring future high priority strategies and time-bound initiatives to respond to the urgency of climate change.
- The Partnership recently completed an update of its Terms of Reference to refresh its mandate and purpose, confirm ongoing value to members, review scope of priority work, increase accountability, and provide a detailed account of governance, roles, responsibilities and communications.
- The updated Terms of Reference calls for endorsement by Member Organizations' Councils or Boards, adding a dimension of formality and increased accountability for the Partnership to meet the stated mandate, achieve the defined purpose during the timelines associated with each Partnership term, and report back to appropriate Councils or Boards at the end of each Partnership term.

DISCUSSION

1. Background

The Peel Climate Change Partnership (the Partnership) has existed since 2009 and is composed of six Member Organizations: City of Brampton, Town of Caledon, Credit Valley Conservation, City of Mississauga, Toronto and Region Conservation Authority and the Region of Peel. Partnership activities are in alignment with Member Organization mandates, while increasing the collective ambition to pursue shared priorities and accelerate climate change action across the geographic region of Peel.

The Partnership is also a hub to connect with other, broader climate networks, such as the Clean Air Council or the Ontario Climate Consortium, to amplify strategic influence and accelerate knowledge transfer amongst climate leaders across Ontario.

2. Terms of Reference Context and Update Process

For the past decade the Partnership's work has been coordinated and has delivered key outputs to advance collective climate impact. However, the more recent and amplified message that the next decade is critical for limiting global warming to 1.5°C has spurred the review of the Partnership's Terms of Reference with the goal of increasing ambition and influence, and to enable the Partnership to meet its full potential towards accelerating needed action.

The Partnership's Terms of Reference review occurred over several months in 2019, was completed as a collective undertaking, and guided by a Working Group of executive leaders across the Partnership. The Partnership's mandate, purpose and value to each Member Organization are stated below and captured within the updated Terms of Reference (Appendix I).

The updated Terms of Reference and current Governance Structure (Appendix II) were unanimously approved in principle by the Partnership's Steering Committee in December 2019. Further, the Terms of Reference calls for endorsement by Member Organizations' Councils or Boards, adding a dimension of formality and increased accountability for the Partnership to meet the stated mandate, achieve the defined purpose during the timelines

associated with each Partnership term, and report back to appropriate Councils or Boards at the end of each Partnership term.

a) Mandate

Governed by pre-existing mandates of each Member Organization, the mandate of the Peel Climate Change Partnership is to courageously lead, communicate and work collaboratively with key stakeholders to drive local climate action and secure investment that enables the rapid and equitable transformation of municipalities and broader community, within the Region of Peel, to become low carbon and resilient.

b) Purpose

In the current term of the Peel Climate Change Partnership (2018 – 2022), the purpose of the Partnership is to amplify influence on policy reform and develop/implement best practice to:

1) accelerate the reduction of community Green House Gas (GHG) emissions within the portfolios of buildings and vehicles to support the GHG reduction targets of Member Organizations' climate change plans;
2) be better prepared for extreme weather and changing climate, specifically as it relates to increased flood risk and intense heat; and
3) measure, report and communicate progress towards achieving GHG reduction targets and increasing resiliency.

c) Value for Each Member

In their own words, each Partner confirmed and articulated the ongoing value of Partnership participation with the dominant themes being:

- accelerated climate change actions;
- influence and alignment;
- shared knowledge;
- enhanced capacity; and
- regional coordination.

3. Select Past Achievements, Current and Future Work of the Peel Climate Change Partnership

A. Past Achievements

By leveraging resources and expertise from within the Partnership, a number of significant products and tools have already been delivered; which in-turn have enhanced the work of a given Partner and/or improved grant application success.

- **2011 Peel Climate Change Strategy** – set a common long-term community greenhouse gas reduction target;
- **Peel Community Greenhouse Gas Inventory**, 2006 and 2016 - required for eligibility to the (past) Municipal Greenhouse Gas Challenge Fund;
- **Multiple vulnerability assessments** - supported the ROPA 2041 Discussion Paper, City of Mississauga's Climate Change Action Plan and Toronto and Region Conservation Authority's next generation climate change implementation planning;
- **Mapping of heat vulnerability or flood risk** – supported enhanced tree planting efforts (based on heat mapping) and various funding applications.

B. Current Partnership Term (2018-2022) Priorities

The current Partnership term has three priority strategies in the implementation phase.

- **Low Carbon Communities Strategy** – The electric vehicle changing station infrastructure network is being expanded. A joint grant application was made to Natural Resources Canada Zero Emission Vehicle Infrastructure Program for partial funding to install 48 electric vehicle charging stations across 12 sites in Peel region over the next 18 months. By working through the Partnership, minimum requirements for grant eligibility were exceeded. Conditional approval for funding ($328,500) has been received and is pending contribution agreement review and execution.
- **Green/Natural Infrastructure Strategy** - Tree planting in heat vulnerable neighbourhoods is being enhanced. Planting of street trees and stewardship efforts are targeting communities within Mississauga (Derry Rd E/Airport Rd), Brampton (Mavis/Hwy 407) and Caledon (Mayfield Rd/Hwy 50).
- **Flood Resiliency Strategy** - A new tool to determine the risk and return on investment of flood mitigation measures will be available to Partners and shared with other municipalities. The tool is in phased-development and prioritizes investments based on risk-mapping and opportunities to mitigate existing and increased flood risks due to climate change.

C. Future Topics of Interest and Reporting

The Partnership will begin to explore future topics of shared priority. A lens of value-add, accelerated action and alignment with the outcomes of Member Organization climate change plans and initiatives will be applied. These include, but are not limited to:

- Low carbon district energy;
- Green Development Standards; and
- Financing mechanisms for building retrofits.

Future reporting about the Partnership will include both progress of current strategies and the impact the Partnership has on addressing climate change in the geographic region of Peel.

RISK CONSIDERATIONS

The Partnership has not previously sought Council endorsement of its Terms of Reference. In the continued absence of formal endorsement of the Terms of Reference, there is a risk of the Partnership not reaching its full potential and value. Non-participation of one or more of the Member Organizations would require a re-drafting of the Terms of Reference. It is unclear how the current mandate might change but important region-wide opportunities may be lost or considered only as a secondary focus during a time when the need for collective climate action has distinctly intensified.

Furthermore, the success of future funding opportunities that require or highly prefer formal endorsement of a partnership or collaboration may also be at risk.

PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

FINANCIAL IMPLICATIONS

The Region of Peel provides dedicated budget to support the Partnership's Secretariat through the Office of Climate Change and Energy Management. Additionally, Conservation Authorities leverage the special levy climate change funding provided by the Region, and local municipalities provide in-kind resources through staff participation as well as contribute funds on a project-by-project basis.

Continued participation in the Partnership will be built into existing work plans. Should additional and specific project or initiative budget be required, budget requests would be channeled through the existing budget planning and approval processes of Member Organizations.

Grant applications, ancillary to Partnership activities, are encouraged and can be pursued by any single or multiple Member Organizations to augment approved resources. As such, the pursuit of grants would be for initiatives within the Council-approved budget. Efficiency of the Partnership would increase by Council directing signing authority, to execute these external funding/grant award agreements, to the Partnership Secretariat led by the Director of the Office of Climate Change and Energy Management at the Region of Peel.

NEXT STEPS

With the endorsement of the Peel Climate Change Partnership's Terms of Reference, the following next steps will be taken in the immediate term:

- Staff continue to be active contributors to the Peel Climate Change Partnership;
- Staff report to Council on the progress of the Partnership, and impact on achieving its mandate at least once per Partnership term;
- Staff report to Council on successful external grant or funding awards for Partnership activities;
- Regional Council's resolution is shared with members of the Peel Climate Change Partnership; (Members of the Partnership will bring the Terms of Reference for endorsement to their respective Councils and Boards.)

CONCLUSION

The issue of climate change is urgent and complex; and will require renewed investment in collaborative solutions. Networks of major cities, like the Partnership, are coming together to expedite the transfer of knowledge and work together to increase influence in pursuit of shared climate change priorities. Council's endorsement of the Region's continued participation in the Partnership and of the Partnership's Terms of Reference is critical to galvanizing collective climate change leadership, action, and influence across Peel Region.

Kathryn Lockyer, Acting Commissioner of Corporate Services

PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I - Peel Climate Change Terms of Reference
Appendix II -Peel Climate Change Partnership Governance Structure

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

Authored By: Christine Tu, Director, Climate Change and Energy Management

Peel Climate Change Partnership

Terms of Reference – Updated December 2019
2018 - 2022

1-9-2020

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

Table of Contents

1 Context 1
2 Mandate 2
3 Scope 2
4 Purpose 2
5 Membership 2
5.1 Value for Each Member 3
6 Governance 4
6.1 Structure 4
6.1.1 Steering Committee 4
6.1.2 Secretariat 4
6.1.3 Strategy Champions 4
6.1.4 Strategy Leads 5
6.1.5 Technical Support Teams 5
6.2 Decision Making Process 5
6.3 Quorum 5
6.4 Delegated Authority 6
6.4.1 Funding/Grant Applications 6
6.5 Meeting Schedule 6
6.6 Compensation/Remuneration 6
7 Accountabilities 6
8 Roles and Responsibilities 7
8.1 Principles of Engagement 7
8.2 Steering Committee 7
8.2.1 Champion, Represent and Influence 7
8.2.2 Strategically Plan and Drive Change 7
8.2.3 Find Resources 7
8.2.4 Communicate 8
8.2.5 Special Events 8
8.3 Chairperson 8
8.3.1 Steering Committee Meetings 8
8.3.2 Communications 8

Peel Climate Change Partnership Terms of Reference

2018 - 2022

8.3.3 Facilitation 8
8.4 Implementation Team: Strategy Champions, Strategy Leads and Technical Support 9
8.4.1 Strategy Champions: Make Recommendations, Engage Other Leaders, Provide Oversight and Expertise 9
8.4.2 Strategy Leads/Co-Leads: Direct Technical Work 9
8.4.3 Technical Support Teams: Undertake Technical Work 10
8.4.4 All Implementation Team Members: Communicate and Champion 10
8.4.5 All Implementation Team Members: Special Events 10
8.5 Secretariat 10
8.5.1 Secretariat Director 10
8.5.2 Secretariat Staff 11
9 Communications 12
9.1 Internal 12
9.1.1 Platform 12
9.1.2 Meeting Minutes 12
9.1.3 Communication Briefs 12
9.1.4 Reports to Council and Boards 12
9.2 External 12
9.2.1 Platform 13
9.2.2 Branding and Logos 13
9.2.3 Templates 13
9.2.4 Communication Briefs 13
9.2.5 Media 13
9.2.6 Advocacy 13
9.2.7 Special Events 13
10 Risks 14
10.1 Shared Risks 14
10.2 Individual Risks 14
11 Review Process 14

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

1 Context

The Peel Climate Change Partnership (PCCP or Partnership) is designed to build and accelerate innovative climate solutions in the geographic region of Peel. By leveraging resources and expertise from the six (6) member organizations, the Region of Peel, Town of Caledon, City of Brampton, City of Mississauga, Toronto and Region Conservation Authority and Credit Valley Conservation, the Partnership embraces the opportunity to align with, and accelerate the outcomes of Member Organizations' climate change plans and initiatives; as well as pursue strategic actions that transcend political boundaries and collectively produce greater results.

In June of 2011, the Partnership produced a key document, the Peel Climate Change Strategy, a Strategic Plan for Climate Change for the geographic region of Peel. The strategy recognized the urgent need to respond to climate change at the local level and the importance of the leadership of all our Member Organizations to ensure that the Strategic Plan becomes reality. Over the past eight (8) years, significant outputs of the Strategic Plan's collective implementation include an inventory of greenhouse gas (GHG) emissions for the geographic region of Peel as well as analysis of vulnerability of various systems to climate change to guide priority actions.

In more recent years, the PCCP has developed three (3) key strategies/priorities to focus our shared efforts given the limited resources supporting the Partnership activities. They are: GHG emissions reduction through low carbon communities; increasing flood resiliency; and, increasing green infrastructure. Each strategy has a corresponding and Partnership-approved work plan. During this time, Member Organizations have also made significant progress on accelerating climate action by finalizing their own climate change plans[1] and recently declaring climate change emergencies locally and at the regional level[2].

While each Member Organization may have projects that also address these three (3) areas of activity, the specific actions under each of the three (3) are being pursued as shared priorities across the region. Increasing climate change knowledge and awareness of the public is an ongoing area of interest and will be an important consideration when the Partnership reviews its communication objectives and priorities in early 2020.

The PCCP has been guided throughout its tenure by a Steering Committee comprised of decision makers for each Member Organization and Technical Implementation Teams that develop and undertake the various strategies and actions. It has been several years since the Terms of Reference for the Steering Committee was developed and the PCCP recognized it was important to renew the document and further articulate the roles and responsibilities of the members in the context of the Partnership as a whole.

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[1] City of Brampton: Community Energy and Emissions Reduction Plan
Town of Caledon: Community Climate Change Action Plan
City of Mississauga: Climate Change Action Plan
Region of Peel: Climate Change Master Plan

[2] Climate change emergencies have been declared by the City of Mississauga, City of Brampton and Region of Peel

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

2 Mandate

Governed by pre-existing mandates of each Member Organization, the mandate of the Peel Climate Change Partnership is to courageously lead, communicate and work collaboratively with key stakeholders to drive local climate action and secure investment that enables the rapid and equitable transformation of municipalities and broader community, within the Region of Peel, to become low carbon and resilient.

3 Scope

The PCCP has developed the following three (3) key strategies/priorities to focus shared activities:

1. Reducing community GHG emissions;
2. Increasing flood resiliency; and
3. Increasing green infrastructure*.

4 Purpose

In the current term of the Peel Climate Change Partnership (2018 – 2022), the purpose of the PCCP is to amplify influence on policy reform and develop/implement best practice to:

1. accelerate the reduction of community GHG emissions within the portfolios of buildings and vehicles to support the GHG reduction targets of Member Organizations' climate change plans;
2. be better prepared for extreme weather and changing climate, specifically as it relates to increased flood risk and intense heat; and
3. measure, report and communicate progress towards achieving GHG reduction targets and increasing resiliency.

5 Membership

Member organizations of the Peel Climate Change Partnership are:

- City of Brampton;
- City of Mississauga;
- Town of Caledon;
- Region of Peel;
- Credit Valley Conservation; and
- Toronto and Region Conservation Authority

The Partnership will regularly assess the organizational composition to determine if broader representation from other sectors such as business, utility, not-for profit, broader public sector, etc. would be beneficial.

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* Green Infrastructure, as employed by the PCCP, is defined in the PCCP's *Green and Natural Infrastructure Strategy*.

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

5.1 Value for Each Member

Region of Peel: *Influence and Alignment* - The PCCP offers the opportunities for elected or executive leadership participation in the celebration of milestones that inspires greater commitment and accelerates the shared climate change agenda; and that the PCCP pursues activities that cannot effectively be undertaken by any single member and are in clear alignment with achieving priorities of the Region's Climate Change Master Plan.

City of Brampton: *Share Knowledge and Accelerate Climate Change Actions* – The Partnership can support the development of municipal strategies, programs and plans through sharing knowledge and best practices in climate change adaptation and mitigation. The Partnership will also support local action through identifying opportunities and establishing partnerships to accelerate municipal climate change adaptation and mitigation actions that align with regional strategies.

Credit Valley Conservation: *Increased Technical Capacity* – A strategic venue to further protect watershed resources from flooding impacts; accelerate the transition from carbon-based fuel and reduce GHGs in order to slow the impacts of climate change on watershed resources; and further protect watershed resources and watershed residents from heat impacts associated with climate change.

City of Mississauga: *Support and Accelerate Local Climate Change Priorities* – To support the implementation of actions within Mississauga's Climate Change Action Plan that have regional opportunities: collective efforts that support research, strategies and shared services that cross boundaries (e.g. ZEV Strategy); create opportunities for bulk green procurement purchases (e.g. fleet, equipment); strengthen funding opportunities by taking regional approach and partnership model (multi-municipal and conservation authorities as applicants); and, for building a climate community of practice to share knowledge and influence.

Town of Caledon: *Enhanced Capacity* - This strategic Partnership allows the Town to enhance its ability to reduce community greenhouse gas emissions and adapt to changing climate patterns. Specifically, this Partnership allows for the development of consistent approaches that can be adopted across member organizations to decarbonize the transportation and buildings sector, fostering strategic decisions that increase impact Regionwide. In addition, the Partnership allows the Town to leverage the technical skills to inform climate change adaptation efforts, such as the development of stormwater and flood management programs.

TRCA - *Regional coordination to support and accelerate climate action* - Partnership offers a mechanism to support municipal partners with evidence-based science, policy development, and implementation mechanisms to accelerate collective impact on climate action. Facilitate connections on climate action work between Peel Region, CVC and other municipalities in the TRCA Region.

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

6 Governance

6.1 Structure

The PCCP shall be comprised of a Steering Committee, a Secretariat and an Implementation Team: Strategy Champions, Strategy Leads and Technical Support Teams. **See Appendix 1**. Updates to staff representation within the Partnership structure will be made, as needed.

6.1.1 Steering Committee

Includes one (1) Chairperson (see section 6.1.1.1) and one (1) or two (2) executive leadership representatives from each PCCP Member Organization as primary Steering Committee members.

Alternates for primary Steering Committee members are the Strategy Champions (see below).

It is expected that PCCP Steering Committee members are decision makers within their respective Member Organizations.

Each PCCP Member Organization may replace and/or substitute PCCP Steering Committee members at any time.

6.1.1.1 PCCP Chairperson

The Chairperson for the PCCP shall be one (1) of the primary Steering Committee members and will count as one (1) of the two (2) Steering Committee members from that Member Organization.

The Chairperson of the PCCP Steering Committee will rotate between the Member Organizations and each Chairperson will serve for one (1) year, starting each October, based on the following schedule:

Organization	Year
Town of Caledon	2019
Region of Peel	2020
City of Mississauga	2021
City of Brampton	2022
Credit Valley Conservation	2023
Toronto and Region Conservation Authority	2024

6.1.2 Secretariat

Includes one (1) Director and select staff from the Office of Climate Change and Energy Management at the Region of Peel.

6.1.3 Strategy Champions

One (1) senior staff person from each of the PCCP Member Organizations; alternates to Steering Committee members.

6.1.4 Strategy Leads

One (1) staff from a PCCP Member Organization for each strategy in any given PCCP term.

6.1.5 Technical Support Teams

Staff from various organizations, mainly, but not necessarily limited to, PCCP Member Organizations.

6.2 Decision Making Process

Decisions of the PCCP Steering Committee will be based on consensus of Member Organizations, with each Member Organization having one (1) vote. The aim will be to have general agreement from all Steering Committee members or alternates, and Secretariat Director and Strategy Champions, if present at Steering Committee meetings, on matters and direction of the Partnership. If there is no general level of agreement, a vote will be called to reflect the majority based on the following continuum:

a) Fully support the matter;
b) The matter is acceptable;
c) More information or discussion is still warranted;
d) Can neither support or accept the matter.

After this voting process, if there is no majority, the final decision will be determined by the PCCP Steering Committee or alternates **only** and reflect the majority based on the above exercise. Specifically, (a) fully support the matter, (b) the matter is acceptable, will be considered votes to proceed, and (c) more information or discussion is still warranted, and (d) can neither support nor accept the matter, will be considered votes to not proceed with the matter.

6.3 Quorum

Quorum for PCCP Steering Committee shall be based on a majority of Member Organizations (50% representation from Member Organizations plus one). For greater clarity, quorum will be achieved when at least four (4) Steering Committee members or alternates from different Member Organizations are in attendance.

PCCP Steering Committee members are expected to attend all regularly scheduled meetings or send an alternate on their behalf. In the event that a Committee member or alternate is unable to attend a meeting, the member must contact and advise the PCCP Secretariat. If a Committee member or their alternate has been absent for three (3) consecutive regularly scheduled meetings and has failed to advise the PCCP Secretariat in advance, the member shall be deemed to have abandoned his or her membership on the PCCP Steering Committee and the membership shall be considered vacant.

If a member of the PCCP Steering Committee abandons their membership, the Committee may continue to operate with a minimum of four (4) Member Organizations. If membership is reduced to less than four (4) Member Organizations, all PCCP meetings shall be cancelled until the minimum membership criteria can be met.

6.4 Delegated Authority

There is no delegated authority to the PCCP. Some PCCP recommendations may require approval from the corresponding Council/Board before the recommendation is implemented and/or funded.

Accordingly, consensus decisions of the PCCP Steering Committee will not dictate the work of any one (1) member or Member Organization, but rather the preferred approach to taking climate action. Member Organizations will support the decided priority action(s) as they are able to and see fit.

6.4.1 Funding/Grant Applications

Funding/grant opportunities, which support the mandate and purpose of the PCCP and are decided priorities of the Steering Committee, can be pursued by any single or multiple Member Organization(s) acting on behalf of the Partnership while adhering to the principles of transparency and accountability. Processing of any single or joint funding/grant application on behalf of the Partnership would leverage and adhere to the existing and proper processes within participating Member Organization(s).

6.5 Meeting Schedule

Steering Committee Meetings: The PCCP Steering Committee will meet quarterly. Additional meetings may be called as required. PCCP Strategy Champions are invited to attend Steering Committee meetings.

Implementation Team Meetings: The PCCP Strategy Champions AND Strategy Leads/Co-Leads will meet bi-monthly. Participation of Strategy Leads/Co-Leads or delegate is required. Participation by one or all Strategy Champions will be subject to agenda.

Additional meetings of the PCCP Strategy Champions Group OR Strategy Leads/Co-Leads may be called as required.

The PCCP Technical Support Teams will join the bi-monthly Implementation Team meetings or meet as required.

Meeting locations will rotate amongst the Member Organizations.

6.6 Compensation/Remuneration

All members of the PCCP will serve without remuneration and will not be reimbursed for any expenses by the PCCP. Remuneration and business expense reimbursements, if any, will be handled by the Member Organizations in accordance with each organization's policies and procedures.

Periodically, consultants and vendors may be used to supplement implementation teams. Financing decisions will be made independently through Steering Committee meeting agenda items and on a project basis. This will be subject to approval by the Steering Committee.

7 Accountabilities

The updated Terms of Reference for the PCCP will be brought to Member Organizations' Councils or Boards, as appropriate, seeking resolution to endorse the Terms of Reference, direct staff participation,

meet the stated mandate, achieve the defined purpose during the timelines associated with each PCCP term, and report back on progress at the end of each Partnership term.

Upon receiving endorsement by appropriate Councils and Boards, the PCCP Steering Committee members hold the accountability for meeting the PCCP mandate, achieving the purpose during the term timelines and reporting progress to appropriate Councils and Boards.

8 Roles and Responsibilities

8.1 Principles of Engagement

Partners are expected to represent the Partnership in a positive and supportive manner at public events. Furthermore, Partners are expected to promote the mandate and purpose of the Partnership when speaking at public events.

8.2 Steering Committee

The Steering Committee is a governance body that oversees the work of the Partnership. The Steering Committee will ensure that the Member Organizations are on board/supportive with/of the work and will allocate resources to it as appropriate. The responsibilities of the Steering Committee are to:

8.2.1 Champion, Represent and Influence

1. Proactively target and effectively influence policy makers and staff within the Partnership Member Organizations to secure the required investments and commitments
2. Represent the Partnership internally with each organization and externally in panels or other events
3. Broadly share knowledge and educate others on the Partnership and its activities
4. Assume the responsibilities of the Chair, when required

8.2.2 Strategically Plan and Drive Change

1. Establish common understanding of our shared purpose
2. Engage in long-term strategic planning to establish the Partnership's future priorities
3. Provide strategic direction and guidance to the Secretariat and Implementation Teams established to undertake defined activities
4. Receive recommendations and decide clear joint priorities and outcomes
5. Receive recommendations and decide shared targets and performance metrics
6. Receive and approve proposals for new activities/initiatives, including consideration for alignment, timelines, budget, resources

8.2.3 Find Resources

1. Ensure there is internal capacity within each organization to support the Steering Committee
2. Ensure effective organization of work and allocation of resources from the Partners to achieve the desired outcomes
3. Pursue, highlight and help influence the securing of funding opportunities to support shared actions and to facilitate the implementation of the actions at the local level

4. Receive and provide direction on recommendations from Champions or Strategy Leads to pursue joint funding/grant applications

8.2.4 Communicate

1. Approve and use timely, strategic and consistent climate change messaging
2. Communicate with respective staff, Boards of Directors or Councils regarding the priorities and achievements of the Partnership
3. Approve and deliver reports, briefs and memos to Boards and Council on results achieved
4. Endorse communications material for distribution

8.2.5 Special Events

1. Attend special events, including the stakeholder forum, workshops, professional sessions and participate on panels, where appropriate
2. Secure acceptance of invitations from peers to events
3. Help recruit speakers to events

8.3 Chairperson

The Chairperson is a member of the Steering Committee and presides over the Partnership to ensure the planning of Partnership activities is effective and aligns with its mandate and purpose. In addition to the responsibilities as a Steering Committee member, the responsibilities of the Chairperson are to:

8.3.1 Steering Committee Meetings

1. Meet with PCCP Secretariat Director to develop and confirm Steering Committee meeting dates and agendas, as needed
2. Preside over Steering Committee meetings by calling them to order, adjourning them, announcing items on the agenda as they come up and recognizing when members have the floor
3. Determine if quorum is present
4. Oversee the decision-making process, including calling votes to establish consensus
5. Ensure that meetings are planned effectively
6. Ensure that matters are dealt with in an orderly, respectful and efficient manner
7. Convene and cancel Steering Committee meetings, as required
8. Delegate Chairperson responsibility to other Steering Committee members, as needed

8.3.2 Communications

1. Represent the Partnership and serve as the media spokesperson during his/her term
2. Delegate the role of media spokesperson to other Steering Committee members as necessary

8.3.3 Facilitation

1. Guide Partnership members to make decisions through consensus building
2. Encourage input and collaboration between members
3. Seek commitments from Steering Committee members to support the mandate and purpose of the Partnership

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

8.4 Implementation Team: Strategy Champions, Strategy Leads and Technical Support

The Steering Committee is supported by individuals in each of their respective organizations who are themselves senior leaders and/or subject matter experts and/or technical staff with responsibilities to undertake the planning and execution of the priority strategies and actions on behalf of the Partnership. With support from the Secretariat, the Implementation Team will identify the resources and decision points needed and engage with key stakeholders from within the Member Organizations, to ensure effective implementation. The responsibilities of the Implementation Team are to:

8.4.1 Strategy Champions: Make Recommendations, Engage Other Leaders, Provide Oversight and Expertise

1. Make recommendations to the Steering Committee on new priorities and appropriate strategies and actions to undertake on behalf of the PCCP, including pursuing joint grant/funding applications or introducing new in-year initiatives
2. Monitor and update the Steering Committee on high-level progress in relation to priorities and outcomes
3. Make recommendations to the Steering Committee on when to move from planning to coordinated collective implementation of priorities
4. Participate in Steering Committee meetings (as regular attendees with decision making authority and/or alternates)
5. Participate, as appropriate, in bi-monthly Implementation Team meetings to receive progress updates, and provide feedback on idea generation and strategic approaches to implementation
6. Lead the engagement with key internal stakeholders from respective Member Organizations, such as Directors, Managers or other program leaders that are impacted by Partnership initiatives to support strategy implementation and help draw appropriate resources for achieving Partnership mandate and purpose
7. Maintain technical or expert knowledge
8. Endorse communications material for distribution, as needed

8.4.2 Strategy Leads/Co-Leads: Direct Technical Work

1. Lead and/or carry out the technical tasks in support of the strategy(ies) being pursued by ongoing engagement with key individuals/decision–makers across Member Organizations
2. Identify resources needed to carry out the tasks and seek through PCCP or individual organizational budgets or other grants
3. For approved projects requiring funding:
   a. Obtain resource/funding commitments, in writing, from participating Member Organizations;
   b. Undertake all procurement, tracking, financial reconciliation, invoice payments in accordance with his/her Member Organizations policies and procedures; and
   c. Ensure that there shall be no award of contracts/external expenditures until all funding committed by participating Member Organizations is actually received.

4. Report on progress in completing tasks in support of the strategy(ies) at monthly Strategy Leads meetings
5. Provide data to inform the metrics and indicators of the Partnership's strategies and priorities as identified in approved workplans
6. Provide updates and make recommendations on the Partnership's strategies to the Strategy Champions
7. Provide updates to the Steering Committee, upon request
8. Draft reports, briefs and memos for Steering Committee approval
9. Act as alternate to Strategy Champion, as required

8.4.3 Technical Support Teams: Undertake Technical Work

1. Undertake technical work as assigned by Strategy Leads/Co-Leads
2. Assist with the drafting of reports, briefs and memos

8.4.4 All Implementation Team Members: Communicate and Champion

1. Seek opportunities to communicate with internal and external audiences/stakeholders about the work of the PCCP
2. Provide results in communication briefs, using clear language that allows others to understand and convey messages
3. Identify gaps/issues and provide options for resolutions
4. Communicate Steering Committee comments, direction, decisions to the technical support teams, as appropriate.

8.4.5 All Implementation Team Members: Special Events

1. Attend the special events, including the Stakeholder Forum
2. Provide support to the Secretariat with the planning and delivery of events

8.5 Secretariat

The Secretariat is situated within the Region of Peel's Office of Climate Change and Energy Management. The Secretariat's role is to facilitate and support the strategic and operational work of the Partnership and ensure effective administration of group activities.

8.5.1 Secretariat Director

The responsibilities of the Secretariat Director are to:

8.5.1.1 Strategic Operations

1. Lead the development or update of PCCP Terms of Reference and other operating documents as required
2. Support all members understanding of the role and function of the Partnership as a whole and individual members
3. Support the selection and onboarding of all members and the Partnership's Chair

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

8.5.1.2 Steering Committee Support

1. Liaise with Partnership Chair and support quarterly Steering Committee meeting agenda setting and meeting minute approval
2. Liaise with members of the Steering Committee to provide support, as needed
3. Attend and participate in quarterly Steering Committee meetings
4. Organize, coordinate and facilitate long-term strategic planning discussions with the Steering Committee
5. Lead the development of a Terms of Reference Implementation Guide for Steering Committee members

8.5.1.3 Implementation Teams Support

1. Chair the bi-monthly Champions/Strategy/Co Leads meetings
2. Liaise with Strategy Champions and assist with preparation for quarterly Steering Committee meetings, as needed

8.5.2 Secretariat Staff

The responsibilities of the Secretariat staff are to:

8.5.2.1 Administration

1. Establish meeting dates and locations and coordinate meeting logistics
2. Prepare and distribute meeting agendas and packages in a timely manner
3. Record and share meeting minutes; seek approval of quarterly Steering Committee meeting minutes from Partnership Chair
4. Upload documents on the shared file storage system
5. Create templates for communications material to ensure that information is communicated to the Steering Committee consistently and in the appropriate amount of detail

8.5.2.2 Communications

1. Provide support with media relations, inquiries and marketing
2. In coordination with appropriate members, develop and/or share updates about strategies and priorities of the Partnership with all members
3. Review Partnership documents to ensure that language is consistent with agreed-upon terminology and branding
4. In coordination with appropriate members, create communication briefs and other strategic documents for broad dissemination to external stakeholders
5. Lead summary reporting of special events, including the Stakeholder Forum
6. Lead the drafting of the Partnership's achievement reports to member organizations' Councils or Boards at the end of each Partnership term

8.5.2.3 Special Events

1. Support the Partnership in developing goals and objectives for special events
2. Support the Partnership with the creation of special event budget(s) and manage budget(s), as appropriate
3. Choose and secure a venue and date, as appropriate
4. Identify collaboration opportunities with other organizations or industry partners
5. Research speakers and panelists, as appropriate

6. Develop and deploy a marketing campaign, as appropriate
7. Create agenda and schedule
8. Provide funding resources to cover venue (if needed), essential materials and light refreshments

9 Communications

9.1 Internal

Internal communications refer to communications that occur between individual members of the Partnership (i.e., Steering Committee members, Strategy Champions, Strategy/Co-Leads, Secretariat members).

9.1.1 Platform

Partnership documents for internal use will be managed via a secure platform for Member Organizations.

9.1.2 Meeting Minutes

Minutes from the quarterly PCCP Steering Committee meetings will be taken, approved and distributed in a timely manner to all Partnership members.

In order to ensure the timely communication of decisions and directions to the Implementation Team, PCCP Steering Committee members have two (2) weeks following the distribution of the minutes to note any corrections before decisions are communicated to the Implementation Team.

Formal meeting minutes of other Partnership-related groups or matters will be at the discretion of the participants. At a minimum, actions will be recorded, and action register(s) will be created and maintained.

9.1.3 Communication Briefs

Communication briefs will be used to explain Partnership activities (existing and proposed), process information and provide strategic analysis and context of meeting outcomes.

9.1.4 Reports to Council and Boards

The Partnership will update member organizations' Councils or Boards at the beginning of the Council Term on progress and future strategic priorities. Efforts should be taken by Member Organizations to coordinate the scheduling of communications to ensure consistency in messaging and enhance alignment.

The preferred approach for updating Councils or Boards is for the Region of Peel to update Regional Council first, followed by the conservation authorities updating their Boards and finally local municipalities updating their local Councils.

9.2 External

External communications refer to communications that occur between the Partnership Member Organizations and external non-member parties.

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

2018 - 2022

9.2.1 Platform

There is no current Partnership-specific platform to support external or general public access to Partnership information. The Partnership will periodically assess if a digital communication platform or equivalent would be beneficial.

9.2.2 Branding and Logos

When a document is supportive of Partnership objectives, all logos of Member Organizations shall be represented with the following statement:

"This work is in support of the Peel Climate Change Partnership's Mandate and Purpose."

9.2.3 Templates

Templates will be developed to ensure that the Partnership's external communications are consistent and audience appropriate.

9.2.4 Communication Briefs

Communication briefs that are audience appropriate will be used to share or explain Partnership achievements, activities and priorities (existing and future).

9.2.5 Media

Media refers to any print, broadcast (radio or television) or online source (website or social media site) that provides news and information to the general public or specific audiences.

9.2.6 Advocacy

The Partnership will develop unified advocacy communications for consideration by each Member Organization; any use or sending of such communications would be at the discretion of and via existing processes and protocols of each Member Organization.

9.2.6.1 Time-Sensitive Advocacy and Communications

At the discretion of the Chair, meetings will be convened, with representation from all Member Organizations, for the purpose of crafting time-sensitive, strategic and unified advocacy and communications content.

9.2.7 Special Events

The Partnership will host special events, subject to Steering Committee approval, to facilitate strategic and targeted engagement with the broader community in order to strengthen influence, share knowledge, showcase milestone achievements or profile an issue or opportunity to further the Partnership mandate and purpose. Included in the roster of special events is the Stakeholder Forum, which may be hosted one or more times per Partnership term as relevant initiatives and opportunities for deeper collaboration evolve, and resources allow. Invitation to special events, including the Stakeholder Forum, will be broad and present a key opportunity for elected leadership to participate.

Peel Climate Change Partnership Terms of Reference

2018 - 2022

10 Risks

While acknowledging the various benefits and potential to accelerate shared goals and impacts through the Partnership, participation also exposes Member Organizations to risks. Potential risks associated with participation in the Partnership are categorized as Shared Risks and Individual Risks.

10.1 Shared Risks

1. Implementation challenges: The Partnership is not achieving its desired outcomes and level of influence required to enable the changes needed to address the urgency of climate change.
2. Lack of support from Senior Leadership/Council: The Partnership does not command the support of senior leaders in each Member Organization of members of Council.
3. Future uncertainty: The future state of climate science, local, provincial and federal political climate, and the economy is unknown, unpredictable and uncontrollable and can therefore lower confidence in decision making.

10.2 Individual Risks

1. Conflicts of interest: Where a decision or action is right for the interests of the Partnership but does not align with the interests or priorities of Member Organizations.
2. Drain on resources: Commitment of time and energy of staff in addition to any additional financial or other resource contributions.
3. Negative reputation impact: If the Partnership does not meet its mandate, it could cause damage to the reputation of Member Organizations by association and their credibility as climate change leaders.

11 Review Process

Review of the PCCP is the process through which the Member Organizations seek to re-approve its collaborative commitment.

The review process shall be conducted prior to the end of the Member Organization's term (yearly) and in alignment with the start of a new Term of Council (every four (4) years).

The review process shall include both retrospective and prospective context in that it provides an opportunity for all Member Organizations to reflect upon the administration, function and progress of the Partnership and to also consider future priorities. While the emphasis is on the strategic direction of the Partnership, in reaching a consensus of re-approval, the review process will consider the management of the collaboration that anchors the efforts of the Partnership.

The review process is discrete from the annual monitoring and progress reporting procedures. It considers the operation of the Partnership at a higher level than that of the implementation team strategy development.

The review shall consider the following:

1. Whether the basis for the collaboration remains valid;

APPENDIX I
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

Peel Climate Change Partnership Terms of Reference

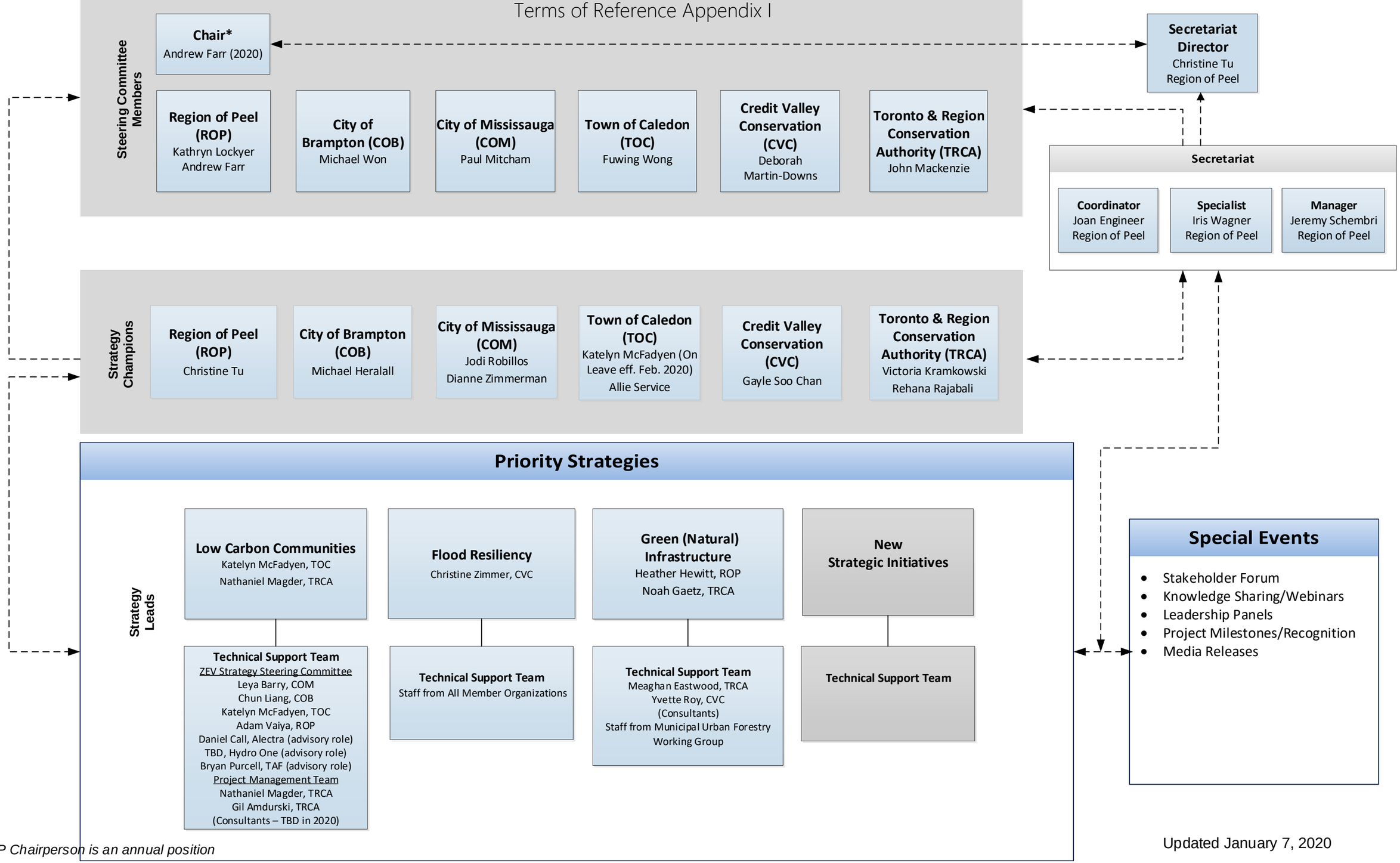
2018 - 2022

2. Potential impacts of upper level government decision-making that revises, cancels or introduces relevant policies and priorities;
3. The future of the Partnership in the light of Partners' strategic priorities;
4. Whether the collaboration remains appropriate in the context of the Partners' commitments;
5. Whether it continues to command the support of senior leaders in each Member Organization;
6. Whether it is achieving the desired outcomes and level of influence; and,
7. Whether the Member Organizations continue to recognize the value of the PCCP.

APPENDIX II
PEEL CLIMATE CHANGE PARTNERSHIP TERMS OF REFERENCE UPDATE

2018-2022 Peel Climate Change Partnership – Governance Structure

Terms of Reference Appendix I



**PCCP Chairperson is an annual position*

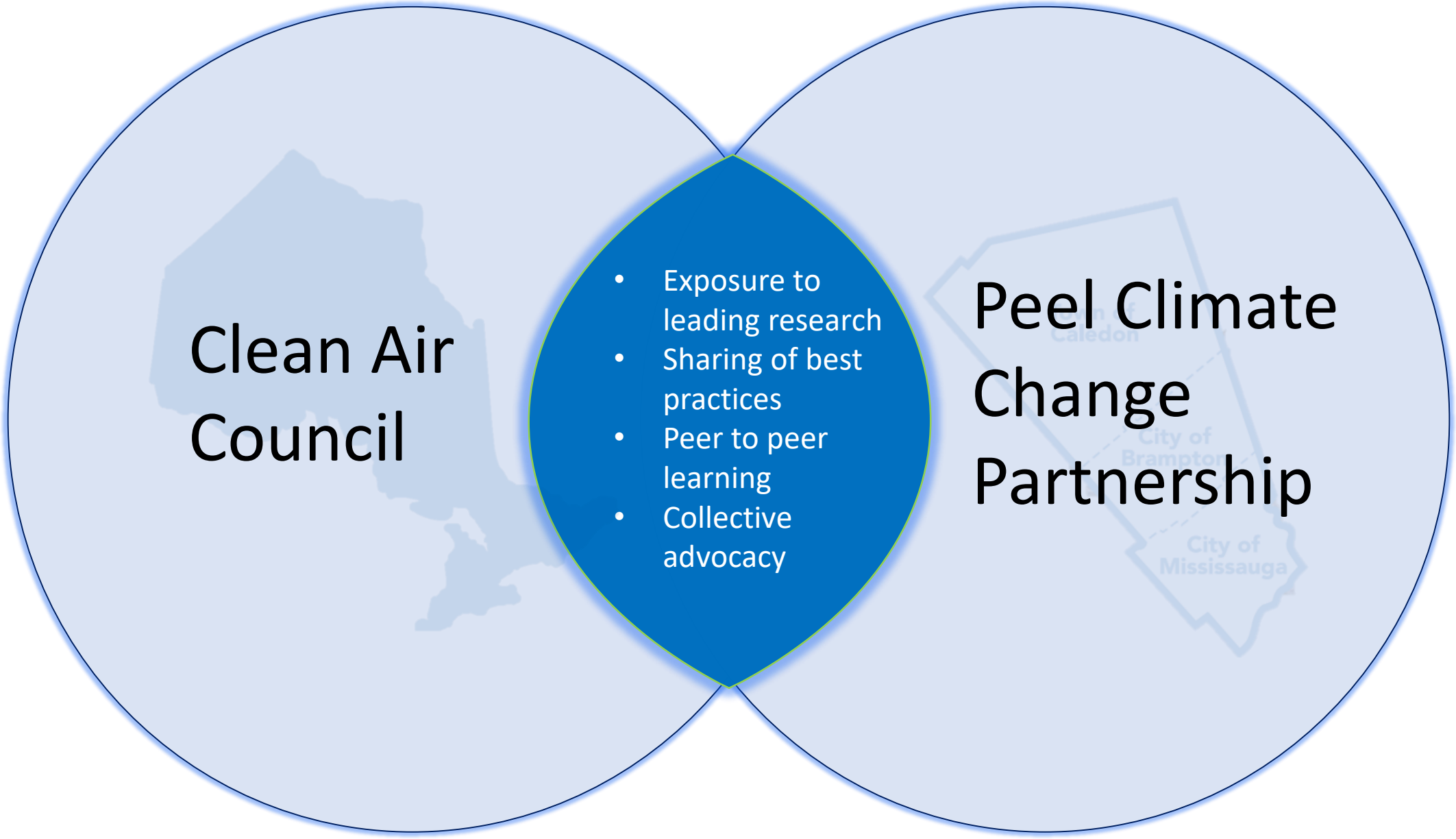
Updated January 7, 2020

Region of Peel
working with you

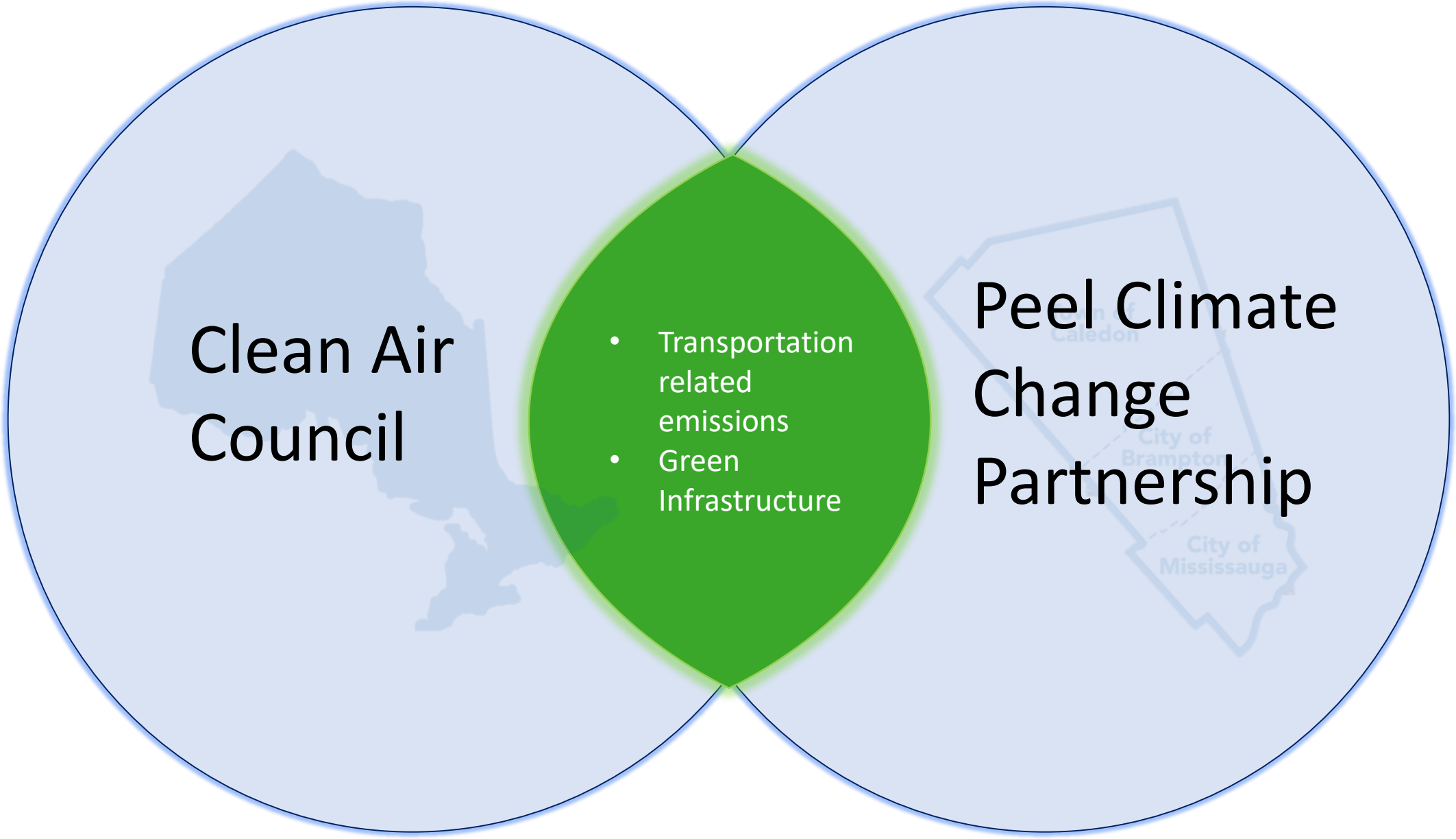
Peel Climate Change Partnership and Clean Air Council Alignment and Opportunities

Christine Tu, Director, Office of Climate Change and Energy Management
Louise Aubin, Director, Health Protection

Importance and Value of Collaboration



Alignment, Opportunity and Link to Council Priorities



Conclusion and Staff Recommendations

- By endorsing both Reports, Council will continue to enable enhanced collaboration and alignment and accelerate the essential work on climate change and air quality
  - Peel Climate Change Partnership Terms of Reference Update
  - Clean Air Council: 2019 – 2023 Intergovernmental Declaration on Clean Air and Climate Change.

Region of Peel
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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 19, 2020

REPORT TITLE: **CLEAN AIR COUNCIL: 2019 - 2023 INTERGOVERNMENTAL DECLARATION ON CLEAN AIR AND CLIMATE CHANGE**

FROM: Cathy Granger, Acting Commissioner of Health Services
Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health
Kathryn Lockyer, Acting Commissioner of Corporate Services

RECOMMENDATION

That the Region of Peel be a signatory to the 2019 - 2023 Clean Air Council Intergovernmental Declaration and continue to work with the Clean Air Council members to improve air quality and address climate change.

REPORT HIGHLIGHTS

- The Clean Air Council is a network of municipalities and public health units that collaborate on the development and implementation of clean air and climate change actions. The Region of Peel has been a member since 2001.
- The Region of Peel's participation on the Clean Air Council has helped to reduce duplication, save time and money by identifying opportunities to pool research, expertise and lessons learned and enhance networking opportunities.
- Leveraging the Clean Air Council can also enhance efforts of existing, locally based collectives with similar priorities including the Peel Climate Change Partnership. Further information on the Partnership can be found in the February 27, 2020 Peel Climate Change Partnership Terms of Reference Update Report to Council.
- Clean Air Council members developed the 2019 - 2023 Intergovernmental Declaration on Clean Air and Climate Change by identifying common priority areas for collaboration.
- The Declaration serves as the Clean Air Council's work plan. The 2019 - 2023 Intergovernmental Declaration on Clean Air and Climate Change and Progress Report for 2015 - 2018 (Article 4), can be found in Appendix 1.
- A summary of the actions Peel has taken on the 2015 – 2018 Declaration is provided.

DISCUSSION

1. Background

Addressing air quality and climate change is complex and requires the collaboration of multiple sectors. The Clean Air Council is an intergovernmental working group that has worked collaboratively to develop and implement clean air and climate change actions since 2000.

CLEAN AIR COUNCIL: 2019 - 2023 INTERGOVERNMENTAL DECLARATION ON CLEAN AIR AND CLIMATE CHANGE

The goals of the Clean Air Council are to:

- Address air quality and climate change challenges through a dynamic network that expands knowledge and encourages practical policies and actions;
- Promote a better understanding of air quality and climate change challenges and opportunities among municipalities and public health units to improve their ability to address problems in a cost-effective way;
- Explore opportunities for joint initiatives to reduce air pollution and greenhouse gas (GHG) emissions and increase climate change adaptation and resilience actions;
- Develop and report on progress of Intergovernmental Declarations on Clean Air and Climate Change, tracking the implementation, transfer and scale up of clean air and climate change actions across jurisdictions; and,
- Liaise with municipalities in Ontario, Canada and internationally, and with organizations and stakeholders that are committed to sharing efforts and best practices for reducing air pollution and GHG emissions and increasing community livability and resilience.

The Clean Air Partnership is the secretariat for the Clean Air Council. The Clean Air Council is currently comprised of 27 municipalities from across southern Ontario. The Region of Peel, City of Brampton, Town of Caledon and City of Mississauga are members of the Clean Air Council. As a member since 2001, the Region's involvement with the Clean Air Council has helped to save time and money by identifying opportunities to pool research, expertise and lessons learned, develop collaborative networks and ensure members efforts are not duplicated. Leveraging the Clean Air Council can also enhance efforts of existing, locally based collectives with similar priorities, such as the Peel Climate Change Partnership (the Partnership). Further information on the Partnership can be found in the Peel Climate Change Partnership Terms of Reference Update Report to Council.

The Provincial government also plays an important role in the Clean Air Council by advancing Declaration priorities, supporting actions of municipal members, and ensuring alignment between municipal and provincial goals and activities.

2. Intergovernmental Declaration on Clean Air and Climate Change

The Intergovernmental Declaration on Clean Air and Climate Change serves as the Clean Air Council's workplan. Member jurisdictions sign on to the Declaration, making a commitment to work collaboratively with partners. Municipalities are encouraged to adopt the commitments from the Declaration, as appropriate, for the individual municipality in line with their priorities and jurisdictional authority.

The Declaration is aligned with Ontario's four-year municipal election cycle and for each Declaration item, targets are set, and progress reports are published. At the start of a new municipal Council term, each Clean Air Council member provides their jurisdiction's priority environmental actions related to air quality and climate change. Through a prioritization exercise, the commonly identified actions become renewed Clean Air Council Declaration commitments.

The Region of Peel has been a signatory to the Declaration since 2001.

CLEAN AIR COUNCIL: 2019 - 2023 INTERGOVERNMENTAL DECLARATION ON CLEAN AIR AND CLIMATE CHANGE

The commitments identified in the 2019 - 2023 Intergovernmental Declaration on Clean Air include:

1. Demonstrating corporate leadership in sustainable municipal operations.
2. Advancing financial mechanisms for a resilient low carbon economy.
3. Accelerating the transition to low carbon new and existing buildings.
4. Value propositions and business cases for green infrastructure.
5. Maximizing reductions in air pollution and carbon emissions from transportation.
6. Incorporating climate change mitigation and resilience considerations into municipal decision making.
7. Working collaboratively with a diverse stakeholder base.

The Clean Air Council's commitments align with the Partnership's 2018 - 2022 priorities and future topics of interest. The full 2019 - 2023 Intergovernmental Declaration on Clean Air and Climate Change can be found in Appendix I.

3. 2015 - 2018 Declaration Commitments

Highlighted below are a few Peel-specific examples of alignment with the 2015 - 2018 Declaration commitments. Examples of actions taken by the Clean Air Council to help support its members in implementing the commitments and furthering climate change action are also provided. Article 4 of the 2019 - 2023 Intergovernmental Declaration on Clean Air and Climate Change (see Appendix I) provides a high-level progress report on commitments made in past Declarations.

a) Continuous improvement related to implementation of corporate energy conservation, green procurement and green fleets plans.
Implementation of advanced heating control systems at an affordable housing building, and installation of voltage optimization devices are examples of technologies that assist with energy use management. The Region has also installed 34 electric vehicle charging stations across 11 locations. On behalf of the CAC, the Clean Air Partnership's synergistic work included hosting workshops focusing on green fleets, corporate energy efficiency, a meeting highlighting corporate energy efficiency case studies and a webinar for corporate energy managers.

b) Identification and integration of health evidence into transportation, land use, climate change, and natural spaces planning decisions.
Health evidence was incorporated into numerous planning decisions related to transportation, land use, climate change, and natural space planning, including the updated Long-Range Transportation Plan and the heat resiliency work conducted as part of the Climate Change Strategy. The Clean Air Council provided support by completing an active transportation scan and hosting a health vulnerability assessment and climate change opportunities workshop.

c) Integration of sustainability considerations and opportunities into all municipal strategies, plans, departments and council reports.
The adoption of the Corporate Social Responsibility Strategy, Climate Change Master Plan and declaration of a climate emergency by Regional Council, has clearly signaled to staff the importance of sustainability and climate change considerations being embedded into Regional work. The Clean Air Council hosted several meetings with

leading experts. Topics ranged from how to bring climate change into Official Plans, a climate change messaging workshop, and how to implement the Growth Plan and increase alignment with climate change plans.

d) **Work with the Province of Ontario and the Government of Canada on the implementation of an Air Quality Management System to ensure continuous improvements in air quality by incorporating interventions and policies that address emission reduction opportunities and reduce air pollution exposure in order to protect the health of residents.**
The Region of Peel commented on the proposed Air Quality Management System policy which was posted on the Environmental Registry of Ontario. The Clean Air Council, through the Secretariat the Clean Air Partnership, consulted with the Province on the Air Quality Management System.

FINANCIAL IMPLICATIONS

Membership fees are assigned proportionately based on the population served by each member. The Region of Peel's membership fees for 2020 are $13,288 and have been accounted for in the 2020 budget for Public Health. The fees for subsequent years are anticipated to be of a similar amount and will be incorporated in proposed future budgets.

CONCLUSION

The Region's participation on the Clean Air Council provides the Region of Peel with numerous benefits and helps to advance the Region's work on clean air and climate change. It is recommended that the Region sign on to the 2019 - 2023 Intergovernmental Declaration and continue to work with CAC members to improve air quality and address climate change.

Cathy Granger, Acting Commissioner of Health Services

Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

Kathryn Lockyer, Acting Commissioner of Corporate Services

CLEAN AIR COUNCIL: 2019 - 2023 INTERGOVERNMENTAL DECLARATION ON CLEAN AIR AND CLIMATE CHANGE

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

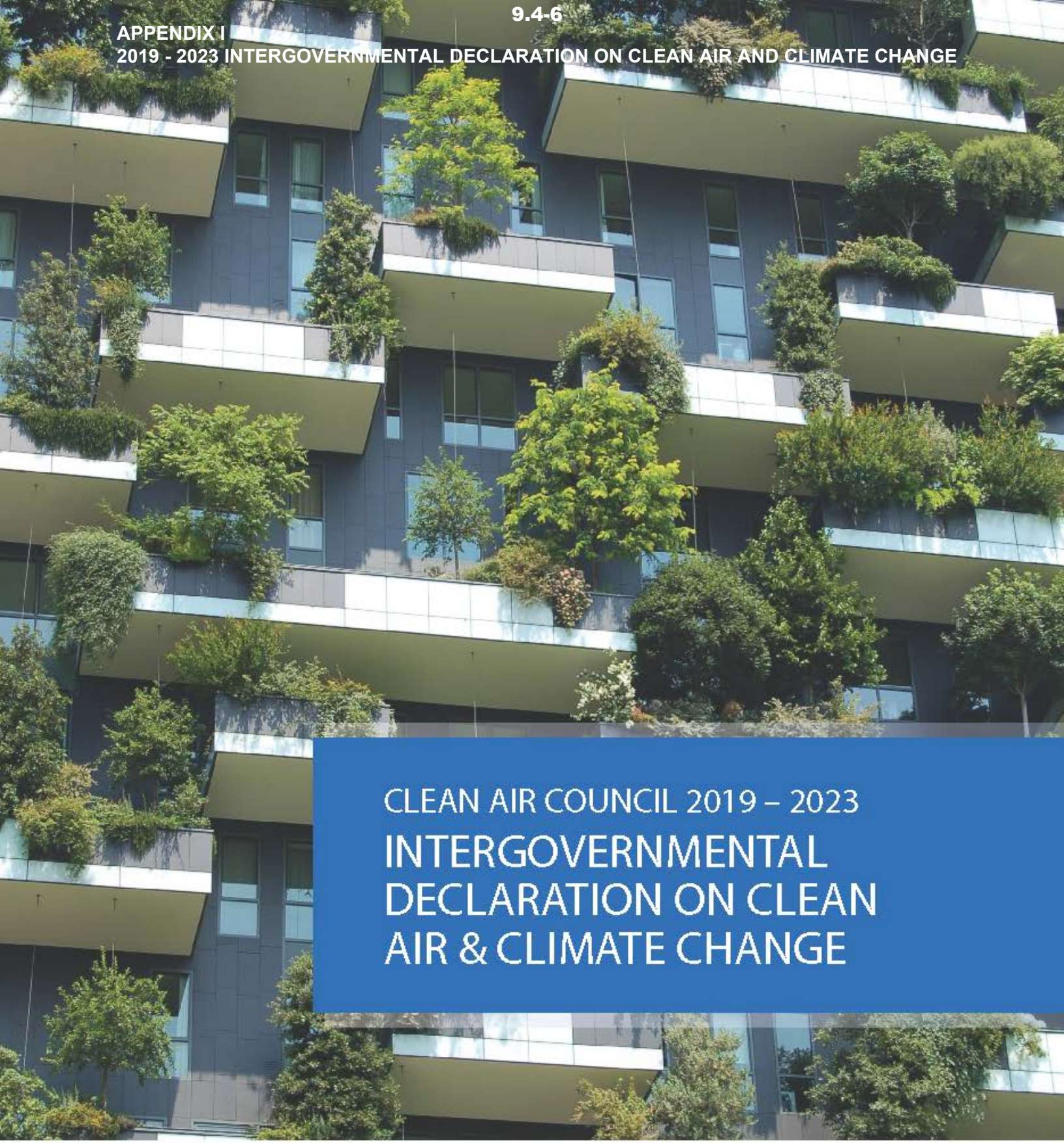
APPENDICES

Appendix I - 2019 – 2023 Intergovernmental Declaration on Clean Air and Climate Change

For further information regarding this report, please contact Louise Aubin, Director Health Protection, extension 2479, louise.aubin@peelregion.ca.

Authored By: Kathie Brown, A/Manager Health Hazard, Health Protection

APPENDIX I
2019 - 2023 INTERGOVERNMENTAL DECLARATION ON CLEAN AIR AND CLIMATE CHANGE



CLEAN AIR COUNCIL 2019 – 2023

INTERGOVERNMENTAL DECLARATION ON CLEAN AIR & CLIMATE CHANGE

CLEAN AIR COUNCIL

Clean Air Partnership

PREAMBLE

The Clean Air Council (CAC) is a network of municipalities and health units that work collaboratively to combat air pollution and climate change. Since 2001, CAC members have worked to make our communities more livable, competitive, and resilient through actions that reduce energy use, minimize greenhouse gas (GHG) and air pollution emissions, and make the movement of people and goods more efficient.

Air pollution in Ontario is linked to premature deaths, hospitalizations, increases in chronic heart and lung diseases including lung cancer, and acute respiratory and cardiovascular diseases. In Ontario, air pollution results in over 5000 annual premature deaths, costing the province over $500 million yearly in direct health care costs.

Climate change adversely affects Ontario municipalities through rising temperatures and increased severe weather events which result in impacts to public health, infrastructure, industry, food production, and natural resources. Immediate action is required to mitigate GHG emissions and minimize these impacts.

Ontario municipalities are working to address climate change and air pollution while also strengthening their economies. The policies needed to fight air pollution and climate change can also produce health benefits and economic growth, reduce costs, and improve social equity in our communities. The CAC presents an opportunity to take a cohesive approach, pooling research findings, expertise, and lessons learned, while enabling actions that benefit our communities and beyond.

THE GOALS OF THE CLEAN AIR COUNCIL ARE TO:

- Address air quality and climate change challenges through a dynamic network that expands knowledge and encourages practical policies and actions;
- Promote a better understanding of air quality and climate change challenges and opportunities among municipalities and public health units to improve their ability to address these problems in a cost-effective way;
- Explore opportunities for joint initiatives to reduce air pollution and GHG emissions and increase climate change adaptation and resilience actions;
- Develop and report on progress of Intergovernmental Declarations of Clean Air and Climate Change, tracking the implementation, transfer and scale-up of clean air and climate change actions across jurisdictions; and
- Liaise with municipalities and other partners in Ontario, Canada and internationally to share efforts and best practices for reducing air pollution and GHG emissions and increasing community livability and resilience.

Clean Air Partnership (CAP) would like to acknowledge and thank the City of Toronto, CAC member jurisdictions, and provincial, federal and other partners for providing financial and in-kind support for the CAC. These partners have provided invaluable assistance in developing, implementing and reporting on progress on actions listed in the various CAC Intergovernmental Declarations on Clean Air and Climate Change.

CAP is a charitable environmental organization whose mandate is to work with municipalities and their partners to reduce air pollution and GHGs, increase resiliency to extreme weather, and advance a low carbon economy. CAP serves as the secretariat for the CAC.

ARTICLE 1 – STATEMENT OF COMMON UNDERSTANDING & COMMITMENT

1. Air pollution adversely affects human health, the economy, and quality of life through its impacts on health, degradation of the environment, and damage to buildings and property.

2. Climate change projections predict increased extreme weather events in Ontario such as floods, drought, forest fires, increased air pollution and heat waves – all of which increase health risks and economic costs to Canadians.

3. Municipalities, having significant influence on development, land use and transportation are fundamental to achieving our local, provincial and national air pollution and GHG emission reductions.

4. Greater authority and support from provincial and federal governments is needed to enable municipalities to reduce air pollution and GHG emissions.

5. In recognizing and understanding the value of ecosystem services to human health, CAC members aim to improve the health of their residents and resilience of their communities through a collective EcoHealth approach, reducing pollution and GHGs while also protecting urban forests, green space, natural heritage systems, watersheds and biodiversity.

6. CAC members recognize air pollution and climate change do not impact all populations equally. Socially and economically disadvantaged community members will be affected first and most severely. CAC members commit to applying an equity lens to air pollution and GHG reductions, resilience and green infrastructure policies and actions.

7. CAC members recognize the importance of future climate scenarios and their impacts on local communities for building resilience into current decision making processes. CAC members' commitment to undertaking actions to reduce air pollution and GHG emissions will make their communities more efficient and livable through improvements to our health, economies and ecosystems.

8. CAC members commit to monitoring and reporting on their progress and outcomes achieved related to present and past CAC declaration actions.

ARTICLE 2 – SIGNATORIES TO THE CLEAN AIR COUNCIL INTER-GOVERNMENTAL DECLARATION ON CLEAN AIR AND CLIMATE CHANGE

- Town of Ajax By the Lake
- Aurora You're in Good Company
- Flower City Brampton
- City of Burlington
- Town of Caledon
- Clarington
- Durham Region
- City of Guelph
- Halton Region
- Hamilton
- King
- Kingston
- London Canada
- Markham
- Mississauga
- Newmarket
- Northumberland County
- Oakville
- Oshawa Prepare To Be Amazed
- Region of Peel Working for you
- City of Pickering
- Richmond Hill
- Toronto
- Vaughan
- simcoe muskoka District Health Unit
- Region of Waterloo
- The City of Windsor Ontario, Canada
- Whitby
- York Region

ARTICLE 3 – CALL FOR FUTURE CLEAN AIR COUNCIL ACTION

While GHG emissions and air pollutants have been reduced in Ontario over the past decade, CAC members ensure that commitments made under the current and past Intergovernmental Declarations support continuous improvement. CAC members commit to advancing the development of a sustained collaborative process with the Province of Ontario and Government of Canada to advance the actions and policies listed in Article 4 and below.

Clean Air Council members commit to advancing healthy, lower carbon, sustainable communities through[1]:

1. Demonstrating Corporate Leadership in Sustainable Municipal Operations through continuous improvement and progress reporting related to implementation of municipal energy conservation, green procurement, green fleets, community energy, and climate mitigation and resilience plans.

2. Advancing Financial Mechanisms for a Resilient Low Carbon Economy as they relate to expanding and scaling up proven mechanisms, and leveraging intergovernmental and private sector opportunities.

3. Accelerating the Transition to Low Carbon New and Existing Buildings through the uptake and transfer of green development standards, energy efficiency retrofits, air quality improvements, resilient building measures, and building energy disclosure and labelling.

4. Strengthening municipal capacity to consider and develop Value Propositions and Businesses Cases for Green Infrastructure.

5. Maximizing Reductions in Air Pollution and Carbon Emissions from Transportation through the increased uptake of electric vehicles, implementation of active transportation/Complete Streets/Vision Zero plans, and integrated transportation and land use planning.

6. Incorporating Climate Change Mitigation and Resilience Considerations into Municipal Decision Making.

7. Working Collaboratively with a Diverse Stakeholder Base to increase the understanding of the links between climate action, public health, equity, community livability and financial sustainability.

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1 The numbering sequence does not correlate to a prioritization of Declaration Actions.

ARTICLE 4 - PROGRESS REPORT ON PAST CLEAN AIR COUNCIL DECLARATION ACTIONS

AS OF FEBRUARY 2020

	DECLARATION ACTIONS																	
MUNICIPALITY	Active Transportation	Green Development Policies - Corporate	Green Development Policies - Community	Community GHG reduction targets	Community Energy Plans	Corporate Energy Plans	Corporate Green Energy Production	Community Climate Action Plan	Green Procurement Policies/ Procedures	Urban Forest Plans	Urban Infestation Plans	Community Gardening Policies	Urban Agriculture Plans	Local Food Procurement Policies	Climate Change Adaptation/ Resilience Plans - Community	Climate Change Adaptation/ Resilience Plans - Corporate	Green Fleet Action Plan	Community Climate Change Action/ Environment Funds
Ajax	Approved	Approved	In Development	Approved		Approved	Approved	Approved	Approved	Approved	Approved	Approved			Approved	Approved	Approved	
Aurora	In Development		In Development	In Development	In Development	Approved	Approved		In Development		Approved					In Development	In Development	
Brampton	Approved		Approved	Approved	In Development	Approved	Approved	Approved	In Development	In Development		Approved	In Development				Approved**	
Burlington	Approved**	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved			In Development		Approved**	
Caledon	Approved	Approved**	Approved	Approved**	In Development	Approved	Approved	Approved	Approved	Approved		In Development		Approved	In Development	In Development	In Development	In Development
Clarington	In Development					Approved			In Development			Approved					In Development	
Durham Region	Approved	In Development		Approved	Approved	Approved	Approved	Approved	In Development						Approved	Approved		Approved
Guelph	Approved			Approved	Approved	Approved				Approved	Approved	Approved		Approved	In Development	In Development		
Halton Region	Approved	Approved		In Development	In Development	Approved**	Approved	Approved	Approved					Approved		In Development	Approved	
Halton Hills	Approved**	Approved**	Approved	Approved	Approved	Approved	Approved	Approved	Approved	In Development					In Development	In Development	In Development	Approved
Hamilton	Approved			Approved	In Development	Approved	Approved	Approved		In Development	Approved	Approved	Approved	In Development	In Development	In Development	Approved	
King	In Development	In Development	In Development	In Development	In Development	In Development	Approved	Approved	In Development						In Development	In Development	In Development	
London	Approved	Approved	In Development	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved		In Development	In Development	In Development	Approved
Markham	Approved	Approved	In Development	Approved	Approved	Approved	Approved	Approved	Approved		Approved	Approved	Approved					Approved
Mississauga	Approved	Approved	Approved	Approved		Approved		Approved	Approved	Approved	Approved	Approved	In Development		Approved	Approved	In Development	
Newmarket	Approved			Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	In Development	In Development	In Development	In Development	In Development		In Development

** in process of updating

CONT. ARTICLE 4 - PROGRESS REPORT ON PAST CLEAN AIR COUNCIL DECLARATION ACTIONS

AS OF FEBRUARY 2020

	DECLARATION ACTIONS																	
MUNICIPALITY	Active Transportation	Green Development Policies - Corporate	Green Development Policies - Community	Community GHG reduction targets	Community Energy Plans	Corporate Energy Plans	Corporate Green Energy Production	Community Climate Action Plan	Green Procurement Policies/ Procedures	Urban Forest Plans	Urban Infestation Plans	Community Gardening Policies	Urban Agriculture Plans	Local Food Procurement Policies	Climate Change Adaptation/ Resilience Plans - Community	Climate Change Adaptation/ Resilience Plans - Corporate	Green Fleet Action Plan	Community Climate Change Action/ Environment Funds
Oakville	Approved	Approved		In Development	In Development	Approved	Approved	Approved	Approved	Approved	Approved	Approved			Approved	Approved	Approved	
Oshawa	Approved			Approved		Approved		In Development		Approved	Approved	Approved			Approved			
Peel Region	Approved	In Development		Approved		Approved	In Development	Approved	In Development	Approved	Approved		Approved		Approved	Approved	Approved	
Pickering	In Development	In Development		Approved	Approved	Approved	Approved	Approved	Approved		Approved	Approved			Approved		Approved	In Development
Richmond Hill	In Development	Approved	Approved	In Development	In Development	Approved	Approved	Approved	In Development	In Development	Approved	Approved				In Development		
Toronto	Approved	Approved	Approved	Approved	Approved		Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved	Approved		Approved	Approved
Vaughan	Approved	Approved	Approved	Approved	Approved**	Approved	Approved	Approved	In Development	Approved		Approved	Approved		In Development		Approved**	
Whitby	In Development		Approved**	Approved	Approved	Approved**	Approved		In Development	In Development	In Development	Approved			In Development		In Development	
Windsor	Approved			Approved	Approved	Approved	Approved	Approved	Approved			Approved			In Development	Approved**	Approved	
Waterloo Region	Approved	Approved		Approved	Approved	Approved	In Development	Approved**		Approved					Approved	In Development		Approved
York Region	Approved	Approved	Approved	In Development	In Development	Approved	Approved	Approved		Approved	Approved		Approved		In Development	In Development	Approved	

** in process of updating

Region of Peel
working with you

REPORT
Meeting Date: 2020-02-27
Regional Council

For Information

DATE: February 19, 2020

REPORT TITLE: **EMPLOYMENT POLICIES AND TRENDS OVERVIEW**

FROM: Andrew Farr, Acting Commissioner of Public Works

OBJECTIVE

To provide an overview of the employment planning policy framework in Peel and trends that will guide updated employment policies as a part of the Peel 2041 Official Plan Review.

REPORT HIGHLIGHTS

- The broader Greater Toronto and Hamilton Area market is in the midst of a structural employment shift.
- The Peel economy is transitioning from goods production to goods movement and the service-knowledge based sector.
- New provincial plans emphasize the importance of identifying and protecting Employment Areas for short- and long-term job creation.
- Land use policies need to reflect the changing spatial patterns and location of employment.
- The Region of Peel Employment Strategy discussion paper provides recommendations and strategies to support the Region in achieving its employment forecasts to 2041.
- Updated Regional employment policies will address the need for criteria-based flexibility to accommodate a broader range of uses in strategic areas.

DISCUSSION

1. Background

The broader Greater Toronto and Hamilton Area (GTHA) market is experiencing a shift in job growth by employment sector as how people choose to work, and the location of job opportunities evolves. The shifts merit a review of the Region's employment policies to ensure they provide the appropriate flexibility to respond to market changes and provide sufficient opportunities for employment growth. Through the Peel 2041 Official Plan Review, the Region is reviewing its employment planning policy framework.

In 2019, the Region of Peel commissioned the MOWAT Centre to undertake a study titled "Rethinking Municipal Finance for the New Economy". The report included conclusions that the Peel economy is in transition and has shifted from goods production to good movement

including manufacturing plants being replaced by warehouses and distribution centres. In addition, the service sector continues to expand with an emphasis on knowledge-based jobs.

On October 10, 2019 Regional Council passed Resolution 2019-926, requesting that staff bring forward a report on the nature of employment and jobs, including the potential for more flexible employment policies to reflect the changing nature of employment. This report is in response to the resolution.

2. Policy Context

The *Planning Act R.S.O 1990* (the *Planning Act*) identifies 'adequate employment opportunities' and 'the protection of the financial and economic well-being of the Province and its municipalities' as matters of Provincial interest.

To protect these matters of provincial interest, the term 'areas of employment' is defined in the *Planning Act* as an area of land designated in an official plan for clusters of business and economic uses, such as:

- manufacturing uses
- warehousing uses
- office uses
- retail uses associated with the uses mentioned above; and
- facilities ancillary to the uses mentioned above.

The concept of 'areas of employment' is further regulated by the Provincial Policy Statement, 2014 (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan). These provincial documents provide directions on how municipalities must protect and accommodate employment growth for 'areas of employment'. The official plan policies of municipalities must be consistent with the PPS and conform to the Growth Plan.

The Region of Peel Official Plan currently conforms to the policies of the PPS, 2005 and Growth Plan, 2006 by protecting for 'areas of employment'. The Regional Official Plan requires the local municipalities to designate lands for employment in their official plans and specify permitted employment uses.

<u>New Provincial Direction on Employment</u>

In 2019, the Province released A Place to Grow: Growth Plan for the Greater Golden Horseshoe and a draft Provincial Policy Statement, 2019. The two provincial plans provide enhanced direction on how municipalities should plan to accommodate employment. The provincial plans introduced the following considerations:

Provincially Significant Employment Zones: A policy framework that allows the Minister to identify areas of high economic output and impact that are strategically located to be protected to ensure employment lands that are critical to the local and provincial economy are identified. The areas will provide opportunities for improved coordination between land use planning, economic development, and infrastructure investment to support job creation.

Regional Employment Area Designation: Upper-tier municipalities are now required to identify and designate 'employment areas' for protection in Regional Official Plans. Once designated, Employment Areas may only be converted through a Municipal Comprehensive Review undertaken by the Region.

Minimum density targets for Employment Areas: Upper-tier municipalities will establish minimum density targets for all Employment Areas within settlement areas.

Retail and office uses in locations supported by active transportation and transit: Municipalities must direct retail and office uses to areas supported by active transportation and existing or planned transit.

Protection of Employment Areas beyond planning horizon: The draft PPS, 2019 does not limit municipalities from planning for Employment Areas beyond the 25-year horizon that are outside of settlement area boundaries for strategic long-term protection.

Review existing Employment Areas: The draft PPS, 2019 encourages municipalities to assess the planned function of existing Employment Areas.

The new provincial policies emphasize the importance of identifying and protecting Employment Areas for short- and long-term job creation while directing employment uses that generate higher densities such as commercial, retail, and office to areas supported by active transportation and existing/planned transit.

3. Employment Trends

Over the past 15 years, the broader Greater Golden Horseshoe has been in a period of structural economic change as employment growth once driven by the manufacturing sector shifts to more service and knowledge-based industries. Various macro-economic trends including globalization, automation, and industry efficiencies have led to an overall decline in the amount of manufacturing jobs. The same forces have driven rapid growth in the warehouse and distribution, retail, and professional and technical service sectors. Appendix I provides an overview of employment growth trends in the Region.

Notwithstanding these trends, the industrial sector will continue to be critical to the economic health of the Region. Peel's Employment Areas benefit from access to 400 series highways, the Pearson International Airport, and close border access. While jobs are a good measure for employment, they do not capture the other benefits Employment Areas provide such as supporting the existing tax base, providing a diversified land base, leveraging existing and planned goods movement and freight infrastructure, aligning with provincial investments, and supporting local opportunities for employment services such as Ontario Works.

On the other side of these trends, growth in the service-knowledge based employment sectors, inclusive of retail, finance and insurance, educational services, and healthcare and social assistance are on the rise. An educated labour force responding to the creative knowledge-based economy and the need to provide services for a growing population are a few of the driving forces.

While the service-knowledge based sectors are driving the new economy, this has not translated to new office development in the Region. In recent years, the Region has not

been meeting its employment forecasts, with a lack of office development being one of the contributing factors. One of the challenges facing the Region and many of the 905 municipalities is the shift of office development from suburban locations to urban environments such as downtown Toronto. Between 2000 and 2008 the suburban GTA municipalities accounted for 92 per cent of new office supply, whereas in the last 10 years this share has declined to 41 per cent (Cushman and Wakefield, 2018).

A review of active non-residential development applications in Peel points to these trends as a significant portion of the Gross Floor Area in the development pipeline is attributed to proposed industrial development and major office and retail/commercial uses make up a much smaller component. It should be noted that high industrial Gross Floor Areas do not translate to significant jobs due to lower employment densities generally associated with employment area development.

As Peel looks forward to 2041, it is anticipated these trends will continue as a greater proportion of jobs in Peel will be captured in the service-knowledge based sectors and the demand for industrial space to accommodate warehousing will continue. With an increased focus on service-knowledge based sectors to accommodate jobs in Peel, there will be a need to direct these uses to areas that can support sustainable modes of transit with amenities to attract and retain businesses in the service-knowledge-based sectors. However, the competition for these uses is anticipated to be strong across the GTHA as provincial policy direction is resulting in the creation of numerous mixed-use urban centres in Strategic Growth Areas which will be competing for office development.

Employee Space and Land Needs

As Peel plan for new employment growth and the changing nature of employment, staff see a shift in how people work and where jobs are located. This includes home-based employment and no fixed place of employment. The continued advancement of automation and efficiency in industrial facilities may impact planning assumptions about the amount of jobs that will be accommodated in Employment Areas. Employment growth in the transportation, logistics, and warehousing sectors further exacerbated the trend, as these facilities are typically land extensive and require locations in new Employment Areas.

Employment growth in the service and knowledge-based sectors are supported by a workforce that is accommodated in denser built forms. Historically, these jobs have been located in business and office parks near 400 series highways, of which Peel has seen growth such as the corporate centres in Mississauga. However, office-based uses are now seeking urban environments that provide access to a knowledge based labour force, transit, urban lifestyles and amenities. Some service-knowledge sector jobs do locate in traditional Employment Areas. While these uses typical provide more jobs and increased densities, they can have the negative impact of creating land use compatibility issues that impact the ability of existing or potential new industries to operate.

These trends point to changes in the pattern and location of employment. Broad structural changes across employment sectors are challenging existing land use polices and the ability of municipalities to accommodate service-knowledge based employment uses in Employment Areas and urban environments.

EMPLOYMENT POLICIES AND TRENDS OVERVIEW

4. Employment Strategy Discussion Paper

In 2017, the Region undertook an Employment Strategy Discussion Paper as a part of the integrated approach to planning and managing growth. The report was accompanied by a Transportation Strategies Discussion Paper and presented to Council in October of 2017 as part of the draft Growth Management Regional Official Plan Amendment. The report addressed provincial policies and market trends and concluded with strategies and recommendations to mitigate risks and position the Region to meet its employment forecasts to 2041. This included the need to protect existing Employment Areas and develop Regional policies for strategic employment areas that will be planned through Settlement Area Boundary Expansion to support the Region's goods movement corridors and facilities.

The report concluded that there will be challenges for the Region to meet its employment forecasts to 2041, but risk can be mitigated by implementing a series of strategies targeted at the different employment sectors supported in Peel. The recommendation and strategies will be considered through the Region's employment policies and other implementation mechanisms.

Appendix III provides an overview of the discussion paper strategies and recommendations presented in the report. The full report can be found on the Region of Peel website: peelregion.ca/planning/officialplan/pdfs/employment-strategy-discussion-appendix-v.pdf.

5. Planning 2041 – Employment Policy Directions

The Region is currently undertaking the Peel 2041 Official Plan Review, through the review, the employment policies and other section of the plan will be updated to address provincial plans, employment trends, and the employment strategy recommendations. Based on preliminary research, Staff will be looking to advance the following policy directions:

- Designate Employment Areas for protection in the Regional Official Plan;
- Plan for new Employment Areas to be accommodated through Settlement Area Boundary Expansion;
- Map Provincially Significant Employment Zones;
- Establish location-based criteria for Employment Areas where increased flexibility for retail, commercial, and office uses are appropriate;
- Direct higher density employment uses to areas with existing or planned transit to align transit and infrastructure investment; and
- Provide directions on planning for employment lands within Major Transit Station Areas

Draft Employment Area mapping was presented to Council in October 2017. The Region's current proposed Employment Area mapping is provided as Appendix IV and staff will be working with local municipal staff and stakeholders through the Peel 2041 Official Plan Review to consult on the mapping, evaluate employment conversion requests, and further develop draft employment policies.

It is anticipated that Council will receive the draft employment policies and a recommended Official Plan schedule for formal statutory public consultation later in the process.

EMPLOYMENT POLICIES AND TRENDS OVERVIEW

CONCLUSION

Employment within Peel and the broader GTHA continues to evolve as the proportion of manufacturing jobs decreases and the proportion of employment in the logistics/warehousing and service-knowledge based sectors increases. These shifts are challenging the locational characteristics of employment, specifically in the service-knowledge based sectors. To better prepare Peel to address the continued evolution of employment, a policy framework is required that balances the protection of existing and future Employment Areas with the implementation of policies that allow flexibility in strategic locations supportive of complete communities. Updated employment policies will be developed and presented to Council through the Peel 2041 Official Plan Review.

Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I - Employment Growth Trends Overview
Appendix II - Employment Strategy Discussion Paper – Recommendations Overview
Appendix III - Draft Regional Employment Area Mapping

For further information regarding this report, please contact Adrian Smith, RPP, Acting Chief Planner & Director, Regional Planning and Growth Management, Ext 4047.

Authored By: Duran Wedderburn, RPP, Principal Planner, Regional Planning and Growth Management

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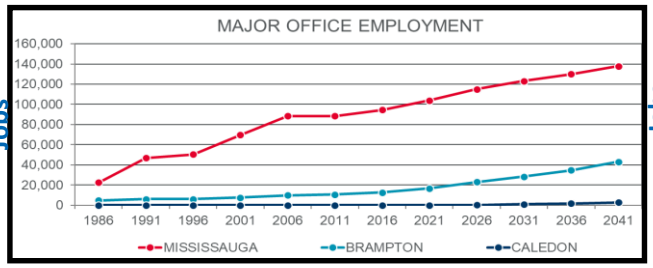
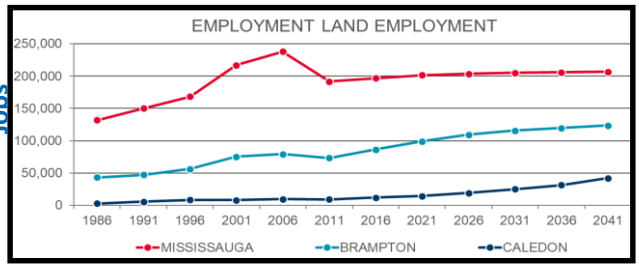
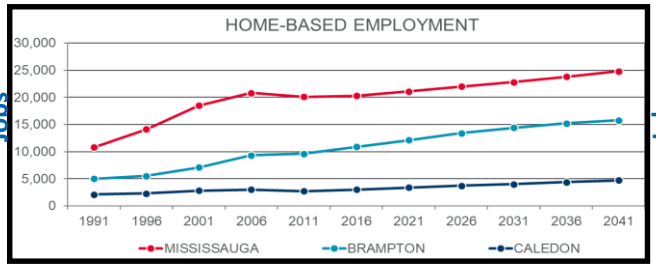
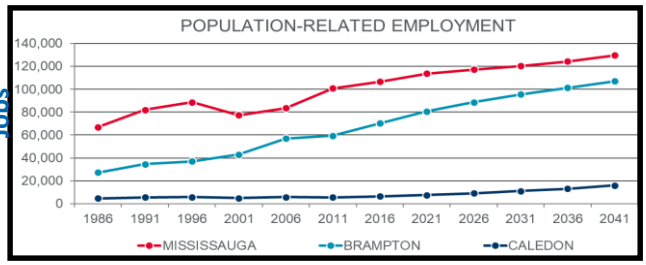
Historical and Forecasted Employment Growth in Peel by Type





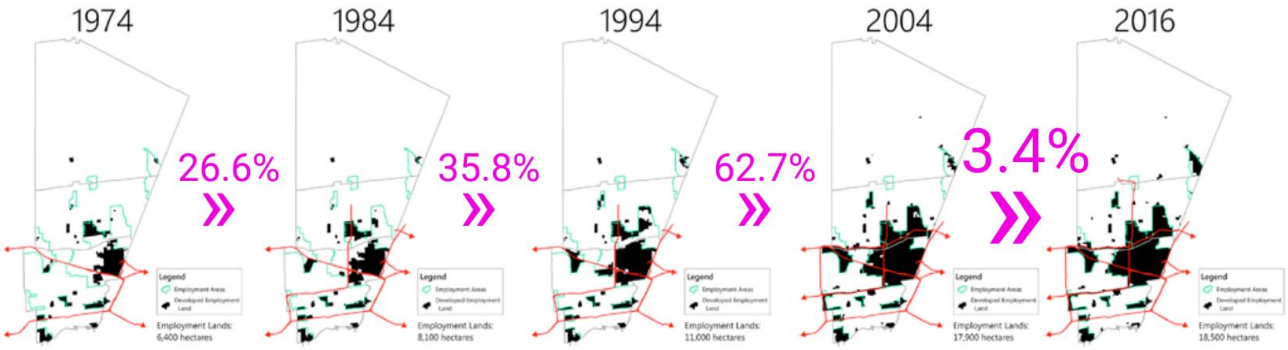




Note Forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth. It does not include the portion of employment that is in the No Fixed Place of Employment category.

Source: Cushman and Wakefield, 2017. Employment Strategy Discussion Paper prepared for the Region of Peel

Growth Rate of Employment Land Consumption In Peel



Source: Mowat Center, 2019. Rethinking Municipal Finance For The New Economy prepared for the Region of Peel

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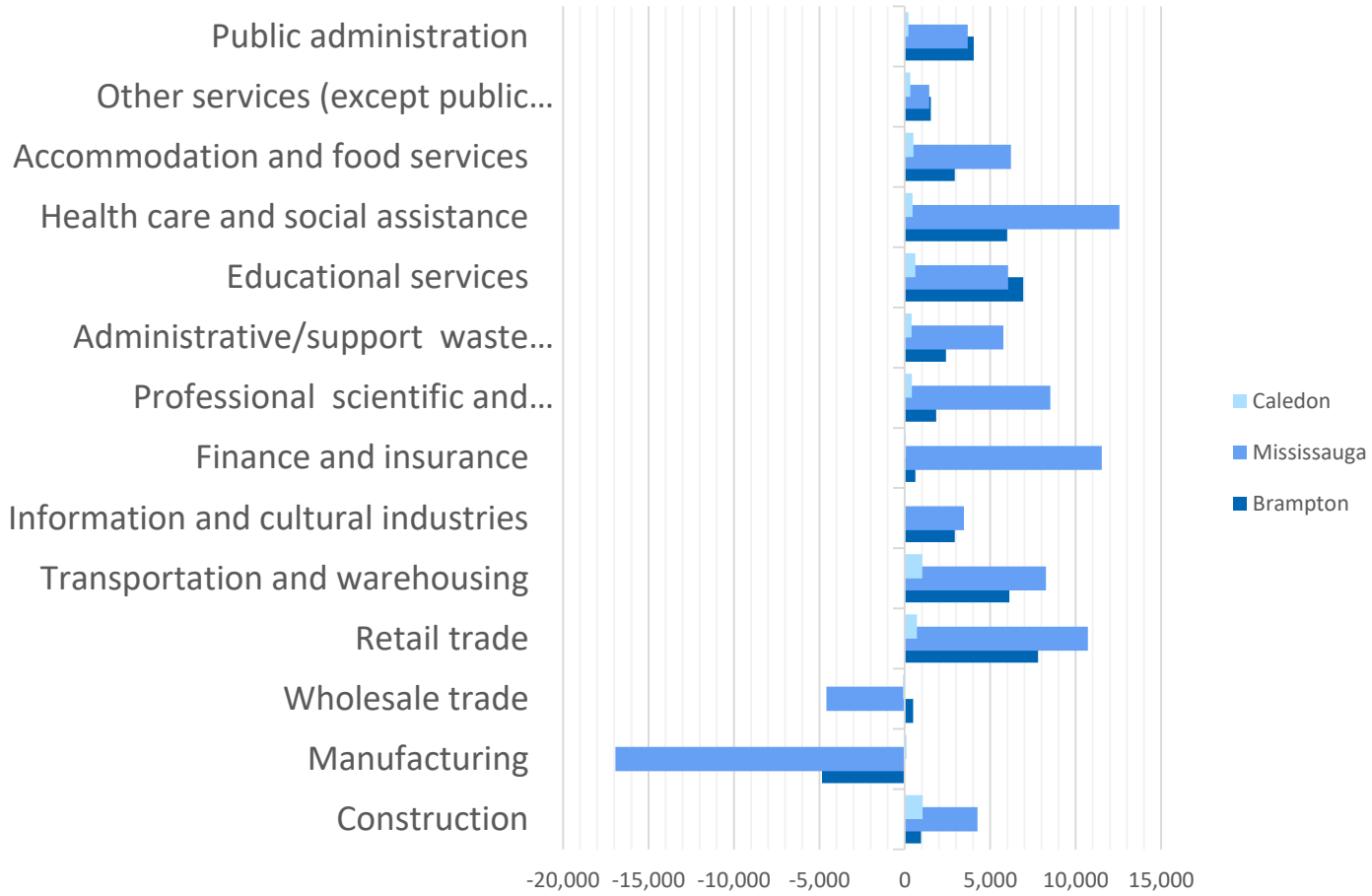
Employment Growth by North America Industry Classification System 2001-2016 in Peel



Source: Statistics Canada, Custom geography, Place of Work data by North America Industry Classification Systems Codes, 2001 and 2016

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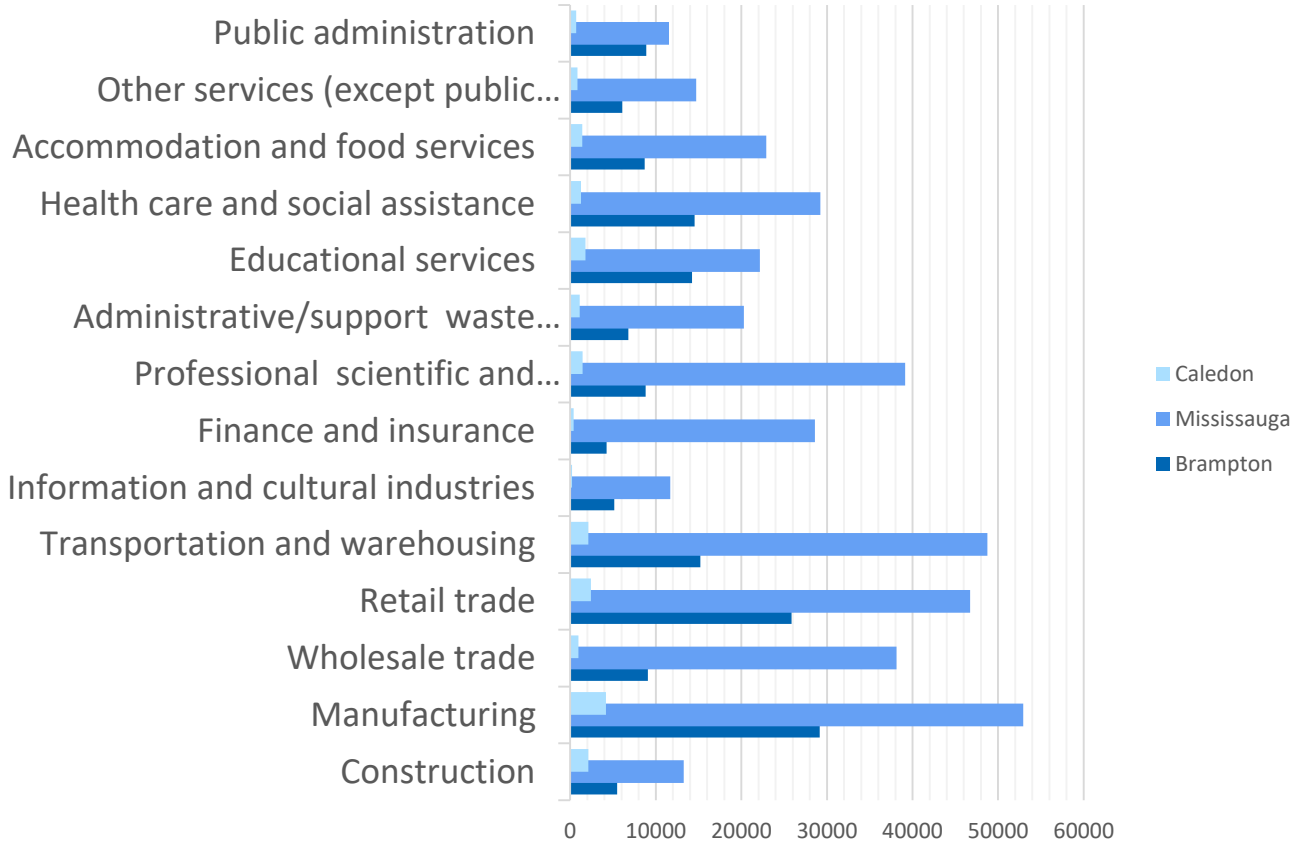
Employment by North America Industry Classification System 2016 in Peel



Source: Statistics Canada, Custom geography, Place of Work data by North America Industry Classification Systems Codes, 2016

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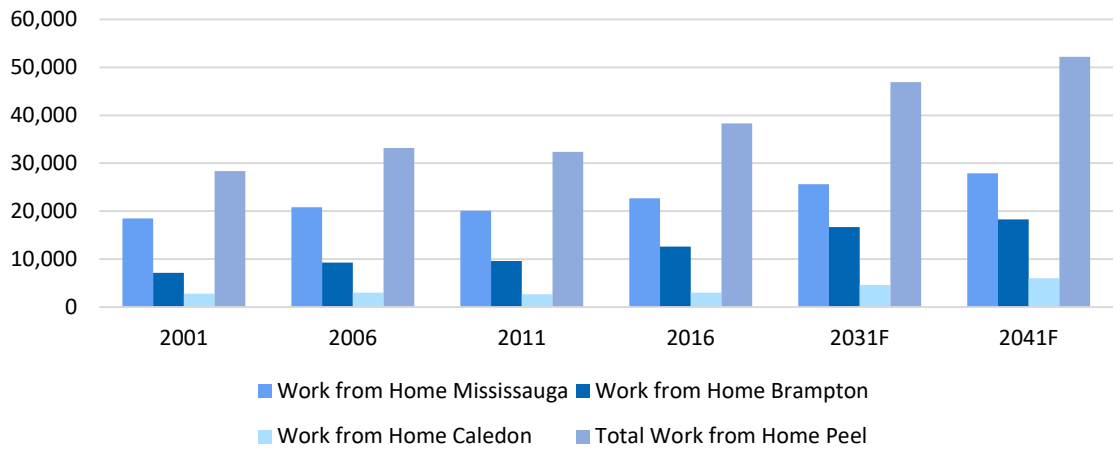
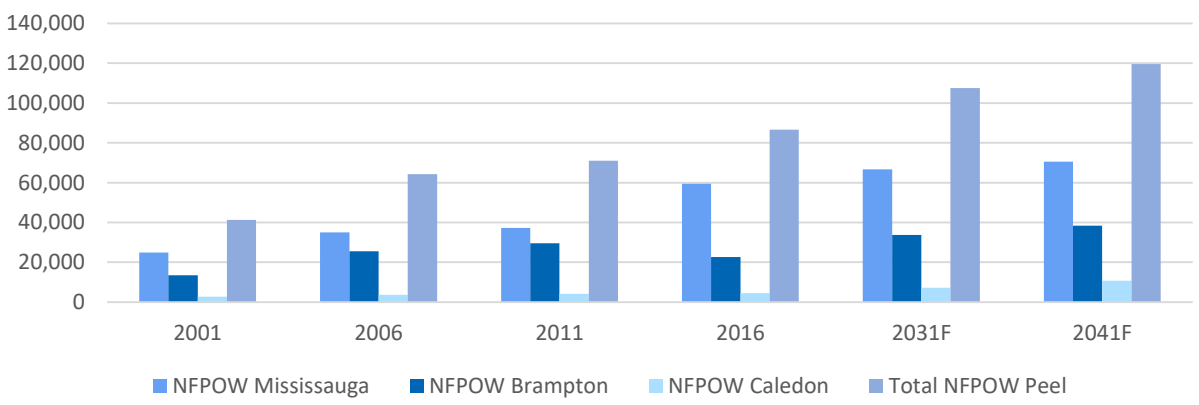
Historical and Forecasted Work from Home Jobs in Peel



Source: Hemson consulting, data for 2001, 2006, 2011, 2016, 2031F, 2041F —Note: Data for forecasted years based on Hemson Consulting Scenario 16, prepared for the Region of Peel

Historical and Forecasted No Fixed Place Of Work Jobs in Peel



Source: Hemson consulting, data for 2001, 2006, 2011, 2016, 2031F, 2041F —Note: Data for forecasted years based on Hemson Consulting Scenario 16, prepared for the Region of Peel

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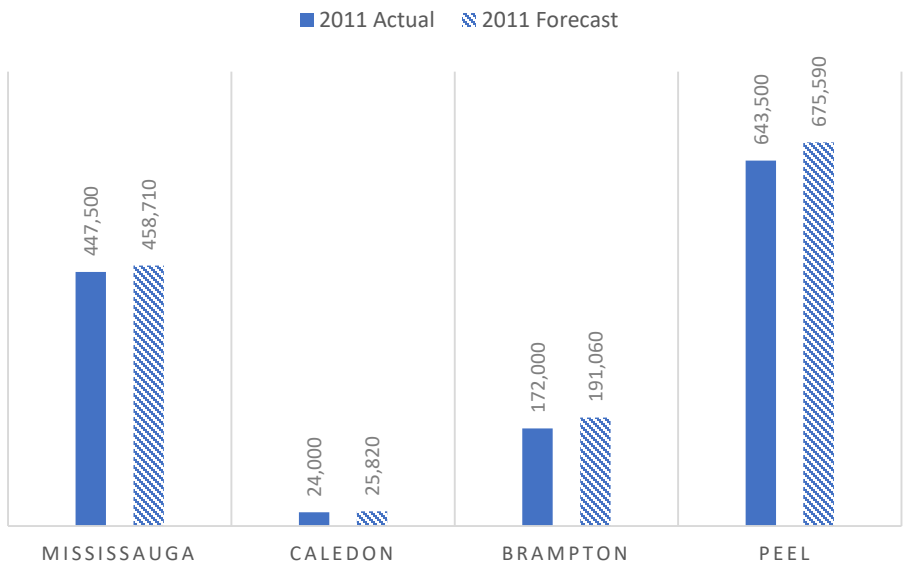
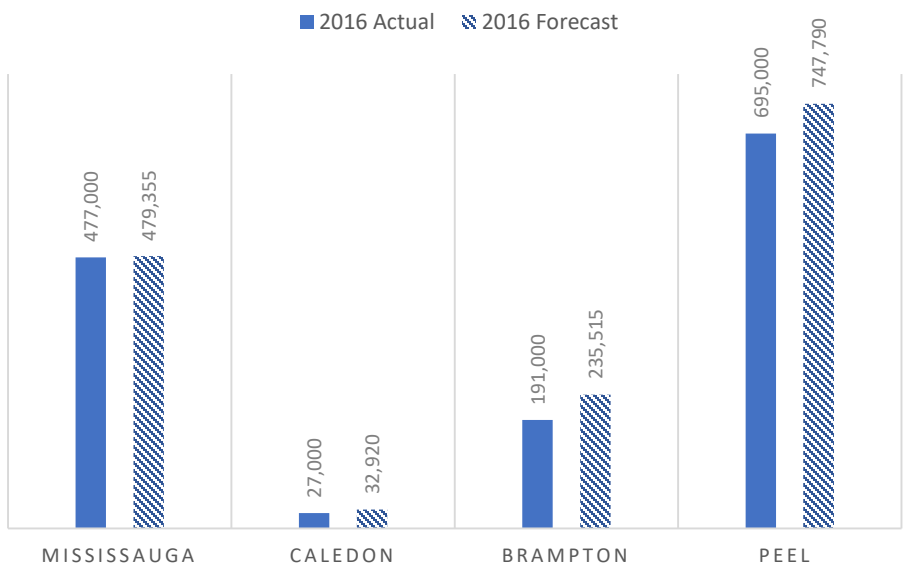
Employment Comparison - Forecast vs Actual in Peel





Source: Region of Peel Official Plan Amendment #24 (2011F and 2016F), Statistics Canada Census (2016), Statistics Canada National Household Survey (2011).

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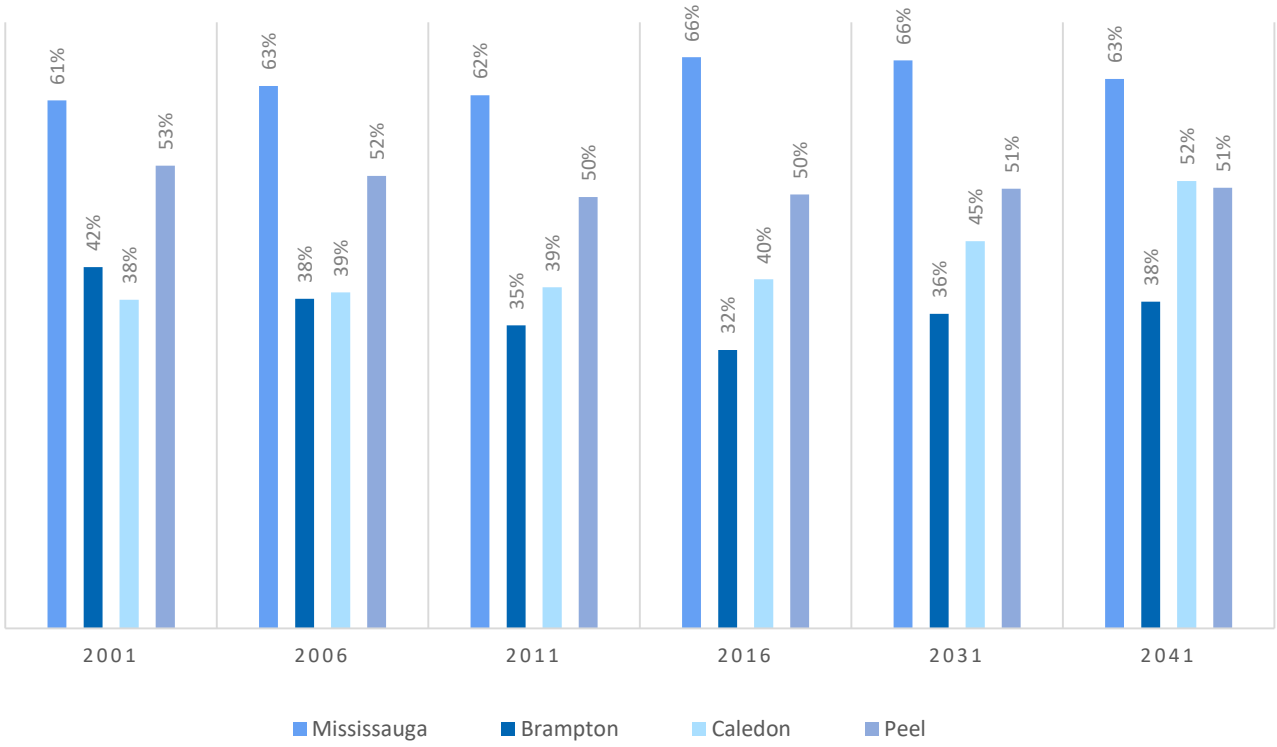
Historical and Forecasted Activity Rate



Source: Statistics Canada, Census Population 2001, 2006, 2011, 2016. Hemson consulting, Scenario 16 forecast, 2016, 2031, 2041. Peel Data Centre

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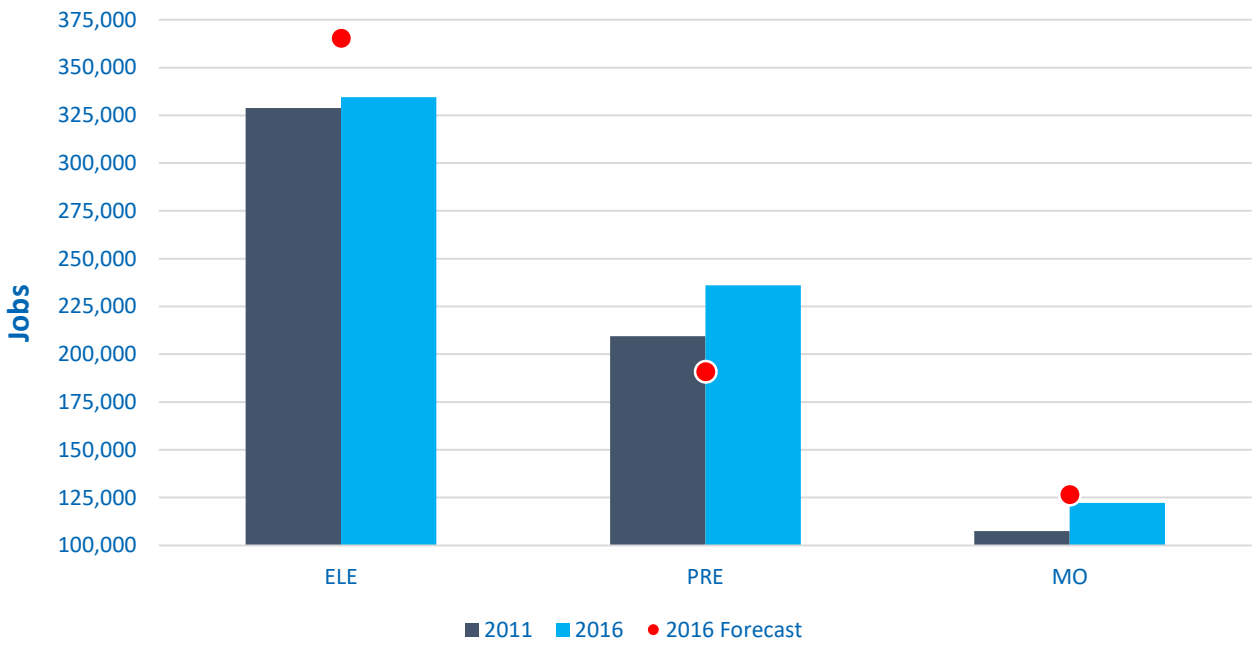
Employment Comparison - Forecast vs Actual by Employment Type



Source: Region of Peel Official Plan Amendment #24 (2016F), Statistics Canada Census (2016), Statistics Canada National Household Survey (2011).

Note: ELE – Employment Land Employment, PRE – Population Related Employment, MO – Major Office

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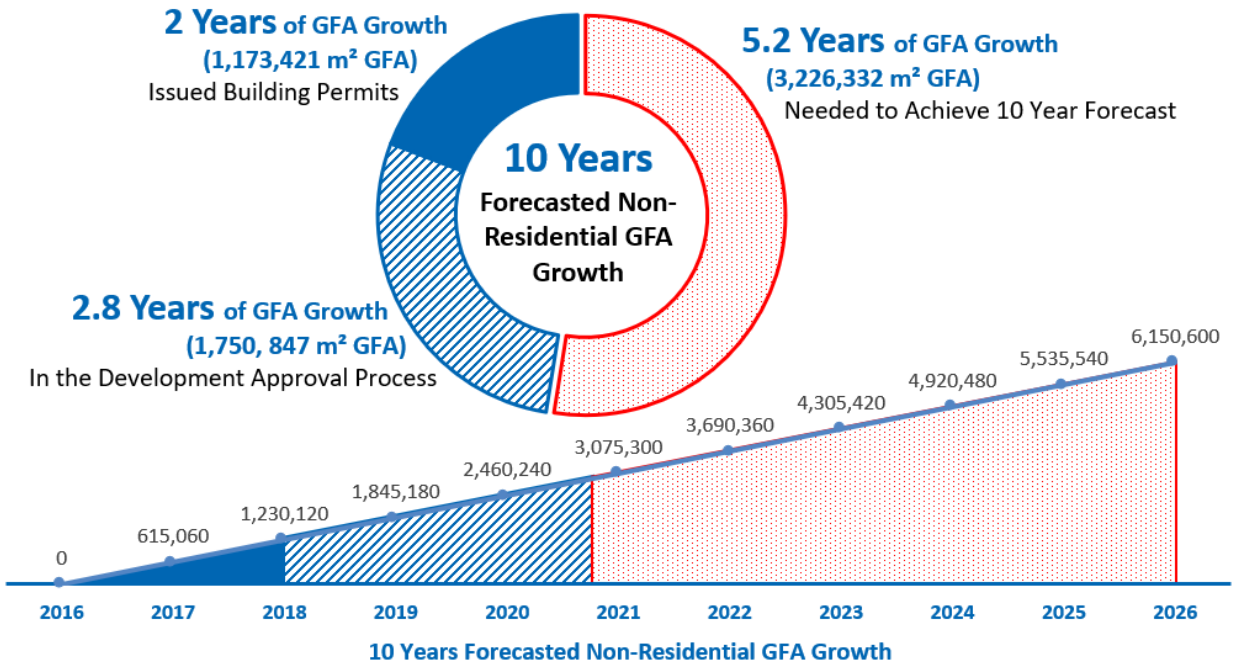
Non-Residential Gross Floor Area (GFA) Actual vs Forecast



Sources: Municipal building permits (source: Peel Data Centre); Development Tracker (source: Development Services).Council Endorsed Growth Forecast to 2041, Hemson Consulting (2016)

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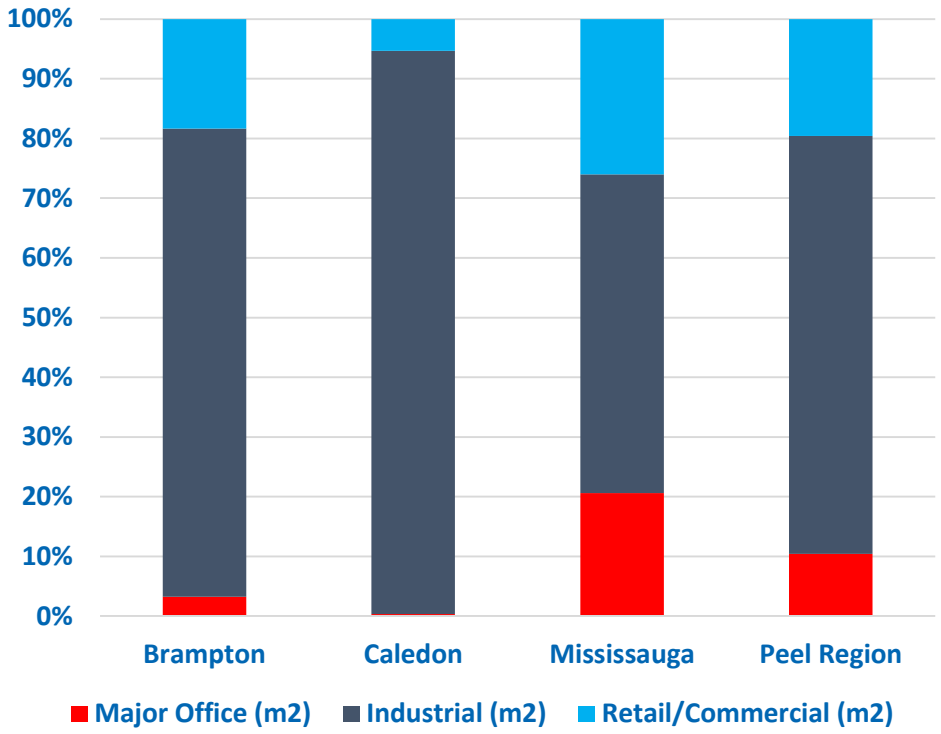
Non-residential Gross Floor Area (GFA) in Active Development Applications by type (%)



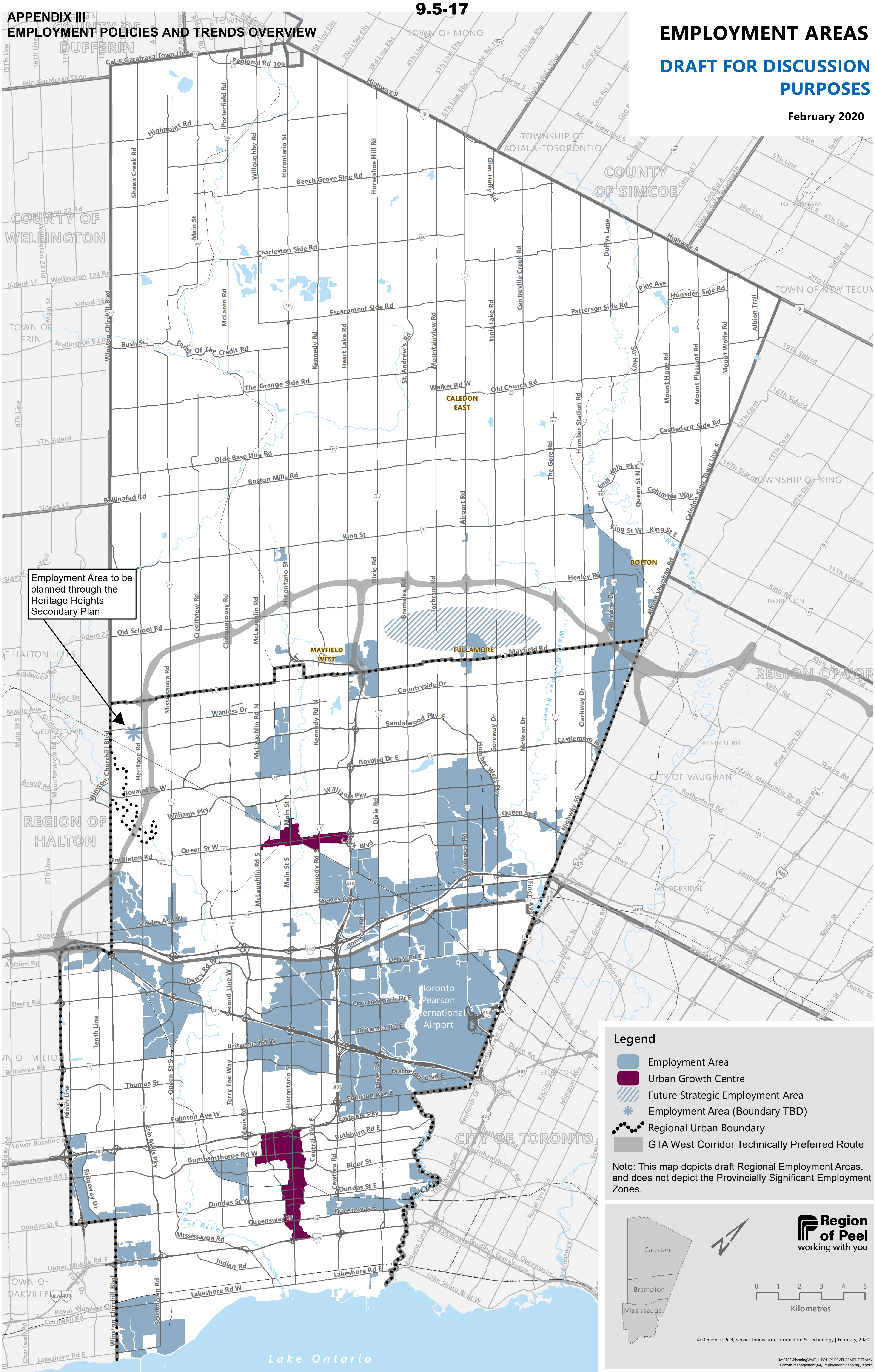
Source: Region of Peel, Development Application Track, Q3 2019
Note: Major Office is defined as employment occurring in freestanding buildings of 1,860 m2 or more.

APPENDIX II
EMPLOYMENT POLICIES AND TRENDS OVERVIEW

Employment Strategy Discussion Paper – Recommendations Overview

Employment Strategy Discussion Paper – Recommendations Overview by Employment Category			
Employment Land Employment (ELE)	**Population Related Employment (PRE)**	**Major Office (MO)**	**Other**
Protect budgeted employment lands from conversion	Recognize that Population-Related Employment requires a more nuanced level of consideration	Suburban locations must offer an urban environment to compete for major employment	Recognize a continuum of home-based employment, and provide policy support
Identify employment areas	Plan for the decline in future retail employment demand, as E-commerce increases as a share of Total Retail Spending	Support major office with mixed use amenities and multi-modal transit	Collaborate to increase Rural Employment
Ensure a variety of employment lands – location, size, servicing		Leverage positive spin-off effects from Major office development	Implement New Provincial policy
Support employment land intensification opportunities		Consider financial incentives to attract new office development	Support broadband investment in Peel
Recognize highway access as increasingly important		Monitor Major Office densities	Move from sprawl to intensification to accommodate affordable housing and affordable workspaces
Recognize multi-modal transportation access increasingly important			Distinguish employment types that require permission, protection, and incentives
Monitor ELE density to ensure adequate supply			

Source: Employment Strategy Discussion Paper 2017, prepared by Cushman and Wakefield for the Region of Peel


EMPLOYMENT AREAS
DRAFT FOR DISCUSSION PURPOSES
February 2020
Employment Area to be planned through the Heritage Heights Secondary Plan
COUNTY OF DUFFERIN
TOWN OF MONO
TOWNSHIP OF ADJALA-TOSORONTIO
COUNTY OF SIMCOE
COUNTY OF WELLINGTON
TOWN OF ERIN
TOWN OF NEW TECUMSETH
TOWNSHIP OF KING
REGION OF HALTON
TOWN OF HALTON HILLS
GEORGETOWN
TOWN OF MILTON
TOWN OF OAKVILLE
REGION OF YORK
NOBLETON
KLEINBURG
CITY OF VAUGHAN
WOODBRIDGE
CITY OF TORONTO
ETOBICOKE
CALEDON EAST
BOLTON
MAYFIELD WEST
TULLAMORE
Toronto Pearson International Airport
Lake Ontario
Credit River
Humber River
West Humber River
Etobicoke Creek
Legend
Employment Area
Urban Growth Centre
Future Strategic Employment Area
Employment Area (Boundary TBD)
Regional Urban Boundary
GTA West Corridor Technically Preferred Route
Note: This map depicts draft Regional Employment Areas, and does not depict the Provincially Significant Employment Zones.
Caledon
Brampton
Mississauga
0 1 2 3 4 5
Kilometres
Region of Peel
working with you
© Region of Peel, Service Innovation, Information & Technology | February, 2020.
K:\ETPS\Planning\PAR\1. POLICY DEVELOPMENT TEAM\Growth Management\04_Employment Planning\Report

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Employment Planning in Peel

An Overview of Employment Trends and the Provincially Significant Employment Zones Framework

Adrian Smith,
Acting Chief Planner and Director of Regional Planning and Growth Management

Outline

- Employment Policy and Trends Overview
- Provincially Significant Employment Zones Framework
- Impacts on the Settlement Area Boundary Expansion Study

Employment Policy & Trends

What are Employment Areas?

Land designated in an official plan for clusters of business activity and economic uses, such as:

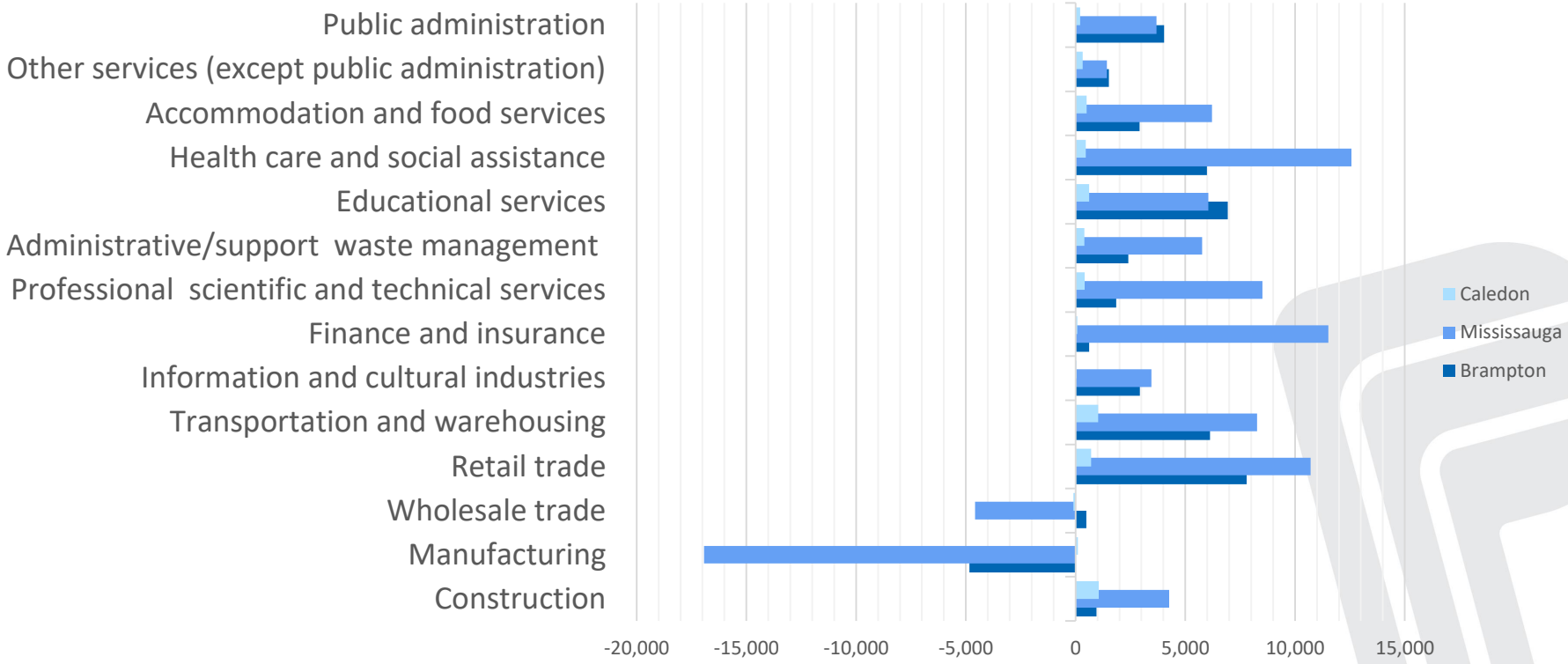
- manufacturing uses
- warehousing uses
- office uses
- retail uses associated with the uses mentioned above; and
- facilities ancillary to the uses mentioned above.

Employment Areas in Peel?

- Caledon
  - Bolton
  - Mayfield West
- Brampton
  - Bram West
  - SP 47
- Mississauga
  - Corporate Centres
  - Lester B. Pearson Airport

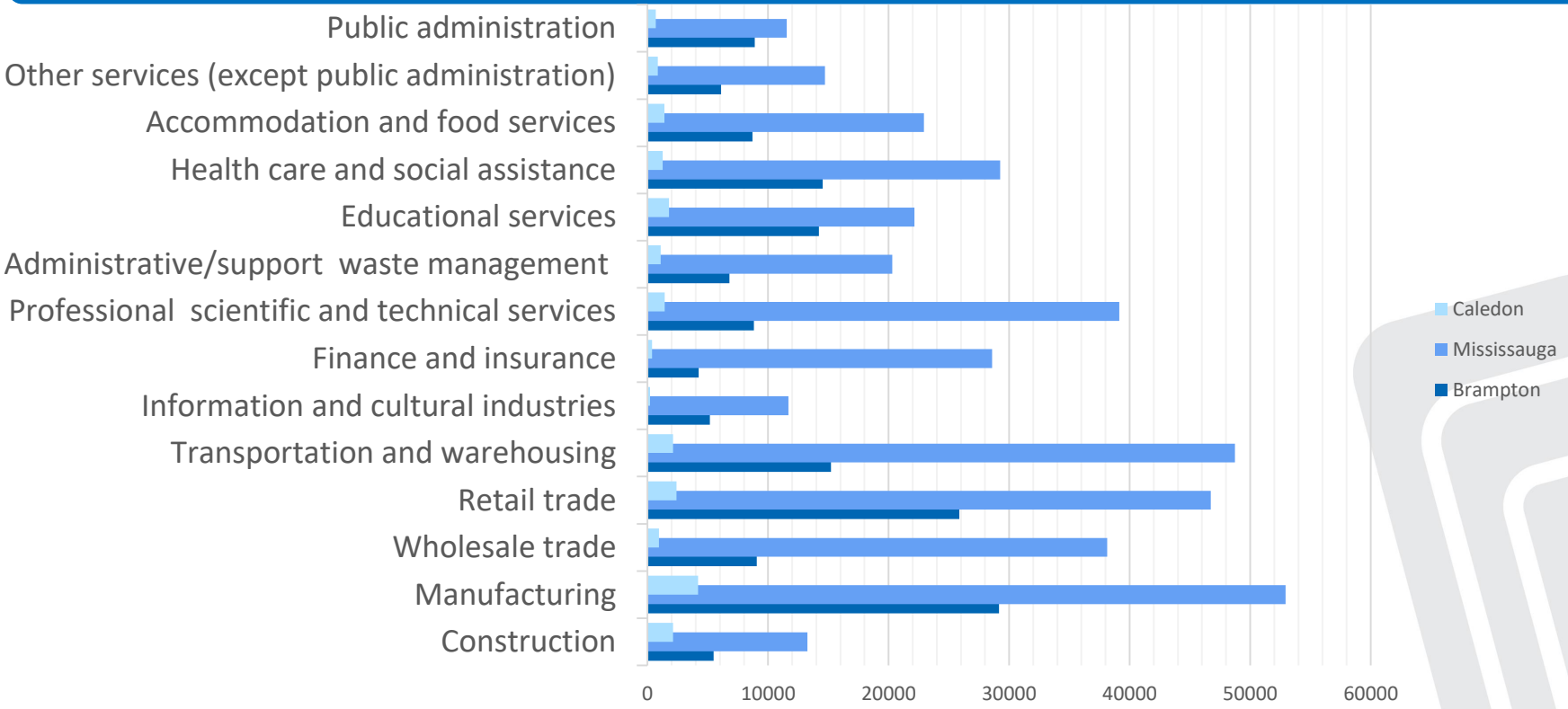
Peel Economy in Transitioning

Employment Growth by North America Industry Classification System 2001-2016

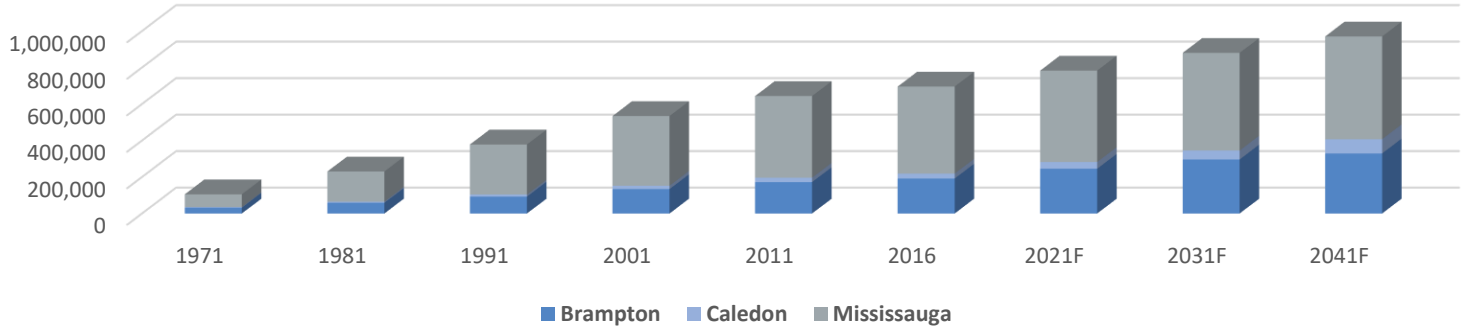


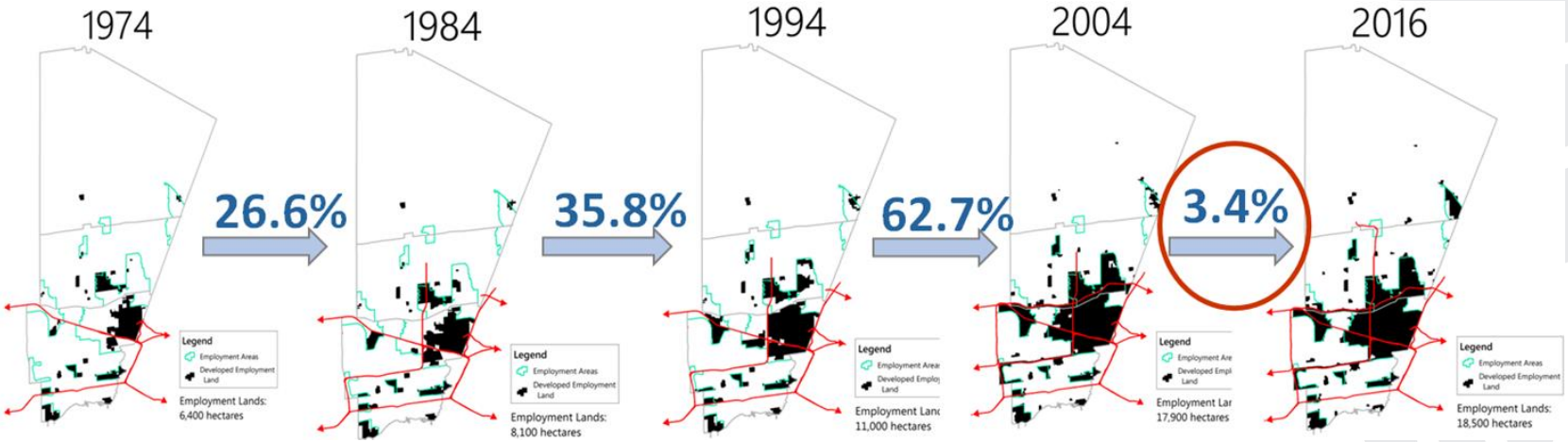
Peel Economy is Transitioning

Employment by North America Industry Classification System 2016

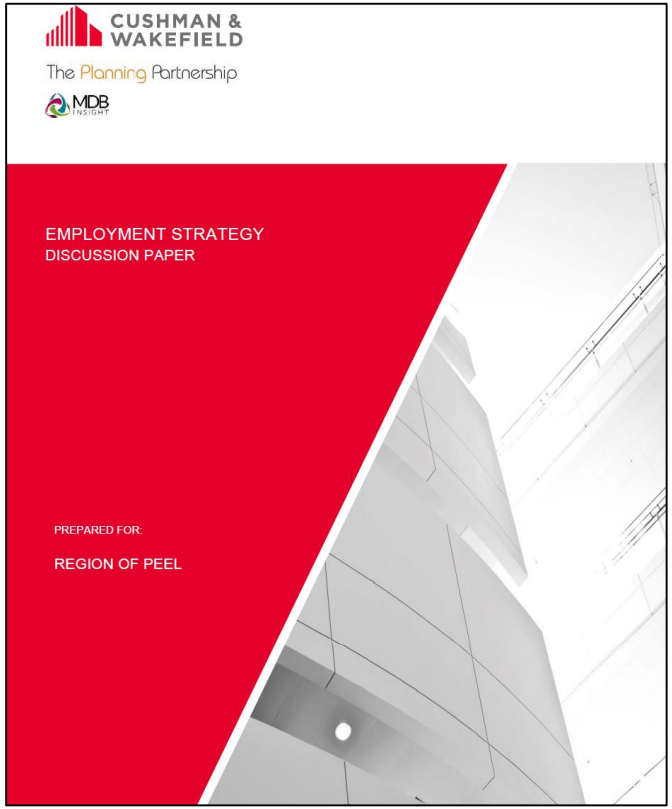


More Jobs on Less Land





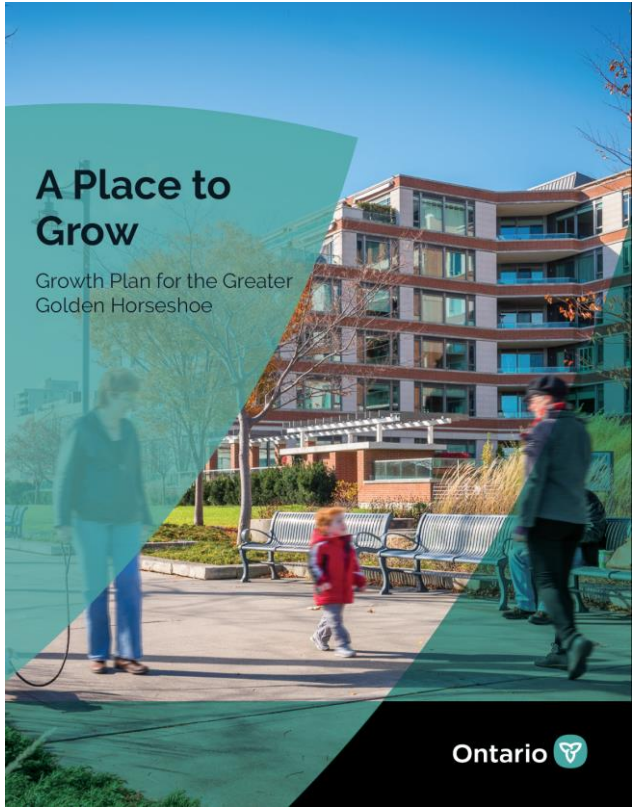
Employment Strategy Discussion Paper



Unique approaches required to support the diverse employment land use types:

- Protect Employment Land Employment (ELE)
- Account for locations to accommodate Population Related Employment (PRE)
- Consider incentives to attract and retain Major Office (MO)

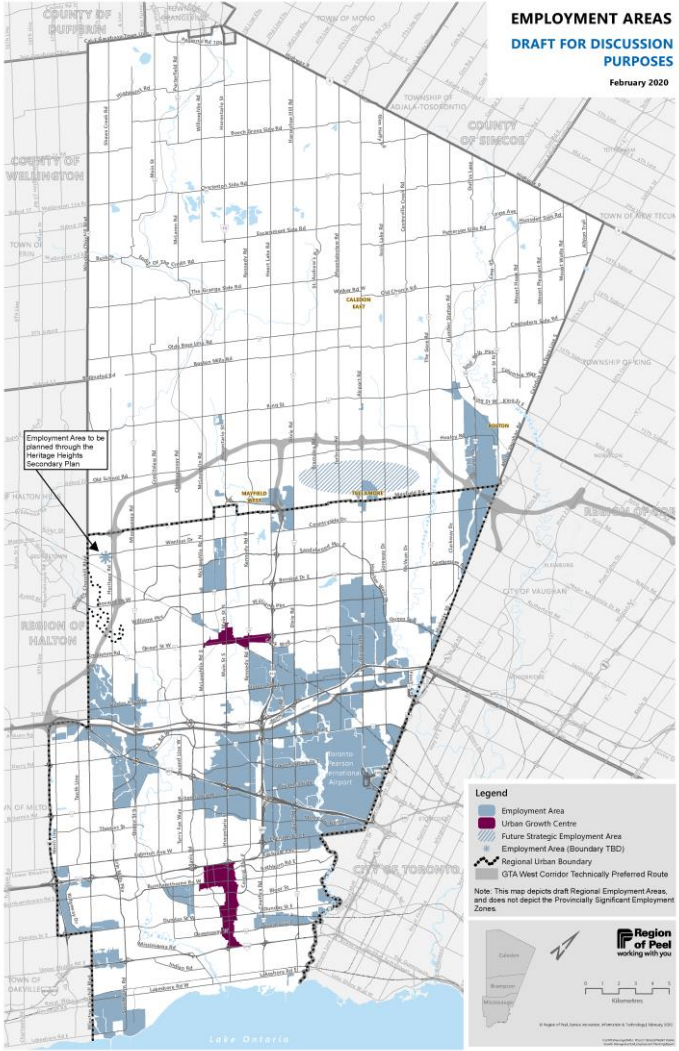
New Provincial Policies



- Regional Employment Area Designation
- Provincially Significant Employment Zones
- Minimum density targets for Employment Areas
- Retail and office uses in locations supported by active transportation and transit

Employment Policy Directions

- Designate Employment Areas in the Regional Official Plan
- Map Provincially Significant Employment Zones
- Explore criteria based flexibility for retail, office, and commercial uses
- Direct higher density employment uses to areas with transit
- Provide direction on employment lands within Major Transit Station Areas



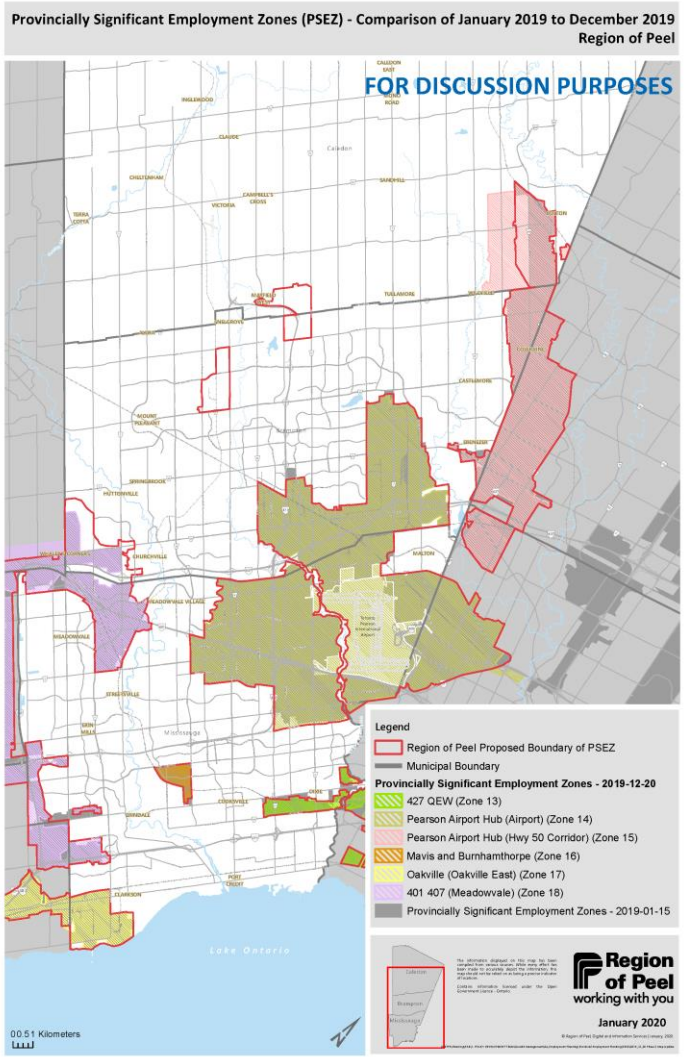
Provincially Significant Employment Zones Framework

What is a PSEZ?

- Provincially significant employment zones (PSEZ) are in-effect through the Growth Plan, 2019.
- PSEZ identify employment areas:
  - Which support a significant number of jobs;
  - Need protection for the longer term; and
  - May act as an economic development tool.

PSEZ Process

- **Phase 1:** Introduced through the Growth Plan in January 2019
- **Phase 2:** Mapping refinements in May 2019 and December 2019
- **Phase 3:** The Province is commencing the final phase of the PSEZ process to determine the policy implementation framework for the PSEZ, though mapping may still be refined by the Minister



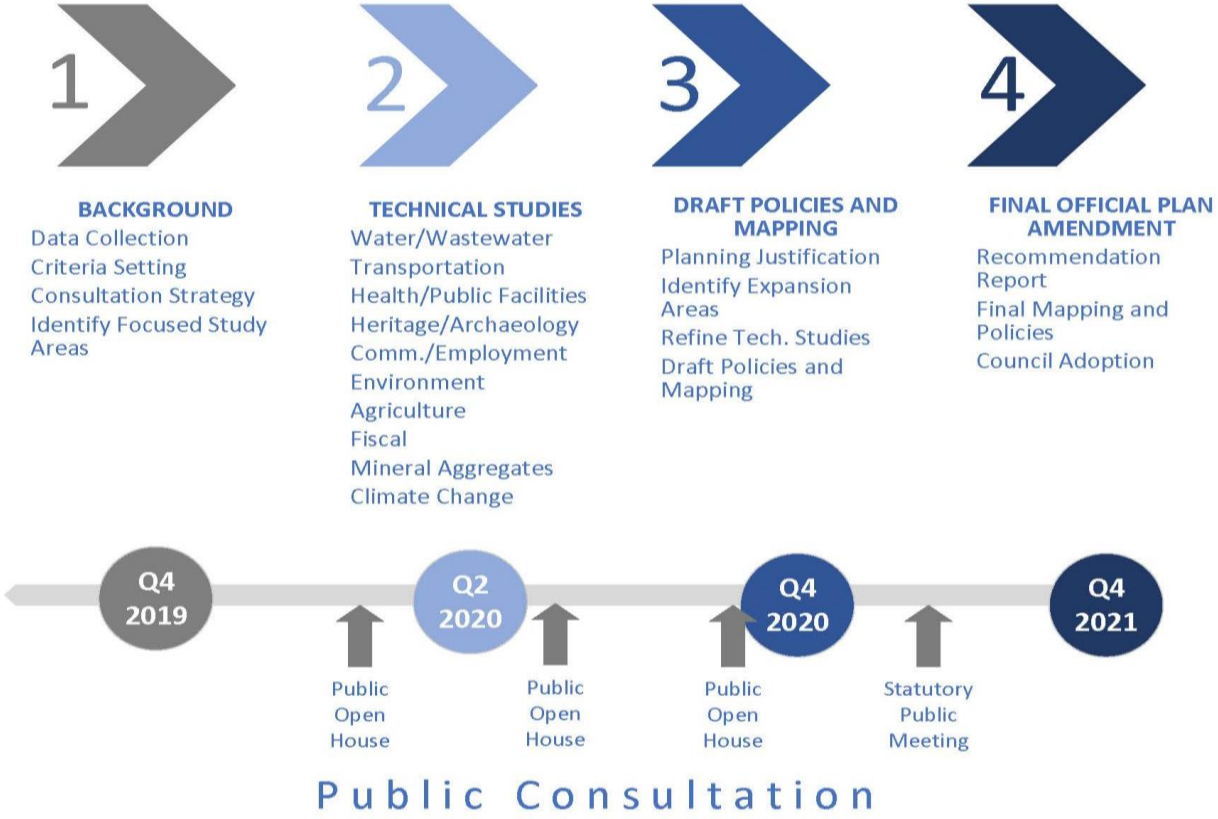
PSEZ in Peel

- The Province has consulted with municipalities and private parties to refine the PSEZ in Jan. 2019
- Regional staff submitted the red proposed boundary line to the Province

Impacts on Peel 2041 Municipal Comprehensive Review

- PSEZs must be incorporated into Official Plans
- The new designation must be addressed through the Peel 2041 MCR, though the Province is still determining the policy implementation framework
- The extension of Zone 15 necessitates further study of the area in relation to:
  - Growth to 2041
  - Employment land needs
  - The Settlement Area Boundary Expansion Study

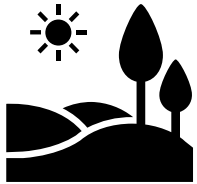
Settlement Area Boundary Expansion Study Project Phases



Criteria Themes Considered When Identifying the Focused Study Area

Growth Management

Water Infrastructure



Natural Resources

Agriculture

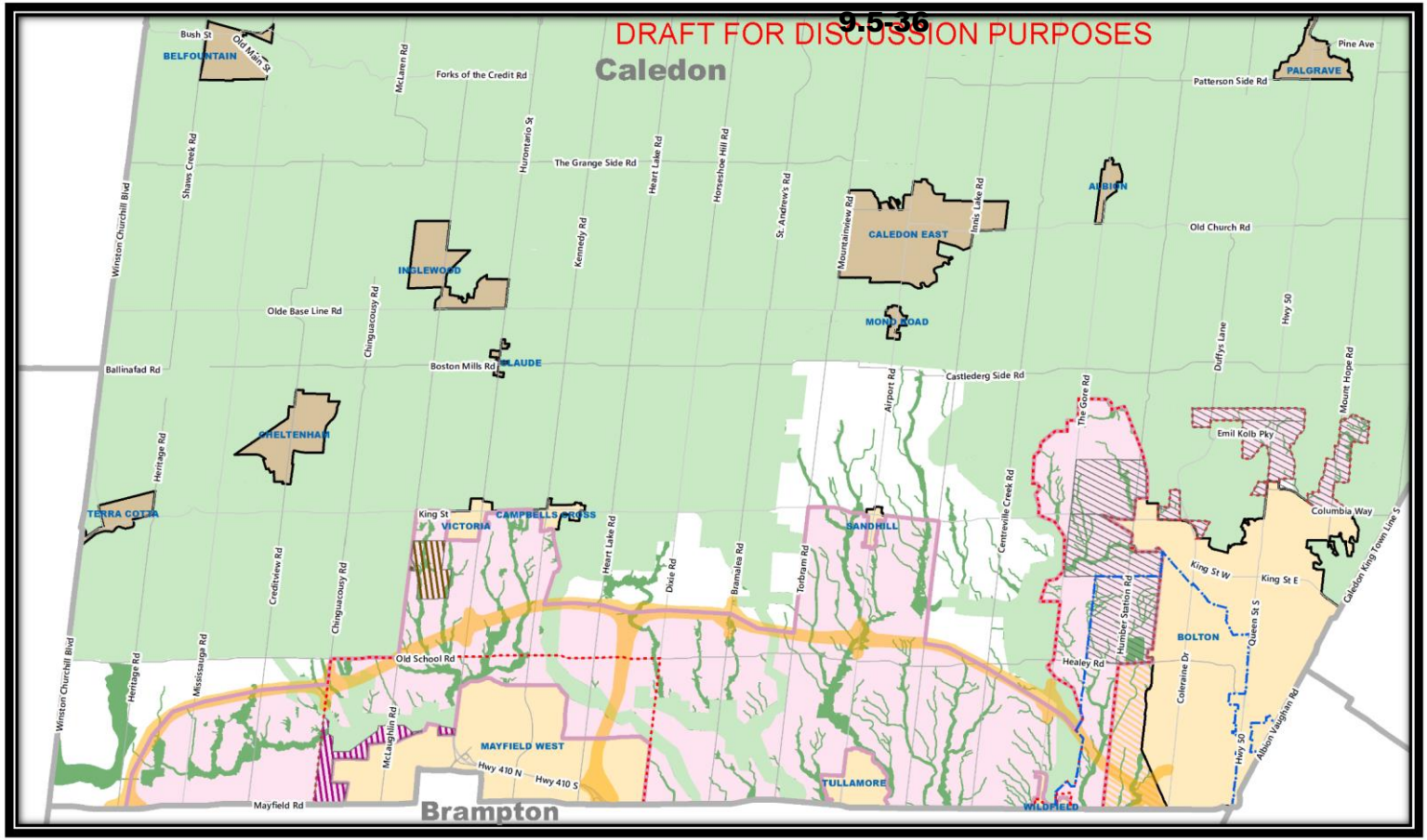
Transportation Infrastructure

Economic Development

Climate Change

Public Consultation

DRAFT FOR DISCUSSION PURPOSES



FOCUS STUDY AREA (FSA) (2041)

- **FSA** (Area identified for further study)
- **Study Areas** (ROP Policy 5.4.3.2.7)
- **GTA West Corridor** (Technically Preferred Route)
- **Municipal Boundary**
- **Settlement Areas** (Outside Greenbelt)
- **Settlement Areas** (Within Greenbelt)
- **Greenbelt Area** (Protected Countryside) (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS)
- **Natural Environment High Constraint** (Wood Team Data)
- **Bolton Residential Expansion Area** (Adopted and Under Appeal)
- **Bolton Residential Expansion Area** (Other Areas Studied)
- **Mayfield West** (Phase 2 Stage 2 proposed by ROPA 34)
- **Provincially Significant Employment Zone**
- **Brampton Caledon Airport**

Approx. size, to scale, of SABE land requirement (~1,300 ha) to 2041

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE.
For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

Note:

(1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
(2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
(3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
(4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.

N

1 cm = 1 km

Resources

Peel 2041 Official Plan Review
https://www.peelregion.ca/officialplan/review/

Upcoming Consultation Event Details: March 2, 3, and 5, 2020
https://www.peelregion.ca/officialplan/review/focus-areas/

Provincial Drivers of the Peel Official Plan Review, Including PSEZ Information
https://www.peelregion.ca/planning/officialplan/provincial-drivers.htm

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Thank you

Adrian Smith,
Acting Chief Planner and Director of Regional Planning and Growth Management Ext. 4047
Adrian.Smith@peelregion.ca

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REPORT
Meeting Date: 2020-02-27
Regional Council

For Information

DATE: February 19, 2020

REPORT TITLE: **AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY**

FROM: Andrew Farr, Acting Commissioner of Public Works

OBJECTIVE

To provide an overview of the provincially significant employment zones framework, Peel's consultation with the Province on the matter, and to characterise key implications for the Peel 2041 Municipal Comprehensive Review.

REPORT HIGHLIGHTS

- Provincially significant employment zones (PSEZ) are in-effect through the Growth Plan, 2019, and are intended to identify employment areas, protect them for the longer term, and act as an economic development tool.
- The Province has consulted with municipalities and private parties to refine the provincially significant employment zones since their introduction in January 2019, and revised the mapping in May 2019, and December 2019.
- The Province is commencing the last phase of the PSEZ process to determine the policy implementation framework for the PSEZ.
- This report provides additional information including implications of the PSEZ changes on the Peel 2041 Municipal Comprehensive Review.
- One key change discussed is the extension of Zone 15 west of the existing Bolton settlement boundary which necessitates further study of the area in relation to growth to 2041, employment land needs, and the ongoing settlement area boundary expansion study.
- Regional Council has also requested a delegation from Ministry of Municipal Affairs and Housing staff to further describe the PSEZ framework and refinement process.

DISCUSSION

1. Background

In January 2019, the Ministry of Municipal Affairs and Housing (the Province) released proposed changes to the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan, 2017) to address key issues in securing more housing supply, jobs, and business investments in Ontario. An important change to the Growth Plan, 2017 was the introduction of 31 provincially significant employment zones (PSEZ), six of which are in Peel. Over the last year, the Province has consulted with municipalities and private parties to refine the

PSEZ, to which Peel has submitted responses. With the PSEZ now in-effect via the Growth Plan, 2019, the Province most recently released revisions to the zone boundaries on December 20, 2019.

On January 9, 2020, Regional Council passed Resolution 2020-22 requesting that staff bring forward a report to provide an overview of the provincially significant employment zones framework. This report is in response to the resolution.

2. The PSEZ Framework and Process Timeline

Six different PSEZ are located in employment areas across the Region of Peel (Zones 13 to 18). These extend through all three local municipalities and adjacent jurisdictions, as shown on the map in Appendix I. The PSEZ are intended to identify key employment areas, protect them for the longer term, and act as an economic development tool. The Growth Plan, 2019 defines PSEZ as:

> *Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.*

While municipalities already designate employment areas in official plans, the PSEZ provide an additional planning policy layer of protection for lands which contribute a significant number of jobs and economic output on a Provincial scale. The Province has advised that they used several criteria to identify such employment areas as PSEZ. The lands must:

- be located near infrastructure for major transportation or movement of goods
- have a high concentration of employment
- have a high economic impact or play an economic or strategic role to the region
- be vulnerable to conversion to non-employment uses (for example, to residential homes)
- include development potential for employment uses (for example, large lots for commercial purposes)
- share a common border with an existing zone
- be located inside the settlement area and not in the Greenbelt
- not be under appeal at the Local Planning Appeal Tribunal

The Province outlined a three-phase process to guide the refinement of the PSEZ:

- Phase 1 – As of January 2019, the Province would receive requests for refinement of the proposed PSEZ mapping in Amendment #1 to the Growth Plan, 2017 and make minor updates to reflect alignment with municipal official plans.
- Phase 2 – Upon the May 2019 release of the refined mapping in the Growth Plan, 2019, the Province would consult on requests received during the Amendment #1 consultation period and accept new requests for reconsideration; and lastly

- Phase 3 – The Province would consult with stakeholders on the long-term vision and policy implementation for these zones and how these can be used as tools for investment, infrastructure planning, and economic development.

The Province advised that any changes to PSEZ mapping would be undertaken in consultation with municipalities, based on existing land use designations, and existing settlement areas. The Province may review and update PSEZs in response to a municipal or other request; ultimately the Minister is the approval authority. Consultation was undertaken with municipalities and private land owners on this basis. Peel staff prepared comments on the proposed PSEZ mapping and policy framework in consultation with local municipalities, and submitted them in February, March, and again in September 2019. The associated documentation is available on the Region of Peel website and is linked in Appendix II.

3. Key PSEZ Boundary Changes and Outstanding Policy Matters

Employment Planning and Major Transit Station Areas

Lands designated as PSEZ are protected from conversion to non-employment uses, except where proven to be appropriate through a full municipal comprehensive review. The Growth Plan policy framework provides stronger protection for employment conversions; however, other policy implications are unknown until the Provincial Phase 3 work is completed. For example, it is unclear how land use planning in Major Transit Station Areas (MTSAs) which intersect the PSEZ may be affected (i.e. Clarkson GO, the Brampton Queen Street corridor etc.). To complete comprehensive planning, more information is required regarding the inclusion of mixed, commercial, and institutional uses.

Additional PSEZ Lands Beyond the 2031 Settlement Boundary

The most recent update to PSEZ Phase 2 mapping was released on December 20, 2019. The current map reflects a number of Peel requests for refinement but also added extensive lands to PSEZ Zone 15, west of the 2031 Bolton settlement area as shown in Appendix III. This 709.9-hectare extension of the PSEZ now includes the Bolton Residential Expansion Study (BRES) Option 5, Option 6 the Triangle Lands (Regional Council adopted and under appeal at the Local Planning Appeal Tribunal), and additional lands bounded approximately by Healey Road to the north, the Greenbelt to the west, and Mayfield Road to the south. Regional staff did not request this change.

This additional area of potential employment land may be compared with recent settlement expansions and future needs which have been considered through comprehensive planning exercises.

- The Coleraine West Employment Lands (Regional Official Plan Amendment 28) accommodate employment growth to 2031 on approximately 200 hectares of land located on the western edge of Bolton; and
- The Region of Peel's draft municipal growth allocation indicated approximately 1,300 hectares is required to accommodate forecasted population *and* employment growth to 2041. Of this area, the employment land need is between 550 and 750 hectares in order to accommodate about 15,000 to 20,000 jobs on new greenfield area in Caledon based on Growth Plan, 2017 policies.
- Considering the Growth Plan, 2019 changes to the minimum intensification target (from 55% and 60% to 50% annually) and minimum designated greenfield area density target (from 80 people and jobs per hectare to 50 people and jobs per hectare), Peel may have increased 2041 land needs. Land budget work is ongoing and will be the subject of future reporting to Council.

The Region of Peel Settlement Area Boundary Expansion (SABE) Study is underway as part of the Peel 2041 Municipal Comprehensive Review to identify the lands to accommodate this growth and must now consider the additional PSEZ.

Peel staff will continue to monitor this Provincial initiative and consider implications on policy matters including MTSAs, employment conversions, employment policy, employment area mapping, the SABE Study, and the ongoing appeal of the Regional Official Plan Amendment 30 lands (BRES Option 6) at the Local Planning Appeal Tribunal (LPAT).

4. Settlement Area Boundary Expansion Study Update

The Region's Settlement Area Boundary Expansion Study is being undertaken to determine the appropriate location(s) for additional community (residential) and employment lands in the Town of Caledon to accommodate forecasted growth to 2041. A consultant team has been retained to undertake this work, led by Hemson Consulting. The study is being undertaken in four phases, with the key deliverables in each phase as follows:

- Phase 1: Conduct background review, prepare draft criteria and identify the draft Focused Study Area.
- Phase 2: Undertake several technical studies on the Focused Study Area
- Phase 3: Propose potential settlement boundary expansion area(s) based on the results of the technical studies
- Phase 4: Recommend the final settlement boundary expansion areas and policies through recommended amendments to the Region of Peel Official Plan.

Regional staff have been working closely with local municipal staff through preparation of the scope of the study as well as on the work undertaken to date and will continue throughout the study informally as well as through participation at project team meetings to be held at key milestones. Broad consultation with the public and other stakeholders will be undertaken in each phase of the study.

Phase 1 of the study is almost complete, as draft criteria and a draft Focused Study Area have been prepared. The draft criteria were prepared based on the results of a workshop that was held in November 2019. Approximately 40 people participated in the workshop including regional staff and stakeholders, including representatives from all three lower-tier municipalities in Peel (Mississauga, Brampton, and Caledon) and consultants who are assisting with the Peel 2041 studies. Broad public and stakeholder consultation on these two deliverables will be undertaken in February and early March. A briefing memo has been included as Appendix IV that outlines the study process and timelines in more detail and includes the draft criteria and delineation of the draft Focused Study Area.

The Focused Study Area will be reviewed in detail through the supportive technical assessments undertaken through Phase 2. The results of the technical assessments will inform selection of the settlement expansion area(s) from within the Focused Study Area.

Staff will continue to update Council on the results of the public consultation and status of the Settlement Area Boundary Expansion Study throughout the process.

CONCLUSION

Entering the Provincial PSEZ Phase 3 work, Regional staff will continue to consult with the Province on the evolution of this process and on the longer-term vision of the zones. Key objectives establishing a PSEZ policy framework for Peel, addressing outstanding employment area refinement requests, monitoring implications for the Peel 2041 work plan, and the ongoing LPAT appeal of ROPA 30. The Region may request changes to the PSEZ mapping through our Peel 2041 MCR, though the ultimately the Minister is the approval authority. Regional staff will report back to Council as appropriate.

Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY

APPENDICES

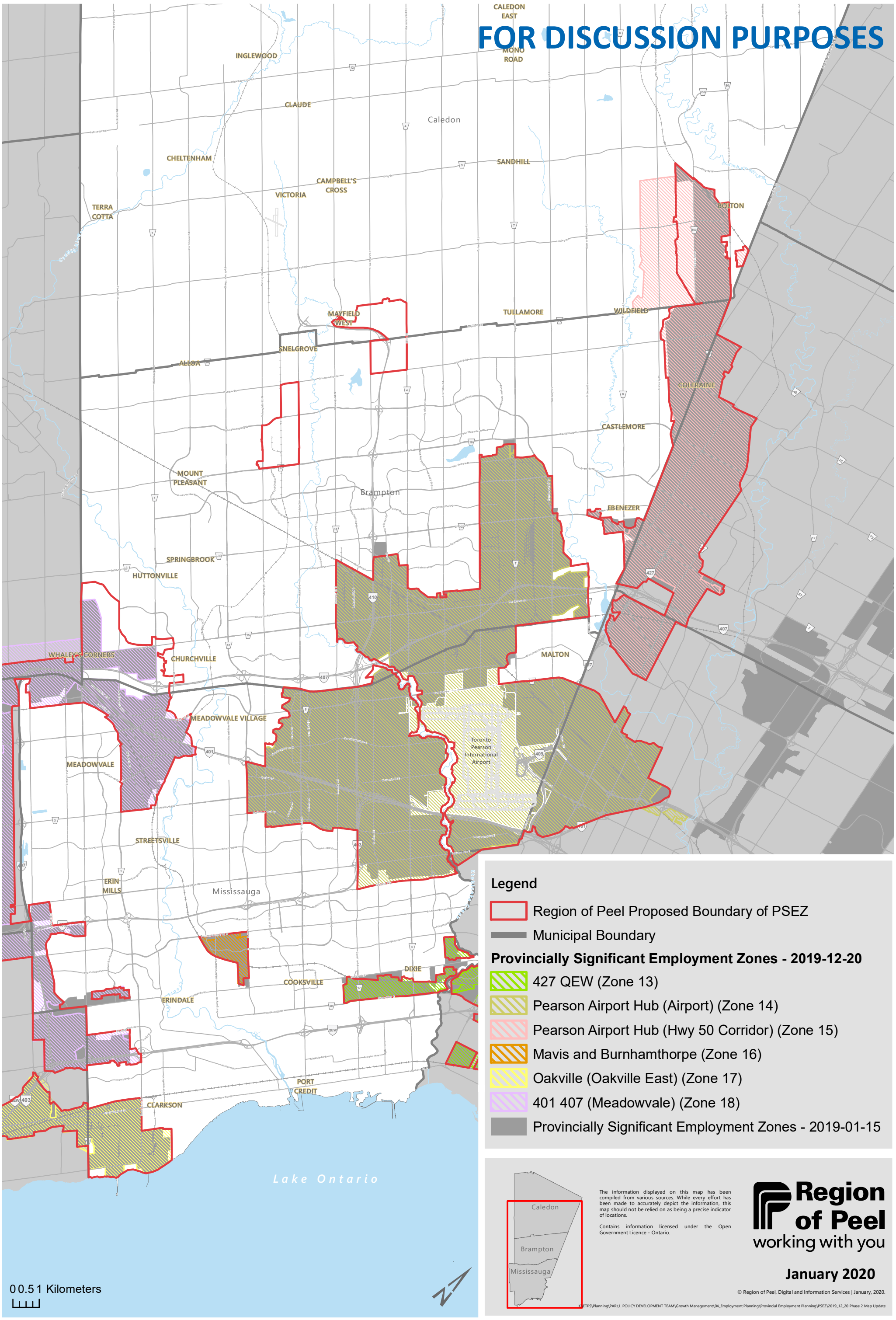
Appendix I: Map of Provincially Significant Employment Zones in Peel
Appendix II: List of Region of Peel Submissions to the Province
Appendix III: Map of PSEZ Lands Outside of the 2031 Settlement Boundary
Appendix IV: Settlement Area Boundary Expansion Study Briefing Memo, Draft Criteria, and Draft Focused Study Area Map

For further information regarding this report, please contact Adrian Smith, RPP, Acting Chief Planner & Director, Regional Planning and Growth Management, Extension 4047, Adrian.smith@peelregion.ca.

Authored By: Joy Simms, Intermediate Planner, Regional Planning and Growth Management

Provincially Significant Employment Zones (PSEZ) - Comparison of January 2019 to December 2019

Region of Peel



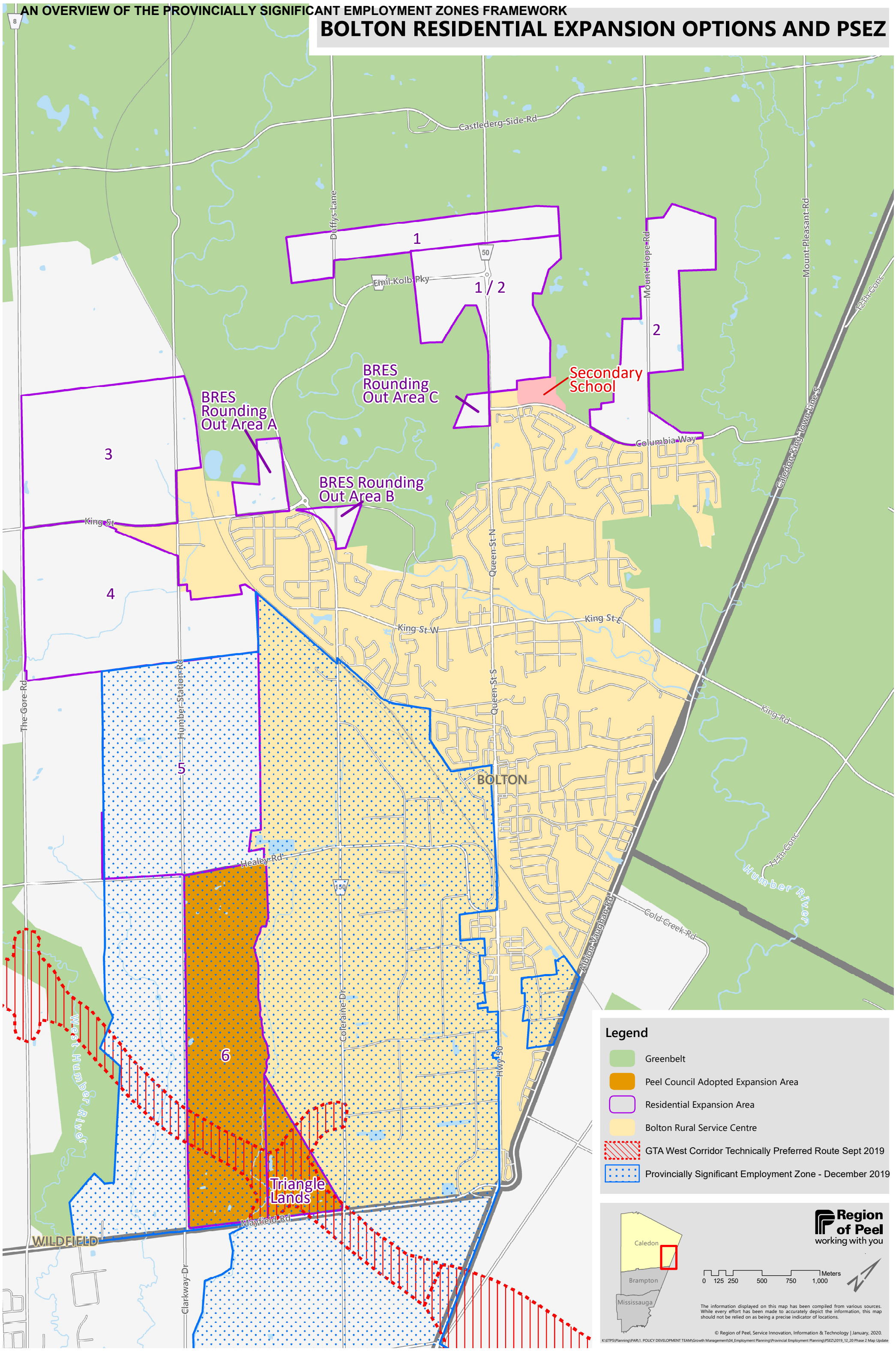
APPENDIX II
AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK

LIST OF REGION OF PEEL SUBMISSIONS TO THE PROVINCE

All documents listed below are available on the Region of Peel's "Provincial Drivers" webpage under the "Provincially Significant Employment Zones" heading here: www.peelregion.ca/planning/officialplan/provincial-drivers.htm.

February 28, 2019	Regional staff presented comments on the proposed PSEZ to Regional Council on February 28, 2019 and submitted them to the Province on that day.
March 28, 2019	Following a coordinated review of the PSEZ with local municipal staff Peel staff's detailed comments and requests for mapping refinement were submitted to the Province on March 28, 2019.
September 10, 2019	Following the revised PSEZ mapping of May 2019, Peel staff submitted detailed comments to the Province on September 10, 2019 as supporting material for a meeting to occur the next day. The Province also shared private requests for refinement received up to September 3, 2019.

BOLTON RESIDENTIAL EXPANSION OPTIONS AND PSEZ



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To:	Adrian Smith Acting Director and Chief Planner Regional Planning and Growth Management	**Date:**	January 14, 2019
From:	Tara Buonpensiero Principal Planner Regional Planning and Growth Management	**Subject:**	Settlement Area Boundary Expansion Study Update

The purpose of this memo is to outline the work completed to date on the Region's Settlement Area Boundary Expansion Study and outline the next steps.

Background

The Region's Settlement Area Boundary Expansion Study is being undertaken to determine the appropriate location(s) for the additional community (residential) and employment lands in the Town of Caledon to accommodate growth to 2041. The study is being undertaken by a team of consultants led by Hemson Consulting. The study commenced in October 2019 and is being undertaken in four phases as outlined on Figure 1.

Figure 1: Settlement Area Boundary Expansion Phases and Consultation

Regional staff have been working closely with local municipal staff through preparation of the scope of the study as well as on the work undertaken to date. As the study progresses, draft materials will be provided to local municipal staff and other stakeholders through their participation on the Project Team. Broad consultation with the public and other stakeholders will be undertaken in each phase of the study.

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Status of the Settlement Area Boundary Expansion Study

Phase 1 is now complete with the consultant delivering draft evaluation criteria and a draft focused study area.

Draft Criteria to Establish the Focused Study Area

The draft criteria were established based on the results of a workshop that was held in November 2019. Approximately 40 people participated in the workshop including regional staff and stakeholders, including representatives from all three lower-tier municipalities in Peel (Mississauga, Brampton, and Caledon) and consultants who are assisting with the Peel 2041 studies. The draft criteria for establishing the Focused Study Area have been summarized by theme as follows:

- **Climate Change** – climate change mitigation and adaption as well as community resiliency are overarching principles that will be considered as part of all the supporting technical studies. A specific energy management assessment will be undertaken on the FSA to make recommendations on settlement expansion areas that best support greenhouse gas (GHG) reductions.

- **Environmental Protection and Natural Resources** – environmental features such as Natural Heritage, Water Resource Systems, Key Hydrological Features, Mineral Aggregates and other matters of importance have been considered in defining the FSA. The FSA will need to be large enough to accommodate future growth, recognizing that some areas cannot be developed due to environmental and natural resource factors.

- **Agriculture** – the FSA considers the inter-connected elements that create a viable, thriving Agricultural System and allow locations to be tested to avoid, or minimize or mitigate, impact on farmland and agricultural activities.

- **Growth Management –** the appropriate location of growth and development, including the amount of land needed to accommodate population and employment targets to 2041, have been considered in defining the FSA.

- **Economic Development** – existing and future employment opportunities, recognizing the influence of broader regional economic trends, have been considered in selecting the FSA.

- **Infrastructure, Services and Cost of Growth –** the size and location of the FSA considers existing and planned infrastructure and services. Fiscal impacts of growth will assess the ability of the Region to pay for the associated costs in a financially sustainable manner.

- **Public Consultation –** on the FSA and subsequent phases of the study must allow for meaningful consultation on the SABE with a range of stakeholders, including the general public, First Nations and Métis, and others.

A table outlining the criteria in more detail is attached as Appendix A.

In order to refine the study area from the Focused Study Area to the potential settlement expansion area(s), the criteria will be refined to consider the results of the supporting technical studies.

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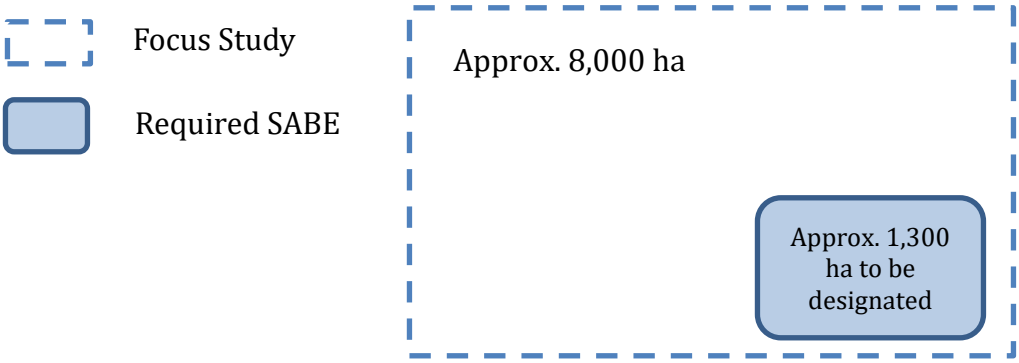
Draft Focused Study Area

Based on the draft criteria above, a draft of the Focused Study Area has been proposed. As shown on Figure 2, the size of the Focused Study Area is considerably larger than the land area needed to accommodate future growth to 2041.

Figure 2: Area of Focused Study Area Comparted to Area of Land Needed to Accommodate Growth from 2031-2041



Based on the land needs assessment and forecasting work undertaken to date, approximately 550 ha of land is required to accommodate future residential growth and between 550 and 750 hectares of land is required to accommodate future employment growth for a total of approximately 1,300 ha. Given the reduced intensification and density targets included in the 2019 Growth Plan, the municipal allocation and land needs assessment is currently being updated. As outlined on Figure 1, Phase 2 of the study includes undertaking several technical studies to inform selection of potential settlement area boundary expansions.

Appendix B of this report shows the draft Focused Study Area.

Next Steps

Three public consultation sessions are planned for the overall Peel 2041 study at the beginning of March 2020. The draft criteria and Focused Study Area will be presented to the public for review and comments at that time. This will conclude Phase 1 of the study.

The consultant team for the Settlement Area Boundary Expansion Study will begin undertaking the Phase 2 technical studies on the Focused Study Area.

Staff will continue to update Council on the results of the public consultation and status of the Settlement Area Boundary Expansion Study throughout the process.

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Appendix A: Draft Criteria used to Identify the Focused Study Area

#	Theme	Criteria Considered when Identifying the Focused Study Area
1	Growth Management	a) Must be in Caledon. b) Contain sufficient land to accommodate residential and employment growth to 2041. c) Must be larger than the required settlement boundary expansion area. d) Must be at a scale to allow technical studies to be undertaken at a Regional scale. e) Should make use of the location and capacity in existing and planned infrastructure and public service facilities, including transit services. f) Should enable planning for infrastructure to achieve sustainable development. g) Should include areas that are logical and contiguous additions to existing settlement areas.
2	Infrastructure, Services and Cost of Growth	a) Should consider cost and timing of Region's long-term capital development plans. b) Should be at a scale to provide options to avoid areas with high potential to negatively impact quality and quantity of water. c) Should be at a scale to provide options to evaluate and avoid areas where high concentrations of key hydrologic features and areas occur to maximize opportunities to avoid negative impacts. d) Should be at a scale to provide infrastructure options that minimize negative impacts on key hydrologic features and areas. e) Should enable fiscal impact analysis of potential SABE to be undertaken and minimize cost of services while and ensuring that growth pays for itself to the extent possible. f) Should allow for existing transit services to be optimized and/or extended to support new development. g) Should consider adjacency of lands to the GTA West Corridor for establishing a boundary. h) Should allow for options to consider planned infrastructure investments.
3	Economic Development and Growth Management	a) Should allow new employment lands to be well-connected to existing and planned employment areas in Peel and, more broadly, the regional economy. b) Should allow new employment lands to connect to existing and planned transit services. c) Should allow for connectivity between new employment areas and major transportation infrastructure investments, particularly the GTA West Corridor and existing major goods movement facilities and corridor.

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#	Theme	Criteria Considered when Identifying the Focused Study Area
4	Environmental Protection and Natural Resources	a) Should enable options to avoid, where possible, key hydrologic areas and the Natural Heritage System for the Growth Plan. b) Should enable options that avoid areas with high concentration of significant natural heritage systems, hydrological features that support the water resource system, and natural hazards (as identified by the PPS). c) Should enable options to be evaluated that generally direct development outside significant natural heritage systems, hydrological features that support the water resource system and natural hazards (as identified by the PPS), or if not possible, minimize and mitigate impacts in accordance with Provincial guidelines. d) Should enable options to be evaluated that avoid impact to mineral aggregate resources (as defined by the PPS) which includes the High Potential Mineral Aggregate Resource Areas or areas that would preclude or hinder aggregate extraction within High Potential Mineral Aggregate Resource Areas. e) Should not include any areas within the Greenbelt Area.
5	Agriculture	a) Must allow options to be evaluated, prioritized and determined to avoid or minimize and mitigate impact on the Agricultural System, including prime agriculture areas, and avoid fragmented linkages between such areas. b) Must allow for options that avoid, or if avoidance is not possible, minimize and mitigate impact to livestock operations and the agri-food system.
6	Climate Change	a) Size and location of FSA must allow Region to adapt to climate change and mitigate/avoid emissions to facilitate zero emissions carbon communities.
7	Public Consultation	a) Must allow for meaningful feedback from lower-tier municipalities, other public agencies, First Nations, as well as the general public on size and location of SABE.

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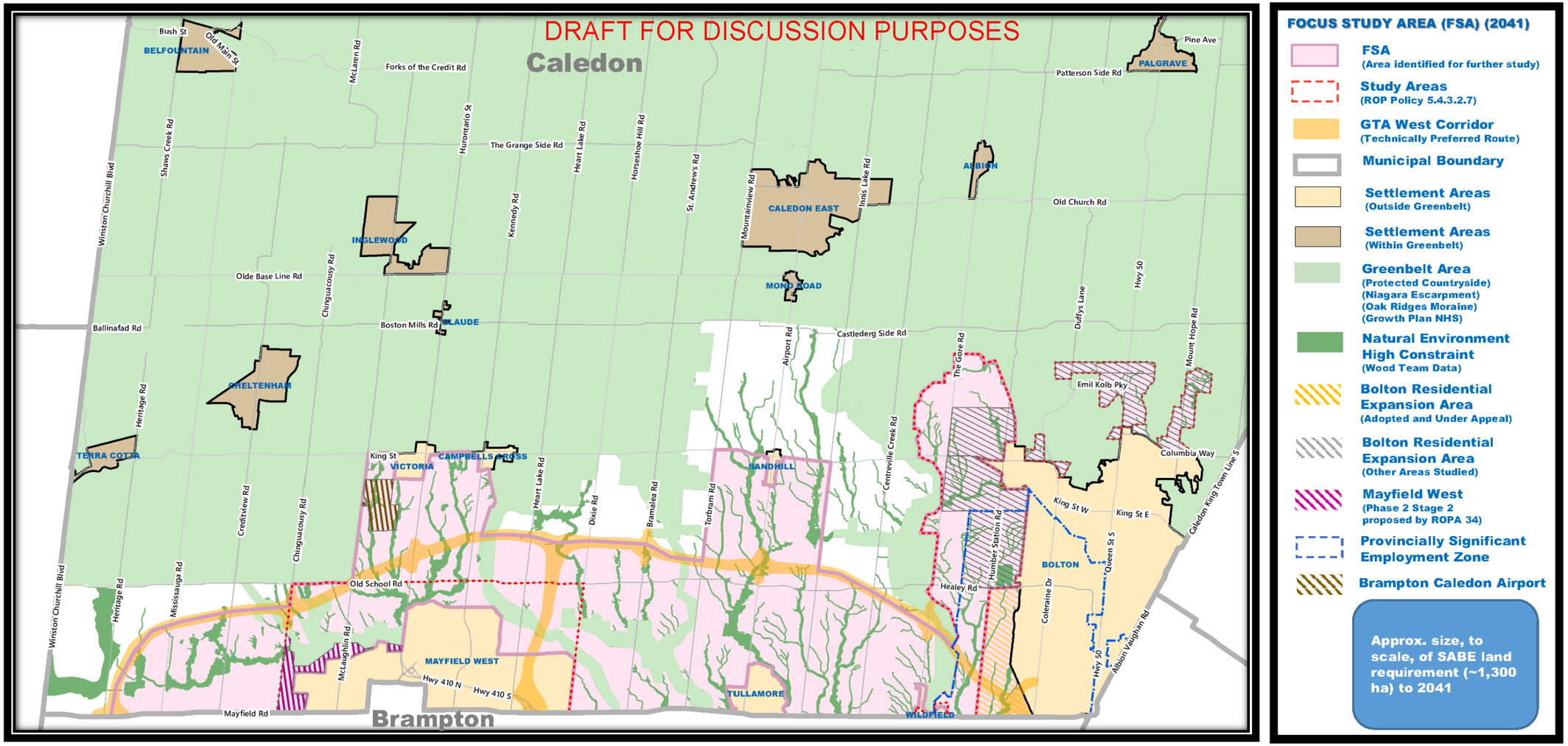
Appendix B: Draft Focused Study Area



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE.
For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

Note:

(1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
(2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
(3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
(4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.

N

1 cm = 1 km

ITEMS RELATED TO HUMAN SERVICES

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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 19, 2020

REPORT TITLE: **PROVINCIAL APPROVAL OF APPOINTMENT OF ONTARIO WORKS ADMINISTRATOR FOR THE REGION OF PEEL**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That Suzanne Finn be appointed as Ontario Works Administrator in accordance with Section 43 of the *Ontario Works Act, 1997*;

And further, that a copy of the resolution be sent to Central Region Office of the Ministry of Children, Community and Social Services for processing and provincial approval.

REPORT HIGHLIGHTS

- *The Ontario Works Act, 1997*, requires the appointment of an Administrator of Ontario Works to oversee the administration of the *Act* in Peel Region. This appointment must be made through a resolution of Council.
- On Feb 10, 2020 Suzanne Finn started in her role as Executive Director of Community Access, which is responsible for the Ontario Works portfolio, and is recommended for appointment to Ontario Works Administrator.
- This appointment requires the subsequent approval of the Provincial Director of Ontario Works.

DISCUSSION

1. Background

Pursuant to Section 43 of the *Ontario Works Act, 1997*, each delivery agent of Ontario Works must appoint an administrator to oversee the administration of this *Act* and the provision of assistance in the delivery agent's geographic area. Through a ministerial regulation under the *Act*, the province has designated the Region of Peel as the delivery agent of Ontario Works. The same section of the *Act* requires that the Provincial Director of Ontario Works subsequently approve the appointment of an Ontario Works Administrator.

In order for the Provincial Director of Ontario Works to approve the appointment of an Ontario Works Administrator for Peel Region, Regional Council must appoint a Regional staff person to this position. It is usual practice that the Director responsible for Ontario Works in Peel be named Administrator of Ontario Works. The duties of the Administrator are as follows:

1. Receive applications for basic financial assistance from persons residing in his or her geographical area.
2. Determine the eligibility of each applicant for basic financial assistance.
3. If an applicant is found eligible for financial assistance, determine the amount of this assistance and direct its provision.
4. Determine the eligibility for employment assistance and direct its provision.

CONCLUSION

To ensure that the Ontario Works Programs are delivered in compliance with legislation, it is recommended that Council approve the appointment of Suzanne Finn as the Administrator of the *Ontario Works Act, 1997.*

Janice Sheehy, Commissioner of Human Services

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

For further information regarding this report, please contact Janice Sheehy, Commissioner, Human Services, ext. 4939, janice.sheehy@peelregion.ca.

Authored By: Javeria Ather, Program Support Analyst

ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

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THE REGIONAL MUNICIPALITY OF PEEL

ROPA 30 APPEALS OVERSIGHT COMMITTEE

MINUTES

R30AOC - 1/2020

The Region of Peel ROPA 30 Appeals Oversight Committee met on February 20, 2020 at 11:07 a.m., in the 5th Floor Boardroom, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, Ontario.

Members Present: A. Groves; N. Iannicca; C. Parrish

Members Absent: M. Palleschi, due to other municipal business

Also Present: N. Polsinelli, Interim Chief Administrative Officer; P. Caza, Deputy Regional Solicitor; A. Macintyre, Deputy Regional Clerk and Manager of Legislative Services; S. D'Agostino, Counsel, Thomson Rogers on behalf of the Region of Peel; S. Jurrius, Committee Clerk

Councillor Parrish presided.

1. DECLARATIONS OF CONFLICTS OF INTEREST – Nil

2. APPROVAL OF AGENDA

RECOMMENDATION R30AOC-1-2020:

That the agenda for the February 20, 2020 Regional Official Plan Amendment 30 Appeals Oversight Committee meeting, be approved.

3. DELEGATIONS – Nil

4. REPORTS – Nil

5. COMMUNICATIONS – Nil

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* See text for arrivals
◆ See text for departures

6. IN CAMERA MATTERS

At 11:08 a.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, a motion was placed, and was carried, to move into closed session to consider the following subject matter:

- Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose

Committee moved out of In Camera at 11:58 a.m.

6.1. **Local Planning Appeal Tribunal Hearing - Regional Official Plan Amendment 30 (Oral) (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Received

RECOMMENDATION R30AOC-2-2020:

That direction given "In Camera" to the Deputy Regional Solicitor and Stephen D'Agostino, Counsel on behalf of the Region of Peel be approved and voted upon, in accordance with Section 5.9.8.b of the Region of Peel Procedure By-law 56-2019.

8. OTHER BUSINESS – Nil

9. NEXT MEETING

Thursday, March 26, 2020, 2:30 p.m. to 3:30 p.m.
Location to be determined
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

10. ADJOURNMENT

The meeting adjourned at 11:59 a.m.

BRAMPTON
brampton.ca Flower City

Chief Administrative Office
City Clerk

Date: January 21, 2020

To: B. Bjerke M. Majeed S. Eshesh

From: S. Danton

The following recommendation of the Planning and Development Committee Meeting of December 2, 2019 was approved by Council on December 11, 2019:

PDC202-2019

1. That the report from S. Eshesh, Assistant Policy Planner, Planning and Development Services, dated November 8, 2019, to the Planning and Development Committee Meeting of December 2, 2019, re: **City-Initiated Official Plan Amendment to the Employment Land Policies – All Wards**, be received;

2. That staff be directed to report back to Planning and Development Committee with the results of the Public Meeting and a staff recommendation; and,

3. That a copy of the report and Council resolution be forwarded to the Region of Peel for information.

Shauna Danton

Shauna Danton
Legislative Coordinator
City Clerk's Office
Tel: 905-874-3952 Fax: 905-874-2119
e-mail: shauna.danton@brampton.ca

(PDC-4.1)

cc: Region of Peel, 10 Peel Centre Drive, Suite A and B, Brampton, ON L6T 4B9

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓

RECEIVED
JAN 28 2020
Region of Peel
Clerks Dept.

BRAMPTON Flower City
brampton.ca

Report
Planning & Development Committee
The Corporation of the City of Brampton
2019-12-02

Date: 2019-11-08

Subject: **Information Report**
City-Initiated Official Plan Amendment to the Employment Area Policies

Contact: Shahinaz Eshesh, Assistant Policy Planner, Planning and Development Services, 905-874-3390, shahinaz.eshesh@brampton.ca

Recommendations:

1. **THAT** the report from Shahinaz Eshesh, Assistant Policy Planner, Planning and Development Services, dated November 8, 2019, to the Planning and Development Committee Meeting of December 2, 2019 entitled, re: **Information Report City-Initiated Official Plan Amendment to the Employment Land Policies – All Wards**, be received;

2. **THAT** staff be directed to report back to Planning and Development Committee with the results of the Public Meeting and a staff recommendation; and,

3. **THAT** a copy of this report and Council resolution be forwarded to the Region of Peel for information.

Overview:

- **The existing 2006 Official Plan policy framework does not adequately address the types of employment uses that may be permitted within the Employment Area in the current economic context.**

- **The Brampton 2040 Official Plan Review has commenced and is expected to be completed by Q2 2022.**

- **Meanwhile, the City recognizes the importance of expanding the types of employment uses permitted in the Employment Area to address recent economic shifts and the City's goals for job growth and improving its live-work ratio.**

- **The purpose of this report and the statutory public meeting is to present the draft City-Initiated Official Plan Amendment that provides greater flexibility to remnant parcels within Employment Areas to be developed for local office uses.**

- **This report and proposed amendment are consistent with the "A City of Opportunities" theme in the Term of Council Priorities. It supports the attraction of investment and employment by updating the definition of employment uses to accommodate local office uses.**

Background:

The Official Plan

The City of Brampton Official Plan was adopted by City Council on October 11, 2006 and was partially approved by the Ontario Municipal Board on October 7, 2008. Section 4.4 Employment of the Official Plan was updated to add municipal comprehensive review policies and to add minor changes to the employment policies as part of the Growth Plan compliance exercise in 2010.

Section 4.4 Employment of the Official Plan is applicable to lands in the City of Brampton that are designated Employment (Industrial, Business Corridor, or Office) on Schedule A General Land Use Designations. The Official Plan fosters the attraction and retention of employment growth in strategic locations across the City. It also protects the supply of designated employment areas within the City for purposes including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary services (Objective (d) Section 4.4). In accordance with Provincial and Regional policies, lands that are designated within the Employment Area shall not be converted to non-employment uses, unless a Municipal Comprehensive review can demonstrate that the criteria outlined in Policy 4.4.2.18 are met.

The objectives and policies contained in Section 4.4 provide direction for the protection of the City's designated industrial land supply to facilitate the development of the non-retail service sector in accordance with the Industrial designation and other relevant policies of the Official Plan.

The preamble to Section 4.4 states that Industrial and related employment uses represent the primary activities within Brampton's economy, and are anticipated to continue during the period of this Official Plan. Uses within the Industrial designation are limited in scope to generally include manufacturing, warehousing, distribution, research and development and limited office and service retail uses. In the past decade, there has been a shift in the economy in light of global competitiveness, technological disruptions and demand for talent, whereby the traditional industrial businesses such as

manufacturing, warehousing, and distribution are no longer the major contributors to job creation.

A robust employment and Employment Area study is expected to be conducted through the current comprehensive Official Plan Review, and further updates to the Employment Land policies are expected as part of that process. Meanwhile, staff recognizes the need to expand the types of employment uses to reflect recent economic shifts.

Gaps in Employment Area Policies

There are certain 'Industrial' designated parcels that are not suitable to accommodate the traditional Industrial use, due to insufficient size or location in proximity to sensitive uses. The Business Corridor designation is not being considered as part of the proposed Official Plan Amendment as this designation already allow for greater flexibility in permitted uses. Recognizing the importance to protect Employment Lands for employment purposes, the City has reviewed additional employment uses that may be permitted in the Industrial designation.

Cushman & Wakefield was retained to conduct the Office Strategy Study in 2016, which provides an analysis and recommendations regarding planning policy to encourage office development. The report identified four office employment types:

1. Major Office – large businesses which may be local, regional, national, or international in scale that may serve as a headquarters function, or as a regional/local branch office as part of a broader network.

2. Local Office – smaller-scale businesses with a space requirement of approximately 1,000 to 20,000 square feet that services the local community.

3. Industrial-Related Office – offices adjacent to/in proximity to industrial employment areas that have business-to-business relationships to industrial firms.

4. New Economy Office – offices in the New Economy (information technology, e-commerce, communications, social media, culture, etc) that may be a start-up or may prefer office space in non-traditional environments (convertible industrial space) located to provide work-life balance and public transportation accessibility.

The Official Plan recognizes "Major Office" within the "Office" designation of the Official Plan and "Industrial-Related Office" as an ancillary office use within the Employment designations of the Official Plan. However, the Official Plan does not recognize "Local Office" that provide services to a local community as an employment use, as it has traditionally been recognized as a commercial use in the Zoning By-law. Additionally, the "New Economy Office" as identified in the Cushman & Wakefield report is not a recognized employment use in the Official Plan.

Benchmarking of Official Plans for six municipalities in the Greater Toronto Area were completed to evaluate employment-related policies and compare definitions for employment and office (Appendix 2-4).

The proposed amendment is intended to facilitate opportunities for local office and New Economy Office uses that do not require extensive office space to locate in strategic mixed-use (office/commercial) settings within the Employment Area.

As such, staff are proposing an amendment to the Official Plan that will add policies to allow local office and ancillary uses to provide goods and services to the businesses in Brampton's employment areas, as well as serve the needs of residents.

Current Situation:

Proposed Official Plan Amendment

Staff are seeking public input on the proposed Official Plan Amendment (OPA) (Appendix 1). The proposed policies will facilitate the opportunity for qualifying lands to submit an Official Plan Amendment application to permit a change of use within the 'Industrial' designation that are not of a sufficient size to accommodate a traditional Industrial use and are better suited for an intensified mixed-use office and commercial development.

The draft OPA will permit local office and ancillary uses within select Industrial lands through the submission of an Official Plan Amendment that can satisfy the following locational and site characteristics:

1. The property shall not exceed a site area of 0.8 hectares (2 acres);
2. The proposed development will provide a mix of local office uses and ancillary uses, at a minimum height of three storeys;
3. Residential and other sensitive land uses are not permitted;
4. The lands are located on the edge of an Employment Area abutting a Residential designation as set out on Schedule A of the Official Plan; and,
5. The lands have direct frontage on an Intensification Corridor as set out on Schedule 1 of the Official Plan.

In addition, the submission of an Official Plan Amendment will also need to demonstrate the following, to the City's satisfaction:

1. The change of use will not adversely affect the overall viability of the employment area and achievement of the intensification target, density targets, and any other policies of this Plan, the Region of Peel Official Plan, and the Provincial Growth Plan;
2. The lands are not required over the long term for the employment uses for which they are designated;

3. The development will have a beneficial impact on the surrounding uses and the broader community to provide a public need;
4. The change of use will not adversely affect the ability of lands abutting or in proximity of the proposed development to be used or continue to be used for employment purposes over the long term; and,
5. A greater employment yield can be achieved with the proposed local office uses than from the employment uses for which they are designated.

The proposed amendment would create opportunities for emerging sectors including start-up companies to locate within the Employment Area that do not require extensive office space and are strategically located in mixed-use settings. Staff find that the proposed amendment continues to maintain the overall intent of the policy framework to encourage a diversity of employment uses in the employment area while protecting the lands for employment purposes over the long term.

Provincial and Regional Interest
The proposed OPA is consistent with matters of provincial and regional interest (see Appendix 5). The Region of Peel's Public Works Department provided correspondence that the proposed OPA is consistent with the general direction of the proposed Regional OPA recognizing the potential for more flexible employment policies to reflect the changing nature of employment.

Public Meeting Notification Area
Notice of the Public Meeting was given by public notification in the Brampton Guardian and on the City's website: http://www.brampton.ca/en/City-Hall/Pages/Public-Meetings-Notices.asp

Corporate Implications:

Financial Implications:

There are no financial implications associated with this report.

Other Implications:

There are no other implications associated with this report.

Economic Development Implications:

The proposed OPA addresses the challenge for smaller parcels of land within an Employment Area to develop for industrial uses. Such lands would remain underutilized for a number of years unless they are reimagined for alternative uses. Local office uses could service the surrounding industrial and residential communities and take advantage of a location along an intensification corridor where access to higher order transit is available or planned. Economic Development does not foresee any adverse impacts on

the viability of existing or future industrial operations as a result of this OPA. The proposed OPA is consistent with the City's Economic Development Master Plan.

Term of Council Priorities:

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 "A City of Opportunities" priority, with respect to improving the livability and prosperity of the City by fostering development opportunities for employment lands to attract a greater diversity of employment and investment.

Living the Mosaic – 2040 Vision:
This report has been prepared in full consideration of the overall Brampton 2040 Vision particularly, 'Vision 2: Jobs and Living Centres'. The City supports mixed uses in each Employment Area for nearby access of workers and businesses.

Strategic Plan:

The proposed Official Plan Amendment supports the "Smart Growth" priority in the Strategic Plan by contributing to the goal of building complete communities to accommodate growth for people and jobs.

Next Steps:

The City-Initiated draft Official Plan Amendment is being presented by the City for formal public review and comment.

Following the statutory public meeting, staff will report back to Planning and Development Committee with a final recommendation on the proposed Official Plan Amendment.

Conclusion:

The proposed amendment to the Official Plan will support economic development and competitiveness by permitting local office uses on qualifying lands within the Employment Area.

Approved by:

Bob Bjerke
Director, Policy Planning
Planning & Development Services

Approved by:

Richard Forward
Commissioner
Planning & Development Services

Attachments:

Appendix 1 - Draft Official Plan Amendment
Appendix 2 - Benchmarking – Percentage of Retail Permitted within Office or Equivalent Designation
Appendix 3 – Benchmarking – Percentage of Retail Permitted within Industrial or Equivalent Designation
Appendix 4 – Benchmarking - Definitions for Employment and Office in Local Official Plans in the GTA
Appendix 5 – Conformity and Consistency to Land Use Planning Framework

Report authored by: Shahinaz Eshesh, Assistant Policy Planner

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____- 2019

To Adopt Amendment Number OP 2006-
to the Official Plan of the
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act,* R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this day of 2019.

Approved as to form.
20__/month/day
[insert name]

Approved as to content.
20__/month/day
[insert name]

_____
Patrick Brown, Mayor

_____
Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006 -

to the Official Plan of the

City of Brampton Planning Area

AMENDMENT NUMBER OP 2006 -
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment is to revise Section 4.4 Employment and Section 5.0 Implementation of the Official Plan to add policies to allow for a broader range of employment uses, specifically local office uses on select lands designated 'Industrial' in the Official Plan. The amendment will also add a new definition of "Local Office Use" to the Official Plan.

The amendment will expand the types of employment uses permitted in the Employment Area, recognizing the advancement of the innovative new economy and emerging industries.

The amendment is in keeping with the policy intent of the current Provincial, Regional, and local planning policy framework to diversify the economic base and provide suitable sites for a range of employment uses and ancillary uses that support the needs of existing and future businesses.

2.0 Location:

All properties in the City of Brampton are subject to this amendment.

3.0 Amendments and Policies Relative Thereto:

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

(1) by amending Section 4.4 Employment, to add the following new policies as Policies 4.4.2.19 and 4.4.2.20:

"Policy 4.4.2.19 Notwithstanding Policies 4.4.2.5 and 4.4.2.18, an amendment to a Secondary Plan to permit local office uses and ancillary uses on lands designated Industrial on Schedule A of the Official Plan shall only be considered subject to satisfying all of the following key locational and site characteristic requirements:

(i) The property shall not exceed a site area of 0.8 hectares (2 acres);

(ii) The proposed development provides a mix of local office uses and ancillary uses, at a minimum height of three storeys;

(iii) Residential and other sensitive land uses are not permitted;

(iv) The lands are located on the edge of an Employment Area abutting a Residential designation as set out on Schedule A; and,

(v) The lands have direct frontage on an Intensification Corridor as set out on Schedule 1.

For the purposes of this policy, ancillary uses shall only be permitted in conjunction with the principal local office use located within the same building and shall not exceed 20% of the total gross floor area.

Policy 4.4.2.20 In addition to satisfying the key locational and site characteristic requirements of Policy 4.4.2.19, the following shall be demonstrated to the City's satisfaction:

(i) The change of use will not adversely affect the overall viability of the employment area and achievement of the intensification target, density targets, and any other policies of this Plan, the Region of Peel Official Plan, and the Provincial Growth Plan;

(ii) The lands are not required over the long term for the employment uses for which they are designated;

(iii) The development will have a beneficial impact on the surrounding uses and the broader community to provide a public need;

(iv) The change of use will not adversely affect the ability of lands abutting or in proximity of the proposed development to be used or continue to be used for employment purposes over the long term; and,

(v) A greater employment yield can be achieved with the proposed local office uses than from the employment uses for which they are designated. ”

(2) by renumbering the subsequent sections accordingly.

(3) by adding the following definition under Section 5.2 as follows:

“Local Office Uses” is a broad category of office uses, including professional office, service office, medical, dental and drugless practitioners’ offices and business or brokerage offices that serves the employment area and the general public.

Appendix 2: Benchmarking – Percentage of Retail Permitted within Office or Equivalent Designation

October 2019

Mississauga	Markham	Richmond Hill	Vaughan	Burlington	Oakville
Mississauga Official Plan – August 2018 Office Consolidation 11.2.7 Office: Permits Major Office, Secondary Office & accessory uses (max. 20% of total GFA) Section 15 Corporate Centres: In Mississauga, Office use is mainly addressed under Section 15 - Corporate Centre, and includes the Airport Corporate Centre, Gateway Corporate Centre, Meadowvale Business Park and Sheridan Park. 15.1.1.1 Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities. 15.1.1.3 Freestanding retail buildings are not permitted. 15.1.1.4 Within a Corridor, all accessory uses must be in the same building as the principal use. 15.1.8.3 Notwithstanding the Business Employment policies of this Plan, secondary offices will not be subject to a maximum floor space index (FSI). 15.3 Gateway Corporate: 15.3.2.4 d) Accessory retail commercial uses incorporating transparent windows will be encouraged at grade at ***Major Transit Station Areas*** for buildings directly fronting Hurontario Street;	**2014 Official Plan (partially in force) – April 2018 Office Consolidation** 8.3.5 Mixed use Office Priority Intended primarily for office uses but may also contain multiple unit residential and street-related retail (appealed). 8.5.3 Business Park Office Priority Employment Permits uses that are permitted under Section 8.5.2 – Business Park Employment, including prestige industrial and office (subject to area-specific appeal). Accessory uses and ancillary uses will be strictly controlled and limited to those that support the primary office and industrial uses. 8.5.2.2 (f) Retail &/or service uses that are accessory to the primary manufacturing, processing or warehousing use, & located in the same premise as the primary use provided the area devoted to the accessory use does not exceed 500 sq.m. GFA, or a max. of 15% of the GFA of the primary use. 8.5.2.2 (g) ancillary use such as retail, service, restaurant, sports and fitness recreation use within an industrial building provided that: i. all ancillary uses and accessory uses are located only on the ground floor of	**Richmond Hill Official Plan – January 2018 Office Consolidation** 4.8.1 Employment Area Secondary uses may be permitted provided that the uses are secondary to and integrated with an industrial or office development and in no case shall any such uses be located in a standalone building. a. accessory retail involving limited sales of retail goods up to 15% of the total GFA of any building provided the goods are manufactured, processed and/or assembled on the premises. b. day nursery accessory to a major office development. c. ancillary commercial uses, involving limited types of personal service uses, up to a maximum of 500 square metres of a building's floor area, that serve the office and industrial function of the Employment Area such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners, and similar compatible uses intended to serve the needs of businesses in the employment lands. 4.8.2 Employment Corridor 4.8.2.1.3 Secondary uses may be permitted provided it is integrated with an office development, hotel, convention centre or banquet facility:	**Official Plan 2010 (partially approved) - 2019 Office Consolidation** 5.2.2 Attracting Office Uses 5.2.2.3. To attract a wide variety of office uses to Intensification Areas, including professional, service, scientific and technical offices, and to encourage clusters of related uses to allow increased efficiency and shared support services. Office uses in Intensification Areas will be targeted at facilities of up to 12,500 square metres per lot with the actual permissions being reflective of the type of Intensification Area in which it is located, the transit service available and the surrounding context. 5.2.2.4. To allow accessory office uses, directly associated with another employment use, in all Employment Areas and to direct any non-accessory office uses in Employment Areas to the Prestige Employment or Employment Commercial Mixed-Use designations where they will be better accessed by transit and/or accessible to the 400-series highways and arterial streets. The maximum size of a non-accessory office use in a Prestige Employment Area shall be 10,000 square metres, provided that sites located at higher profile locations or in proximity to planned transit stations may be considered for higher densities, at the time of consideration of a Secondary Plan, Block Plan approval and/or the implementing zoning by-law	**Official Plan 2008 – October 2017 Office Consolidation** Part III, Section 3.0 - Employment Lands Employment lands are the main location for office & industrial uses. 3.2.2 A maximum of 15 per cent of the total floor area of an industrial or office building in a General Employment or Business Corridor may be used for the purposes of the display and/or for the retail sale of products manufactured, processed, fabricated or assembled on the premises. In the case of industrial and office uses using less than 1,000 sq. m of total floor area, up to 25 per cent of the total floor area may be used for this purpose. 3.3 General Employment & 3.4 Business Corridor Permits industrial uses & offices. 3.3.2 d) & 3.4.2 e): Retail & other ancillary uses - shall only be permitted on lands having one or more buildings with a total floor area greater than 3,000 sq. m; - no more than 15 per cent of the total floor area of any one building shall be used for ancillary uses, except that a restaurant may occupy up to 100 per cent of the total floor area of any one building	**Livable Oakville Plan 2009 – August 2018 Office Consolidation** Section 14 – Employment Employment states that *the employment areas* include Office Employment, Business Employment, Industrial, and Business Commercial. Section 14.1.6: Large format retail and retail warehouse uses shall not be permitted within *employment areas*. Section 14.3 Office Employment Permits *major offices* and offices, hotels, public halls, light industrial uses and training facilities and commercial schools. Limited convenience retail, accessory retail and service commercial uses, including restaurants, may be permitted in conjunction with the permitted uses. The policies do not set a quantitative threshold for the amount of retail that may be permitted within the Office designation.

Site Specific Policies: 15.3.3.1 Site 1 – Lands around Derry Rd W & Hurontario St and Courtney Park Dr & Hurontario St. 15.3.3.1.2 a) Accessory commercial uses will generally be limited to a maximum of 30% of the total GFA and must be contained within the same building as the principal use. 15.4 Meadowvale Business Park: Special Site Policy – NE Corner of Erin Mills Pkwy & Britannia Rd W: 15.4.3.1.2 Either accessory uses and/or a retail store will be permitted within an office building up to a max GFA of 2,000 sq.m. or 32% of the total GFA, whichever is less. 15.5 Sheridan Park: 15.5.4.1.3 Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings. 15.5.4.1.4 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre Character Area will be permitted, the location of which is to be determined. An OPA will be required for the redesignation of lands to accommodate commercial uses. Major retail uses will not be permitted.	the building; and ii. the combined GFA devoted to all ancillary uses, and to all accessory uses described in 8.5.2.2 f), is limited to a maximum of 15 percent of the total gross floor area of the building. 8.5.2.2 (h) *ancillary use* such as retail, service, restaurant, sports and fitness recreation use or financial institution within a non-industrial building provided that: i. the combined GFA devoted to all *ancillary uses* is limited to a maximum of 15 percent of the total GFA of the building, or in the case of an office building the total GFA of the ground floor, whichever is less; and, access to the premises of all ancillary uses is integrated within the building.	a. day nursery accessory to a major office development. b. ancillary commercial uses which serve the function and needs of the primary business uses in the employment lands such as limited types of personal service uses that serve the office, hotel and convention centre uses such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners, and similar compatible uses intended to serve the needs of businesses in the employment lands. c. ancillary retail uses which serve the function and needs of the primary business uses in the employment lands such as convenience stores, gift shops, boutiques, stationary outlets, print shops, and sales and service of computers and other office supplies. d. ancillary commercial and ancillary retail uses shall generally be directed to the ground floor. North Leslie Secondary Plan - 9.6.4.2 Employment Corridor Policies a. The permitted uses in the Employment Corridor designation shall include the following: i. Major office development including research and development facilities; ii. High performance industrial uses contained within wholly enclosed buildings including activities such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling, training facility and enclosed storage of goods. iii. Limited types of institutional, retail	amendment Prestige Employment 9.2.2.11 c. The following uses are permitted in areas designated as Prestige Employment: i. Industrial uses including manufacturing, warehousing (but not a *retail warehouse*), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. ii. Office and or *retail* uses accessory to and directly associated with any of the uses listed in policy 9.2.2.11.c.i provided that: A. the accessory use is located on the same lot as the primary use; B. the combination of accessory office and accessory *retail* uses shall not exceed 49% of the total GFA devoted to the primary use provided that the accessory *retail* use is limited to no more than 10% of the total GFA of the primary use. iii. Office uses not accessory to and directly associated with any of the uses listed in policy 9.2.2.11.c.i, up to a maximum gross floor area of 10,000 square metres provided that greater densities may be considered at sites located in higher profile areas such as major intersections (e.g., Arterial streets and 400-series Highways), or in proximity to planned transit stations at the time of consideration of implementing Block Plans and/or Zoning Bylaw. iv. *Ancillary retail* uses subject to the following conditions:	if the total floor area of all buildings on the site is greater than 3,000 sq. m.,	

		and personal service uses which serve the office and industrial uses such as banks, financial institutions, business and professional offices, restaurants, private clubs, day care facilities and similar compatible uses provided that the predominant use of the North Leslie Business Park remains for employment use and the retail and service uses are intended to serve the needs of employees within the North Leslie Business Park. iv. Retail and personal service uses which serve the office and industrial uses shall only be permitted where they are located within a centre of complementary and compatible uses and in no case shall any of these uses be stand alone and in excess of 500 m2.	A. the GFA of any one *ancillary retail* unit generally shall not exceed 185 square metres; B. the total GFA of all *ancillary retail* uses on any one lot generally shall not exceed 20% of the total GFA of all uses on the lot or 1,000 square metres, whichever is less; and		

Appendix 3: Benchmarking – Percentage of Retail Permitted within Industrial or Equivalent Designation

October 2019

Mississauga	Markham	Richmond Hill	Vaughan	Burlington	Oakville
Mississauga Official Plan – Aug 2018 Office Consolidation 11.2.12 Industrial: Permits range of uses including manufacturing, warehousing, distribution, and wholesaling, banquet hall, motor vehicle commercial uses, restaurants, secondary office. The maximum FSI for secondary offices is 0.5. Accessory uses generally limited to a maximum 20% of total GFA.	**2014 Official Plan (partially in force) – April 2018 Office Consolidation** 8.5 Employment Lands: Lands designated 'Service Employment' are intended to accommodate uses that serve and support other business uses and employees. The 'Service Employment' designation also applies to lands in older employment areas that have been transitioning for several years from industrial and warehousing uses to small-scale office and service employment uses. Service employment uses typically do not require large amounts of floor space and are suited to locations in shared multiple unit buildings. These uses provide goods and services to the businesses in Markham's employment areas, but may also serve resident needs. 8.5.4 Service Employment Permits a range of uses including service, office, financial instituition, manufacturing, warehousing, distribution, and wholesaling, motor vehicle repair. 8.5.4.2 (f) retail uses are permitted provided: i. the retail use is not greater than 1,000 square metres of GFA per premises, unless the retail use is an office supply or computer supply store which may have up to 3,000 square metres of GFA per premises; or - within a multiple-unit	**Richmond Hill Official Plan – January 2018 Office Consolidation** 4.8.1 Employment Area Secondary uses may be permitted provided that the uses are secondary to and integrated with an industrial or office development and in no case shall any such uses be located in a standalone building. a. accessory retail involving limited sales of retail goods up to 15% of the total GFA of any building provided the goods are manufactured, processed and/or assembled on the premises. b. day nursery accessory to a major office development. c. ancillary commercial uses, involving limited types of personal service uses, up to a maximum of 500 square metres of a building's floor area, that serve the office and industrial function of the Employment Area such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners, and similar compatible uses intended to serve the needs of businesses in the employment lands. 4.8.2 Employment Corridor 4.8.2.1.3 Secondary uses may be permitted provided it is integrated with an office development, hotel, convention centre or banquet facility:	**Official Plan 2010 (partially approved) - 2019 Office Consolidation** General Employment 9.2.2.10(b) The following uses are permitted: i. A full range of industrial uses including manufacturing, warehousing, processing, transportation, distribution. ii. office and/or retail uses accessory to and directly associated with any of the uses listed in policy 9.2.2.10.b.i provided that: the accessory use is located on the same lot as the primary use. the combination of accessory office and accessory retail uses shall not exceed 49% of the total GFA devoted to the primary use provided that the accessory retail use is limited to no more than 10% of the total GFA of the primary use. Prestige Employment 9.2.2.11 c. The following uses are permitted in areas designated as Prestige Employment: i. Industrial uses including manufacturing, warehousing (but not a *retail warehouse*), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. ii. Office and or *retail* uses accessory to and directly associated with any of the	**Official Plan 2008 – October 2017 Office Consolidation** Part III, Section 3.0 - Employment Lands Employment lands are the main location for office & industrial uses. 3.2.2 A maximum of 15 per cent of the total floor area of an industrial or office building in a General Employment or Business Corridor may be used for the purposes of the display and/or for the retail sale of products manufactured, processed, fabricated or assembled on the premises. In the case of industrial and office uses using less than 1,000 sq. m of total floor area, up to 25 per cent of the total floor area may be used for this purpose. 3.3 General Employment & 3.4 Business Corridor Permits industrial uses & offices. 3.3.2 d) & 3.4.2 e): Retail & other ancillary uses - shall only be permitted on lands having one or more buildings with a total floor area greater than 3,000 sq. m; - no more than 15 per cent of the total floor area of any one building shall be used for ancillary uses, except that a restaurant may occupy up to 100 per cent of the total floor area of any one building	**Livable Oakville Plan 2009 – August 2018 Office Consolidation** Section 14 – Employment Employment states that *the employment areas* include Office Employment, Business Employment, Industrial, and Business Commercial. Section 14.1.6: Large format retail and retail warehouse uses shall not be permitted within *employment areas*. Section 14.4 Business Employment Permits offices and light indusrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling. Hotels, public halls, and training facilities and commercial schools may also be permitted. 14.4.2 Accessory uses may be permitted in conjunction with permitted light industrial uses. Accessory retail uses shall be on the same lot and clearly subordinate, and directly related, to the functioning of the permitted use. Section 14.5 Industrial Permits light industrial, heavy industrial operations such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling. Major offices and offices may also be permitted on the lands designated

	building, the provisions of the first item of f) i. above are complied with, and the combined gross floor area devoted to all retail uses, including accessory retail uses, is limited to a maximum of either 50 percent of the total gross floor area of the building, or 3,000 square metres, whichever is less; and ii. the total gross floor area devoted to all retail uses on a property does not exceed 3,000 square metres. 8.5.4.2(g) Retail and/or service use that is accessory to a primary manufacturing, processing or warehousing use located on the same premise as the primary use provided 8.5.4.2(f) are met. <u>8.5.5 General Employment</u> Permits manufacturing, warehousing, distribution, and wholesaling. Accessory office space, retail or service uses are also permitted. 8.5.5.2 (b) retail and/or service use that is accessory to the primary manufacturing, processing or warehousing use, and located in the same premise as the primary use, provided the area devoted to the accessory use does not exceed 500 square metres of gross floor area, or a maximum of 15 percent of the total gross floor area devoted to the primary use, whichever is less. 8.5.5.2 (c) office use that is accessory to a primary manufacturing, processing or warehousing use, and located within the same premise as the primary use.	a. day nursery accessory to a major office development. b. ancillary commercial uses which serve the function and needs of the primary business uses in the employment lands such as limited types of personal service uses that serve the office, hotel and convention centre uses such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners, and similar compatible uses intended to serve the needs of businesses in the employment lands. c. ancillary retail uses which serve the function and needs of the primary business uses in the employment lands such as convenience stores, gift shops, boutiques, stationary outlets, print shops, and sales and service of computers and other office supplies. d. ancillary commercial and ancillary retail uses shall generally be directed to the ground floor. <u>North Leslie Secondary Plan - 9.6.4.2 Employment Corridor Policies</u> a. The permitted uses in the Employment Corridor designation shall include the following: i. Major office development including research and development facilities; ii. High performance industrial uses contained within wholly enclosed buildings including activities such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling, training facility and enclosed storage of goods.	uses listed in policy 9.2.2.11.c.i provided that: A. the accessory use is located on the same lot as the primary use; B. the combination of accessory office and accessory *retail* uses shall not exceed 49% of the total GFA devoted to the primary use provided that the accessory *retail* use is limited to no more than 10% of the total GFA of the primary use. iii. Office uses not accessory to and directly associated with any of the uses listed in policy 9.2.2.11.c.i, up to a maximum gross floor area of 10,000 square metres provided that greater densities may be considered at sites located in higher profile areas such as major intersections (e.g., Arterial streets and 400-series Highways), or in proximity to planned transit stations at the time of consideration of implementing Block Plans and/or Zoning Bylaw. iv. *Ancillary retail* uses subject to the following conditions: A. the GFA of any one *ancillary retail* unit generally shall not exceed 185 square metres; B. the total GFA of all *ancillary retail* uses on any one lot generally shall not exceed 20% of the total GFA of all uses on the lot or 1,000 square metres, whichever is less; and	if the total floor area of all buildings on the site is greater than 3,000 sq. m.,	Industrial within 500 m of the Bronte GO Station. Offices may also be permitted on the lands designated Industrial within Brisol Circle. 14.5.4 Accessory uses may be permitted in conjunction with permitted Industrial uses. Accessory retail uses shall be on the same lot and clearly subordinate, and directly related, to the functioning of the permitted use. <u>Section 14.6 Business Commercial</u> Permits hotels, public halls, training facilities and commercial schools, motor vehicle related uses, convenience retail and service commercial uses, including restaurants. Offices may also be permitted. 14.6.3 Convenience retail uses on sites designated Business Commercial shall not exceed 2,500 square metres in total floor area.

	8.5.5.3 (a) ancillary use within an industrial building shall be limited to restaurant, service, commercial school and office uses other than medical offices, provided: i. the combined total GFA devoted to ancillary uses and accessory uses described in Section 8.5.5.2 b), does not exceed 15 percent of the total GFA of the building; ii. ancillary uses and accessory uses shall only be located on the ground floor of the building; iii. an ancillary office use shall only be located in a building on an arterial road and does not exceed a maximum gross floor area of 300 square metres per premise; iv. the gross floor area of an ancillary restaurant or other ancillary service use does not exceed a maximum of 100 square metres per premise.	iii. Limited types of institutional, retail and personal service uses which serve the office and industrial uses such as banks, financial institutions, business and professional offices, restaurants, private clubs, day care facilities and similar compatible uses provided that the predominant use of the North Leslie Business Park remains for employment use and the retail and service uses are intended to serve the needs of employees within the North Leslie Business Park. iv. Retail and personal service uses which serve the office and industrial uses shall only be permitted where they are located within a centre of complementary and compatible uses and in no case shall any of these uses be stand alone and in excess of 500 m2.			

Appendix 4 Definitions for Employment and Office in Local Official Plans in the GTA

Definitions Official Plan	London (May 2019 Consolidation)	Markham - partially in force (Apr. 2019 Consolidation)	Vaughan - partially in force (2019 Consolidation)	Burlington (Oct. 2017 Consolidation)	Richmond Hill (Jan. 2018 Consolidation)	Mississauga (Aug. 2018 Consolidation)
Accessory, Ancillary, or equivalent	**Accessory and ancillary -** a use, building or structure that is incidental, subordinate and exclusively devoted to the main use and carried on with such main use, building or structure on the same lot.	**Accessory use -** use of land, buildings or structures that is normally incidental or subordinate to the principal use, building or structure located on the same lot. **Ancillary uses -** small-scale retail and commercial uses that primarily serve the business functions on lands designated 'Employment Lands'.	**"Accessory" office and retail uses -** are those directly associated with the primary permitted land use. **Ancillary Retail -** Small scale retail uses that primarily serve the business functions in Employment Lands.		**Accessory use -** a use of land, buildings or structures that is normally incidental or subordinate to and exclusively devoted to the principal use, building, or structure located on the same lot. **Ancillary -** small-scale retail and commercial uses that primarily serve the business functions on employment lands.	
Employment	**Employment area -** those areas designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.			**Area of Employment –** An area of land designated for clusters of business and economic uses, including, without limitation: (1) manufacturing uses; (2) warehousing uses; (3) office uses; (4) retail uses that are associated with, and accessory to, the uses mentioned in clauses (a) to (c) above. For the purposes of this Plan, the lands designated Business Corridor, General Employment, Mixed Use Corridor – Employment, Uptown Employment, Uptown General Employment and Uptown Office Business Park are considered to be Areas of Employment. **Employment Use –** The use of lands within a designated Employment, Employment Commercial or Mixed Use Corridor-Employment Area for business and economic activities, including, but not limited to, manufacturing, warehousing, offices and accessory retail and ancillary facilities, but does not include retail and service commercial uses unless they are accessory to employment uses.	**Employment Lands -** lands designated in this Plan as Employment Area or Employment Corridor for clusters of business and economic activities including but not limited to manufacturing, warehousing, office and accessory retail and ancillary uses and facilities.	
Office	**Office - Accessory office uses -** office space that is incidental, ancillary, subordinate and exclusively devoted to a main permitted use within a place type. **Office - General office uses –** a broad category of offices, including professional, service, medical and others sub-categories of office use. **Office - Office Conversion -** the total or partial conversion of a residential building for office use. **Office Floor Area Maximum -** the maximum floor area devoted to office uses and will also include the floor area of all uses that are ancillary or accessory to the office use. **Office scale means the following:** 1. Office, small scale means a building containing 2,000m2 of office uses or less. 2. Office, medium scale means a building containing 2,000m2 to 5,000m2 of office uses. 3. Office, large scale means a building containing more than 5,000m2 of office uses.		**Major office -** Office uses greater than 12,500 square metres per lot.		**Major Office -** an office building that has a GFA of 10,000 square metres or greater used primarily for the practice of a profession or the carrying on of a business such as the management or direction of an agency, organization, public administration, or administration of an industry including research and development. **Office -** any building or part thereof with a GFA less than 10,000 square metres used for the practice of a profession or the carrying on of a business such as the management or direction of an agency, organization, public administration, or administration of an industry including research and development.	**Major Office -** generally defined as freestanding office buildings of 10 000 m2 or greater, or with 500 jobs or more. **Secondary Office -** business, professional, and administrative offices, less than 10,000 m2 or accommodating less than 500 jobs.

Appendix 5
Conformity and Consistency to Land Use Planning Framework

Planning Act R.S.O, 1990

The City-Initiated Official Plan Amendment has been reviewed for consistency with matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the orderly development of safe and healthy communities (Section 2.(h));
- the adequate provision of employment opportunities (Section 2.(k));
- the appropriate location of growth and development (Section 2.(p));
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2.(q)); and,
- the promotion of built form that is well-designed, encourages a sense of place and provides for high quality public spaces (Section 2.(r)).

Provincial Policy Statement (PPS), 2014

The proposed amendments have been reviewed for consistency with the Provincial Policy Statement (PPS). The PPS policies that are applicable include, but are not limited to:

1.1.1 Healthy, liveable and safe communities are sustained by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Section 1.1.1 (a));*
- *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (Section 1.1.1 (b));*
- *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (Section 1.1.1 (e));*

The proposed amendments to the Official Plan is consistent with the general intent of the policy that addresses that healthy, liveable and safe communities are to be sustained with efficient range of land use development and land use patterns supported by existing servicing and infrastructure. The amendment directly addresses Section 1.1.1(b) to provide a range and mix of employment uses including industrial, office and commercial uses. The amendment allows select underutilized properties in the City along intensification corridors that are already sufficiently serviced with infrastructure and planned/existing transit, to be developed for appropriate higher density local office and commercial uses consistent with Section 1.1.1(a) and 1.1.1(e).

- *Land use patterns within settlement areas that efficiently uses land and resources, that supports active transportation and that are transit-supportive, and*

provides a range of uses and opportunities for intensification and redevelopment (Section 1.1.3.2).

The proposed amendment is for properties within the Settlement Area Boundary, particularly lands that are along the intensification corridors which are sufficiently serviced with infrastructure and planned/existing transit. The proposed OPA will allow opportunities for select parcels to redevelop and intensify requiring a minimum of three storeys and a mix of local office uses and ancillary uses which is transit-supportive. In this regard, it is also consistent with PPS policies as it relates to compact development and intensification.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (Section 1.3.1(a));*
- *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses (Section 1.3.1(b));*
- *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities (Section 1.3.1(c)); and*
- *ensuring the necessary infrastructure is provided to support current and projected needs (Section 1.3.1(d)).*

The proposed amendment will bring the Official Plan into greater conformity to 1.3.1(b) that provides opportunities for a diversified economic base. The OPA will allow Brampton to remain competitive to provide a mix and range of employment over the long term as the economy evolves. The OPA is also specifically focused to allow for an expanded variety of employment uses on suitable sites that can support a wider range of economic activities and ancillary uses. The OPA is further scoped to encourage compact mixed-use local office and commercial development that is compatible to the surrounding uses.

- *Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs (Section 1.3.2.1).*
- *Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion (Section 1.3.2.2).*
- *Planning authorities may plan beyond 20 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2 (Section 1.3.2.4).*

The proposed amendment is consistent with Section 1.3.2 Employment Area that protects and preserves employment areas for current and future uses. The proposed amendment will not facilitate conversion of lands within employment areas to non-employment uses as the permitted uses are scoped to include office and ancillary uses which is consistent with the definition of the PPS for employment area. The PPS defines Employment Area as: *"those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities."* The Region of Peel has confirmed that the proposed OPA will not be considered an employment land conversion, therefore a municipal comprehensive review is not required.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The proposed amendments have been reviewed for compliance with the Growth Plan for the Greater Golden Horseshoe (Growth Plan). The Growth Plan sections applicable to this amendment include, but are not limited to:

- *focusing growth within the City's urban boundary (Section 2.2.2 (1));*
- *encouraging intensification; identifying the appropriate type and scale and development and transition of built form to adjacent areas; identifying strategic growth areas and recognize them as a key focus for development; ensuring that lands are zoned and developed in a manner that supports the achievement of complete communities; be implemented through official plan policies and designations and updated zoning (Section 2.2.2.4);*
- *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities (Policy 2.2.5.1(a));*
- *ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan (Policy 2.2.5.1(b));*
- *planning to better connect areas with high employment densities to transit (Policy 2.2.5.1(c)); and*
- *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment ((Policy 2.2.5.1(d)).*
- *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit (Policy 2.2.5.3).*

The proposed OPA is consistent with the Growth Plan to increase employment densities, particularly within the existing employment area and underutilized lands. It supports a variety of employment within the Employment Area and locating office and commercial uses where there is existing and planned transit.

2.2.5.7 Municipalities will plan for all employment areas within settlement areas by:

- *prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use (Policy 2.2.5.7(a));*

- *prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold (Policy 2.2.5.7(b)); and*
- *providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility (Policy 2.2.5.7(c)).*

The proposed OPA will continue to protect the Employment Area for employment purposes, prohibiting residential and other sensitive land uses on the lands considered for a change of use. The local office and ancillary uses are compatible to the larger employment area and the adjacent residential area. These uses provide an appropriate transition between the higher intensity industrial uses and the residential uses within the City.

2.2.5.9. The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

a) there is a need for the conversion;
b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

2.2.5.10. Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
b) maintain a significant number of jobs on those lands through the establishment of development criteria; and
c) not include any part of an employment area identified as a provincially significant employment zone.

The Region of Peel has confirmed that the proposed OPA will not be considered an employment land conversion, therefore a municipal comprehensive review is not required. The proposed OPA adopts change of use criteria that are similar to the above-noted criteria in the Growth Plan.

Region of Peel Official Plan (Office Consolidation Dec. 2018)
The proposed amendments have been reviewed for compliance with the Region of Peel Official Plan (ROP). The ROP sections that are applicable to this OPA include, but are not limited to:

- *To attract and retain a range of employment types in Peel (Policy 5.6.1.4).*
- *To concentrate higher density employment uses in appropriate locations such as urban growth centres, the Regional Intensification Corridor, mobility hubs, nodes and corridors and in other areas served by transit (Policy 5.6.1.5).*
- *To plan for, protect and preserve, employment areas for employment uses (Policy 5.6.1.6).*
- *Protect and support employment areas for employment uses, as defined and designated in area municipal official plans. For the purposes of this policy, employment areas are those that contain lands designated: In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan (Policy 5.6.2.6).*

The amendment is in conformity with Policy 5.6.1.4 to provide a range of employment uses including local office and commercial uses. The amendment allows select properties located along intensification corridors to be developed for higher density uses that are served by transit, in conformity with Policy 5.6.1.5. The proposed OPA will continue to protect the Employment Area for employment purposes by maintaining the Employment designations of the Official Plan and Secondary Plan.

5.6.2.8 Permit conversion of lands within employment areas, to nonemployment uses, only through a municipal comprehensive review that demonstrates:

i. There is a need for the conversion;
ii. The Region and area municipality will continue to meet the employment forecasts of this Plan;
iii. The conversion does not affect the overall viability of the employment area and the achievement of intensification and density targets;
iv. There is existing or planned infrastructure to accommodate the proposed conversion; v. The lands are not required over the long-term for employment purposes;
vi. The lands do not fulfill the criteria for provincially significant employment lands;
vii. The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
viii Cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail, residential and non-ancillary uses are not considered employment uses unless already permitted by the designations identified in Section 5.6.2.6. Employment land conversions may be defined in area municipal official plans.

The Region of Peel has confirmed that the proposed OPA will not be considered an employment land conversion, therefore a municipal comprehensive review is not required. The proposed OPA adopts change of use criteria that are similar to the above-noted criteria in the ROP.

City of Brampton Official Plan, 2006 (Office Consolidation Sept. 2015)

The proposed OPA is consistent with the objectives of the Employment Area policies (Section 4.4 Employment), with respect to:

- *Retain and enhance business, industry and employment opportunities within Brampton (Section 4.4(a));*
- *Designate high quality employment areas close to major transportation and transit facilities that support the principles of complete communities by providing convenient access to jobs and that are compatible with adjacent natural areas and land uses (Section 4.4(b));*
- *Encourage a City-wide average live-work ratio of 2:1 by 2031 that will contribute to sustainability and enhance the quality of life of the community (Section 4.4(c));*
- *Protect the supply of designated employment areas within the City for purposes including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary services (Section 4.4(d));*
- *Increase the proportion of the City's non-residential assessment base by facilitating and promoting increases in the current level of business and industrial activity (Section 4.4(e));*
- *Provide for supporting provisions for future manufacturers and new land use opportunities for expected growth in the non-retail service sector (Section 4.4(g));*
- *Provide for a land use pattern to ensure that industries and sensitive land uses are appropriately designed, buffered and/or separated from each other (Section 4.4(i)).*

Subject: RE: Letter from the Honourable Steve Clark, Minister of Municipal Affairs and Housing

From: Minister Steve Clark <mah@ontario.ca>
Sent: February 6, 2020 3:42 PM
To: Iannicca, Nando <nando.iannicca@peelregion.ca>
Subject: Letter from the Honourable Steve Clark, Minister of Municipal Affairs and Housing

La version française suit.

Ministry of Municipal Affairs and Housing

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7000
Fax: 416 585-6470

Ministère des Affaires municipales et du Logement

Bureau du ministre

777, rue Bay, 17e étage
Toronto ON M5G 2E5
Tél. : 416 585-7000
Téléc. : 416 585-6470

Ontario

234-2020-177

February 6, 2020

Dear Head of Council:

As you know, the Greater Golden Horseshoe is a critical economic driver in the province and one of the fastest growing regions in North America. By 2041, the region is expected to accommodate approximately 13.5 million people and 6.3 million jobs.

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓

To help accommodate this anticipated growth over the coming decades, our government released A Place to Grow: Growth Plan for the Greater Golden Horseshoe (A Place to Grow) in May 2019. This new Plan will help manage growth so communities in the region can develop in ways that expand economic opportunities, build more housing, attract investments and create jobs all while maintaining protections for our cultural heritage assets, key employment and agricultural lands and environmentally sensitive areas, including the Greenbelt.

A key part of the successful implementation of A Place to Grow is understanding the future population and employment trends in order to put in place the housing and reliable employment we will need as the region grows. The population and employment forecasts in Schedule 3 of A Place to Grow are established at the upper-and single-tier municipal level and are central to stable, coordinated long-term growth management across the region. They help municipalities assess, plan for and integrate housing, infrastructure, economic, environmental and land needs to support future growth.

As a fundamental component of the A Place to Grow framework, it is imperative that the forecasts be accurate and up-to-date to incorporate the best available data and reflect changes to the region's economy, housing supply and employment landscapes.

With that said, I am pleased to announce that the Ministry of Municipal Affairs and Housing (MMAH) has initiated a review and update of the Schedule 3 forecasts. To assist with this undertaking, MMAH has procured the services of Hemson Consulting.

As part of this work, the Ministry will be consulting with municipalities and key stakeholders through a series of advisory groups and technical workshops to provide insight on forecast-related issues, including potential revisions to the forecast methodology and an appropriate timing structure for updated forecasts to take effect.

The Ministry is working to complete this review no later than summer 2020.

If you have questions about the review and update of the forecasts, please feel free to contact Cordelia Clarke Julien, Assistant Deputy Minister, Ontario Growth Secretariat, Ministry of Municipal Affairs and Housing at cordelia.clarkejulien@ontario.ca.

I look forward to continuing to work together in the months ahead.

Sincerely,

Steve Clark

Minister

c:

Chief Administrative Officer

Kate Manson-Smith
Deputy Minister
Ministry of Municipal Affairs and Housing

Cordelia Clarke Julien
Assistant Deputy Minister
Ontario Growth Secretariat
Ministry of Municipal Affairs and Housing

c/o Joanne Watson, 14 Ridgetop Ave. Brampton, ON L6X 1Z7 tel: 647-291-9452, email peelfederationofagriculture@gmail.com

February 5, 2020

Mr. Nando Iannicca

Regional Chair, Region of Peel

10 Peel Centre Drive

Brampton ON L6T 4B9

RECEIVED
February 11, 2020
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

RE: Bill 156 – Security from Trespass and Protecting Food Safety Act

The Peel Federation of Agriculture represents the voice of agriculture in the local community and advocates on behalf of our farm family members. Along with out Commodity partners in Peel and the Ontario Federation of Agriculture, the Peel Federation of Agriculture is committed to a sustainable and profitable future for farm families.

Ontario Farms have increasingly come under threat of unwanted trespassers and activists who are illegally entering property, barns and buildings, seizing private property and threatening the health and safety of the farm, employees, livestock and crops.

On December 2, 2019, the provincial government introduced Bill 156, Security from Trespass and Protecting Food Safety Act, 2019. The bill is intended to protect Ontario farm animals, farmers and farm families, and the safety of the entire food supply by addressing the ongoing threat of unwanted trespassing and from unauthorized interactions with farm animals. The risks of these actions include exposing farm animals to stress and potential diseases, as well as the introducing contaminants into the food supply.

The Peel Federation of Agriculture appreciates the support from the provincial government for taking a strong stance to protect our farms and food safety, and introducing more significant consequences for illegal trespassing activities.

The Peel Federation of Agriculture is calling on all municipal councils in the province to reassure their citizens that the safety of Ontario farm animals, farmers and farm families, and the safety of the entire food system matters. We respectfully ask that you show your council your support for Bill 156 by sending the following letter (see attached) to Ontario's Minister of Agriculture, Food and Rural Affairs, the Honourable Ernie Hardeman.

If you have already indicated to Minister Hardeman your support for Bill 156, we thank you for your initiative!

Thank you for showing your support for stronger legislation to protect Ontario farms, animals and food from intruders.

Sincerely,

Joanne Watson for

Tom Dolson, President

And the Directors of the Peel Federation of Agriculture

REFERRAL TO OFFICE OF THE REGIONAL CHAIR
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

PFA
PEEL FEDERATION of AGRICULTURE

c/o Joanne Watson, 14 Ridgetop Ave. Brampton, ON L6X 1Z7 tel: 647-291-9452, email peelfederationofagriculture@gmail.com

February 4, 2020

Hon. Ernie Hardman

Minister of Agriculture, Food & Rural Affairs

77 Grenville Street, 11th Floor

Toronto ON M5S 1B3

Via Email: minister.omafra@ontario.ca

Dear Minister Hardeman:

Ontario farms have come under increasing threat from trespassers and activists who illegally enter property, barns and buildings, causing significant disruptions to the entire agri-food sector. These activists are trespassing under false pretenses to gain entry onto farm properties. They have seized private property and threatened the health and safety of Ontario farms, employees, livestock and crops. These individuals and organizations are causing health and safety concerns and undue stress to Ontario farmers, their families, and their businesses. Once peaceful, protests have escalated to trespassing, invading, barn break-ins and harassment. These incidents distress farmers, their families and employees, and threaten the health of livestock and crops when activists breach biosecurity protocols, ultimately putting the entire food system at risk.

We strongly support the new proposed legislation, Bill 156: Security from Trespass and Protecting Food Safety Act. This new legislation is an important way to keep our farm and food supply safe for all Ontarians. Bill 156 provides a balanced approach to protecting farms while recognizing a citizen's right to protest. This new legislation will ensure farm businesses have a legal standing to protect their farm, family and employees, crops and ultimately the entire food system. Bill 156: Security from Trespass and Protecting Food Safety Act is good news for Ontario's agri-food industry.

Thank you for this important new legislation. Protect of our Ontario should be the highest priority.

Sincerely,

Tom Dolson

Tom Dolson, President

And the Directors of the Peel Federation of Agriculture

Subject: FW: Proposed regulatory changes under the Aggregate Resources Act

From: Aggregates (MNRF) <Aggregates@ontario.ca>
Sent: February 13, 2020 9:14 AM
To: Keyes, Jennifer (MNRF) <jennifer.keyes@ontario.ca>
Cc: Desroches, Pauline (MNRF) <Pauline.Desroches@ontario.ca>; Zeran, Rebecca (MNRF) <rebecca.zeran@ontario.ca>
Subject: Proposed regulatory changes under the Aggregate Resources Act

Dear Ontario Heads of Council and Clerks,

The Ministry of Natural Resources and Forestry recognizes the critical role Ontario's municipalities play in the lives of Ontarians. We value our strong collaborative partnership with municipalities and the associations that represent their interests.

We want to advise you that the Ministry of Natural Resources and Forestry is proposing changes to the way extraction of aggregate resources are regulated in Ontario, and we are inviting your input on the changes proposed.

The Ministry has gathered perspectives from, industry, municipalities, Indigenous communities, members of the public, and other stakeholders. These proposed changes promote economic growth within the aggregate industry while also maintaining strong protection of the environment and addressing community impacts.

The key areas being proposed for change are summarized below for your convenience. However, we would encourage you to read the details of the proposed regulatory changes which can be found on the Environmental Registry notice# **019-1303** *Proposed amendments to Ontario Regulation 244/97 and the Aggregate Resources of Ontario Provincial Standards under the ARA* located here.

The posting notice can also be viewed by searching for notice#**019-1303** at the following web link: **www.ero.ontario.ca**

We encourage you to provide feedback through the Environmental Registry process.

If you have any questions about the proposed changes, please call Rebecca Zeran at (705) 749-8422.

Kind Regards,

Jennifer Keyes
Director, Natural Resources Conservation Policy Branch
Ministry of Natural Resources and Forestry

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓

Proposed regulatory changes include:

For new pits and quarries:

- enhancing the information required to be included in summary statements and technical reports at the time of application
- improving flexibility in how some standard site plan requirements can be implemented and modernizing how site plans are created
- creating better consistency of site plan requirements between private and Crown land and better alignment with other policy frameworks
- updating the list of qualified professionals who can prepare Class A site plans
- updating the required conditions that must be attached to a newly issued licence or permit
- adjusting notification and consultation timeframes for new pit and quarry applications
- changing and clarifying some aspects of the required notification process for new applications
- updating the objection process to clarify the process
- updating which agencies are to be circulated new pit and quarry applications for comment

For existing pits and quarries:

- making some requirements related to dust and blasting apply to all existing and new pits and quarries (requirements which were previously only applied to new applications)
- updating and enhancing some operating requirements that apply to all pits and quarries, including new requirements related to dust management and storage of recycled aggregate materials
- providing consistency on compliance reporting requirements, while reducing burdens for inactive sites
- enhancing reporting on rehabilitation by requiring more context and detail on where, when and how rehabilitation is or has been undertaken
- clarifying application requirements for site plan amendments
- outlining requirements for amendment applications to expand an existing site into an adjacent road allowance
- outlining requirements for amendment applications to expand an existing site below the water table
- setting out eligibility criteria and requirements to allow operators to self-file changes to existing site plans for some routine activities without requiring approval from the ministry (subject to conditions set out in regulation)

Allowing minor extraction for personal or farm use:

- outlining eligibility and operating requirements in order for some excavation activities to be exempted from needing a licence (i.e., if rules set in regulation are followed). This would only be for personal use (max. of 300 cubic meters) or farm use (max. 1,000 cubic meters)

ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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Region of Peel
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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 3, 2020

REPORT TITLE: **ADOPTION OF NEW OPTIONAL SMALL-SCALE ON-FARM BUSINESS SUBCLASSES IN THE COMMERCIAL AND INDUSTRIAL PROPERTY CLASSES**

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

RECOMMENDATION

That, in accordance with the provisions of Ontario Regulation 282/98 made under the *Assessment Act*, as amended (hereinafter referred to as O. Reg. 282/98), Peel Region adopt the new optional small-scale on-farm business subclass in the industrial property class and the new optional small-scale on-farm business subclass in the commercial property class, within the Region;

And further, that the necessary by-law to adopt the new optional small-scale on-farm business subclass within the industrial property class and the new optional small-scale on-farm business subclass within the commercial property class, be presented for enactment.

REPORT HIGHLIGHTS

- As legislated under Ontario Regulation 361/18, new optional subclasses are available for both industrial and commercial property classes to promote and support small-scale agri-food enterprises across Ontario.
- The subclasses apply to the first $50,000 of industrial and/or commercial assessment attached to a farm property, and will be taxed at 25 per cent of the industrial and/or commercial tax rate set by the municipalities as legislated under Ontario Regulation 363/18.
- To qualify, 51 per cent of the industrial and/or commercial facility must be used to sell, process or manufacture something from a product produced on the farmland and must be an extension to the farming operation.
- If the industrial or commercial operation has an assessed value equal to or greater than $1 million, it will not qualify for the subclass and the property tax rate reduction.
- A council of a single or upper-tier municipality may pass a by-law opting to have the industrial subclass, or both the industrial and commercial subclasses apply within a municipality.
- The education tax rate reduction applies to small scale on-farm businesses that meet the criteria outlined in Ontario Regulation 361/18, irrespective of municipalities opting into small-scale on-farm business subclasses.
- If adopted for the 2020 tax year, the new optional subclass will have no net financial implications for the Region of Peel.

ADOPTION OF NEW OPTIONAL SMALL-SCALE ON-FARM BUSINESS SUBCLASSES IN THE COMMERCIAL AND INDUSTRIAL PROPERTY CLASSES

DISCUSSION

1. Background

The Provincial 2017 Economic Outlook and Fiscal Review announced that, starting in 2018, the government will support the growth of small-scale agri-food business on farms by enabling property tax changes to be made at the local level. The intent of this initiative was to provide sustainable property tax treatment to farmers who diversify their operations by engaging in small-scale processing or retail activities as a direct extension of their farming business.

On May 3, 2018, the Province established two new optional subclasses for small-scale on-farm business in the commercial and industrial property classes to promote and support local farms across Ontario. The new subclasses were optional for the 2018 tax year and subsequent taxation years and subject to the following requirement criteria:

- The industrial and/or commercial facility must be an extension to the farming operation;
- 51 per cent of the industrial and/or commercial facility must be used to sell, process or manufacture something from a product produced on the farmland;
- The first $50,000 of assessed value attributed to the industrial and/or commercial operation will qualify for the reduced commercial or industrial tax rate;
- If the industrial and/or commercial operation has an assessed value equal to or greater than $1 million, it will not qualify (O. Reg. 361/18).

<u>Property Tax Rate Reduction – Small Scale On-Farm Business Subclasses</u>
The new optional subclasses provide municipalities with the flexibility to tax the first $50,000 of assessed value of qualifying value-added industrial and/or commercial activities on farms at a rate that is 75 per cent lower than the industrial or commercial property tax rate that would otherwise apply (O. Reg. 363/18).

In order to ensure consistency across the Province, the business education tax (BET) was reduced by 75 per cent and applied to all qualified properties (or as otherwise specified by Regulation), irrespective of municipalities opting into the small-scale on-farm business subclasses (O. Reg. 362/18).

<u>Single or Upper–tier Municipality By-law Requirement</u>
The council of a single or upper-tier municipality may pass a by-law opting to have a small-scale on-farm business subclass within both the industrial and commercial property classes, or only the industrial small-scale on-farm business subclass apply within the municipality. As legislated, the commercial property small-scale on-farm business subclass is only available if the municipality has passed a by-law for the industrial property small-scale on-farm business subclass.

<u>The Municipal Property Assessment Corporation (MPAC) Review: Small Scale On-Farm Business Subclasses</u>
MPAC has conducted a province-wide review of all farms to determine which properties are eligible for the small-scale on-farm business subclasses. This review was completed in early

2019, and MPAC has identified approximately 250 properties across Ontario that are eligible for the new optional subclasses. On March 15, 2019, MPAC provided special amended notices to property owners explaining the recent changes to their assessment.

MPAC has identified three properties that qualify for the small scale on-farm business subclass within the Region of Peel – two in the City of Brampton, and one in the Town of Caledon.

FINANCIAL IMPLICATIONS

As mentioned above, MPAC has identified three properties in the Region of Peel which are in the commercial small-scale on-farm business subclass. Two properties are located in the City of Brampton and one property in the Town of Caledon. There are no properties assessed in the small scale on-farm business subclass in the City of Mississauga.

If the new optional subclass (at 75 per cent tax subclass reduction) is adopted for the 2020 tax year, it will have no net financial implications for the Region as the changes will be accounted for within the regular property tax calculation. The adoption of the new optional subclass will result in shifts in the municipal property taxes away from the small scale on-farm business properties in the commercial property class and onto other property classes (i.e. primarily the residential property class, as this class makes up the vast majority of the property tax base). The estimated shift amount in the 2020 municipal property taxes from the small scale on-farm business properties and onto other property classes (primarily residential) is under $1,000.

CONCLUSION

Regional and local municipal tax staff recommend that Regional Council adopt the optional new small-scale on-farm business subclasses in both the industrial and commercial property classes for qualifying value-added activities that occur on farms as part of the farming business. The adoption of the optional new subclasses will provide sustainable property tax treatment to farmers who diversify their operations by engaging in small-scale processing or retail activities as a direct extension of their farming business.

Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

ADOPTION OF NEW OPTIONAL SMALL-SCALE ON-FARM BUSINESS SUBCLASSES IN THE COMMERCIAL AND INDUSTRIAL PROPERTY CLASSES

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

Region of Peel
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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 19, 2020

REPORT TITLE: **SUPPLY OF INFORMATION TECHNOLOGY RESEARCH AND ADVISORY SERVICES FOR THE EXECUTIVE AND OPERATIONS LEVEL, DOCUMENT 2020-134N**

FROM: Sean Baird, Commissioner of Digital and Information Services

RECOMMENDATION

That the Contract (Document 2020-134N) for the Supply of Information Technology (IT) Research and Advisory Services for the Executive Level be awarded to Gartner Canada Co. in the amount of $164,000, exclusive of applicable taxes, for a contract period of 12-months pursuant to Procurement By-Law 30-2018, as amended, section 5.2.5, which authorizes the award of direct negotiation procurements from a Vendor that has special knowledge, skills, expertise, and/or experience;

And further, that the Commissioner of Digital and Information Services be authorized to renew the Contract for four additional 12-month periods in the estimated annual amount of $240,000, exclusive of applicable taxes, for both the Executive and Operations Level services, subject to available budget, on business terms satisfactory to the Commissioner of Digital and Information Services and on legal terms satisfactory to the Regional Solicitor;

And further, that subject to budget availability, approval be granted to increase the Contract to purchase additional services to address future requirements.

REPORT HIGHLIGHTS

- With the rapid speed of technological evolution, many organizations have struggled to keep up with a moving target and stay up-to-date on the emerging trends and technological advancements.
- Like many public sector organizations, the Region makes use of Information Technology (IT) research and advisory services as it would otherwise be cost-prohibitive to maintain these skillsets in-house.
- The Region of Peel has used the IT research and advisory services of Gartner Canada Co. since 2006 and has always benefited from Gartner's independent, objective and unbiased advice on IT issues and the technology marketplace.
- Gartner Canada Co. is the world's largest IT research and advisory company and is regularly recognized for the independence of their advice since they do not market or sell any specific IT software or hardware products.
- The Region of Peel needs to continue engaging the services of Gartner Canada Co. to help the IT Leadership and Operations team make informed decisions and develop the most effective IT strategy for the organization.

SUPPLY OF INFORMATION TECHNOLOGY RESEARCH AND ADVISORY SERVICES FOR THE EXECUTIVE AND OPERATIONS LEVEL, DOCUMENT 2020-134N

DISCUSSION

1. Background

As technology is rapidly changing and evolving, combined with accelerating digital transformation and potential security threats, organizations such as the Region of Peel turn to the expert advice and recommendations of a global leading advisory company such as Gartner Canada Co. (Gartner) who keeps apprised of the latest trends and the constantly shifting digital landscape.

Gartner is the world's largest Information Technology (IT) research and advisory company providing independent and unbiased advice on IT issues and the technology marketplace. Gartner collaborates with clients to research, analyze and interpret the IT industry including vendors, technologies and business processes through rigorous and proven methodologies. The advice, best practices and approach that Gartner brings to the table provide the Region insights to make informed, fact-based decisions and guidance to deliver superior results on key initiatives and critical designs in IT procurements, complex IT architectures and technical planning which are constantly shifting technological landscapes. Gartner advisory expertise is a critical enabler in helping Digital and Information Services (D&IS) with best practices, insights and jurisdictional scan. Gartner also provides 10,000 + research documents and tools focused on IT and business cost optimization helping the Region to create a roadmap for value realization.

A large percentage of both the Fortune 1000 and the Global 500 companies use Gartner advisory to support decision-making. Gartner clients in Canada include most provincial governments, the Canadian Federal Government and several Canadian cities and municipalities. The Region of Peel and Peel Regional Police have been enrolled in the Gartner Executive Level Program since 2006.

The Executive Level contract with Gartner provides access to the services for the IT leadership team only. A new service was contracted with Gartner for technical professional advisory services (Operations Level) that provides other staff within D&IS involved in project management, architecture, technical, etc. to access Gartner's expertise and services such as: published research, webinars, Gartner Cloud Decisions, Gartner peer insights and connect, and submit individual inquiries. The contract for the Operations Level expires in 2021.

2. Procurement Process

This is a non-competitive process. In accordance with Procurement By-Law 30-2018 and amending By-Law 4-2020, this contract requires Regional Council approval. The process to award this contract is in compliance with the By-Law.

The Region of Peel has been using Gartner Canada Co. through a non-competitive process since 2006 for expert independent IT research and advisory services. The Vendor has always been a forerunner in the IT field and continues to be the only recognized global leader, possessing worldwide experience, specialized skills and knowledge, expertise and demonstrated credibility that has been a valuable asset to the Region's D&IS leadership staff for informed decision making. Gartner's expertise and valuable

advice/recommendations have helped the Region's IT Executives and technical staff to successfully implement major projects including, but not limited to:

- Approach and recommendations for application rationalization
- Strategy and recommendations for device management and mobility management
- Review and recommendations for the Workforce Strategy
- Approach for Microsoft Enterprise Licensing, Subscription and Support Agreements
- Approach for selecting and implementing an IT Service Management Solution
- Analysis of the Multifunction Device environment and recommendations for the RFP
- Approach and recommendations for the Salesforce contract renewal
- Approach for implementing IT Strategic Sourcing and Vendor Relationship Management
- Approach for modernized voice services (in progress)

Gartner has gained an in-depth understanding of the Region's IT environment, infrastructure and ongoing initiatives. Continued engagement with Gartner's expert IT research and advisory services through the purchase of an annual subscription provides good value to the Region of Peel and is vital to the success of the Region's digital transformation journey, achievement of mission-critical priorities and enhancement of Regional services.

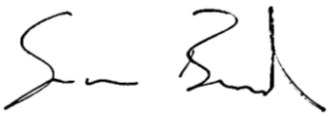
With regard to IT Advisory Services, Gartner has consistently held the top spot and remains unrivalled in their independent and unbiased analysis and industry leading reports on vendors, technologies and market trends with very high level of detail as demonstrated in their magic quadrant map, massive and reliable content availability, and huge database of verified and trusted research. There are no other vendors that can deliver the same level of expertise and experience that Gartner can provide to the Region to help Executives and the technical team make confident decisions on key initiatives.

Approval for the 2020 annual subscription for IT Research and Advisory Services for the Executive Level is requested in the amount of $164,000, exclusive of applicable taxes.

Approval for the annual subscriptions for IT Research and Advisory Services for both the Executive Level and Operations Level is requested going forward on an annual basis beginning in 2021 in the estimated total annual amount of $240,000, exclusive of applicable taxes. This combined amount is more cost effective than the previous year's annual cost of $242,667 which only allowed for Executive level access.

FINANCIAL IMPLICATIONS

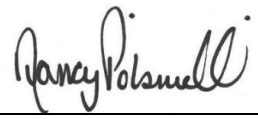
There are sufficient funds for the 2020 annual subscription in Capital Cost Centre 18-7514. Future subscriptions will be made subject to budget availability.



Sean Baird, Commissioner of Digital and Information Services

SUPPLY OF INFORMATION TECHNOLOGY RESEARCH AND ADVISORY SERVICES FOR THE EXECUTIVE AND OPERATIONS LEVEL, DOCUMENT 2020-134N

Approved for Submission:



N. Polsinelli, Interim Chief Administrative Officer

For further information regarding this report, please contact Steve Van De Ven, Director, IT Operations, Ext. 4451, steve.vandeven@peelregion.ca

Authored By: Glenda Baylon, Supervisor, Program Services

Reviewed in workflow by:
Procurement
Financial Support Unit

THE REGIONAL MUNICIPALITY OF PEEL

AUDIT AND RISK COMMITTEE

MINUTES

ARC - 1/2020

The Region of Peel Audit and Risk Committee met on February 6, 2020 at 11:12 a.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: S. Dasko; N. Fairhead; C. Fonseca; N. Iannicca; K. Ras; R. Santos; I. Sinclair; R. Starr; H. Zuberi

Members Absent:

Also Present: N. Polsinelli, Interim Chief Administrative Officer; N. Rajani, Acting Commissioner of Finance; S. Baird, Commissioner of Digital and Information Services; L. Duarte, Acting Commissioner of Corporate Services; J. Sheehy, Commissioner of Human Services; A. Farr, Acting Commissioner of Public Works; C. Granger, Acting Commissioner of Health Services; P. O'Connor, Regional Solicitor; M. Morris, Director, Enterprise Risk and Audit Services; A. Macintyre, Deputy Regional Clerk and Manager of Legislative Services; J. Jones, Committee Clerk; S. MacGregor, Legislative Assistant

Chaired by Councillor Starr.

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION ARC-1-2020:

That the agenda for the February 6, 2020 Audit and Risk Committee meeting, be approved.

3. DELEGATIONS - Nil

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* See text for arrivals
◆ See text for departures

4. REPORTS

4.1. 2020 Enterprise Audit Services Risk Based Work Plan

Presentation by Michelle Morris, Director, Enterprise Risk and Audit Services and Jennifer Weinman, Manager, Enterprise Audit Services

Received

RECOMMENDATION ARC-2-2020:

That the 2020 Enterprise Audit Services Risk Based Work Plan as outlined in the report of the Director, Enterprise Risk and Audit Services, titled “2020 Enterprise Audit Services Risk Based Work Plan”, be approved.

Michelle Morris, Director, Enterprise Risk and Audit Services and Jennifer Weinman, Manager, Enterprise Audit Services, provided an overview of the 2020 work plan outlining the purpose, methodology, risk universe and alignment to the Region of Peel’s Strategic Plan. They reviewed the three work plan components including: audit projects that will commence in 2020, projects started in 2019 to be concluded in 2020, and other audit related services.

In response to a question from Councillor Sinclair regarding the Land Use Planning audit, Michelle Morris stated that subsequent to determination of the preliminary scope of the audit, staff will report back to the committee.

Member Fairhead suggested that the preliminary scope of the IT Capability Management audit be revised to also include “upgrade skills” for existing staff, to improve staff retention.

Councillor Fonseca suggested that pedestrian signals at intersections be considered in the Roads and Transportation Management audit.

4.2. Enterprise Risk Management Policy

RECOMMENDATION ARC-3-2020:

That the revised Enterprise Risk Management Policy, attached as Appendix I to the report of the Director, Enterprise Risk and Audit Services, titled "Enterprise Risk Management Policy", be approved.

In response to a question from Member Fairhead regarding external risks, Michelle Morris, Director, Enterprise Risk and Audit Services, stated that both internal and external risks reside under the five broad risk categories outlined in the Policy. She noted that the Region’s Risk Taxonomy tool (used to identify potential internal and external risks) will be forwarded to the Committee members.

4.3. **2019 Fraud Information**

Received

In response to a question from Member Zuberi regarding a concern raised by one survey respondent with respect to effective controls and oversight in the Ontario Works program area, Janice Sheehy, Commissioner of Human Services, stated that to address the results of the Auditor General audit of Ontario Works, the Region is working to re-implement and strengthen controls to deal with inherent weaknesses in Ontario Works systems.

In response to a question from Councillor Starr regarding the process to escalate fraud incidents to the Peel Regional Police, Jacklyn Johnson, Acting Director, Integrated Business Support, stated that staff use specific criteria to determine police referrals, such as: client lack of remorse; clear intent to commit fraud; no language, medical or mental health barriers; accuracy and completion of investigation documents; previous incidents of fraud; level of client co-operation; and, over payment amount.

4.4. **Update on ISO 20000 Program**

Received

Member Fairhead stated that Information Technology Infrastructure Library (ITIL) and ISO 20000 are proven, disciplined processes that provide a body of good practices and methods to measure progress and set clear targets. He noted that although these processes may be viewed as overhead, expense, and bureaucracy; studies indicate that the implementation of ITIL and ISO 20000 can provide significant cuts to ongoing IT support costs.

5. COMMUNICATIONS - Nil

6. IN CAMERA MATTERS - Nil

7. OTHER BUSINESS - Nil

8. NEXT MEETING

The next meeting of the Audit and Risk Committee is scheduled for April 16, 2020 at 11:00 a.m. to 12:30 p.m. in the Council Chamber, 5th floor, Regional Administrative Headquarters, Suite A, 10 Peel Centre Drive, Brampton, Ontario.

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

9. ADJOURNMENT

The meeting adjourned at 12:06 p.m.

THE REGIONAL MUNICIPALITY OF PEEL

REGIONAL COUNCIL POLICIES AND PROCEDURES COMMITTEE

MINUTES

PPC - 1/2020

The Region of Peel Regional Council Policies and Procedures Committee met on February 6, 2020 at 1:05 p.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: G.S. Dhillon*; P. Fortini; N. Iannicca (ex-officio); J. Innis; C. Parrish; K. Ras; P. Saito; I. Sinclair

Members Absent: P. Brown (ex-officio), due to other municipal business; B. Crombie (ex-officio) due to other municipal business; M. Palleschi, due to other municipal business; A. Thompson (ex-officio), due to other municipal business

Also Present: N. Polsinelli, Interim Chief Administrative Officer; N. Rajani, Acting Commissioner of Finance; L. Duarte, Acting Commissioner of Corporate Services; J. Sheehy, Commissioner of Human Services; S. Baird, Commissioner of Digital and Information Services; A. Farr, Acting Commissioner of Public Works; C. Granger, Acting Commissioner of Health Services; P. O'Connor, Regional Solicitor; A. Macintyre, Deputy Regional Clerk and Manager of Legislative Services; J. Jones, Committee Clerk; S. MacGregor, Legislative Assistant

Chaired by Councillor Parrish.

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION PPC-1-2020:

That the agenda for the February 6, 2020 Regional Council Policies and Procedures Committee meeting, be approved.

3. DELEGATIONS - Nil

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* See text for arrivals
◆ See text for departures

4. REPORTS

Items 4.3 and 4.4 were dealt with

4.3. Process for Appointing a Chief Administrative Officer Update (Oral)

Received

Mary Killeavy, Director, Human Resources, provided an update on the process to appoint a Chief Administrative Officer (CAO). She stated that a Request for Proposal (RFP) to select a vendor (recruitment company) is in progress. Once selected, the vendor will send a questionnaire to members of Council to gather feedback on the criteria for a candidate and recruitment expectations; and subsequently create a CAO recruitment profile. She confirmed that the profile will be brought forward to Regional Council for approval. She outlined the next steps for the vendor which include: advertising for the position, screening of applications and provision of a candidate shortlist.

In response to a question from Councillor Parrish, Mary Killeavy noted that staff will request that the vendor provide the complete list of candidates for reference.

In response to a question from Councillor Saito regarding the Committee's authority with respect to the selection process, the Committee Clerk confirmed that the December 19, 2019 Council resolution authorized the Committee to interview and vet candidates; and, to recommend candidates for appointment by Council.

In response to a request from Councillor Parrish regarding the method to update Council on the committee's progress, Mary Killeavy noted that staff will advise Council with respect to the number of applicants shortlisted and interviewed; and include general background information on the candidates. She will attend future meetings to provide recruitment process updates.

Councillor Dhillon arrived at 1:10 p.m.

4.4. Review of Regional Council Composition

RECOMMENDATION PPC-2-2020:

That the report of the Acting Commissioner of Corporate Services, titled "Review of Regional Council Composition", be deferred to the next Regional Council Policies and Procedures Committee meeting.

Councillor Parrish distributed a hand-out to Committee members providing population and Council composition information for eight Ontario regional governments including the regions of Durham, Halton, Niagara, Oxford, Muskoka, Waterloo, York and Peel.

In response to a question from Councillor Parrish, Patrick O'Connor, Regional Solicitor noted that the purpose of this report is to request direction on how to proceed with the mandated review of Regional Council composition.

Subsequent to the Committee's discussion on options to proceed, Patrick O'Connor clarified that the *Municipal Act, 2001*, as amended (the *Act*), calls for a regional governance review to be undertaken and a decision to be made in one of two ways; either to initiate change using the authority provided under s. 218 of the *Act*, or to affirm that the existing composition is satisfactory. The *Act* does not offer the option to do nothing, but provides that should Council not make a decision, then the Minister is authorized to make a decision in Council's place.

In response to a motion placed by Councillor Ras, recommending that Council reaffirm the existing Regional Council composition, Patrick O'Connor noted that an affirmation of the status quo, should it be approved by Council, will also require triple majority support.

4.1. **Revisions to the Interim Period Approvals Committee Terms of Reference**

RECOMMENDATION PPC-3-2020:

That the revised Terms of Reference for the Interim Period Approvals Committee, attached as Appendix I to the report of the Acting Commissioner of Corporate Services, titled "Revisions to the Interim Period Approvals Committee Terms of Reference", be approved;

And further, that the necessary by-law to continue the Interim Period Approvals Committee and to authorize the revised Terms of Reference be presented for enactment;

And further, that the Interim Period Approvals Committee By-law 62-2014 and its amending By-law 6-2019 be repealed;

And further, that the necessary by-law to amend Procurement By-law 30-2018 be presented for enactment.

4.2. **Regional Council Policies and Procedures Committee 2020 Revised Work Plan**

Received

4.3. **Process for Appointing a Chief Administrative Officer Update (Oral)**

This item was dealt with earlier in the meeting

4.4. **Review of Regional Council Composition**

This item was dealt with earlier in the meeting

5. COMMUNICATIONS

5.1. **Steve Clark, Minister of Municipal Affairs and Housing**, Letter received January 10, 2020, Regarding a Regional Council Composition Review

Received

6. OTHER BUSINESS

6.1. **Resolution 2019-1069**

Deferred to the next meeting of the Regional Council Policies and Procedures Committee

Related to item 6.2

6.2. **Rules Governing the Conduct of the Regional Chair as it Relates to the Sharing of Information to Council as Collective Whole and Endorsement of Regional Council Position Statements**

RECOMMENDATION PPC-4-2020:

That an additional Regional Council Policies and Procedures Committee meeting be scheduled on March 26, 2020 for consideration of the following matters:

- Update on the Chief Administrative Officer (CAO) Recruitment Process
- Governance Structure
- Motion from Councillor Saito Regarding item 6.2

And further, that item 6.1, titled "Resolution 2019-1069" and item 6.2, titled "Governing the Conduct of the Regional Chair as it Relates to the Sharing of Information to Council as Collective Whole and Endorsement of Regional Council Position Statements", be deferred to the March 26, 2020 Regional Council Policies and Procedures Committee meeting.

Related to item 6.1

Councillor Parrish stated that there have been discrepancies in advice from Regional and Mississauga staff regarding interpretation of the statutory role of the Regional Chair as CEO and Head of Council. She noted the matter was referred to the PPC to formulate a motion to provide that the Regional Chair is required to take his guidance from Council and report to Council members as a collective whole.

Patrick O'Connor undertook to work with Councillor Saito to formulate a motion providing clear and concise direction to the current and future Regional Chairs, within the appropriate Regional documents.

In response to a concern raised by Councillor Innis regarding insufficient meeting dates to accomplish the Committee's workload in a timely manner, the Committee members agreed to add a meeting on March 26, 2020 at 1:00 p.m., to discuss Councillor Saito's proposed motion; the Region's governance structure; and an update on the CAO recruitment process.

6.3. **The Regional Council-Staff Relations Policy, Resolution 2019-189**

Received

7. IN CAMERA MATTERS - Nil

8. NEXT MEETING

The next meeting of the Regional Council Policies and Procedures Committee is scheduled for March 26, 2020 at 1:00 p.m. to 2:30 p.m. in the Council Chamber, 5th floor, Regional Administrative Headquarters, Suite A, 10 Peel Centre Drive, Brampton, Ontario.

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

9. ADJOURNMENT

The meeting adjourned at 2:09 p.m.

ITEMS RELATED TO PUBLIC WORKS

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Region of Peel
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REPORT
Meeting Date: 2020-02-27
Regional Council

For Information

DATE: February 19, 2020

REPORT TITLE: **UPDATE TO THE DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING PILOT ON REGIONAL ROAD 50 (QUEEN STREET) FROM REGIONAL ROAD 9 (KING STREET) TO 50 METRES NORTH OF MILL STREET, TOWN OF CALEDON, WARD 5**

FROM: Andrew Farr, Acting Commissioner of Public Works

OBJECTIVE

To provide an update on the downtown Bolton all-day on-street parking pilot on Regional Road 50 (Queen Street).

REPORT HIGHLIGHTS

- The downtown Bolton pilot was approved by Regional Council on June 27, 2019. The pilot began on July 22, 2019 with the removal of the time-of-day stopping prohibitions on Queen Street.
- This six-month progress update shows that the all-day on-street parking pilot has diverted traffic from the downtown core.
- Regional Road 50 (Queen Street) has continued to operate acceptably.
- Staff have identified several areas for improvement and will work with stakeholders to implement the identified improvements.
- At the end of the one-year pilot the final report and recommendations will be presented to Regional Council.

DISCUSSION

1. Background

In 2015, the Region of Peel worked in partnership with the Town of Caledon to develop the Bolton Transportation Master Plan. The Bolton Transportation Master Plan provides a framework to guide the development of future transportation infrastructure in Bolton and established a set of recommendations specific to the area of downtown Bolton.

Downtown Bolton is centered around the intersection of Queen Street and King Street and is home to residents, commercial businesses, offices and institutions. Queen Street is used for both traffic traveling through and to the downtown core. The Bolton Transportation Master Plan's vision for downtown Bolton is to shift the focus from moving cars and trucks through the downtown core to a more pedestrian friendly environment, one that encourages community gathering and economic growth.

The Bolton Transportation Master Plan recommended a phased approach consisting of an interim and ultimate solution to implement the plan in downtown Bolton. The initial phase being the construction of the Emil Kolb Parkway, the downtown Bolton truck restrictions, and the traffic signal reconfigurations. The final recommendation of the interim solution included the implementation of all-day on-street parking on Queen Street in both directions. The ultimate solution would see the permanent narrowing of Queen Street with curb bump outs with one vehicle travel lane and one bike lane in each direction and on-street parking on the east side of the street.

2. The Pilot

On June 27, 2019, Regional Council approved the one-year all-day on-street parking pilot (the Pilot) on Queen Street in downtown Bolton and removed the time-of-day stopping prohibitions on Queen Street from King Street to 50 metres north of Mill Street. The prohibitions were for the southbound lane in the AM peak from 6 a.m. to 9 a.m. and northbound lane in the PM peak from 4 p.m. to 7 p.m. The implementation of the Pilot began on July 22, 2019.

The Region has been working with local municipal and external partners on the pilot project, to ensure that sufficient data is collected to provide an in-depth analysis and address concerns raised by the public. Data collection started prior to the removal of the stopping prohibitions on Queen Street, and performance is being measured through the following:

- Traffic volumes in the downtown and on the Emil Kolb Parkway
- Traffic speed and travel time
- Number of cars lined up at the lights in the downtown
- Number of collisions and their cause
- Number of pedestrians in the downtown
- Emergency response times
- By pass and cut through traffic volumes
- Input from local businesses

3. Study Results

Regional Council directed staff to provide a progress report on the traffic and safety impacts after the six and twelve-month period of the Pilot.

The data collected through the first six months of the pilot, including data collected prior, has been analyzed and summarized in the following sections. The analysis was conducted excluding July and August data as traffic patterns tend to be less reliable during the summer with no school and many people taking vacation. The final report will be using data through to the end of June 2020.

Initial results show indications that the Pilot is successful.

a) Traffic Volumes

- **i)** Volumes on Coleraine Drive have increased by 14 per cent (150 vehicles) in the northbound direction during the PM peak and by 21per cent (190 vehicles) in the southbound direction during the AM peak.
- **ii)** Volumes on the Emil Kolb Parkway have increased by 6 per cent (70 vehicles) in the northbound direction during the PM peak and 8 per cent (70 vehicles) in the southbound direction during the AM peak.
- **iii)** Volumes on Queen Street have decreased by 10 per cent (150 vehicles) in the northbound direction during the PM peak and have increased by 4 percent (50 vehicles) in the southbound direction during the AM peak.

b) Travel Time

- **i)** Southbound AM peak average travel times from Hickman Street to King Street have increased by 3 seconds.
- **ii)** Northbound PM peak average travel times from Ellwood Drive to Hickman Street have increased by 13 seconds.

As these are average travel times, individual experiences may vary. The video analysis indicated instances where vehicles waiting to turn left at Queen Street and King Street particularly in the PM peak are causing additional delays, due to the lack of separate left turn lanes.

c) Vehicle Speed

The results of the data show the 85th percentile speed (the speed at which 85 per cent of traffic will be travelling at, or below, along a street or road) remains unchanged in the downtown core at 47km/h.

d) Queues

Average queues have increased by two to three vehicles, however maximum queues are generally unchanged. These measurements were also confirmed by observing videos taken during the AM and PM peak periods.

e) Parking

The usage of on-street parking in the study area during the AM peak period was minimal, as many businesses are closed during the morning commute, while parking usage increased on Queen Street as businesses opened for the day. It was noted that some vehicles may have been using the on-street parking for the whole day which was not the intention of the Pilot.

f) By-pass Traffic

Through communication and messaging, the Region has encouraged the use of Coleraine Drive and Emil Kolb Parkway as the preferred by-pass route to avoid possible congestion in the downtown core. The analysis indicates an increase in traffic using Coleraine Drive and the Emil Kolb Parkway. This is positive as concerns were noted by the Town of Caledon and residents that with possible increased congestion on Queen Street within downtown Bolton, drivers may divert to less-desirable routes and attempt to use local roads.

g) Cut-through Traffic

The analysis of traffic volumes on side streets throughout Bolton is showing increased cut-through traffic in some areas. The Region and Town will continue to investigate and monitor traffic infiltration in downtown Bolton to determine if the changes are from typical seasonal fluctuations or could be attributed to the Pilot by revisiting and assessing the conditions in the spring and respond with necessary measures, if any.

h) Collisions

The Ontario Provincial Police have been monitoring collisions in downtown Bolton since the implementation of the Pilot and have observed no increase in collisions attributable to the Pilot.

i) Response Times

To date, the Ontario Provincial Police, the Town of Caledon Fire and Emergency Services and Peel Paramedic Services have indicated no identifiable concerns with regards to response times. They will continue to monitor for the duration of the Pilot. This was a primary concern raised by residents.

j) Other Observations

Video collected at the intersection of Queen Street at King Street helped identify key contributing factors to the congestion in the area. The north/south left turning vehicles have obstructed sight lines due to the absence of opposing northbound and southbound left turn lanes, making for a very difficult left turn maneuver. Thus, drivers tend to wait for longer periods or complete the turn during the amber signal phase. This can lead drivers to choose unsafe gaps to make turns, or more commonly, create long queues, as vehicles must wait until the end of the signal cycle before they can safely complete their turn (if they missed the advanced left phase). A few cycles of the signal in succession with a vehicle waiting to turn left can cause significant queuing. However, the queuing quickly dissipates in a few cycles, if there are no left turning vehicles waiting in the through lane.

k) Feedback

In consultation and with assistance from the Town of Caledon's Economic Development department, staff completed a door-to-door survey of businesses in downtown Bolton on October 29, 2019, to gauge the effectiveness of the Pilot to date. Analysis of the feedback showed that in general, responses from businesses located on Queen Street found the Pilot to be positive. Responses from businesses in the surrounding area and not directly on Queen Street provided mixed results. See Appendix I for a detailed breakdown of the survey results.

4. Improvements

As a result of the analyses of performance measures, staff have identified the following improvements, which should increase the effectiveness of the Pilot and the safety and efficient movement of all users.

a) Adding signage to better clarify and enforce the existing three-hour parking time limit on Queen Street (a 3-hour maximum duration between the hours of 6 a.m. to 2 a.m.).

b) Reconfiguring the pavement markings at the intersection of Queen Street and King Street to allow for opposing northbound and southbound left turn lanes, thus improving safety, alleviating congestion, reducing cut-through traffic, and providing better and more efficient traffic flow movements. See Appendix II for a preliminary design.

c) Installing flexible hazard markers and possibly planter boxes on the road. These planters and markers in conjunction with pavement marking changes would effectively provide additional traffic calming in the downtown core, by narrowing the road and thereby encouraging lower travel speeds while creating a buffer between vehicles and pedestrians on the sidewalks.

d) Converting Sterne Street at Queen Street from a pedestrian signal to a fully signalized intersection, which would provide greater clarity for traffic entering from the side street and safety through the intersection.

5. Next Steps

The parking signs will be installed as soon as possible while the implementation of the other improvements are weather dependent and will be planned for the spring of 2020. Prior to their implementation these improvements will be coordinated with the Town of Caledon and the Business Improvement Area.

Staff will continue to monitor the performance measures, collisions, response times and additional metrics of the pilot. The final report will be prepared upon completion of the Pilot and presented to Regional Council once the results have been assessed. Changes implemented in the spring may require additional time in order to properly collect data and assess their effectiveness. These changes would remain in place until staff can present the final report to Regional Council and receive further direction at that time.

FINANCIAL IMPLICATIONS

The proposed improvements such as signs, markers, pavement markings and fully signalizing Sterne Street can be accommodated within the existing approved budget.

CONCLUSION

The pilot has shown relative success to date, however, staff have identified several areas for improvement, as detailed in this report. These improvements include the addition of parking signage, new northbound and southbound exclusive left turn lanes, pavement marking enhancements, the addition of flexible hazard markers and possibly planters in the roadway, as well as the full signalization of the intersection of Queen Street at Sterne Street.

Staff will work with the Town of Caledon and Business Improvement Area to implement these improvements. The final report will be prepared upon completion of the Pilot and presented to Regional Council once the results have been assessed.

Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I – Bolton all-day parking survey
Appendix II – Proposed Lane Reconfiguration

For further information regarding this report, please contact Kyle Van Boxmeer, Specialist - Traffic Operations, extension 7849, kyle.vanboxmeer@peelregion.ca.

Authored By: Kyle Van Boxmeer

Reviewed in workflow by:
Financial Support Unit

Region of Peel
working with you

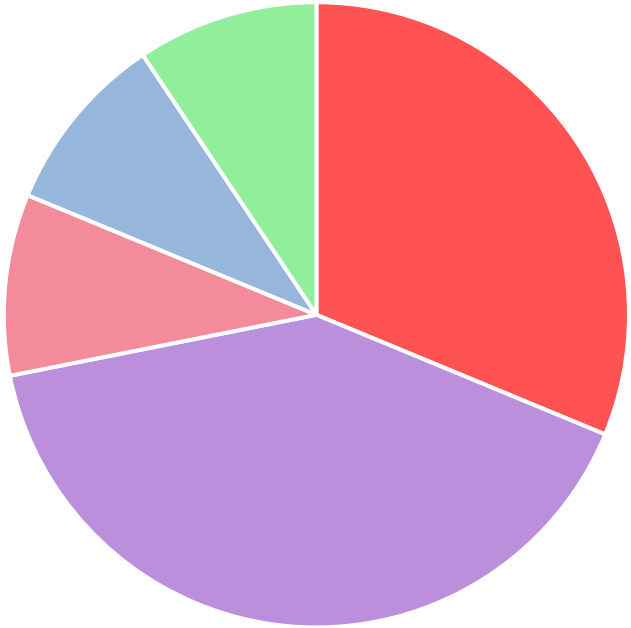
Bolton All-day On-street Parking Pilot

Feedback from Local Business Owners

Traffic Engineering
Public Works
Region of Peel

Question One

What has the on-street parking usage been like on Queen Street during the morning and afternoon?



Always used | Usually used | Sometimes used | Rarely Used | Never used

Always used	10
Usually used	13
Sometimes used	3
Rarely Used	3
Never used	3

No Response: 10

Total: 42

31% Always Used

41% Usually Used

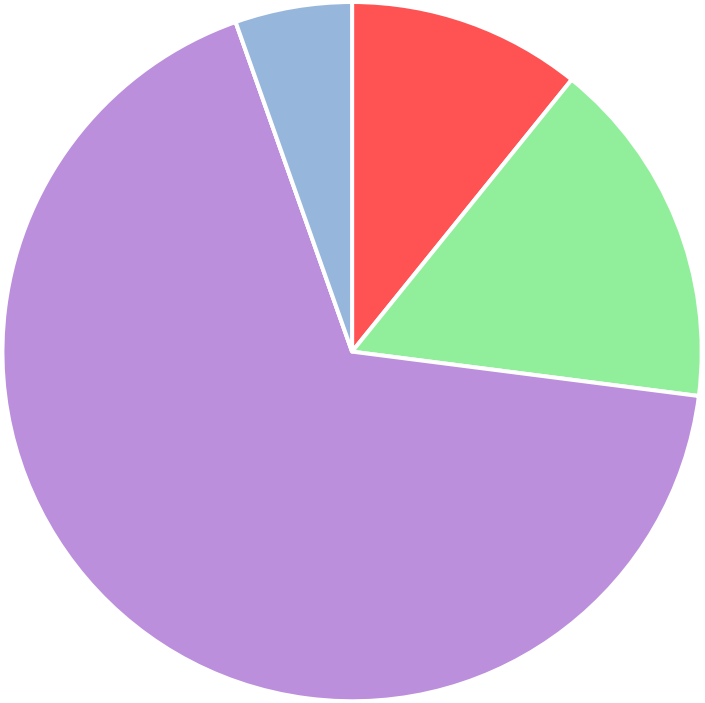
10% Sometimes Used

9% Rarely Used

9% Never Used

Question Two

How would you rate the amount of street-level activity of pedestrians during the pilot?



■ Much More ■ More ■ About the Same ■ Much Less

Much More	4
More	6
About the Same	25
Less	0
Much Less	2

No Response: 5

Total: 42

68% About the Same

16% More

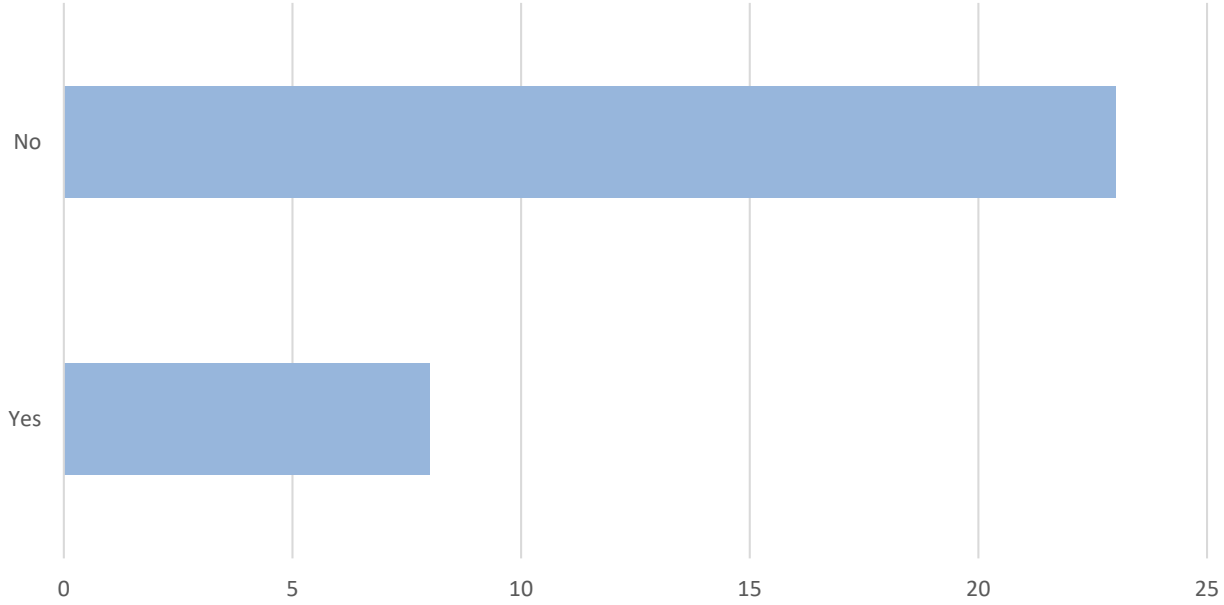
11% Much More

5% Much Less

0% Less

Question Three

Has there been an increase in business activity during the pilot?



Yes	8
No	23

No Response: 11

Total: 42

25.8%

Yes

74.2%

No

Question Four

If yes, can you describe when the increase is happening?

"Weekends, Afternoons, Evenings & Mornings"

"Wed – Fri, I see more cars"

"Late afternoon, during the week"

"Students – Afternoon"

"Mid-Day"

"After 5PM"

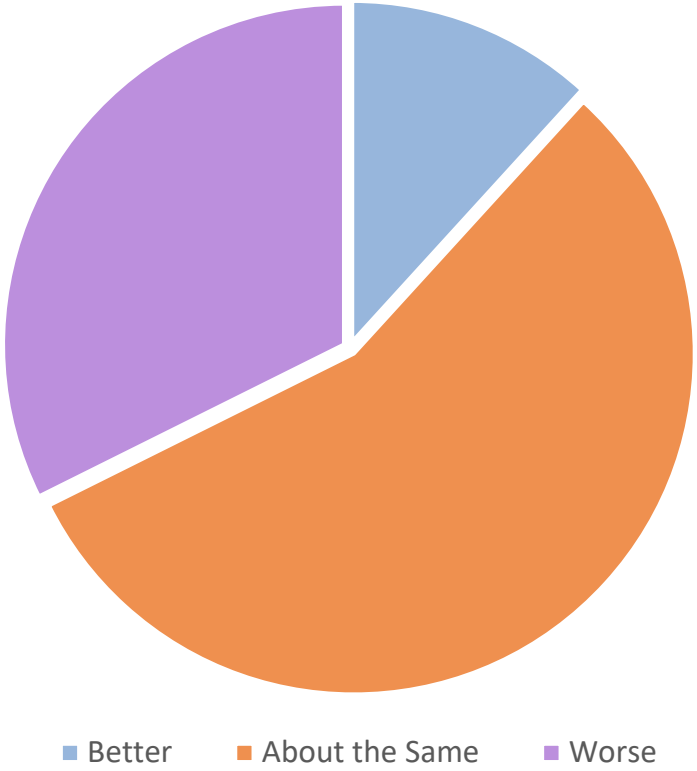
"Allows more clients between the hours of 4-6PM"

No Response: 35

Total: 42

Question Five

How would you rate the flow of traffic during the morning and afternoon peaks?



Better	4
About the Same	19
Worse	11

No Response: 8

Total: 42

32% Worse

12% Better

56% About the Same

Additional Commentary

Speed

"Please reduce vehicle speed for 40km or 50km
"Implement Speedbumps"

"Slow traffic down, possibly by speedbumps"

Congestion

"Traffic congestion has increased and drastically slowed down the daily commute"

"The lights should be improved upon as they are not in-sync and cause further traffic issues"

"Traffic is backed up to the top of the south hill in the evening, and halfway up the north hill in the morning."

"Implement and enforce no trucks allowed. I'd rather have traffic flowing over parking"

Transit

"Add public transit"

Against

"We still have trucks turning at this intersection. Also, the all-day parking hasn't brought any additional business, and will not bring any more business. "

"End it. It has not improved the traffic congestion, nor has it increased business."

"Very Dangerous"

"There is still not enough parking on East or West side during peak traffic times"

Additional Commentary

Signs

"Take the signs down, make bypass 'trucks only'"
"Take down the signs"

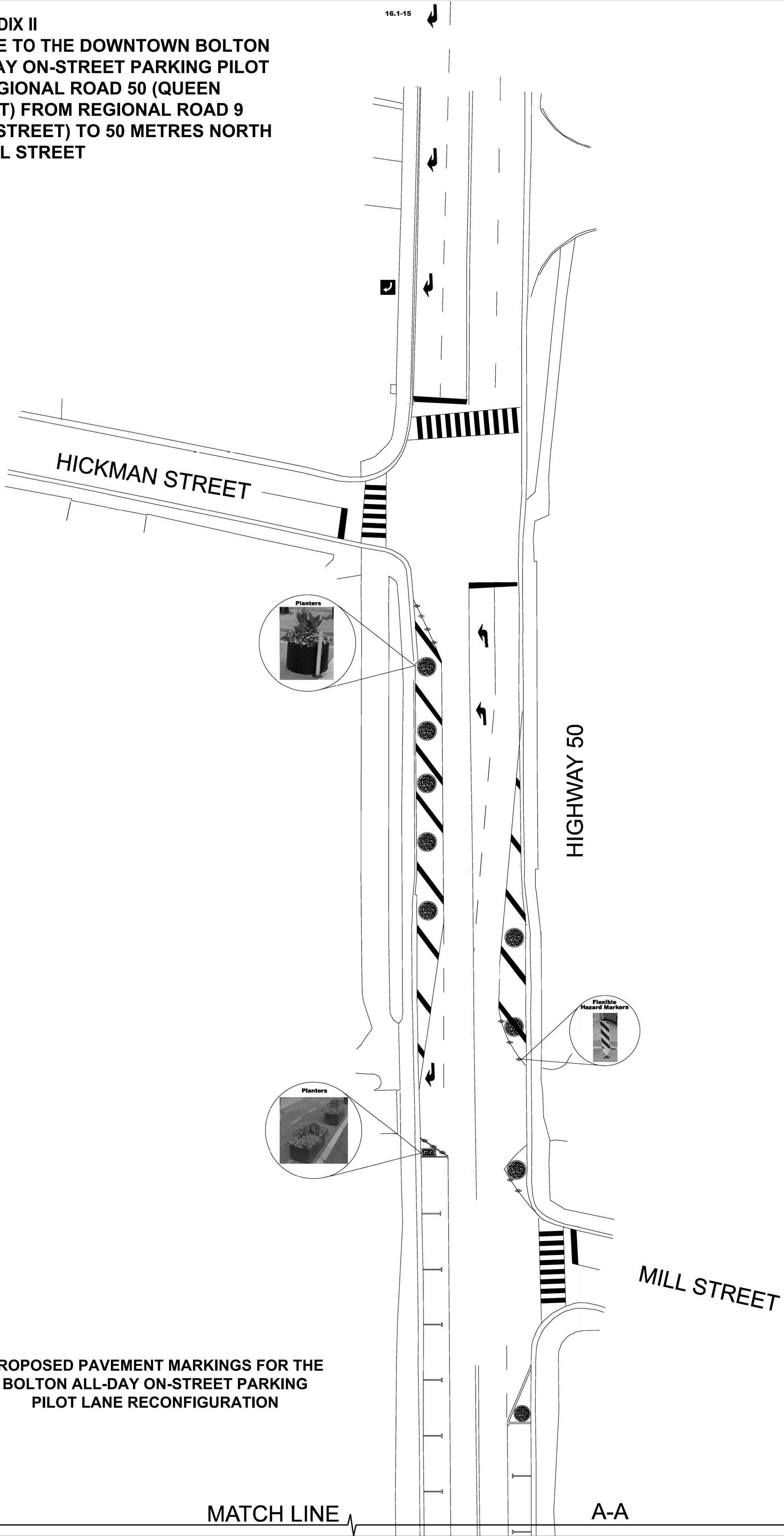
Intersection

"Remove one parking spot at the north west corner of King and Queen due to sightline issues"
"Add turning lanes, such as dedicated left and left turning lanes"
"There are issues with driving through the intersection"
"Add left turn advance signals"

In Support

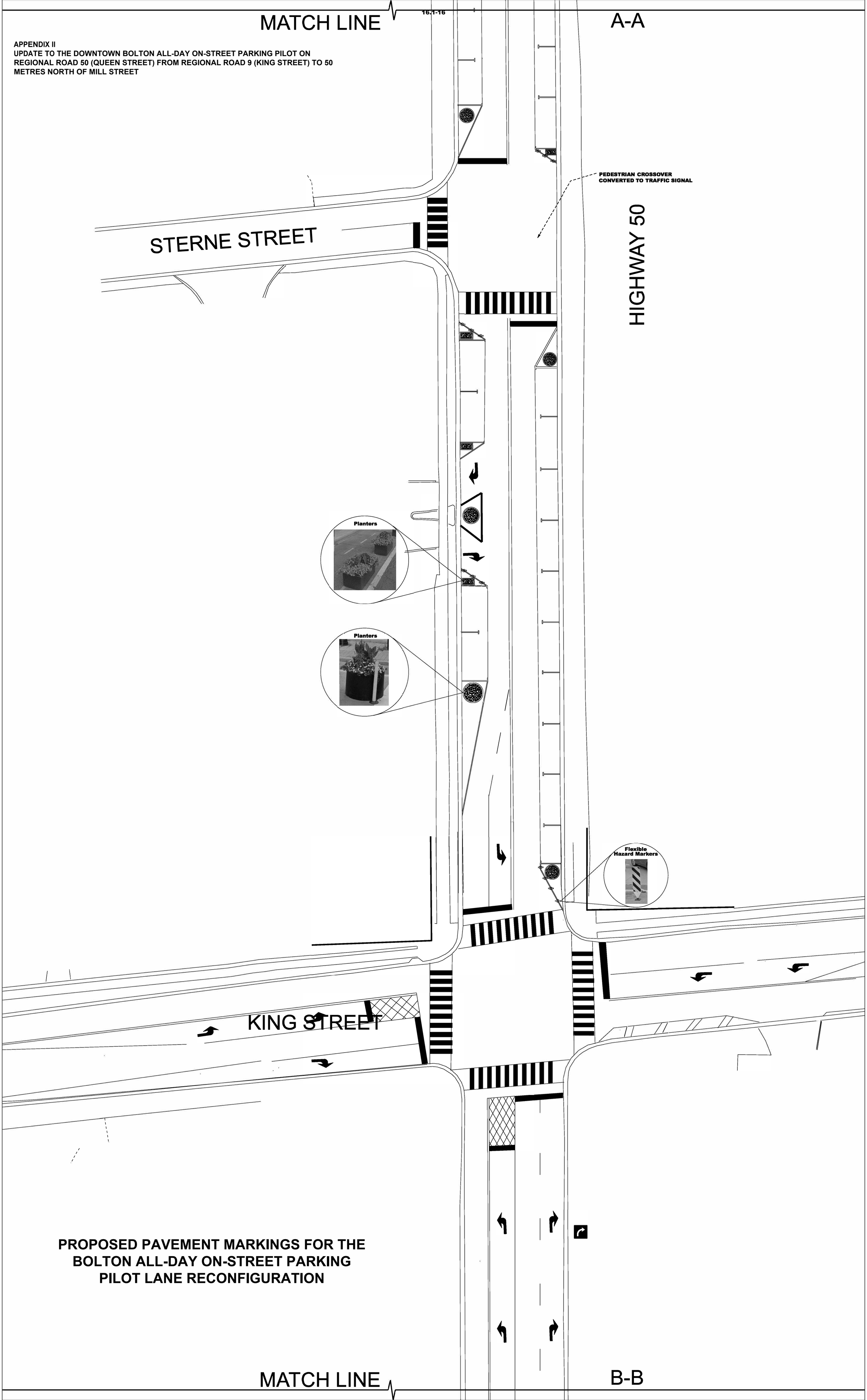
"Customers love that they can park. Lower the speed level"
"Add police monitoring. Reduce accidents and traffic issues. The pilot is relatively okay"
"New customers have increased since the all-day parking, I love it"
"We support the pilot"
"I hope all day parking remains"
"The all-day parking is a great idea"
"Keep it, improve on the congestion though"
"The all day street parking is working very well"

APPENDIX II
UPDATE TO THE DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING PILOT ON REGIONAL ROAD 50 (QUEEN STREET) FROM REGIONAL ROAD 9 (KING STREET) TO 50 METRES NORTH OF MILL STREET



PROPOSED PAVEMENT MARKINGS FOR THE BOLTON ALL-DAY ON-STREET PARKING PILOT LANE RECONFIGURATION

APPENDIX II
UPDATE TO THE DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING PILOT ON REGIONAL ROAD 50 (QUEEN STREET) FROM REGIONAL ROAD 9 (KING STREET) TO 50 METRES NORTH OF MILL STREET



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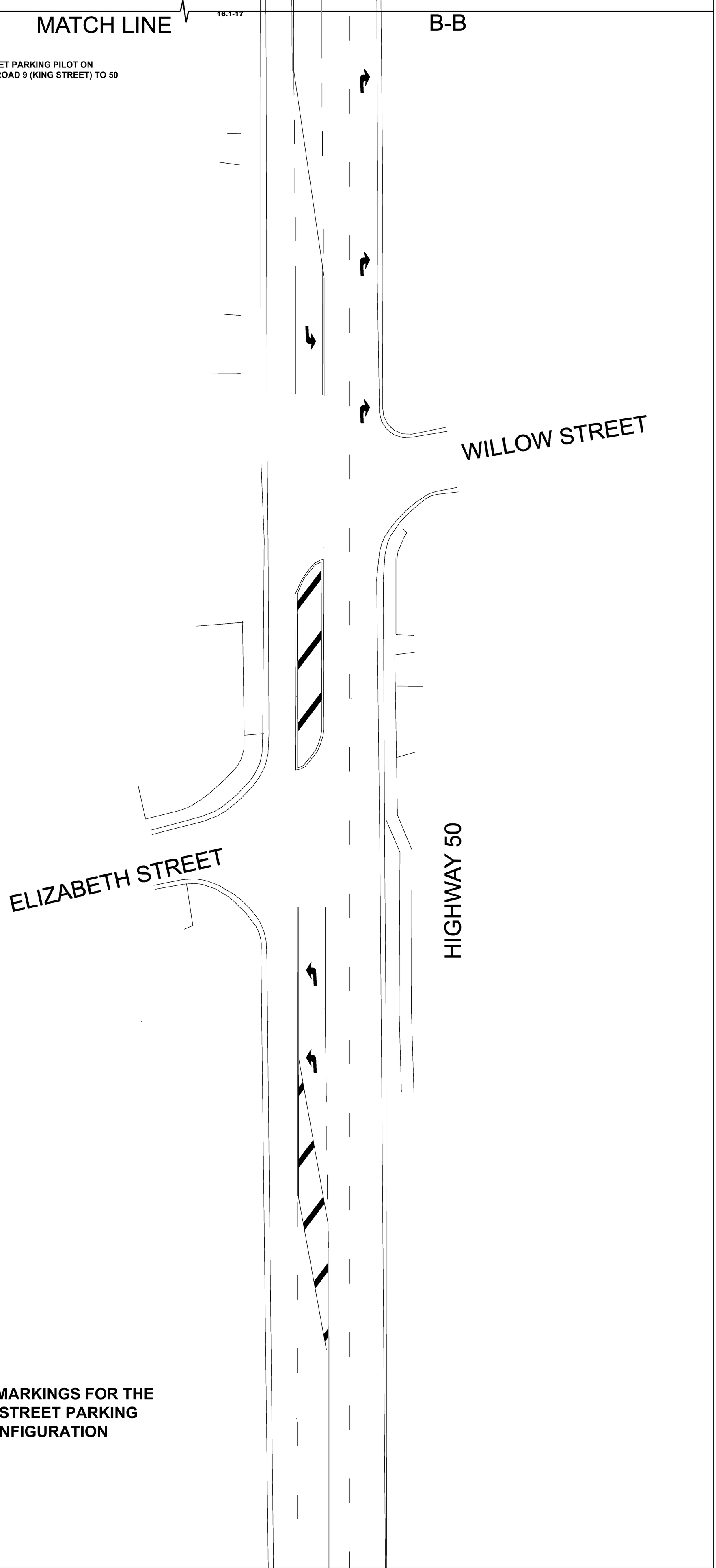

PROPOSED PAVEMENT MARKINGS FOR THE BOLTON ALL-DAY ON-STREET PARKING PILOT LANE RECONFIGURATION

Region of Peel
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REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 18, 2020

REPORT TITLE: **GREATER TORONTO AREA WEST TRANSPORTATION CORRIDOR - COLERAINE DRIVE INTERCHANGE UPDATE**

FROM: Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That the objectives outlined in the report of the Acting Commissioner of Public Works, titled "Greater Toronto Area West Transportation Corridor – Coleraine Drive Interchange Update" for the Coleraine interchange, be endorsed;

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

REPORT HIGHLIGHTS

- On September 19, 2019, the technically preferred route for the Greater Toronto Area West (GTA West) Transportation Corridor was released for public consultation.
- The technically preferred route included a full interchange at Coleraine Drive and Mayfield Road, referred to as the Coleraine interchange, with an earlier configuration of the proposed Major Mackenzie Drive extension (Arterial Road A2) immediately south-west of the interchange.
- The footprint of the Coleraine interchange depicted in the technically preferred route extends outside of the GTA West Route Planning Study Area and impacts the Coleraine West Employment Area in the Town of Caledon, where lands have proceeded to advanced stages of development.
- As presented at the November 14, 2019 Public Information Centre for the Arterial Roads Environmental Assessment within the City of Brampton's Highway 427 Industrial Secondary Plan Area (SP47 EA), the current proposed alignment for the Major Mackenzie Drive extension (Arterial Road A2) is intended to align with the Coleraine interchange.
- Ministry of Transportation staff have confirmed that they will not be proceeding with the Coleraine interchange extending beyond the Study Area as depicted in the technically preferred route and are working with Regional and local municipal (City of Brampton and Town of Caledon) staff to identify alternate options for the interchange.
- Regional and local municipal staff have identified objectives to be used to screen the options and be reflected in the preferred Coleraine interchange option.

DISCUSSION

1. Background

The GTA West Transportation Corridor Environmental Assessment (EA) is a study undertaken by the Ministry of Transportation to link Urban Growth Centres in the Greater Toronto Area. The study is currently in stage 2 of the process and recommends a new freeway with an adjacent transitway spanning from Highway 400 in Vaughan to the Halton-Peel boundary.

On September 19, 2019, the Ministry of Transportation released the technically preferred route for the transportation corridor and potential interchange locations (Appendix I).

The technically preferred route included a full interchange at Coleraine Drive and Mayfield Road, referred to as the Coleraine interchange with an earlier configuration of the proposed Major Mackenzie Drive extension (Arterial Road A2) immediately south-west of the interchange (Appendix II). A portion of the footprint of the Coleraine interchange extended outside the GTA West Route Planning Study Area and into the Coleraine West Employment Area, where lands have proceeded to advanced stages of development.

Subsequently, Ministry of Transportation staff confirmed that they will not be proceeding with the Coleraine interchange as depicted in the technically preferred route and that they will work with Regional and local municipal staff on alternative options. As presented at the November 14, 2019 Public Information Centre for the Arterial Roads EA within the City of Brampton's Highway 427 Industrial Secondary Plan Area (SP47 EA), the current proposed alignment for the Major Mackenzie Drive extension (Arterial Road A2) is intended to align with the Coleraine interchange.

On October 17, 2019, Ministry of Transportation staff met with Regional and local municipal staff to identify environmental, transportation and land use constraints in the Coleraine interchange area.

On October 24, 2019, Regional Council endorsed staff's comments on the technically preferred route which were submitted to the Ministry of Transportation along with the associated Regional Council minutes as the Region of Peel's formal comments. The comments identified the planning, infrastructure, and interchange implications to the Region of Peel including the Coleraine interchange issue, the need to plan for the transitway simultaneously with the freeway, the need to minimize impacts to the Regional and local active transportation network, and the need to expedite the completion of the environmental assessment.

2. Coleraine Interchange Objectives Identified by Regional and Local Municipal Staff

The Ministry of Transportation is now in the process of obtaining municipal feedback to identify alternative locations and configurations for the interchange. In order to inform the selection of the alternative, Regional and local municipal staff have collectively identified seven objectives that would be desirable for the preferred interchange location (in no prioritized order). In addition to the objectives identified, Regional staff encourage the Ministry of Transportation to provide a traffic analysis to ensure that impacts to the Regional and local road network are minimized, access management along Mayfield Road is not

impacted, and that mitigation measures are identified and incorporated into the study (i.e. necessary improvements to the Mayfield and Coleraine Drive intersection or future Mayfield and Arterial Road A2 intersection).

#	Objective	Rationale
1.	Minimize bisecting properties or creating unusable remnants	- to maximize development potential of the surrounding land
2.	The selected interchange option should be informed by a traffic analysis of the following configurations to minimize traffic impacts to the Regional and local road network: • An interchange configuration that provides access to and from the eastbound and westbound highway directions; • A partial interchange configuration; and • A no interchange option	- to ensure the safe and efficient movement of people and goods on the on the planned Regional and local road networks
3.	Ensure access to existing and future employment lands in both the City of Brampton and Town of Caledon	- to facilitate goods movement; and - to support economic development
4.	Ensure interchange is located completely within the GTA West Route Planning Study Area	- to minimize impact to existing, approved, or planned development outside of the Route Planning Study Area
5.	Minimize impacts to existing and planned infrastructure (i.e. water, wastewater, and transportation)	- to reduce the need to relocate/realign existing and planned transportation and water/wastewater infrastructure (i.e. Arterial Road A2 which has significantly advanced in the EA process)
6.	Minimize impacts to the natural environment.	- to reduce the number of crossings over the watercourse in the area
7.	Ensure option does not preclude transit station at this location and a pedestrian/cycling crossing of the highway	- to support the Region's goal of a 50% sustainable mode share by 2041

Further to the objectives identified above, there are specific implications to the Town of Caledon and the City of Brampton with respect to the location of the interchange:

- In December 2019, the Province of Ontario included the lands proposed for relocating the Coleraine Drive interchange in the Town of Caledon as a part of Provincially Significant Employment Zone 15 (PSEZ 15). As such, an interchange in the area will now impact the lands available for future employment use.
- Employment lands in the City of Brampton's Secondary Plan Area 47, which are also a part of PSEZ 15, have proceeded to advanced stages of development and would

also be significantly impacted should the interchange be relocated south of Mayfield Road.

3. Next Steps and Timelines

The objectives identified above are intended to assist Ministry of Transportation staff in identifying a single preferred location and configuration for the Coleraine interchange. The confirmation of the Coleraine interchange is expected at the same time as the confirmation of the preferred route in Spring 2020.

RISK CONSIDERATIONS

The GTA West Transportation Corridor is required to accommodate the travel demand generated by future growth anticipated in the Region of Peel by 2041. The transportation corridor will also act as a catalyst for economic development and the Coleraine interchange in particular has the potential to serve employment and goods movement uses in the area.

Further, confirmation of the location and configuration of the interchange will provide certainty to ongoing Regional and local municipal transportation and land use planning matters including the SP47 Environmental Assessment and Option 6 and the “triangle lands” of the Bolton Residential Expansion Study as Adopted by Regional Council (Regional Official Plan Amendment 30 – under appeal).

The Ministry of Transportation has asked Regional and local municipal staff to expedite the provision of feedback on the Coleraine Drive interchange in order to confirm the preferred route by Spring 2020. Any delay in confirming the location and configuration of the interchange may impact the Ministry of Transportation’s ability to expeditiously complete the GTA West Transportation Corridor Environmental Assessment.

CONCLUSION

Regional and local municipal staff are working with the Ministry of Transportation on the relocation and configuration of the Coleraine interchange and will continue to report to Regional Council at key milestones of the GTA West Transportation Corridor Environmental Assessment.

Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

GREATER TORONTO AREA WEST TRANSPORTATION CORRIDOR - COLERAINE DRIVE INTERCHANGE UPDATE

APPENDICES

Appendix I - Technically Preferred Route and Potential Interchange Locations
Appendix II – The Coleraine Interchange Depicted on the Technically Preferred Route

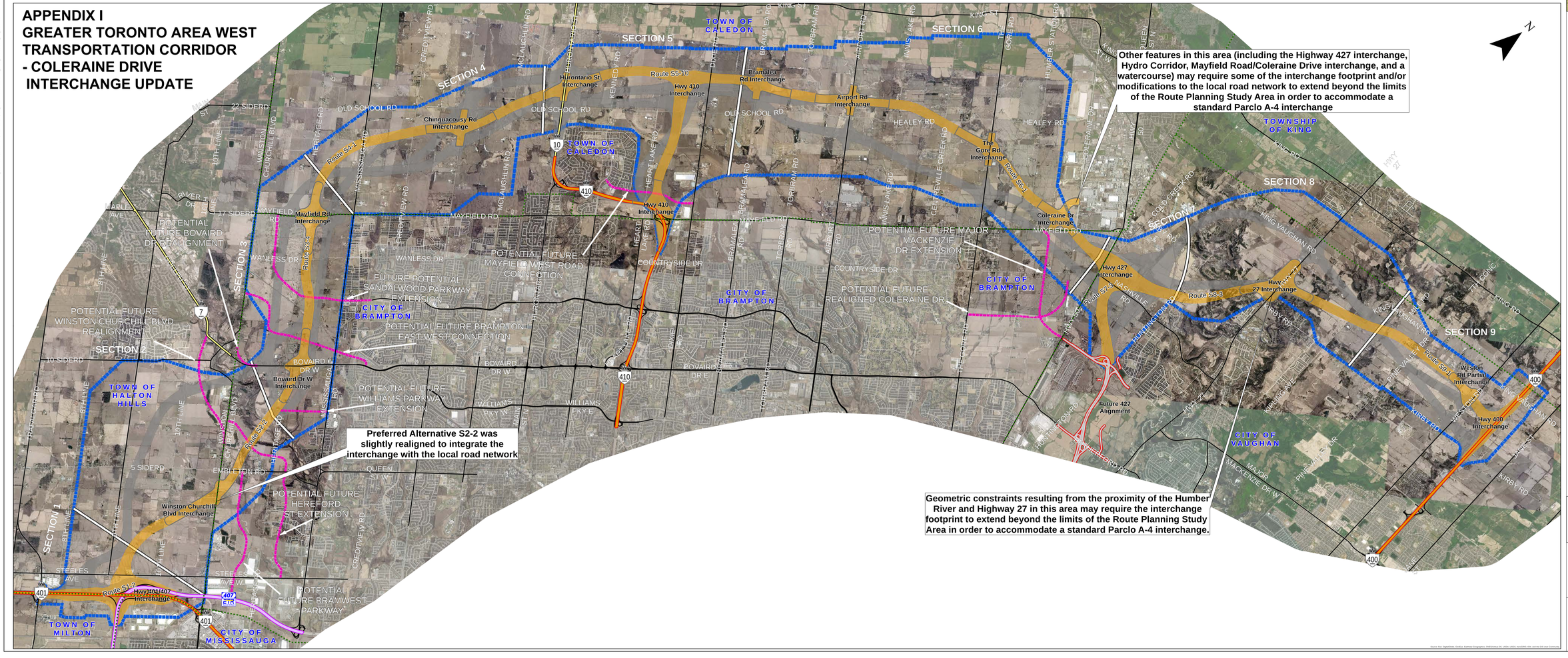
For further information regarding this report, please contact Tina Detaramani, Manager, Strategic Policy & Projects, Transportation Division, extension 4420, Tina.Detaramani@peelregion.ca.

Authored By: Richa Dave, Principal Planner, Strategic Policy and Projects, Transportation Division, extension 5075, Richa.Dave@peelregion.ca.

Reviewed in workflow by:

Legal Services

APPENDIX I
GREATER TORONTO AREA WEST TRANSPORTATION CORRIDOR - COLERAINE DRIVE INTERCHANGE UPDATE



GTA West

Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Conceptual Interchange Footprint
- Technically Preferred Route
- Short List of Route Alternatives

Technically Preferred Route and Interchange Locations

1,000 500 0 1,000 2,000
metres

DRAFT
SEPTEMBER 2019

wsp
AECOM
Ontario

APPENDIX II
GREATER TORONTO AREA WEST TRANSPORTATION CORRIDOR - COLERAINE DRIVE INTERCHANGE UPDATE

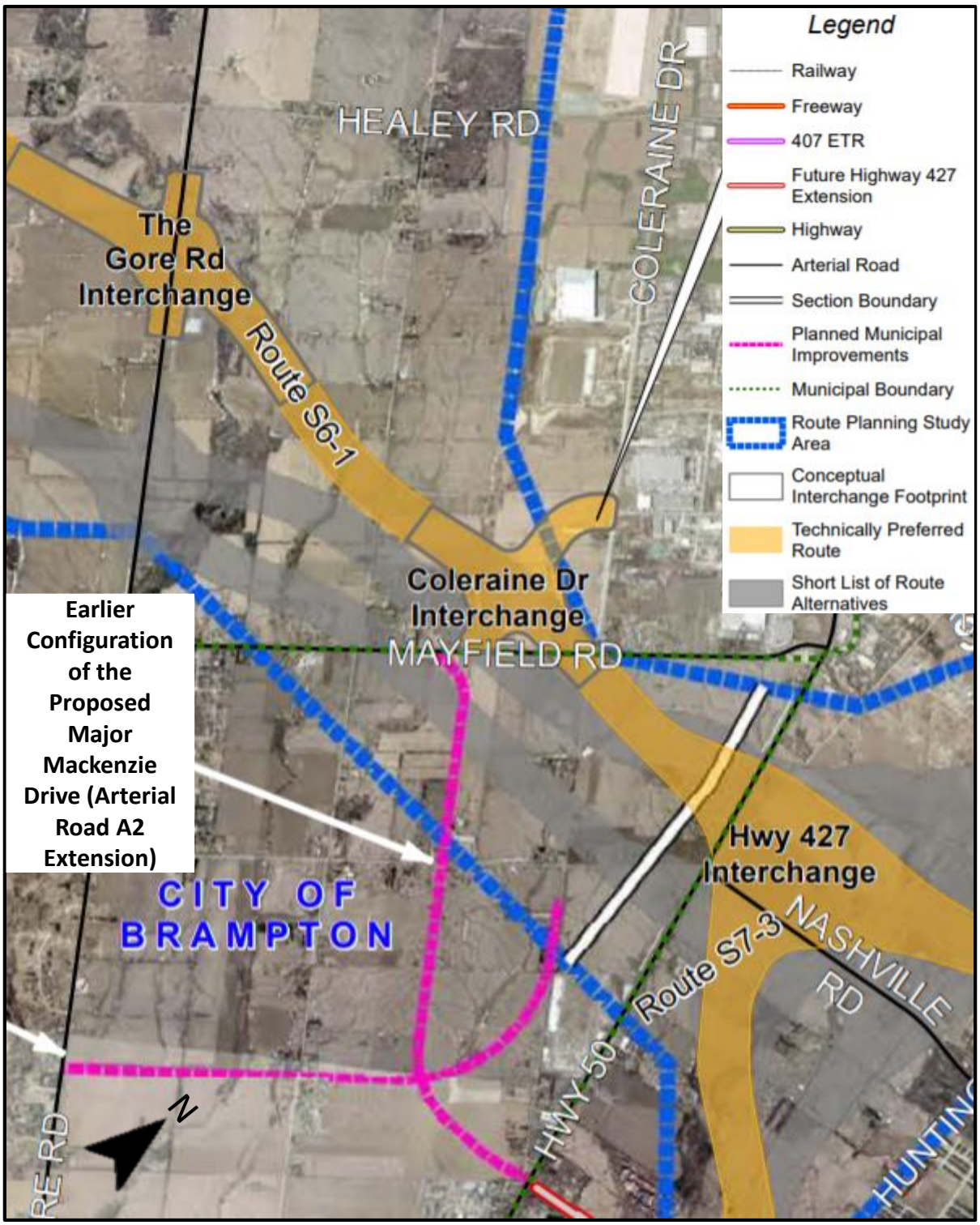


Figure: The Coleraine Interchange Depicted on the Technically Preferred Route

Region of Peel
working with you

REPORT
Meeting Date: 2020-02-27
Regional Council

DATE: February 14, 2020

REPORT TITLE: **PROFESSIONAL ENGINEERING SERVICES FOR DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR THE ALLOA RESERVOIR AND PUMPING STATION, CAPITAL PROJECT 10-1960, DOCUMENT 2010-057P, TOWN OF CALEDON, WARD 2**

FROM: Andrew Farr, Acting Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2010-057P) for engineering services for detailed design and contract administration of the Alloa Reservoir and Water Pumping Station located on the north side of Mayfield Road and Creditview Road awarded to R.J. Burnside & Associates Limited, be extended in the estimated amount of $624,463 (excluding applicable taxes), under Capital Project 10-1960 for a revised estimated contract total of $4,654,320, in accordance with Procurement By-law 30-2018, as amended.

REPORT HIGHLIGHTS

- In 2010, the Region of Peel awarded Document 2010-057P to R.J. Burnside & Associates Limited to provide professional engineering services for detailed design and contract administration services for the construction of the Alloa Reservoir and Water Pumping Station project in the amount of $3,358,454.
- In 2015, the Region of Peel awarded Document 2015-002T to Romag Contracting Ltd. for $44,550,000 for construction services related to the project.
- Design modifications to accommodate changes in growth projections, building code standards, a new bulk water filling station for the public and other unforeseen issues resulted in additional time and effort required by the consultant.
- As a result of all the project changes, additional engineering services in the estimated amount of $624,463 are required.
- The construction of the reservoir and water pumping station, despite the changes and delays, was completed within the approved budget.

DISCUSSION

1. Background

In 2010, the Region of Peel awarded Document 2010-057P to R.J. Burnside & Associates Limited (R.J. Burnside) to provide professional engineering services for detailed design and contract administration for the Alloa Reservoir and Water Pumping Station project in the amount of $3,358,454. This project included the design and construction of a new 35 million

litre water reservoir, water pumping station and emergency electrical power facility located in the Town of Caledon. The Alloa Reservoir and Water Pumping Station facility services northwest sections of Brampton and southwest sections of Caledon within Pressure Zones 6 and 7.

In 2015, the Region of Peel awarded Document 2015-002T to Romag Contracting Ltd. for $44,550,000 for construction services related to the project. Construction commenced in the fall of 2015 and substantial completion was reached in September 2019.

2. Project Scope Changes

a) Design Phase Changes

During detailed design, staff added scope to the consultant's assignment which improve the overall functionality of the station but also allow for future expansion as the Region grows. These changes to the original design resulted in additional effort by the consultant.

Design changes consisted of:

- A new standalone bulk water filling facility to the site for use by the public with improved filling options and site safety.
- Modifications to the pump station layout and emergency power system to facilitate future expansion.

b) Construction Phase Changes

During the construction phase, several changes were required that led to an extension of the original contract.

These changes included:

- An increase in size to the storm water / overflow pond to reflect updated Conservation Authority rainfall event specifications.
- Modifications to the pump station lighting system to facilitate safer and more efficient maintenance.
- Upgrades to the pump station fire monitoring system to reflect the latest building code requirements.
- Modification to the pump station roof design to improve constructability.

Despite numerous design changes and delays during the construction period, no additional funds are required for construction work.

3. Proposed Direction

R.J. Burnside submitted a summary of the total cost increase for professional engineering services due to design changes for the construction of the Alloa Reservoir and Water Pumping Station project described above. After significant negotiations to ensure the fees represent good value, staff recommends that the vendor contract with R.J. Burnside be increased by $624,463.

ALLOA RESERVOIR AND PUMPING STATION, CAPITAL PROJECT 10-1960 DOCUMENT 2010-057P, TOWN OF CALEDON, WARD 2

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the direction noted in this report.

RISK CONSIDERATIONS

The design changes undertaken in this project added current and future value to the project. These were completed without the requirement to increase the value of the construction contract or project budget. Had the changes not been made, the Region of Peel would have incurred additional cost in the future to expand the facility.

CONCLUSION

As a result of design changes encountered during both design and construction of the Alloa Reservoir and Water Pumping Station, additional funds in the estimated amount of $624,463 are required for professional engineering services. In accordance with Procurement By-law 30-2018, as amended, the process for requesting additional funds requires Regional Council approval.

Andrew Farr, Acting Commissioner of Public Works

Approved for Submission:

N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I – Project Area Map

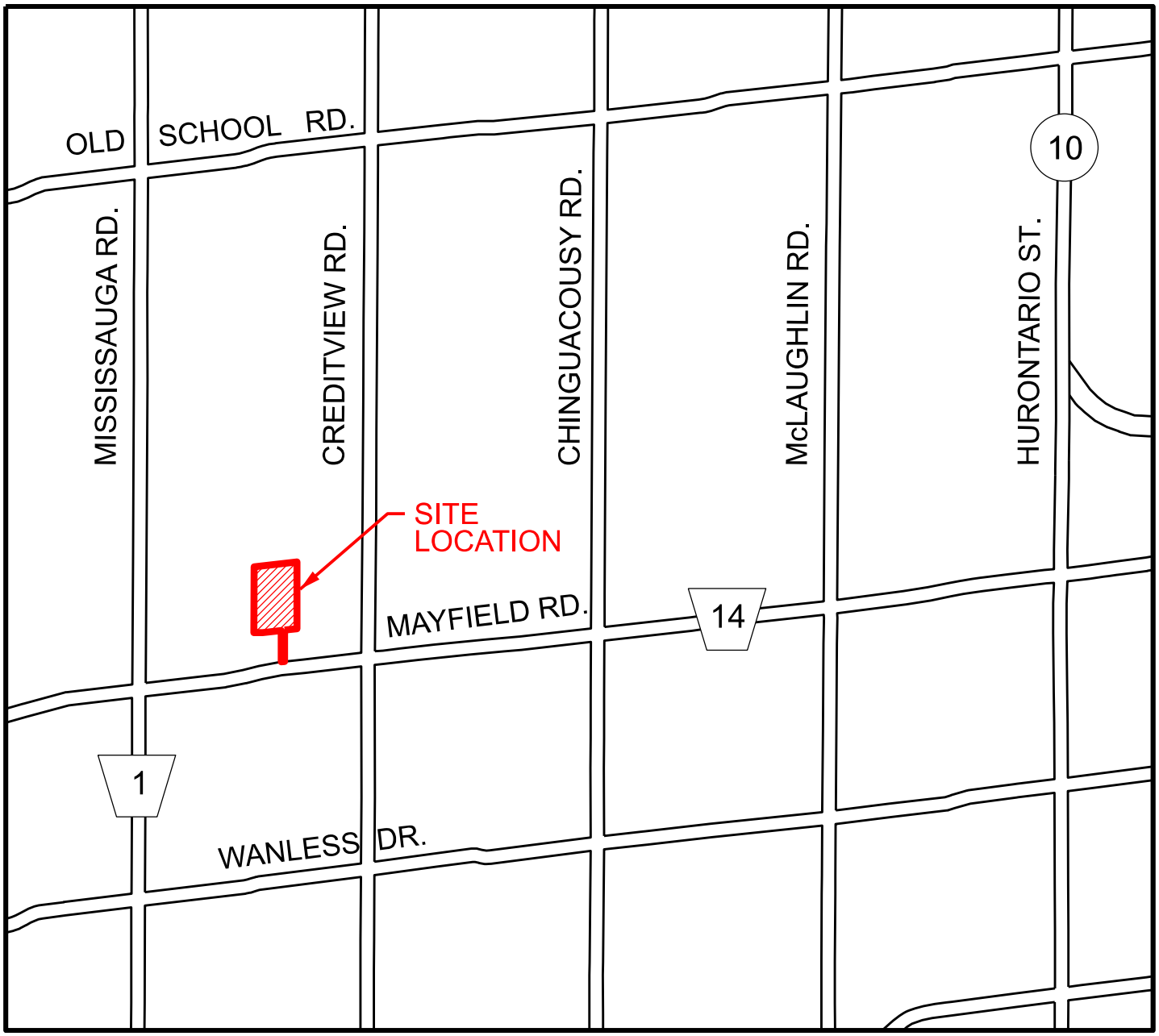
For further information regarding this report, please contact Anthony Parente, Acting General Manager, Water and Wastewater Divisions at ext. 7833 or via email at anthony.parente@peelregion.ca.

Reviewed in workflow by:

Procurement
Financial Support Unit

APPENDIX I

PROFESSIONAL ENGINEERING SERVICES FOR DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR THE ALLOA RESERVOIR AND PUMPING STATION
CAPITAL PROJECT 10-1960
DOCUMENT 2010-057P
TOWN OF CALEDON, WARD 2



Region of Peel
working with you

York Region

Regional Clerk's Office
Corporate Services

January 31, 2020

Ms. Kathryn Lockyer, Regional Clerk
The Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

RECEIVED
FEB 10 2020
Region of Peel
Clerks Dept.

Dear Ms. Lockyer:

Re: Greater Toronto Area West Transportation Corridor Update

On January 30, 2020 Regional Council made the following decision:

1. The Province of Ontario be advised that York Region supports the decision to resume the Greater Toronto Area West Transportation Corridor Environmental Assessment and requests that the highway be constructed as soon as possible.

2. Council request that the Ministry of Transportation assess, as part of the Environmental Assessment, a highway alignment that avoids approved community areas in the North Kleinburg-Nashville Secondary Plan area.

3. Council request that, as part of the Environmental Assessment, the Ministry of Transportation review the feasibility of additional Greater Toronto Area West highway connections within York Region, including at Highway 50 and Pine Valley Drive, and to Highway 400 at Kirby Road and King-Vaughan Road in the vicinity of the proposed freeway to freeway connection with the Greater Toronto Area West highway.

4. The Regional Clerk circulate this report to the Minister of Transportation, Minister of Municipal Affairs and Housing, Members of Provincial Parliament within York Region, the Regions of Peel and Halton and the local municipalities.

The original staff report is enclosed for your information.

The Regional Municipality of York | 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1
1-877-464-9675 | Fax: 905-895-3031 | york.ca

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓

(Copies of Attachments 1 to 6 inclusive to the York Region Report are available from the Office of the Regional Clerk)

Please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901, or Sandra Malcic, Director of Long Range Planning at 1-877-464-9675 ext. 75274 if you have any questions with respect to this matter.

Sincerely,

Christopher Raynor
Regional Clerk

Attachment

The Regional Municipality of York

Committee of the Whole
Transportation Services
January 16, 2020

Report of the Commissioner of Transportation Services and Chief Planner

Greater Toronto Area West Transportation Corridor Update

1. Recommendations

1. The Province of Ontario be advised that York Region supports the decision to resume the Greater Toronto Area West Transportation Corridor Environmental Assessment and requests that the highway be constructed as soon as possible.

2. Council request that the Ministry of Transportation assess, as part of the Environmental Assessment, a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area.

3. Council request that, as part of the Environmental Assessment, the Ministry of Transportation review the feasibility of additional Greater Toronto Area West highway connections within York Region, including at Highway 50 and Pine Valley Drive, and to Highway 400 at Kirby Road and King-Vaughan Road in the vicinity of the proposed freeway to freeway connection with the Greater Toronto Area West highway.

4. The Regional Clerk circulate this report to the Minister of Transportation, Minister of Municipal Affairs and Housing, Members of Provincial Parliament within York Region, the Regions of Peel and Halton and the local municipalities.

2. Summary

This report provides Council with an update on the Ontario Ministry of Transportation (MTO) Greater Toronto Area (GTA) West Transportation Corridor Environmental Assessment (EA) and summarizes York Region's concerns with the highway alignment in the vicinity of north Nashville and Kleinberg, and with the number of proposed interchanges within York Region.

Key Points:

- The Province of Ontario has resumed the GTA West Transportation Corridor EA.
- On November 7, 2019 Council directed staff to report back in January 2020 with additional details regarding the EA and issues of Regional interest further to the presentation from MTO on the GTA West Transportation Corridor EA.

- The EA project team presented the Technically Preferred Route at public consultation meetings in September and October 2019.
- The planned highway will provide significant benefits to the GTA, and York Region supports its construction as soon as possible.
- York Region will continue to work with MTO through the EA process to address issues related to the highway alignment and interchange locations.

3. Background

In June 2019, the Province of Ontario resumed the Greater Toronto Area West Transportation Corridor Environmental Assessment

Staff reported to Council in June 2019 advising that MTO was resuming the EA which had originally been suspended in December 2015.

The EA study area extends from Highway 400, between Kirby Road and King-Vaughan Road in the east, to the Highway 401 and 407 ETR interchange area, between Winston Churchill Boulevard and Trafalgar Road, in the west. The study area is shown in Attachment 1.

The undertaking being defined in the EA is proposed to include a new freeway in a 110m wide corridor, and an adjacent transitway in a 60m wide corridor.

A future electric transmission corridor which was included in a previous joint study to identify a multipurpose linear infrastructure corridor is now proceeding independently from the GTA West Transportation Corridor EA. In June 2019, the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator initiated the Northwest GTA Transmission Corridor Identification Study as a separate initiative.

The Environmental Assessment is scheduled to be completed in 2022

The GTA West Transportation Corridor EA is currently in the route planning phase. This work will be followed by preliminary design, preparation of a draft Environmental Study Report and submission of the final Environmental Study Report to the Ministry of the Environment, Conservation and Parks, scheduled for the end of 2022. The Study Schedule is presented in Attachment 2.

The Preferred Route is scheduled to be confirmed by spring 2020

MTO held public consultation meetings on September 19, 2019 in the City of Vaughan, on September 26, 2019 in the Town of Halton Hills, and on Thursday October 3, 2019 in the City of Brampton. MTO presented their Technically Preferred Route (Attachment 3) and the 2019 Focused Analysis Area (Attachment 4) at the public meetings.

MTO presented the Technically Preferred Route for the GTA West highway as part of the recent public consultation process. The EA study schedule includes confirming the Preferred Route by spring 2020. Municipalities, agencies, landowners and other stakeholders will have an opportunity to comment on the Technically Preferred Route before it is finalized.

On November 7, 2019, MTO made a presentation to Council. Council directed staff to report back in January 2020 regarding the EA and issues of Regional interest.

4. Analysis

MTO should assess an alignment that reduces impacts on existing and planned community areas in the Kleinburg and Nashville area

Staff acknowledges the Technically Preferred Route minimizes impact on the Greenbelt Plan Area and the natural features of the Humber River Valley and surrounding area. Staff do, however, suggest that the natural impacts have to be balanced with other factors, including land use planning and economic development. The identified route currently bisects an area that has been planned and approved as a residential community since 2001. This is identified as the Huntington Road Community in the North Kleinburg-Nashville Secondary Plan area (shown on Attachment 5) and is a northerly extension of the existing Village of Nashville. The Technically Preferred Route impacts the viability of the Huntington Road Community area. Another route would allow this area to be built out as planned, contributing to housing supply and capitalizing on adjacent services and infrastructure investments that have already been made.

The City of Vaughan has similar concerns and is recommending the most northerly alignment for the Province's consideration, as outlined in their November 25, 2019 correspondence, included as Attachment 6.

Additional interchanges are required in York Region to provide access to and from the highway

In July 2015, staff first commented on preliminary study findings, including interchanges that were being proposed by MTO. Interchange locations proposed in York Region provide only two connections to the Regional road network, including a partial interchange at Weston Road and a full interchange at Highway 27. To improve connectivity to and from the arterial and concession road network, staff requested additional GTA West highway interchanges be considered at Highway 50 and Pine Valley Drive, and to Highway 400 at Kirby Road and King-Vaughan Road in the vicinity of the proposed freeway to freeway connection with the GTA West highway. These additional interchange connections are necessary to facilitate economic development and goods movement within the City of Vaughan and beyond. New highways can be a barrier to economic growth if they do not provide strong connections to the arterial road network.

MTO has indicated the additional interchanges are not being considered at this stage of the EA due to technical challenges, including interchange spacing, traffic needs and issues related to engineering complexity in the vicinity of freeway to freeway interchanges. Staff has

repeatedly requested reconsideration of inclusion of additional GTA West highway connections at Highway 50 and Pine Valley Drive, and to Highway 400 at Kirby Road and King-Vaughan Road in the vicinity of the freeway to freeway interchange to the GTA West highway, in order to protect for economic prosperity and goods movement reasons.

The Greater Toronto Area West highway will support goals of York Region's Vision 2051 and Official Plan

An expanded freeway network in the GTA directly supports York Region's Vision 2051 goal related to an "Interconnected Systems for Mobility" and land use planning objectives, as reflected in the Regional Official Plan and Transportation Master Plan.

5. Financial

Should the final highway alignment impact approved areas for development, thereby reducing overall development lands, this could affect the Regional and municipal collection of development charges and tax levy. As a final highway alignment has not been confirmed, the potential impact cannot be quantified at this time.

6. Local Impact

The Region and local Municipalities would benefit significantly from a new GTA West highway, including support for population and employment growth, improved goods movement, improved mobility and reduced traffic on roads such as King Road, Major Mackenzie Drive and Nashville Road.

On November 19, 2019, City of Vaughan Council endorsed a motion that calls on MTO to build the GTA West highway in the northern part of the city to mitigate impacts to existing residential neighbourhoods, planned employment lands and future residential areas. The proposed GTA West highway does not pass through the Township of King and municipal staff has indicated there are no concerns with the Technically Preferred Route.

7. Conclusion

The Province of Ontario has resumed the GTA West Transportation Corridor EA. York Region has repeatedly pursued commitments to construction of the GTA West highway as soon as possible. Staff will continue to work with the Ministry of Transportation through the EA process to address issues related to the highway alignment and interchange locations.

For more information on this report, please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901, or Sandra Malcic, Director of Long Range Planning at 1-877-464-9675 ext. 75274. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
Commissioner of Transportation Services

Recommended by: **Paul Freeman, MCIP, RPP**
Chief Planner

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

December 13, 2019
Attachments (6)
10301055

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ITEMS RELATED TO HEALTH

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Region of Peel
working with you

REPORT
Meeting Date: 2020-02-27
Regional Council

For Information

DATE: February 13, 2020

REPORT TITLE: **UPDATE – OFFICE OF THE AUDITOR GENERAL OF ONTARIO VALUE FOR MONEY FOOD SAFETY AUDIT**

FROM: Cathy Granger, Acting Commissioner of Health Services
Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

OBJECTIVE

To inform Regional Council about the Office of the Auditor General of Ontario's 2019 Value for Money Audit on Food Safety.

REPORT HIGHLIGHTS

- In December 2019, the Office of the Ontario Auditor General ('Auditor') released the results of a value for money audit of Ontario's Food Safety Program. The audit's objective was to assess the effectiveness of provincial systems and procedures related to food licensing, inspection and sampling programs.
- The Auditor audited the Ministry of Health and Ministry of Agriculture, Food, and Rural Affairs along with five local public health units, including Peel Public Health.
- The audit found that the risk of a large foodborne-illness outbreak in Ontario is low due to policies and procedures in place to keep the Ontario food supply safe. The Auditor report noted that local public health units have largely effective systems in place to inspect food premises, conduct foodborne-illness surveillance and outbreak management in accordance with applicable legislation and regulations.
- Of the 21 audit recommendations, seven were relevant to local public health units, identifying opportunities in optimizing work on special event inspections and home food safety.
- Peel Public Health will work collaboratively with the Ministry of Health to address these recommendations.

DISCUSSION

1. Background

The Office of the Auditor General of Ontario ('Auditor') is an independent office of the Legislative Assembly that conducts value-for-money and financial audits of the provincial government, its ministries and agencies. They also audit organizations in the broader public sector that receive provincial funding, such as hospitals and long-term care homes, universities and colleges, and school boards. Their work aims to ensure that taxpayers receive value for their tax dollars.

As part of their "value-for-money mandate", the Auditor regularly assesses whether government and broader public sector activities operate with due regard for economy and efficiency, and whether procedures to measure and report on the effectiveness of programs and organizations exist and function properly. The Auditor's focus is on how well management is administering government policy decisions and not the merits of government policy.

The criteria applied to Auditor's value-for-money audits are as follows:

- Money should be spent economically minimizing the cost of resources;
- Money should be spent efficiently making the most out of available resources; and,
- Program is effective in achieving its desired objectives and making its intended impact on stakeholder's timelines.

In the summer of 2019, the Auditor conducted an audit of Food Safety Inspection Programs which included the Ministry of Agriculture, Food and Rural Affairs (OMAFRA), the Ministry of Health and five public health units, including Peel, Ottawa, Toronto, Simcoe-Muskoka and York Region. The two objectives of the audit were to:

1. To assess whether OMAFRA has effective systems and procedures related to licensing, inspection and sampling programs as well as measuring and public reporting on the results and effectiveness of food-safety programs.
2. To assess whether the Ministry of Health, through the work of public health units, has effective systems and procedures in place to:
    a. inspect food premises and conduct foodborne-illness surveillance and outbreak management economically and efficiently to prevent the effects of foodborne illnesses, in accordance with applicable legislation, regulations, agreements and policies; and,
    b. measure and publicly report periodically on the results of food premises inspection programs.

2. Findings

The Auditor concluded that the risk of a large-scale foodborne-illness outbreak in Ontario is low, attributable to systems and processes that protect Ontario's food supply. They concluded that the five public health units visited had effective policies and procedures in place to inspect food premises and conduct foodborne illness surveillance and outbreak management in accordance with applicable legislation and regulations.

The Auditor issued 21 recommendations pertaining to food safety inspection programs, seven of which were for local public health departments. The seven recommendations focused on the following areas:

- Food Premises Inventory
- Special Events
- Quality Assurance
- Disclosure of Inspection Results
- Foodborne Illness Investigations

Appendix I summarizes these recommendations along with the Ministry of Health's Response and Peel's context and next steps.

3. Next Steps

Peel Public Health continues to work collaboratively with the Ministry of Health and other health units to assess and address the recommendations. Process changes will be tracked in anticipation of the Auditor's follow-up review in two years following the audit.

CONCLUSION

The risk of a large-scale foodborne-illness outbreak in Ontario is low. Peel Public Health has effective systems and procedures in place to inspect food premises, conduct foodborne illness surveillance and manage outbreaks in accordance with applicable legislation and regulations.

Cathy Granger

Cathy Granger, Acting Commissioner of Health Services

Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

Approved for Submission:

Nancy Polsinelli

N. Polsinelli, Interim Chief Administrative Officer

APPENDICES

Appendix I - Table of Recommendations

For further information regarding this report, please contact Louise Aubin, Director Health Protection, extension 2479, louise.aubin@peelregion.ca .

Authored By: Andrea Chiefari, Manager Support Programs, Health Protection

UPDATE – OFFICE OF THE AUDITOR GENERAL OF ONTARIO VALUE FOR MONEY FOOD SAFETY AUDIT
Auditor General Recommendations and Ministry of Health and Peel Public Health Responses

Auditor General Recommendations	Ministry of Health Response	What Peel Public Health is Doing
Recommendation 15 (Food Premises Inventory). To provide every Public Health Unit with access to current lists of food premises in its jurisdiction, the Ministry of Health collaborate with the Ministry of Municipal Affairs and Housing and municipalities to put in place agreements to have regular access to a current inventory of food premises	Committed to collaborate with the Ministry of Municipal Affairs and Housing and municipalities on the development of appropriate protocols to enhance inventories of food premises as well as providing further guidance for the inspection of home-based businesses	Food premises operators are required by the *Health Protection and Promotion Act* (Section 16(2)) to give notice of an intention to commence to operate a food premise to the Medical Officer of Health. Food premises operating in the Cities of Brampton and Mississauga require a license to operate. Caledon requires refreshment vehicles (ice cream, hot dog carts) to be licensed but does not license other food premises. Peel Public Health has established a collaborative process with local municipal licensing departments in Brampton and Mississauga to provide letters of approval as part of licence application. These collaborative licensing provisions along with proactive monitoring by public health inspectors provide the basis for maintaining the current inventory of food premises. In 2019, Peel Public Health was notified about 567 license requests (163 new premises, 96 new owners and 308 license renewals). The number of premises identified by complaints are not tracked. However, if Peel Public Health is notified about a new premise through a complaint, as part of our investigation, the facility is risk assessed, created and added to our information management system, and inspected based on risk. Public Health will continue to work with the Ministry on procedures related to inspection of home-based businesses.
Recommendation 16 (Special Events). To improve the consistency of inspections for special events among Public Health Units, we recommend that the Ministry of Health establish clear protocols and minimum standards for inspection requirements at special events based on a consistent risk	Committed to consultation with the Public Health Units and municipalities, will further clarify the role of Public Health Units with respect to all special events	Peel Public Health adheres to current Ministry of Health standards for special events which require a risk assessment approach to inspecting special events. Criterion used to determine the need for inspection include: size of the event, type of food being prepared and served, inspection compliance history of the special event, event organizer/food vendors, other activities that might take place prior to or during an event which may impact food safety

Auditor General Recommendations	Ministry of Health Response	What Peel Public Health is Doing
assessment, which includes relevant factors such as event size, expected attendance and types of food preparation		and whether the event is private or public. The current approach ensures that inspection resources are directed towards the special events that present the greatest risk of foodborne illness.
Recommendation 17 (Quality Assurance). To ensure consistency across Ontario's 35 Public Health Units, we recommend the Ministry of Health work with the Public Health Units to: establish a consistent set of inspection and quality-assurance procedures, protocols and tools for conducting consistent food premises inspections that all Public Health Units can use; and require consistent enforcement of the 2018 amendments to the Ontario Food Premises Regulation regarding not having at least one certified food handler or supervisor on the premises who has completed food-handler training during every hour that the premises is operating	Agrees with the recommendation to enhance continuous quality improvement. Amendments to the food premises regulations regarding mandatory food handler certification came into effect July 2019. The Ministry recognizes that the food service industry has been given time to achieve compliance with the new requirements. Public Health Units are working in collaboration with food-premises operators toward compliance in meeting this regulatory requirement	Peel Public Health offers a voluntary food handler training program for food service employees available in multiple languages. An evidence review is underway focused on the supports that contribute to an effective quality assurance program in public health inspection. Findings of this review will inform optimization efforts for existing quality assurance program processes. With the July 2019 regulation changes requiring mandatory food handler certification, Peel food premises operators are working to comply with the new requirements. To date, no enforcement action has been required.
Recommendation 18 (Disclosure of Inspections). That the Ministry of Health work with the Public Health Units to establish a single consistent and comparable food premises grading system. Subsequent to establishing the system, we recommend that the Ministry of Health work with the Public Health Units to: ensure that all Public Health Units publicly report their inspection results through a single provincial website; and ensure that the latest inspection results are posted on-	Will assess the development of an online consolidated list of province-wide inspection results	Peel Public Health's food safety disclosure program has been in place since 2006, and aligns with provincial standards, protocols and guidelines to publicly disclose inspection results. Staff will look for opportunities to advocate to the Ministry for adoption of Peel's green-yellow-red card system for public disclosure of inspection results.

Auditor General Recommendations	Ministry of Health Response	What Peel Public Health is Doing
site at food premises		
Recommendation 19 (Foodborne Illness Investigations). To improve the effectiveness and consistency of the complaints investigations relating to potential exposures to foodborne hazards, we recommend that the Ministry of Health work with Public Health Units to: establish consistent protocols and procedures for the investigation of complaints of potential foodborne illness connected to food premises; and require Public Health Units to conduct food premises inspections connected to a potential foodborne illness within two days of receiving the complaint, if an inspection is needed as per the Ministry's Food Safety Protocol	Agrees with the recommendation and will include additional information on foodborne hazard exposures as part of the ongoing updates of the Ontario Public Health Standards and Protocols with respect to the investigation of complaints for potential foodborne illness and hazard exposures in connection to a food premise	Peel Public Health initiates and responds to complaints within 24 hours as mandated by the Food Safety Protocol, 2019. In order to improve timeliness and consistency of foodborne illness complaint investigations, process enhancements in place include: • digitization and linking of paper food-borne illness investigation forms to food premises • addition of a new web-based management information system in 2019 • implementation of a food safety complaint priority rating, an improved categorization of complaints and a monitoring and auditing system
Recommendation 20 (Foodborne Illness Investigations). To improve the consistency in the recording of foodborne-illness information data by Public Health Units, we recommend that the Ministry of Health, in collaboration with the Public Health Units and Public Health Ontario, review current guidelines for data entry reporting into the integrated Public Health Information System	The Ministry is committed to reviewing, in collaboration with Public Health Ontario and Public Health Units, the current guidelines for data entry reporting into the integrated Public Health Information System to identify areas for refinement	Data collection and entry of foodborne-illness information currently aligns with Provincial guidance and Peel's internal Data Standards. Public Health will continue to work collaboratively with Ministry of Health and Public Health Ontario to look for areas of refinement.
Recommendation 21 (Foodborne Illness Investigations). To reduce the number of foodborne-illness cases due to improper preparation, handling, cooking and storage of food at home, we recommend that the Public Health Units: regularly survey	Will leverage local and federal public education and awareness opportunities in collaboration with public health stakeholders to enhance public awareness and understanding of safe food-handling	Peel Public Health monitors reports of foodborne illness associated with food preparation and consumption in the home setting. Public Health will continue to work with the Ministry and other Ontario health units to collectively evaluate the effectiveness of

Auditor General Recommendations	Ministry of Health Response	What Peel Public Health is Doing
Ontarians to monitor areas of poor food-safety knowledge and behaviours; and develop specific educational materials to address those weaknesses.	practices at home. This will include utilizing information from federal surveys and food-safety campaigns to reinforce key messaging for food safety in Ontario	existing home food safety interventions in Ontario through outcome measures such as food safety attitudes and/or behaviours.

Resolution

Moved By: Councillor Groves	Date: **February 13, 2020**
Seconded By: Councillor Sinclair	Item Number **21.1**

Whereas transportation-related emissions are a major source of air pollution in Peel Region and the second-largest source of greenhouse gases in Peel Region;

And whereas, transportation related greenhouse gas emissions, as a percentage of Peel's overall and per capita emissions, have climbed from 2015 to 2017 and are, on a per capita basis, along with York Region, the highest in the Greater Toronto Hamilton Area;

And whereas, a recent report by the Toronto Atmospheric Fund has stated that transportation related greenhouse gas emissions need to be substantially reduced in order to meet the Intergovernmental Panel on Climate Change's greenhouse gas targets, and the national greenhouse gas reduction targets;

And whereas, research has demonstrated that people living within 250 – 500 metres of major roads are exposed to higher levels of air pollution;

And whereas, 28 per cent of Ontario residents live within 500 metres of a major road or highway, and 53 per cent of Peel residents live within 300 metres of a major road or highway and are therefore at higher risk of negative health impacts related to air pollution;

And whereas, the negative impact that air pollution has on human health, and the negative impact that greenhouse gases have on global warming and climate change are well established in the published literature;

And whereas, traffic-related emissions in the Greater Toronto and Hamilton Area are estimated to cause over 700 premature deaths each year and over 2,800 annual hospitalizations due to heart and lung conditions, with an economic impact of over $4.6 billion;

And whereas, Peel residents have expressed concerns over local air quality and climate change;

And whereas, the Region of Peel has declared a climate change emergency;

And whereas, in 2019 the Region of Peel, in partnership with McMaster University, York University and the University of Toronto established the Smart Freight Centre as a centre of excellence for goods movement;

And whereas, 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 by improving the safety, efficiency, and impacts of goods movement;

And whereas, the Smart Freight Centre initiative has identified emissions from the transportation sector as a significant pressure facing the goods movement industry;

And whereas, the Peel Climate Change Partnership is investing in and developing a Zero Emissions Vehicle Strategy to identify ways to overcome barriers to wide-scale electric vehicle adoption and to accelerate the uptake of personal and commercial light-duty low-emission vehicles in Peel Region;

And whereas, electric vehicle charging infrastructure remains a particularly strong barrier to the use of electric vehicles;

And whereas, the Ministry of Environment, Conservation and Parks air quality monitoring stations are sparsely located throughout Ontario, with no station in Caledon, and are designed to capture air quality data at a regional rather than local level;

And whereas, the Ministry of Environment, Conservation and Parks air quality monitoring stations do not monitor near-road transportation related emissions;

Therefore be it resolved, that the Council of The Regional Municipality of Peel advocate to the Minister of Environment, Conservation and Parks, and request that the Association of Municipalities of Ontario (AMO) also advocate for, the following actions to be taken by the Ministry:

- Work with Ministries of Transportation and Municipal Affairs and Housing to implement policies that protect vulnerable populations from traffic related emissions;
- In consultation with the Region of Peel and the local municipalities, conduct near road air quality monitoring in Peel Region to enable a better understanding of the health implications to our population and to inform land use and transportation planning decisions.

And further, that Regional Council and AMO advocate to provincial and federal regulators to investigate and adopt improvements in vehicle and fuel efficiency and technology, implement policies and incentives to promote the use of electric vehicles and other forms of sustainable transportation (e.g., public transit), and invest in electric vehicle charging infrastructure to address climate change and air pollution;

And further, that the Region of Peel continue to leverage the Smart Freight Centre partnerships to investigate ways to minimize the impact that goods movement has on air quality and greenhouse gas emissions in the Greater Toronto and Hamilton Area.

CARRIED		LOST		REFERRED	

Chair

Resolution

Moved By: Councillor Ras	Date: **February 27, 2020**
Seconded By: Councillor ?	Item Number **21.2**

Whereas the Regional Municipality of Peel is a member of the Credit Valley (CVC), Toronto and Region (TRCA) and Halton (CH) Conservation Authorities (CA) and is represented on their Board of Directors;

And whereas, the municipally appointed board of directors determines the policies, priorities and budget of the CAs;

And whereas, Peel Region has been well served by the three Conservation Authorities;

And whereas, the CAs are watershed-based organizations providing programs and services that contribute to a safer, sustainable environment and address climate change;

And whereas, the CAs have flood management programs employing a watershed-based approach that monitors stream flow, water levels and climatic conditions, forecasts flooding, issues flood warnings, regulates development activities in natural hazards, educates the public about flooding, operates flood management infrastructure, protects natural cover and manages stormwater that helps reduce the impacts of flooding;

And whereas, the CAs are partners with municipalities in developing the science and policy to manage drinking water source protection;

And whereas, the CA owns, manages and operates a valuable network of conservation areas that provide access to green space and family friendly recreation activities for our growing communities, contributes to the local economy, provides jobs for youth and promotes health and wellness for our residents. It also provides outdoor experiential education to local school children and encourages communities to embrace and value our natural and scenic assets;

And whereas, the CA undertakes reforestation and landscape restoration and aids landowners to make changes on their properties in support of naturalization or water quality protection within the watershed**;**

And whereas, the CAs provide the Region with technical expertise in support of its planning and infrastructure delivery, education and health programs;

And whereas, CAs are important partners in on-the-ground and cost-effective initiatives to address climate change;

And whereas, the Region has service agreements with each CA for planning and other services;

And whereas, the CA must be able to charge fees, and derive revenue from its facilities, programs and services as appropriate to reduce the burden to the tax levy;

And whereas, the Ontario provincial government has cut 50% from their $7.4 million Natural Hazards Transfer Payment Grant (Section 39) to Ontario conservation authorities that supports flood and erosion control infrastructure, flood forecasting and warning, watershed planning projects and technical studies, and the new act has the effect of downloading additional responsibilities to the CAs to be paid for by municipalities;

Therefore be it resolved, that the Council of the Region of Peel request that the Provincial Government restore or improve their funding of Conservation Authorities to provide a more stable funding base that would prevent further downloading of costs to municipalities and allow maintenance of hazard programs;

And further, that the Provincial Government ensure that the programs and services of the CAs maintain their watershed focus and allow for the flexibility of including programs and services important to local circumstances;

And further, that the Province include experts from Conservation Authorities, staff of the Ministries of Natural Resources and Forestry, Environment Conservation and Parks as well as Municipal Affairs and Housing and municipalities when developing the draft regulations;

And further, that the Province not dictate the form, content or duration of the MOUs or agreements, allowing for municipalities to support non-mandatory programs in a manner that suits local circumstances;

And further, that Copies of this resolution be forwarded to the Premier of Ontario, the Minister of Environment, Conservation and Parks, the Minister of Natural Resources, Minister of Municipal Affairs and Housing, all local MPPs, all local Conservation Authorities and the Association of Municipalities of Ontario.

CARRIED		LOST		REFERRED	

Chair

Honourable Jeff Yurek
Minister of Environment, Conservation and Parks (MECP)
Ministry of the Environment, Conservation and Parks
777 Bay St., 5th Floor
Toronto, ON
M7A 2J3

Dear Minister:

We are pleased that our municipality had the opportunity to participate in your Ministry's consultations on the *Conservation Authorities Act* and forthcoming regulations. There were many stakeholders and partners in attendance providing a variety of local interests and perspectives.

To follow up on these consultations, we are sending this letter to reiterate our support for Ontario's conservation authorities (CAs) and to encourage the Province to find a way forward that strengthens rather than diminishes the role of CAs.

We want to assure you that our municipalities appreciate and rely on our conservation authorities', Credit Valley, Toronto and Region and Halton Conservation Authorities, for their local watershed and technical expertise. Through their many programs and services, our CAs:

- provide the technical expertise, at the request of and through agreement with the municipalities, around natural heritage for land-use planning which enables municipalities to fulfill their responsibilities around the Provincial Policy Statement (e.g. review of Official Plans and Plan amendments);
- manage and mitigate the impact of natural hazards (e.g. plan review, flood forecasting & warning, flood and hazard lands, erosion control operations/maintenance, ice management);
- act as source protection authorities under the *Clean Water* Act and work very closely with municipalities through the local source protection committees and with our infrastructure staff;
- deliver watershed-wide environmental monitoring programs;
- help us fight climate change; and
- provide opportunities for many outreach and education programs and activities which are very popular with Ontarians.

Our residents value the access to nature by the authority owned and managed conservation areas – affordable, local recreational opportunities which fill a gap between local municipal parks and provincial parks.

Conservation authority programs and services help local municipalities to ensure the health and safety of its residents as well protect important natural resources – and they do this in a cost-effective way. The conservation authority watershed-based model was, in fact, praised by the provincial flood advisor in a report reviewing the 2019 flooding.

Many of the conservation authorities' watershed management programs support important <u>provincial priorities</u> such as addressing climate change impacts, protecting the Great Lakes, supporting a vibrant

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agricultural and industrial economic sector and ensuring the health and safety of all people from natural hazards, drinking water threats and stressed natural resources.

Please ensure that your next steps in developing the CA Act regulations gives significant consideration to the needs of municipalities and our critical partnership with our conservation authorities. We need time to review and revise our financial model with our CAs, and to develop and enter into the multitude of MOU's that will be required. We must do this within our fiscal year timelines. We wish to have a seat at the table, along with the CAs and staff of other provincial ministries (MNRF and MMAH) to ensure that the programs and services we rely upon are included in the regulations.

Sincerely,

CC: The Hon. John Yakabuski, Minister of Natural Resources and Forestry
The Hon. Steve Clark, Minister of Municipal Affairs and Housing
The Hon. Doug Ford, Premier of Ontario
LOCAL MPPs

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THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 14-2020

A by-law to adopt the small-scale on-farm business subclass in the industrial property class and the commercial property class within The Regional Municipality of Peel.

WHEREAS, subsection 8(1.1) of the *Assessment Act*, R.S.O. 1990, c. A.31, as amended (hereinafter referred to as the "*Act*") provides that the Minister of Finance may prescribe additional subclasses of real property for land located in municipalities for the purposes of that *Act*;

AND WHEREAS, section 22 of *Ontario Regulation 282/98* made under the *Act*, as amended (hereinafter referred to as *O. Reg. 282/98*) prescribes the new small-scale on-farm business subclass for each of the industrial property class and the commercial property class as a subclass of real property consisting of land that would otherwise be in the industrial property class and the commercial property class but that satisfies the requirements set out therein;

AND WHEREAS, subsection 22(7) provides that subject to subsection 22(8) of *O. Reg. 282/98* the new small-scale on-farm business subclass only applies in a municipality if the council of the upper-tier municipality passes a by-law opting to have the subclass apply in the municipality;

AND WHEREAS, section *8.0.0.0.1 of Ontario Regulation 73/03*, as amended, prescribes a 75 per cent reduction to the tax rates that would otherwise by levied for municipal purposes as legislated by subsection 313.1(1)(a) of the *Municipal Act*, *2001*, as amended, for the small-scale on-farm business subclass for the industrial property class and the small-scale on-farm business subclass for the commercial property class as prescribed under section 22 of *O. Reg. 282/98*;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. THAT the new small-scale on-farm business subclass within the industrial property class and the new small-scale on-farm business subclass within the commercial property class, as defined in section 22 of *O. Reg. 282/98*, shall apply within The Regional Municipality of Peel;

2. THAT the tax rate that would otherwise be levied for the subclasses of property prescribed under section 22 of *O. Reg. 282/98* shall be reduced by 75 percent;

3. THAT this By-law comes into force on the day it is passed for the 2020 and subsequent taxation years.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 27th day of February, 2020.

_____	_____
Deputy Regional Clerk	Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 15-2020

A by-law to repeal By-law 62-2014 and By-law 6-2019, to continue the Interim Period Approvals Committee delegating to it Council's powers as authorized by sections 23.1 and 275(6) of the Municipal Act, 2001, c.25, as amended, during a Council hiatus of more than 21 days; and, delegating authority to approve awards of Direct Negotiation procurements greater than $100,000 to $250,000 requiring an urgent response between regularly scheduled Regional Council meetings.

WHEREAS, there are occasional times when there is no regular meeting of Council scheduled for a period of more than 21 days after the date of the previously scheduled regular Council meeting or, when pursuant to section 275 of the Municipal Act, 2001 there is a period of restricted acts in the year of an election (a "lame duck" period), either which is hereinafter referred to as an "Interim Period";

AND WHEREAS, during Interim Periods staff of the Regional Corporation are authorized to exercise authority to ensure the continuity of conduct of the Regional Corporation's business;

AND WHEREAS, there may be occasional times between regularly scheduled Regional Council meetings of less than 21 days after the date of the previously scheduled regular Council meeting, when an urgent response is required to approve awards of Direct Negotiation procurements greater than $100,000 to $250,000;

AND WHEREAS, Council deems it desirable to continue a Committee comprising adequate Council representation and to delegate to that Committee Council's powers beyond the authority otherwise conferred upon staff of the Regional Corporation, during Interim Periods or occasional times when an urgent response is required for awards of Direct Negotiation procurements greater than $100,000 to $250,000;

AND WHEREAS, the Procedural By-law 56-2019 authorizes the establishment by Council of Committees at any time as is deemed necessary for the consideration of matters within Council's jurisdiction;

AND WHEREAS, Council is authorized by sections 23.1 and 275(6) of the *Municipal Act, 2001*, c.25 as amended to delegate its powers to a body including a Council Committee;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 27th day of February, 2020 authorized the enactment of the by-law herein;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That in this By-law, "Interim Period" means a time during which there is no regular meeting of Council scheduled for a period of more than 21 days after the date of the previously scheduled regular Council meeting or a period of restricted acts in the year of an election (a "lame duck" period);

2. That in this By-law, “Urgent Response” means a response to a non-emergency situation where the procurement of a good or service is necessary to imminently address, rectify or maintain Regional infrastructure or services, or a response where a delay may contribute to significant negative repercussions to Regional interests, service delivery and/or residents, as determined or authorized by a Commissioner or the Chief Administrative Officer.

3. That a Committee composed of the Chairs and Vice-Chairs of the Enterprise Programs and Services, Public Works, Health; Human Services and Planning and Growth Management sections of Regional Council, and the Regional Chair, ex officio is continued and known as the Interim Period Approvals Committee (the "Committee");

4. That Council's powers and authority are delegated to the Interim Period Approvals Committee during Interim Periods and during occasional times between regularly scheduled Regional Council meetings when the approval of awards of Direct Negotiation procurements greater than $100,000 to $250,000 require an urgent response, to the full extent permissible by law, with the exception that Council's powers and authority respecting the hiring or firing of employees is not so delegated;

5. That the terms of reference for the Committee are as set out in Schedule "A" which is hereby enacted and forms part of this by-law.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 27th day of February, 2020.

Deputy Regional Clerk	Regional Chair

Schedule "A" to By-law 15-2020

Terms of Reference for the Interim Period Approvals Committee
Enacted Pursuant to By-law 15-2020

Purpose of the Committee:

To oversee any matters requiring Council's approval, as authorized by section 23.1 or section 275(6) of the *Municipal Act, 2001*, c.25 as amended;

To approve award of Direct Negotiation procurements greater than $100,000 to $250,000, requiring an urgent response between regularly scheduled Regional Council meetings, in compliance with the Regional Procurement By-law; and, should IPAC be required to approve awards of Direct Negotiation procurements that Council be notified immediately of the award decision with justification;

To provide assurance to the public that the continuity of conduct of regional business is administered in an efficient, effective and economical manner.

Membership

The Committee shall be comprised of the Chairs and Vice-Chairs of the Enterprise Programs and Services, Public Works, Health, Human Services, and Planning and Growth Management sections of Regional Council, and the Regional Chair as ex officio, for a total of eleven members.

Quorum

Four members of the Committee, with representation from each local municipality, shall constitute a quorum.

Election of Chair and Vice-Chair

The Committee will elect from among its members a Chair and Vice-Chair, and this election shall be held at the first meeting of the Committee in each term of Council.

The Committee shall appoint a Vice-Chair who may act in the capacity of Chair and exercise all the rights, powers and authorities of the Chair when the Chair is absent through illness or otherwise, or is absent from the office in course of his or her duties, or on vacation or on an approved leave.

Term of Appointment

The term of appointment of the Committee will be for the remainder of the present term of Council.

Meetings

Meetings will be scheduled at the call of the Chair of the Committee. A designate of the Regional Clerk will serve as the secretary to the Committee and provide administrative support.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 16-2020

A by-law to amend By-law 30-2018, being a by-law to govern the procurement and disposal of goods and services.

WHEREAS, the Council of the Regional Corporation enacted By-law 30-2018 on July 1, 2018, to govern the procurement and disposal of goods and services;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 27th day of February, 2020 authorized the enactment of the by-law herein to amend By-law 30-2018;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That the following definition for "Urgent Response" be added to Part II - Definitions of By-law 30-2018:

   "Urgent Response" means a response to a non-emergency situation where the procurement of a good or service is necessary to imminently address, rectify or maintain Regional infrastructure or services, or a response where a delay may contribute to significant negative repercussions to Regional interests, service delivery and/or residents, as determined or authorized by a Commissioner or the Chief Administrative Officer.

2. That the following new section 5.2.8 be added to Part V - Procurement Authorities and Procurement Methods of By-law 30-2018:

   5.2.8 the goods and services are required as a result of an Urgent Response which would not reasonably permit the use of a method other than Direct Negotiation, the goods and services have a value greater than $100,000 to $250,000, and the procurement has been authorized by the Region's Interim Period Approvals Committee.

3. That this By-law takes effect on the 27th day of February, 2020.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 27th day of February, 2020.

Deputy Regional Clerk	Regional Chair

ADDITIONAL MATERIALS DISTRIBUTED AT MEETING

Region of Peel
working with you

8.5-1

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
2020/02/27	**Regional Council**

DATE SUBMITTED YYYY/MM/DD
2020/02/26

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

NAME OF INDIVIDUAL(S)

Jason Afonso , Senior Associate Glen Schnarr & Associates Inc. OR Phil King, President, Orlando Corporation

POSITION(S)/TITLE(S)

NAME OF ORGANIZATION(S)

E-MAIL	TELEPHONE NUMBER	EXTENSION
jasona@gsai.ca / kingp@orlandocorp.com	**(905) 568-8888**	**227**

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

Item 9.5 - Employment Policies and Trends Overview; and
Item 9.6 - Provincially Significant Employment Zones Framework Implications for the Peel Settlement Boundary Expansion Study

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 ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019 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 56-2019, 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

RECEIVED
February 26, 2020
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

ORLANDO CORPORATION

6205 Airport Road, Mississauga, Ontario, L4V 1E3 Telephone: (905) 677-5480 Fax: (905) 677-2824 orlandocorp.com

February 26, 2020

Via email: council@peelregion.ca

Region of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton, Ontario L6T 4B9

Attn: Regional Clerk

Re: Employment Policies and Trends Overview – 2020-02-19
Provincially Significant Employment Zones – 2020-02-19

Mr. Chairman and Members of Council

We are pleased to provide comments herein on the staff reports dated February 19, 2020 relating to Employment Policies and Trends and The Provincially Significant Employment Zone Implications.

Employment Policies and Trends Overview

As you know, Orlando Corporation is a significant employment developer and landowner in the Region of Peel. In reviewing the above reports, we understand and agree with the Region's findings that employment in Peel continues to transition to a goods movement economy with a demand for industrial space. In recognizing the emphasis placed on identifying and protecting Employment Areas for short and long-term job creation by the new provincial plans, we advise that we wish to actively participate in the Peel 2041 Official Plan Review as it relates to employment policy direction.

In particular, we wish to emphasize that the designation of new employment lands alone does not ensure imminent development of employment uses to meet the Region's employment targets, evidenced by large Industrial uses locating outside of Peel due to suitable lands not being available.

Designation of Employment Land should not be a "Planning by Numbers" exercise, consideration for lands that are physically suitable and conveniently located close to existing and future 400 series highways along with active private sector initiatives are essential to promote the development of employment uses capable of contributing to the Region's employment base.

Limiting designated land to employment targets has proven to limit the choice industry has for locating in a particular region. We have been vocal in expressing our concerns regarding the Province's employment targets and assumed densities for employment lands for many years. Through our participation in the Peel 2041 OP review we intend to provide valuable information to support the designation for viable employment lands in suitable locations within the Region.

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ✓

Region of Peel
Employment Policies and Trends Overview – 2020-02-19
Provincially Significant Employment Zones – 2020-02-19
February 26, 2020

Provincially Significant Employment Zones

With respect to the Provincially Significant Employment Zones (PSEZs), Orlando Corporation developed and owns the Heartland Town Centre in Mississauga, an outdoor shopping centre consisting of over two million square feet of space. These lands are designated "Mixed Use Area" in the City's Official Plan. These lands are on the edge of and included within PSEZ No.14 (see enclosed Map). Due to their designation, zoning and use, we have requested to the Province that the Heartland Town Centre lands be removed from that PSEZ.

A portion of the Heartland Town Centre east of Mavis Road is located at the western edge of the "Gateway Employment Area (West)", abutting the 'East Credit Neighbourhood' located to the west, and the 'Hurontario Neighbourhood' located to the south, as set out in the City of Mississauga Official Plan – Character Areas and Urban Structure. The Heartland Town Centre lands relate more closely to those Residential Character Areas rather than the Gateway Employment Area.

It is clear from the stated goals and objectives of this PSEZ is to protect the types of industries found within Gateway Employment Area. Mixed-use centres like the Heartland Town Centre are more appropriately excluded from PSEZ's so that they can be designated with a mind to their compatibility with existing and future residential and other nearby sensitive land uses. We request the Region's consideration of this request to the Province as part of the 2041 OP Review.

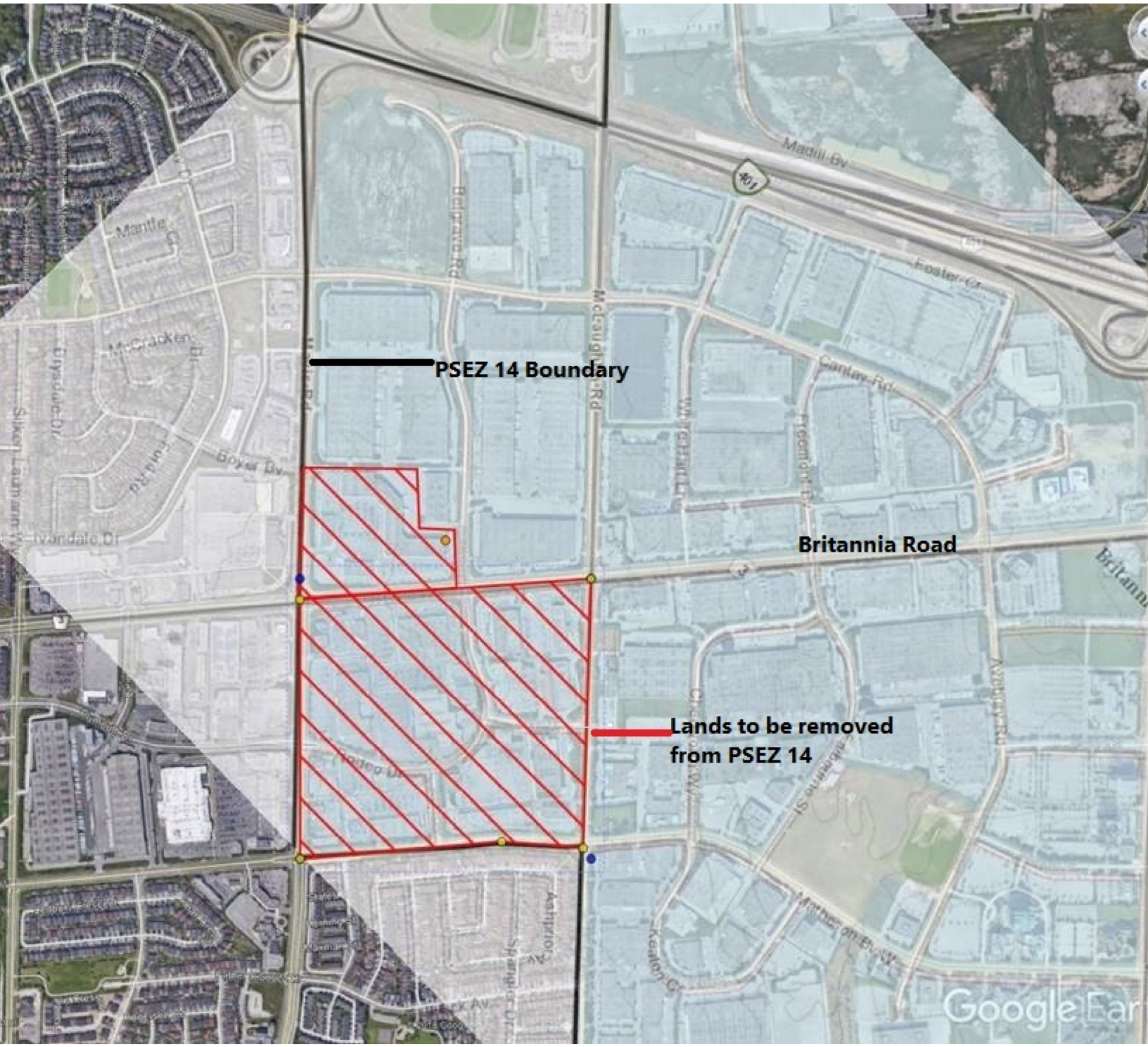
We look forward to working closely with Region staff in advancing the updated employment policies. Please feel free to contact the undersigned if you have any questions or wish to clarify anything contained in our letter.

ORLANDO CORPORATION

Phil King, P.Eng.
President

PK/lds

Encl.


PSEZ 14 Boundary
Britannia Road
Lands to be removed
from PSEZ 14
Mantle
McCracken
Boyer Bv
Ivandale Dr
Bellamy Rd
McLaughlin Rd
Maplill Bv
Foster Cr
Cantay Rd
Freeform Bv
Wilfrid Laurier Bv
Ashpriorr Av
Spring Dr
Keaton Cr
Matheson Bv W
Google Ear