

CHAIR:

F. DALE

MEMBERS:

G. CARLSON

D. COOK

B. CROMBIE

J. DOWNEY

C. FONSECA

G. GIBSON

A. GROVES

N. IANNICCA

J. INNIS

L. JEFFREY

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

G. MILES

E. MOORE

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

B. SHAUGHNESSY

J. SPROVIERI

R. STARR

A. THOMPSON



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, July 12, 2018

Time: 9:30 AM

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

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

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

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1. **ROLL CALL**
2. **DECLARATIONS OF CONFLICTS OF INTEREST**
3. **APPROVAL OF MINUTES**
 - 3.1. June 28, 2018 Regional Council meeting
4. **APPROVAL OF AGENDA**
5. **PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL**
6. **CONSENT AGENDA**
7. **DELEGATIONS**
 - 7.1. **Ken Paige, Chief Executive Officer and Erika De Rango, Vice President, Operations, Contract Pharmaceuticals Limited**, Regarding the Motion from Councillor Saito on the Peel Anaerobic Digestion Facility (Related to 12.7, 17.1 and 17.2)
 - 7.2. **Paulina Leung, Vice President, Corporate Strategy and Business Development; and Graham Wathen, Vice President, Operations GTA East, Emterra Environmental**, Providing Information on Emterra Environmental's Previous and Current Operations, Improvements and Outstanding Issues and Results
8. **ITEMS RELATED TO HUMAN SERVICES**
Chaired by Councillor M. Medeiros or Vice-Chair Councillor J. Downey
 - 8.1. Funding for New Supportive Housing in Caledon
 - 8.2. Funding for New Supportive Housing in Mississauga
 - 8.3. Refugee Claimant Use of Peel Region Adult Shelters
 - 8.4. Additional 2018 Provincial Investments for Early Years and Child Care
 - 8.5. Portable Housing Benefit - Special Priority Policy Transfer Payment Agreement
 - 8.6. Development Charges Rebate Program
9. **COMMUNICATIONS**

10. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

- 10.1. Procurement Activity Report - T1 2018 (For information)
- 10.2. 2018 Triannual Financial Performance Report - April 30, 2018
- 10.3. Proposed License Amending and Extending Agreement, Northeast Corner of Main Street and Queen Street, Licensee: The Alton Development Inc. and Lais Hotel Properties Limited, Town of Caledon (Village of Alton), Ward 1
- 10.4. Proposed Surplus and Transfer of Fee Simple Lands on Regional Road 4 (Dixie Road) in Connection with the Construction of New Noise Barrier Walls from Regional Road 107 (Queen Street East) to Springtown Trail - City of Brampton, Wards 7 and 9 (Related to By-law 40-2018)
- 10.5. Proposed Road Closure and Transfer of Region Owned Surplus Lands on Regional Road 9 (King Street), Town of Caledon, Ward 2, and Proposed Transfer of Ownership of Lands on Regional Road 1 (Mississauga Road) to The Regional Municipality of Peel, Town of Caledon, Ward 2 (Related to By-laws 41-2018 and 42-2018)
- 10.6. Proposed Road Closure and Transfer of Region Owned Lands on the West Side of Regional Road 50 (Highway 50), North of Regional Road 9 (King Street), Town of Caledon, Ward 5 (Related to By-law 43-2018)
- 10.7. Encroachment Agreement Regional Road 50 (Queen Street South), Town of Caledon, Ward 5 - Owner: 1732115 Ontario Inc. (Related to By-law 44-2018)
- 10.8. Region of Peel Council Chamber Technology Upgrade Project (For information)
- 10.9. Feasibility of the Physical Conversion of the Pool Area at Lincoln Alexander Secondary School in Malton to a Youth Hub (For information) **(The Feasibility Study is now available as Appendix I)**
- 10.10. Report of the Greater Toronto Airports Authority Liaison Committee (GTAA-1/2018) meeting held on June 21, 2018
- 10.11. Report of the Government Relations Committee (GRC-2/2018) meeting held on June 21, 2018
- 10.12. Report of the Region of Peel Accessibility Advisory Committee (AAC-3/2018) meeting held on June 21, 2018

11. COMMUNICATIONS

12. ITEMS RELATED TO PUBLIC WORKS

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

- 12.1. Adapting to Changes in Land Use Planning Legislation (For information)
- 12.2. The *Promoting Affordable Housing Act, 2016* - Inclusionary Zoning Update (For information)
- 12.3. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 50 (Highway 50) from Regional Road 15 (Steeles Avenue East) to Regional Road 14 (Mayfield Road), City of Brampton, Wards 8 and 10 and Town of Caledon, Ward 5 (Related to By-law 46-2018)
- 12.4. Salt Management and Application – Opportunities for Partnership and Outreach (For information)
- 12.5. New Utility Payment Portal (For information)
- 12.6. Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Highway 401 Expansion Project, City of Mississauga, Wards 5, 9 and 11
- 12.7. Anaerobic Digestion Facility Update (Related to 7.1, 17.1 and 17.2) **(As requested at the June 28, 2018 Regional Council meeting)**

13. COMMUNICATIONS

- 13.1. **Dr. Mark A. Knight, Consulting Engineer, Executive Director, Centre for Advancement of Trenchless Technologies and Associate Professor, Department of Civil and Environmental Engineering, University of Waterloo,** Letter dated June 8, 2018, Regarding Concrete Pressure Pipe for Large Diameter Water Pipelines (Receipt recommended)
- 13.2. **Allyson D'Ovidio, Legislative Coordinator, City of Mississauga,** Email dated July 9, 2018, Providing a Copy of the City of Mississauga Council Resolution Regarding Vision Zero Logo (Receipt recommended)

14. ITEMS RELATED TO HEALTH

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

- 14.1. Paramedic Services 2019 Response Time Framework
- 14.2. Diabetes in Peel (For information)
- 14.3. Review of the Region of Peel Project Lifesaver Program
- 14.4. Provincial Base Funding for Registered Nurses in Long Term Care Homes (Related to 15.2 to 15.5 inclusive)

- 14.5. Sheridan Villa's Spruce Lane Unit (Special Behaviour Support Unit)
- 14.6. Interim Cannabis Revenue Sharing Agreement Between the Region of Peel, the City of Brampton and the City of Mississauga

15. COMMUNICATIONS

- 15.1. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Funding for the Implementation of the *Fair Workplaces, Better Jobs Act, 2017* (Receipt recommended)
- 15.2. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Davis Centre (Receipt recommended) (Related to 14.4)
- 15.3. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Malton Village (Receipt recommended) (Related to 14.4)
- 15.4. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Peel Manor (Receipt recommended) (Related to 14.4)
- 15.5. **Brock Hovey, Vice President, Corporate Services, Accountability and Quality, Central West Local Health Integration Network**, Letter dated June 7, 2018, Regarding Additional Registered Nurses in the Long-Term Care Sector – Tall Pines (Receipt recommended) (Related to 14.4)

16. OTHER BUSINESS

- 16.1. Report from Principles Integrity titled “Region of Peel – Code of Conduct Complaint by Peel Regional Police Services Board Against Regional Councillor Parrish – Recommendation Report” (Direction required) (Related to 16.2)
- 16.2. **Carolyn Parrish, Regional Councillor, City of Mississauga, Ward 5**, Letter dated July 3, 2018, Regarding the Report of the Integrity Commissioner (Receipt recommended) (Related to 16.1)

17. NOTICE OF MOTION/MOTION

- 17.1. **Motion from Councillor Saito** Regarding the Reopening of Resolution 2017-975 (Related to 7.1, 12.7 and 17.2)

- 17.2. **Motion from Councillor Saito** Regarding the Peel Anaerobic Digestion Facility (Related to 7.1, 12.7 and 17.1) **(To be dealt with subject to the approval of item 17.1)**

18. BY-LAWS

Three Readings

By-law 40-2018: A by-law to stop-up, close, and deprive of its character as part of the public highway those lands described as Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel and Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel, known as Regional Road 4 (Dixie Road). (Related to 10.4)

By-law 41-2018: A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly the Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047, known as Regional Road 9 (King Street). (Related to 10.5 and By-law 42-2018)

By-law 42-2018: A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Mississauga Road) in the Town of Caledon. (Related to 10.5 and By-law 41-2018)

By-law 43-2018: A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748, known as Regional Road 50 (Highway 50). (Related to 10.6)

By-law 44-2018: A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 50 (Queen Street South) in the Town of Caledon. (Related to 10.7)

By-law 45-2018: A by-law to accept, assume and dedicate lands for public highway purposes.

By-law 46-2018: A by-law to reduce the speed limits on Regional Road 50 (Highway 50) from 80km/h to 70km/h from Regional Road 15 (Steeles Avenue East) to 500 metres north of Regional Road 14 (Mayfield Road); and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel. (Related to 12.3)

19. IN CAMERA MATTERS

- 19.1. June 28, 2018 Regional Council Closed Session Report
- 19.2. Proposed Payment of Legal and Professional Expenses in Connection with Expropriation Proceedings - Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road - City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.3. Expropriation Proceedings Burnhamthorpe Road Watermain Twinning from Regional Road 17 (Cawthra Road) to Grand Park Drive and Regional Road 17 (Cawthra Road) Sanitary Sewer from Burnhamthorpe Road East to Dundas Street East – City of Mississauga, Wards 3, 4 and 7 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.4. Proposed Property Acquisition Burnhamthorpe Road Watermain Twinning from Regional Road 17 (Cawthra Road) to Grand Park Drive and Regional Road 17 (Cawthra Road) Sanitary Sewer from Burnhamthorpe Road East to Dundas Street East – City of Mississauga, Wards 3, 4 and 7 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.5. Proposed Property Acquisition - City of Brampton, Ward 3 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.6. Proposed Willing Seller Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive), City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.7. Proposed Property Acquisitions for Public Works Capital Works Program (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.8. Appointment of Associate Medical Officer of Health (Personal matters about an identifiable individual, including municipal or local board employees)
- 19.9. Nominations for the Greater Toronto Airports Authority Board of Directors (Personal matters about identifiable individuals, including municipal or local board employees)
- 19.10. Paramedic Facility Co-location with the City of Brampton, Ward 5 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.11. Beckett-Sproule Feedermain Update (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)

20. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 47-2018:

21. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

22. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
June 28, 2018**

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

1. ROLL CALL

Members Present:

G. Carlson	M. Mahoney
D. Cook	S. McFadden♦
B. Crombie	M. Medeiros
F. Dale	E. Moore
J. Downey	M. Palleschi
C. Fonseca	K. Ras
G. Gibson	P. Saito
A. Groves*	B. Shaughnessy
N. Iannicca	J. Sprovieri
J. Innis	R. Starr♦
L. Jeffrey	A. Thompson*
J. Kovac	

Members Absent:

G. Miles	Due to illness
C. Parrish	Due to other municipal business

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

2. DECLARATIONS OF CONFLICTS OF INTEREST

Councillor Palleschi declared a conflict of interest with respect to Item 10.14, listed on the June 28, 2018 Regional Council agenda, as his residence is located in close proximity of the subject road.

* See text for arrivals

♦ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. June 14, 2018 Regional Council meeting

Moved by Councillor McFadden,
Seconded by Councillor Kovac;

That the minutes of the June 14, 2018 Regional Council meeting be approved;

And further, that the June 14, 2018 Closed Session Report listed as Item 19.1 on the June 28, 2018 Regional Council agenda be amended to note the absence of Councillor Jeffrey as due to other municipal business.

Carried 2018-587

4. APPROVAL OF AGENDA

Moved by Councillor Saito,
Seconded by Councillor Downey;

That the agenda for the June 28, 2018 Regional Council meeting include a communication from the City of Brampton regarding a Community Safety and Wellbeing Plan, to be dealt with under Items Related to Enterprise Programs and Services – Item 9.1;

And further, that the agenda for the June 28, 2018 Regional Council meeting include a Notice of Motion from Councillor Saito regarding reopening the issue of the Peel Anaerobic Digestion Facility for consideration at the July 12, 2018 Regional Council meeting, to be dealt with under Notice of Motion/Motion – Item 17.3;

And further, that the agenda for the June 28, 2018 Regional Council meeting be approved, as amended.

Carried 2018-588

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

Councillor Thompson arrived at 9:33 a.m.

6. CONSENT AGENDA

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the following matters listed on the June 28, 2018 Regional Council Agenda be approved under the Consent Agenda:

- 8.3. Amendment to Regional Road System By-law 95-2007, Transfer of a Portion of Regional Road 5 (Derry Road West) to The Corporation of the City of Mississauga - City of Mississauga, Ward 11
- 8.4. Removal of the Residential Structure from Region Owned Lands Located at 11962 The Gore Road in Conjunction with the Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to West of Regional Road 8 (The Gore Road) - City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4
- 8.5. Region of Peel Corporate Risk Profile
- 8.6. Report of the Audit and Risk Committee (ARC - 3/2018) meeting held on June 7, 2018
- 9.1. Terri Brenton, Legislative Coordinator, City Clerk's Office, Letter dated June 27, 2018 providing a Copy of a City of Brampton Resolution regarding a Community Safety and Well Being Plan
- 10.1. Authorization to Hold a Public Meeting for an Application for Exemption under the Retail Business Holidays Act by Seafood City Supermarket at 800 Boyer Boulevard - City of Mississauga, Ward 11
- 10.2. Request to Proceed to a Public Meeting for the Proposed Amendment to Airport Policies in the Region of Peel Official Plan
- 10.3. Peel Agricultural Advisory Working Group and Golden Horseshoe Food and Farming Alliance Annual Update and Funding Request
- 10.4. Revisions to Greenlands Securement Program Implementation Guidelines
- 10.5. North West Brampton Shale Resources Policy Review Study Conclusions
- 10.6. Update on Work with Local Municipalities on Road Operations and Access Control
- 10.8. Courtney Park Drive East at Highway 410 Bridge Widening and Interchange Improvements
- 10.9. Residential Water and Sewer Line Warranty Protection Program Update and Service Line Warranties of Canada, Inc. Agreement Extension Request
- 10.10. 2017 Annual Performance Review of the South Peel Water and Wastewater Management, Operations and Maintenance Agreement with the Ontario Clean Water Agency

- 10.12. Engineering Services Design and Construction of an Organic Rankine Cycle Turbine at G.E. Booth Wastewater Treatment Plant, Projects 18-2991 and 16-2924, Document 2018-053P, City of Mississauga, Ward 1
- 10.13. Engineering Services for New Sanitary Sewer on Fair Birch Drive, Birchview Drive, Queen Victoria Avenue and Lorne Park Road, Project 18-2300, Document 2018-224P, City of Mississauga, Ward 2
- 11.1. Bill Hodgson, Councillor, Region of Niagara and Chair, Golden Horseshoe Food and Farming Alliance, Letter dated May 1, 2018, Regarding the Golden Horseshoe Food and Farming Alliance Request for Extended Funding Support
- 11.2. Sonya Pacheco, Legislative Coordinator, City of Brampton, Letter dated June 4, 2018, Providing a Copy of the City of Brampton Resolution and Report titled “Hurontario Light Rail Transit Project Update – Operation and Maintenance Responsibilities”
- 11.3. J.W. Tiernay, Executive Director, Ontario Good Roads Association (OGRA), Letter dated June 7, 2018, Requesting Support from the Region of Peel to Participate in OGRA’s Municipal Alliance for Connected and Autonomous Vehicles in Ontario Initiative for Controlled Testing of Autonomous Vehicles
- 12.1. Update on Provincial Dispatch Reform
- 14.1. Brampton Bramalea Christian Fellowship Residences Ltd. Affordable Housing Project Update
- 14.2. Affordable Transit Program Update
- 14.4. Affordable Housing Active Living Design Elements Program Update

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; E. Moore; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	A. Groves; G. Miles; C. Parrish	3

Carried 2018-589

Councillor Groves arrived at 9:58 a.m. due to other municipal business.

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the following matter listed on the June 28, 2018 Regional Council Agenda as item 10.14 be approved:

- 10.14. Engineering Services for Sanitary Sewer Construction on Regional Road 16 (Kennedy Road North) and Conservation Drive, Project 15-2153, Document 2018-142P, City of Brampton, Ward 2

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; E. Moore; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	G. Gibson; G. Miles; M. Palleschi•; C. Parrish	4

Carried 2018-590

•*due to declared conflict of interest*

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

- 8.3. **Amendment to Regional Road System By-law 95-2007, Transfer of a Portion of Regional Road 5 (Derry Road West) to The Corporation of the City of Mississauga - City of Mississauga, Ward 11**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That a portion of Regional Road 5 (Derry Road West), described as Part of Lot 12, Concession 3 West of Hurontario Street, City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 9 on Reference Plan 43R-18372 be transferred to The Corporation of the City of Mississauga to become part of Second Line West, effective August 31, 2018;

And further, that the necessary by-law be presented for enactment to amend Regional Road System By-law 95-2007 with respect to removing from the Regional Road System that portion of Regional Road 5 (Derry Road West), designated as Part 9 on Reference Plan 43R-18372 (the "Subject Lands");

And further, that a copy of the joint report of the Commissioners of Corporate Services and Public Works, titled “Amendment to Regional Road System By-law 95-2007 – Transfer of a Portion of Regional Road 5 (Derry Road West) to The Corporation of the City of Mississauga – City of Mississauga, Ward 11” be forwarded to the City of Mississauga for information.

Carried 2018-591

Related to 2018-634

8.4. **Removal of the Residential Structure from Region Owned Lands Located at 11962 The Gore Road in Conjunction with the Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to West of Regional Road 8 (The Gore Road) - City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the proposed directions to execute the low cost, low risk option to remove the single family residential structure (the “Structure”) located at 11962 The Gore Road, Brampton (the “Subject Property”) as outlined in the joint report of the Commissioners of Corporate Services and Public Works titled “Removal of the Residential Structure from the Region Owned Lands Located at 11962 The Gore Road, Brampton” be approved;

And further, that staff continue to work with City of Brampton Heritage staff to offer the Structure for sale to a third party who will, at their own risk and expense, relocate the Structure off-site to their lands at no cost to the Region, within 120 days of agreement;

And further, if a buyer is not found, that staff collaborate with the City of Brampton to develop a commemoration plaque for the Structure;

And further, if a buyer is not found, that staff, with the necessary approvals, proceed to demolish the structure;

And further, that the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary for the negotiation and disposal of the Structure on terms satisfactory to the Commissioner of Corporate Services, and in a form that is satisfactory to the Regional Solicitor;

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

And further, that the Director of Procurement be authorized to approve the sale of the Structure to a third party through the “Disposal of Property” provisions of the Region’s Procurement By-law;

And further, that the funds be financed from Capital Project 11-4075.

Carried 2018-592

8.5. **Region of Peel Corporate Risk Profile**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the Region of Peel Corporate Risk Profile as described in the report of the Director, Enterprise Risk and Audit Services, titled "Region of Peel Corporate Risk Profile", be approved.

Carried 2018-593

Related to 2018-594

8.6. **Report of the Audit and Risk Committee (ARC - 3/2018) meeting held on June 7, 2018**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the report of the Audit and Risk Committee (ARC-3/2018) meeting held on June 7, 2018 be adopted.

Carried 2018-594

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

2. **APPROVAL OF AGENDA**

RECOMMENDATION ARC-5-2018:

That the agenda for the June 7, 2018 Audit and Risk Committee meeting, be approved.

Approved 2018-595

3. **DELEGATIONS - Nil**

4. REPORTS

4.1. Region of Peel Corporate Risk Profile

Presentation by Michelle Morris, Director, Enterprise Risk and Audit Services and Anila Lalani, Advisor, Enterprise Risk Management

Received 2018-596

Related to 2018-597

RECOMMENDATION ARC-6-2018:

That the Region of Peel Corporate Risk Profile as described within the body of the report of the Director, Enterprise Risk and Audit Services, titled "Region of Peel Corporate Risk Profile", be endorsed;

And further, that the subject report and presentation be referred to the June 28, 2018 Regional Council meeting for approval.

Approved 2018-597

Related to 2018-596

4.2. Status of Management Action Plans

Presentation by Michelle Morris, Director, Enterprise Risk and Audit Services and Jennifer Weinman, Manager, Enterprise Audit Services

Received 2018-598

4.3. Audit and Risk Committee Public Member Participation

RECOMMENDATION ARC-7-2018:

That up to two members of the public be included in the Region of Peel's Audit and Risk Committee membership, as outlined in the report of the Director, Enterprise Risk and Audit Services titled 'Audit and Risk Committee Public Member Participation', effective the 2018 term of Regional Council;

And further, that the Audit and Risk Committee Charter dated July 2015 be replaced by the Audit and Risk Committee Charter as contained in Appendix III of the subject Report, effective the 2018 term of Regional Council.

Approved 2018-599

- 9.1. **Terri Brenton, Legislative Coordinator, City Clerk's Office**, Letter dated June 27, 2018 providing a Copy of a City of Brampton Resolution regarding a Community Safety and Well Being Plan

Received 2018-600

- 10.1. **Authorization to Hold a Public Meeting for an Application for Exemption under the Retail Business Holidays Act by Seafood City Supermarket at 800 Boyer Boulevard - City of Mississauga, Ward 11**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That a public meeting be held with respect to the application for an exemption under the *Retail Business Holidays Act* made by Seafood City Supermarket at 800 Boyer Boulevard in the City of Mississauga.

Carried 2018-601

- 10.2. **Request to Proceed to a Public Meeting for the Proposed Amendment to Airport Policies in the Region of Peel Official Plan**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That a public meeting be held in August 2018 to consider the proposed amendment to the Airport policies in the Region of Peel Official Plan;

And further, that the subject public meeting be held in a community location in the City of Mississauga.

Carried 2018-602

- 10.3. **Peel Agricultural Advisory Working Group and Golden Horseshoe Food and Farming Alliance Annual Update and Funding Request**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the Golden Horseshoe Food and Farming Alliance's request for annual funds of \$30,000 a year for three years from the Region of Peel to implement strategic projects of the 'Golden Horseshoe Food and Farming Action Plan, 2021', be endorsed for consideration as part of the annual budget approvals process;

And further, that a copy of the report of the Commissioner of Public Works, titled "Peel Agricultural Advisory Working Group and Golden Horseshoe Food and Farming Alliance Annual Update and Funding Request" be circulated to the Town of Caledon; City of Brampton; City of Mississauga; the Regions of Durham, Halton, Niagara and York; the Cities of Hamilton and Toronto; the Ministries of

Agriculture and Food, Rural Affairs, and Municipal Affairs and Housing; Credit Valley Conservation; Toronto and Region Conservation Authority; and, the Golden Horseshoe Food and Farming Alliance, for information.

Carried 2018-603

Related to 2018-613

10.4. **Revisions to Greenlands Securement Program Implementation Guidelines**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the revisions to the Peel Greenlands Securement Program Implementation Guidelines 2018 as outlined in the report of the Commissioner of Public Works titled "Revisions to Greenlands Securement Program Implementation Guidelines", be approved;

And further, that a pilot project to increase the Regional funding cost share to 70 percent for a time limited period of three years, or until such time the Greenlands Securement Reserve is reduced to \$2.0 million dollars, whichever occurs first, be implemented;

And further, that the Chief Administrative Officer's authorization to approve project funding requests by Conservation Partners which are less than or equal to \$250,000, include requests for Regional contributions that exceed 50 percent of total costs, in accordance with the subject Guidelines;

And further, that the Commissioner of Public Works be authorized to execute the Greenlands Securement Agreements as may be required on terms consistent with the purpose, roles, responsibilities and requirements as outlined in the subject Guidelines, and in a form satisfactory to the Regional Solicitor;

And further, that on behalf of Regional Council the Regional Chair write to the respective Federal Ministers of Environment and Climate Change and Natural Resources, and Provincial Ministers of the Environment and Climate Change and Natural Resources and Forestry regarding the current lack of funding by senior levels of government for greenlands securement, and request the reinstatement of federal/provincial funding for greenlands securement to municipalities and conservation authorities while continuing to provide funding for land trusts;

And further, that copies of the subject report be circulated to the Town of Caledon, Cities of Brampton and Mississauga, Credit Valley Conservation, Toronto and Region Conservation Authority, Bruce Trail Conservancy and Oak Ridges Moraine Land Trust for information.

Carried 2018-604

10.5. **North West Brampton Shale Resources Policy Review Study Conclusions**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That staff be directed to prepare a draft amendment to the Regional Official Plan to delete the shale protection policies and High Potential Mineral Aggregate Resource Area mapping within the North West Brampton Policy Area on all lands west of Mississauga Road, excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area, to implement the recommendations of the North West Brampton Policy Area Review Study Report (the "Study Report"), prepared by Meridian Planning Consultants and as further outlined in the report of the Commissioner of Public Works, titled "North West Brampton Shale Resources Policy Review Study Conclusions";

And further, that staff report back to Regional Council in early 2019 for direction to initiate formal consultation on the amendment in accordance with the *Planning Act*;

And further, that staff be directed to continue stakeholder consultations with the Province, brick industry representatives and interested landowners in the North West Brampton Policy Area in advance of reporting back to Regional Council with a recommended draft Regional Official Plan Amendment for statutory consultation under the *Planning Act*;

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

Carried 2018-605

10.6. **Update on Work with Local Municipalities on Road Operations and Access Control**

Received 2018-606

10.8. **Courtneypark Drive East at Highway 410 Bridge Widening and Interchange Improvements**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the Region of Peel enter into an agreement with the Ontario Ministry of Transportation and the City of Mississauga, for the detailed design and construction of the Courtneypark Drive East at Highway 410 bridge widening and interchange improvements;

And further, that the required documents be executed by the duly authorized signing officers of the Regional Corporation, together with such further ancillary documents that may be required in a form satisfactory to the Commissioner of Public Works and the Regional Solicitor;

And further, that an additional \$3.5 million be approved to be added to the Capital Project 18-4075 (\$1.75 million from Development Charges Regional Roads Reserve Fund, R3505 and \$1.75 million from Capital Financing Stabilization Roads Reserve, R0210) for the Region's share of the three-way partnership between Region of Peel, the Ontario Ministry of Transportation and the City of Mississauga.

Carried 2018-607

10.9. **Residential Water and Sewer Line Warranty Protection Program Update and Service Line Warranties of Canada, Inc. Agreement Extension Request**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the Commissioner of Public Works be authorized to extend the agreement entered into with Service Line Warranties of Canada, Inc. for residential water or wastewater warranty protection plans, together with such further ancillary documents that may be required, for an additional five-year period on the same terms, all in a form satisfactory to the Commissioner of Public Works and the Regional Solicitor;

And further, that staff report periodically on the Residential Water and Sewer Line Warranty Protection Program, including customer service metrics, to Regional Council.

Carried 2018-608

10.10. **2017 Annual Performance Review of the South Peel Water and Wastewater Management, Operations and Maintenance Agreement with the Ontario Clean Water Agency**

Received 2018-609

10.12. **Engineering Services Design and Construction of an Organic Rankine Cycle Turbine at G.E. Booth Wastewater Treatment Plant, Projects 18-2991 and 16-2924, Document 2018-053P, City of Mississauga, Ward 1**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the contract (Document 2018-053P) for engineering services for design and construction of an Organic Rankine Cycle Turbine at G. E. Booth Wastewater Treatment Plant be awarded to Jacobs Engineering Group, in the estimated amount of \$2,128,289 (excluding applicable taxes), under Capital Projects 18-2991 and 16-2924, in accordance with Purchasing By-law 113-2013.

Carried 2018-610

10.13. **Engineering Services for New Sanitary Sewer on Fair Birch Drive, Birchview Drive, Queen Victoria Avenue and Lorne Park Road, Project 18-2300, Document 2018-224P, City of Mississauga, Ward 2**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the contract (Document 2018-224P) for engineering services for new sanitary sewer installation on Fair Birch Drive, Birchview Drive, Queen Victoria Avenue and Lorne Park Road in the City of Mississauga, be awarded to R.J. Burnside & Associates Limited in the amount of \$1,028,442.30 (excluding applicable taxes), under Capital Project 18-2300, in accordance with Purchasing By-law 113-2013.

Carried 2018-611

10.14. **Engineering Services for Sanitary Sewer Construction on Regional Road 16 (Kennedy Road North) and Conservation Drive, Project 15-2153, Document 2018-142P, City of Brampton, Ward 2**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the contract (Document 2018-142P) for the engineering services for sanitary sewer construction on Regional Road 16 (Kennedy Road North) and Conservation Drive in the City of Brampton be awarded to EXP Services Inc. in the amount of \$1,070,835.80 (excluding applicable taxes), under Capital Project 15-2153, in accordance with Purchasing By-law 113-2013;

And further, that funds in the amount of \$830,000, approved in the 2018 Capital Budget and Forecast to 2027 under Capital Project 15-2153, be advanced to 2018 under Capital Project 15-2153.

Carried 2018-612

- 11.1. **Bill Hodgson, Councillor, Region of Niagara and Chair, Golden Horseshoe Food and Farming Alliance**, Letter dated May 1, 2018, Regarding the Golden Horseshoe Food and Farming Alliance Request for Extended Funding Support

Received 2018-613

Related to 2018-603

- 11.2. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated June 4, 2018, Providing a Copy of the City of Brampton Resolution and Report titled "Hurontario Light Rail Transit Project Update – Operation and Maintenance Responsibilities"

Received 2018-614

- 11.3. **J.W. Tiernay, Executive Director, Ontario Good Roads Association (OGRA)**, Letter dated June 7, 2018, Requesting Support from the Region of Peel to Participate in OGRA's Municipal Alliance for Connected and Autonomous Vehicles in Ontario Initiative for Controlled Testing of Autonomous Vehicles

Referred to Public Works 2018-615

- 12.1. **Update on Provincial Dispatch Reform**

Received 2018-616

- 14.1. **Brampton Bramalea Christian Fellowship Residences Ltd. Affordable Housing Project Update**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That staff be authorized to amend the existing conditional Memorandum of Understanding ("MOU") with Brampton Bramalea Christian Fellowship Residences Ltd., to increase funding by an additional \$750,000 for the development of an affordable housing project located at 11613 Bramalea Road, Brampton, ("the Project") through Federal/Provincial Investment in Affordable Housing 2014 Extension funding, for the new total amount of \$13,350,000, pursuant to Document 2016-599P and in accordance with Purchasing By-law 113-2013;

And further, that subject to the approval of the Ontario Minister of Housing or his designate, if required, the Commissioner of Human Services be authorized to execute an Investment in Affordable Housing 2014 Extension Contribution Agreement, together with such further agreements and documents as deemed necessary or advisable, with Brampton Bramalea Christian Fellowship Residences Ltd. to provide funding for the Project in the revised amount of \$13,350,000;

And further, that capital project 175038 in the amount of \$12,600,000 to fund an affordable housing project be increased to \$13,350,000, with the additional \$750,000 being funded from Investment in Affordable Housing Extension funds.

Carried 2018-617

14.2. **Affordable Transit Program Update**

Received 2018-618

14.4. **Affordable Housing Active Living Design Elements Program Update**

Moved by Councillor Saito,
Seconded by Councillor Shaughnessy;

That the Affordable Housing Active Living Design Elements Program be approved for 2018;

And further, that the Commissioner of Human Services be authorized to allocate up to \$175,000 in Active Living funding to Peel Housing Corporation;

And further, that the Commissioner of Human Services or Director of Housing Services be authorized to negotiate and execute an Active Living Design Elements Grant Agreement with Peel Housing Corporation, together with any such further agreements and ancillary documents as deemed necessary or advisable by the Regional Solicitor and Commissioner of Human Services.

Carried 2018-619

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. **DELEGATIONS**

7.1. **Jennifer Evans, Chief of Police, Peel Regional Police**, Presenting the Provincial Adequacy Standards Regulation

Received 2018-620

Jennifer Evans, Chief, Peel Regional Police (PRP), provided an update on PRP Strategic Plan's three areas of focus: Community Safety Together; Professional Diverse and Supportive Workplace; and, Quality Service and Fiscal Responsibility.

Under the Community Safety Together focus, Chief Evans provided an update on PRP's workload trends and pressures, highlighting an increase in calls related to intimate partner incidents, frauds and requests for assistance for mentally ill persons; and, a decrease in calls related to motor vehicle collision personal injury, break and enter of residences and drugs. Chief Evans advised that Peel Regional Police crime and solvency rates remain above the national

and provincial rates with respect to property and violent crimes, while property and violent crime rates remain below national and provincial rates.

The Chief provided data on the Professional, Diverse and Supportive Workplace focus related to training, recruiting and supports for employees.

With respect to the Quality Service and Fiscal Responsibility Focus, Chief Evans highlighted potential budget risks related to provincial grant funding and the addition of eight courtrooms; increased Workplace Safety and Insurance Board expenses; and, the legalization of cannabis.

Chief Evans advised that, in December 2017, PRP achieved Platinum Level certification through Excellence Canada's Excellence, Innovation and Wellness Standard.

Councillor Jeffrey advised that the Council of the City of Brampton passed a resolution requesting that the Region of Peel and PRP adopt an integrated approach to the development and implementation of a Community Safety and Wellbeing Plan, and she inquired if, in the Chief's opinion, such a plan would be of value to PRP.

Chief Evans advised that Peel Regional Police has good relationships with its community partners and welcomes collaboration and opportunities to increase public education with local municipalities.

At the request of Councillor Jeffrey, Chief Evans undertook to ensure that PRP Communications staff notify Regional Councillors when the Chief is scheduled to appear at media outlets.

In response to a question from Councillor Medeiros, Chief Evans noted that she, along with her Deputies and many PRP staff, live and work in the Peel community and feel that they have a good understanding of the community they serve, which contributes to PRP's high solvency rates.

Councillor Gibson made reference to the MP's who delegated at the City of Brampton Council meeting on June 27, 2018 regarding increased youth violence and suggested that the concerns be used as an opportunity to leverage and advocate for funding requirements required by the Peel Regional Police. He suggested that the Regional Chair, on behalf of Regional Council, write a letter to Peel-area MPs and MPPs.

Regional Chair Dale requested that Chief Evans prepare a letter for his signature, as well as the signature of the Chair of the Peel Police Services Board.

Councillor Iannicca requested that Region of Peel staff report to a future meeting of Regional Council with information on how the Region of Peel can help respond to the increase in domestic violence and mental illness related calls.

David Szwarc, Chief Administrative Officer, stated that one of the benefits of a Community Safety and Wellbeing Plan would be to assist in identifying the right resources in the right places, noting that some of the calls responded to by PRP could be handled by other trained professionals.

Councillor McFadden commended Chief Evans, the PRP leadership team and officers who put their lives on the line every day and she congratulated Chief Evans on receiving the 2018 Ontario Association of Chiefs of Police President's Award of Merit.

7.2. **John MacKenzie, Chief Executive Officer, Toronto and Region Conservation Authority**, Providing an Update on the 2018 Budget and Meeting 2019 Budget Target as Requested by the Peel Regional Council

Received 2018-621

John MacKenzie, Chief Executive Officer, Toronto and Region Conservation Authority (TRCA), reviewed TRCA's achievements related to climate change, the watershed and infrastructure. He highlighted future budget pressures related to the following:

- Bolton Camp Community Infrastructure
- Albion Hills Conservation Area Master Plan Implementation
- Watershed Plan Development
- Toronto Wildlife Centre

In response to a question from Councillor Groves, John MacKenzie advised that the Low Impact Development (LID) Modelling Tool is available for consultants' and developers' use as they develop their site specific plans.

In response to a question from Councillor Fonseca, John MacKenzie confirmed that trail connections around the Queensway/Sherway portion of the Etobicoke Creek Trail are proceeding.

Councillor Palleschi highlighted the collaboration between the City of Brampton and TRCA to protect wildlife migration on Heart Lake Road, as well as TRCA's work at Heart Lake Conservation Area.

In response to a question from Councillor Thompson, John MacKenzie advised that there are opportunities to modestly expand Partners in Project Green by leveraging the Airport/Caledon/Brampton mega-zone that includes a large employment cluster. TRCA staff have been working with the Partners in Project Green membership to determine their interest in expanding to those areas, and potentially to York Region and the City of Vaughan.

Councillor Starr departed at 12:12 p.m.

7.3. **Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation (CVC)**, Providing a Mid-year Report to Council on the CVC Budget and an Update on the Credit Valley Trail Strategy

Received 2018-622

Deborah Martin-Downs, Chief Executive Officer, Credit Valley Conservation (CVC) highlighted CVC's accomplishments over the past year including the launch of a new brand strategy and new logo and the creation of a strategy for a 100 kilometre trail through the Credit River Valley.

Deborah Martin-Downs highlighted CVC's Annual Report for 2017 which provides information on CVC's work to naturally manage stormwater; protect land for the future; and, protect drinking water, as well as an overview of the Lakeview Water Connection project.

Councillor Shaughnessy commended CVC staff for the public consultations related to Belfountain's Mack Park and suggested that CVC consult with the area Councillor when considering land purchases.

In response to a question from Councillor Palleschi, Deborah Martin-Downs stated that CVC would be pleased to include Brampton events on its Events Calendar.

Regional Council recessed at 12:43 p.m.

Regional Council reconvened at 1:18 p.m.

Members Present:	G. Carlson	J. Kovac
	D. Cook	M. Mahoney♦
	B. Crombie♦	M. Medeiros
	F. Dale	E. Moore
	J. Downey♦	M. Palleschi
	C. Fonseca	K. Ras♦
	G. Gibson	P. Saito
	A. Groves	B. Shaughnessy
	N. Iannicca	J. Sprovieri
	J. Innis	A. Thompson
	L. Jeffrey	

Members Absent:	S. McFadden	
	G. Miles	Due to illness
	C. Parrish	Due to other municipal business
	R. Starr	

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

8. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor C. Fonseca

8.1. Internal Chargeback Fees for Members of Council

Moved by Councillor Saito,
Seconded by Councillor Palleschi;

That the report of the Commissioner of Finance and Chief Financial Officer titled "Internal Chargeback Fees for Members of Council" be deferred to the first regular meeting of the 2018-2022 term of Regional Council.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 17
Opposed	E. Moore	1
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	N. Iannicca; L. Jeffrey; S. McFadden; G. Miles; C. Parrish; R. Starr	6

Carried 2018-623

Councillor Saito advised that the City of Mississauga does not charge Councillors the permit fee for signs and does not charge the Region of Peel for signs placed on Regional Roads. She advised that she has requested staff at the City of Mississauga to speak to Region of Peel staff regarding opportunities to partner with the sign company used by the City of Mississauga as the fee is less than that charged by the Region of Peel.

Councillor Saito requested that staff report to the first meeting of the new term of Regional Council with a review of the mobile sign program.

In response to a question from Councillor Moore, Janette Smith, Commissioner of Public Works confirmed that the Region of Peel owns its mobile signs which are used primarily for the waste program and other programs as required. The Commissioner also noted that staff is working on responses to previous questions posed by members of Regional Council related to mobile signs including the use of permanent signs versus mobile signs, and that information can be brought back to the new Council with the review of the mobile sign program delivery model.

8.2. Advancement of the Regional Council Strategic Plan and Community for Life Report

Received 2018-624

Councillor Gibson commended staff on the design and format of the Community for Life report, noting that it presents a good balance of style and cost efficiency.

David Szwarc, Chief Administrative Officer, advised that a limited number of the Community for Life report were printed and that the report is available online with a dashboard that enables readers to drill down for additional detail.

9. COMMUNICATIONS

This item was dealt with under Consent Agenda

10. ITEMS RELATED TO PUBLIC WORKS

Chaired by Vice-Chair Councillor A. Groves

10.7. Piloting Off-Peak Delivery in the Region of Peel to Improve Existing Infrastructure Efficiencies and Manage Existing Truck Traffic

Received 2018-625

10.11. Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Queen Elizabeth Way Improvements Projects, City of Mississauga, Wards 1, 2, 7 and 8

Moved by Councillor Cook,
Seconded by Councillor Saito;

That the Region of Peel enter into Agreements with the Province of Ontario (Ministry of Transportation) to deliver the water and wastewater capital projects associated with the Queen Elizabeth Way Improvements Projects, including cost sharing and implementation plans, in a form satisfactory to the Regional Solicitor, the Commissioner of Finance and Chief Financial Officer, and the Commissioner of Corporate Services;

And further, that the Commissioner of Public Works be authorized to approve, waive and/or execute any applicable permits, licenses and approvals as required for the Queen Elizabeth Way improvements projects;

And further, that a copy of the report of the Commissioner of Public Works, titled "Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Queen Elizabeth Way Improvements Projects – City of Mississauga, Wards 1, 2, 7 and 8" be forwarded to the Ministry of Transportation.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; E. Moore; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; J. Sprovier; A. Thompson	Total 19
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	L. Jeffrey; S. McFadden; G. Miles; C. Parrish; R. Starr	5

Carried 2018-626

The Commissioner of Public Works undertook to provide Councillor Cook with information on the updated timeline for completion of the sanitary sewer work related to the Queen Elizabeth Way improvements.

11. COMMUNICATIONS

These items were dealt with under Consent Agenda

12. ITEMS RELATED TO HEALTH

13. COMMUNICATIONS - Nil

14. ITEMS RELATED TO HUMAN SERVICES

Chaired by Councillor M. Medeiros

14.3. Governance for Housing and Homelessness for the 2018 to 2022 Term of Council

Presentation by Janice Sheehy, Commissioner of Human Services

Received 2018-627

Related to 2018-628

Moved by Councillor Moore,
Seconded by Councillor Innis;

That a Peel Housing and Homelessness Strategic Advisory Committee of Council be established for the next term of Regional Council, 2018 to 2022, to provide strategic and public policy oversight for housing and homelessness;

And further, that the establishment of a multi-organizational staff advisory group to provide advice to Regional Council and the Peel Housing and Homelessness Strategic Advisory Committee be endorsed;

And further, that proposed changes to the composition of the Peel Housing Corporation Board of Directors (the "Board") as described in the report of the Commissioner of Human Services entitled "Governance for Housing & Homelessness for the 2018 to 2022 Term of Council" dated May 10, 2018 be endorsed in principle for implementation by means of the appointment of a new PHC Board at a future meeting of the Sole Shareholder;

And further, that staff report back to Regional Council in December 2018 with regards to the Terms of Reference and mandate for both the staff advisory group and the Peel Housing and Homelessness Strategic Advisory Committee of Council.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; M. Medeiros; E. Moore; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; A. Thompson	Total 19
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	S. McFadden; G. Miles; C. Parrish; J. Sprovieri; R. Starr	5

Carried 2018-628

Related to 2018-627

Janice Sheehy, Commissioner of Human Services, provided an overview of the proposed governance structure for Housing and Homelessness, including the proposed Peel Housing and Homelessness Strategic Advisory Committee and the Peel Housing Corporation Board of Directors. The Commissioner noted that, to address concerns regarding the potential public perception of independence and public interest representation of a staff Board, legal obligations for staff Directors would be outlined and the Peel Housing and Homelessness Strategic Advisory Committee of Council would act as an oversight body.

In response to a question from Councillor Crombie, the Commissioner of Human Services advised that staff would be reporting to the July 12, 2018 Regional Council meeting regarding shelter capacity in the Region of Peel and refugee data.

15. **COMMUNICATIONS** - Nil

16. **OTHER BUSINESS** - Nil

17. NOTICE OF MOTION/MOTION

17.1. Motion from Councillor Fonseca regarding Federation of Canadian Municipalities Advocacy Fund

Moved by Councillor Fonseca,
Seconded by Councillor Crombie;

Whereas the Federation of Canadian Municipalities (FCM) has been effective in making progress on municipal priorities through advocacy;

And whereas, FCM has established a voluntary Special Advocacy Fund to advocate in a coordinated manner for municipal priorities leading into and following the 2019 federal election;

And whereas, the Special Advocacy Fund presents an opportunity to strategically position priority issues for the Region of Peel prior to and following the 2019 federal election;

And whereas, the Special Advocacy Fund is voluntary and will remain in place for two years;

Therefore it be resolved, that the Region of Peel contribute the fee of \$45,200.00 for FCMs Special Advocacy Fund.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; M. Medeiros; E. Moore; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; A. Thompson	Total 19
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	S. McFadden; G. Miles; C. Parrish; J. Sprovieri; R. Starr	5

Carried 2018-629

17.2. **Motion from Councillor Crombie** Regarding National Plastic Reduction Strategy

Moved by Councillor Crombie,
Seconded by Councillor Thompson;

That in accordance with section 1.1.3 of the Region of Peel Procedure By-law 9-2018, section 5.8.1.b be waived in order to permit a motion regarding a National Plastic Reduction Strategy to be considered at the June 28, 2018 Regional Council meeting.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; M. Medeiros; E. Moore; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	S. McFadden; G. Miles; C. Parrish; R. Starr	4

Carried by a two-thirds majority 2018-630

Moved by Councillor Crombie,
Seconded by Councillor Thompson;

Whereas Canada has the opportunity to become a waste reduction leader and has led the development of a new global treaty to combat plastic pollution, The Global Plastics Charter, that will be discussed by the G7 Environment Minister at their next meeting;

And whereas, the G7 countries have agreed to a Global Plastics Charter that commits Canada to developing more resource-efficient and sustainable approaches to the management of plastics, that involves industry, academia, government, and citizens;

And whereas, the Region of Peel is responsible for managing plastics in the residential waste stream;

And whereas, the City of Mississauga passed a motion on June 20, 2018 calling on the federal government to develop a national plastics strategy and to reduce the use of single-use plastics within the corporation of the City of Mississauga;

And whereas, the Region of Peel is a local municipal government within the Great Lakes Region, where Lake Ontario is the main source of drinking water for residents and must take a leadership position in dealing with plastic pollution in the Great Lakes;

And whereas, the Canadian plastics industry aims to make all plastic packaging recyclable or "recoverable" by 2030, and actually entirely diverted from landfills by 2040;

Therefore be it resolved, that Region of Peel Council request the Federal Government to develop a national strategy that addresses plastic pollution, with regulations aimed at:

- a. Setting national plastic recovery targets that are measurable and encourage a transition to a circular economy;
- b. Making the producers of products and packaging directly responsible for reducing resource consumption;
- c. Designing standardized products and packaging that are reusable, recyclable, or truly compostable (meeting minimum standards);
- d. Creating incentives for waste management systems and infrastructure that increase the reuse, recycling and composting of products and packaging;
- e. Incenting the reduction of waste, reusability of products and packaging, and ensuring all products and packaging can practically be recycled;
- f. Establishing consistent national definitions (e.g. circular economy, resource recovery and recycling), performance expectations and standards, and measurement protocols for achieving targets;
- g. Developing a national non-recyclable single-use plastics ban or alternate action and promoting the use of feasible/available alternatives;
- h. Establishing a national non-recyclable single-use plastics recycled content performance standard;
- i. Identifying plastics and plastic additives that are toxic or cannot feasibly be collected and recycled and ban or regulating their import, use, and sale (minimize and standardize the different types of plastics allowed in packaging);
- h. Reducing consumer and industrial use of single-use plastics, including, but not limited to, plastic bags, bottles, straws, tableware, polystyrene (foam), plastic tea bags, cigarette filters, and beverage containers; and
- i. Supporting commodity markets that incent the use of secondary materials over primary materials.

And further, that the Region of Peel make every effort to educate and promote the reduction of waste to all internal staff with a focus on single-use plastic;

And further, that the Region of Peel significantly reduce the use of non-recyclable, single-use plastics from use/purchase within internal operations, where feasible (including but not limited to creamers/milkettes, plastic stir sticks, plastic cups, plastic straws, polystyrene containers);

And further, that the Region of Peel work with member municipalities to champion single-use plastic waste reduction initiatives at city/town and regional facilities;

And further, that a copy of this motion be forwarded to the Minister of Environment and Climate Change Canada, Catherine McKenna, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, the Ontario Minister of the Environment and Climate Change, Stewardship Ontario, and Partners in Project Green.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; M. Medeiros; E. Moore; M. Palleschi; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	S. McFadden; G. Miles; C. Parrish; R. Starr	4

Carried 2018-631

17.3. **Notice of Motion from Councillor Saito** Regarding the Peel Anaerobic Digestion Facility

Received 2018-632

Additional Item 17.4

17.4. **Motion from Councillor Innis** Regarding the Peel Anaerobic Digestion Facility

Moved by Councillor Innis,
Seconded by Councillor Palleschi;

That staff be requested to report to the meeting of Regional Council at which Councillor Saito's motion respecting Resolution 2017-975 is to be considered respecting the status of the project which is the subject matter of Resolution 2017-975;

And further, that Regional Council respectfully request that no Local Municipal Council adopt a position on the subject matter of Councillor Saito's intended motion (reopening of Resolution 2017-975 or the status of the project dealt with in that Resolution) pending Regional Council's informed dealing with the matter.

Withdrawn 2018-633

Subsequent to discussion by members of Regional Council, Councillor Innis withdrew her motion and requested that staff report to the July 12, 2018 Regional Council meeting with an update on the Peel Anaerobic Digestion Facility project.

18. **BY-LAWS**

Three Readings

By-law 37-2018: A by-law to amend By-law 95-2007 being a by-law to set out all the roads in the Regional Road System, to delete a portion of Regional Road 5 (Derry Road West) in the City of Mississauga.

Moved by Councillor Saito,
Seconded by Councillor Jeffrey;

That the by-law listed on the Regional Council agenda, being By-law 37-2018, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2018-634

Related to 2018-591

19. IN CAMERA MATTERS

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

- Proposed Lease Amending and Extending Agreement - Public Works Property - City of Mississauga, Ward 9 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Payment of Compensation Pursuant to the Expropriations Act, R.S.O. 1990, C. E.26 – Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road – City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Payment of Compensation Pursuant to the Expropriations Act, R.S.O. 1990, C. E.26 – Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road – City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Willing Seller Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 1 (Mississauga Road) to Regional Road 19 (Winston Churchill Boulevard) - Town of Caledon, Ward 2 and City of Brampton, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Expropriation Proceedings Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Drive) - City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Willing Seller Property Acquisitions, Regional Road 1 (Mississauga Road) Widening from Regional Road 107 (Bovaird Drive West) to Regional Road 14 (Mayfield Road) - City of Brampton, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Willing Seller Property Acquisition, Regional Road 1 (Mississauga Road) Widening from Financial Drive to Regional Road 6 (Queen Street West) - City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- Proposed Property Acquisition - City of Mississauga, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)

- Impact of China's National Sword Campaign on Peel's Blue Box Program (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

19.1. **June 14, 2018 Regional Council Closed Session Report**

Received 2018-635

19.2. **Proposed Lease Amending and Extending Agreement - Public Works Property - City of Mississauga, Ward 9 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That the Commissioner of Public Works be granted delegated authority to approve all appropriate agreements and documents necessary for The Regional Municipality of Peel, as Landlord, and 2132226 Ontario Inc., as Tenant, to enter into a Lease Amending and Extending Agreement to amend and extend the existing lease at 7500 Danbro Crescent, City of Mississauga, Regional Municipality of Peel, on terms satisfactory to the Commissioner of Corporate Services and in a form satisfactory to the Regional Solicitor.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-636

19.3. **Payment of Compensation Pursuant to the Expropriations Act, R.S.O. 1990, C. E.26 – Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road – City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That The Regional Municipality of Peel enter into a Full and Final Settlement and Release with Peter Post and Teena Post, as owners, for the full and final settlement and release of all claims arising from the expropriation of the Fee Simple interest in the lands described as Part of Lot 5, Concession 3 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Expropriation Plan PR2223918;

And further, that the funds be financed from Capital Project 05-4045.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-637

19.4. **Payment of Compensation Pursuant to the Expropriations Act, R.S.O. 1990, C. E.26 – Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road – City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That The Regional Municipality of Peel enter into a Full and Final Settlement and Release with Lakhbir Sohal, for the full and final settlement and release of all claims arising from the expropriation of the following interests in the land:

- Fee Simple interest in the lands described as Part of Lot 5, Concession 3 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Expropriation Plan PR2223446;
- Permanent Easement interest in lands described as Part of Lot 5, Concession 3 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 2 on Expropriation Plan PR2223446;
- Temporary Easement interest in the lands described as Part of Lot 5, Concession 3 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 3 on Expropriation Plan PR2223446;

And further, that the funds be financed from Capital Project 05-4045.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-638

19.5. **Proposed Willing Seller Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 1 (Mississauga Road) to Regional Road 19 (Winston Churchill Boulevard) - Town of Caledon, Ward 2 and City of Brampton, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That the acquisition of one (1) residential property identified for “full buyout” in the Environmental Assessment study for the reconstruction of Mayfield Road be authorized;

And further, that the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary for the negotiation and acquisition of the one (1) residential property buyout on a “willing seller” basis, on terms satisfactory to the Commissioner of Corporate Services, and in a form that is satisfactory to the Regional Solicitor;

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

And further, that funds in the amount of \$1.5 million for Mayfield Road from Mississauga Road to Winston Churchill Boulevard project included in the 2018-2027 Capital Forecast under Capital Project 17-4030 for \$9.7 million, financed from the Development Charges Regional Roads Reserve Fund, R3505 be advanced from 2019 to 2018 and approved in order to facilitate Mayfield Road expansion through purchase of a residential property from a “willing seller”.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-639

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

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That expropriation proceedings be commenced for the purpose of the widening of Mayfield Road from Airport Road to Coleraine Drive and the construction of a 600mm watermain within the Mayfield Road right of way and all works ancillary thereto, said proceedings for the acquisition of all right, title and interest (fee simple) in the lands described as Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, as in Instrument Number RO902724 being All of PIN 14349-0027 (LT) (the “Proposed Expropriation”);

And further, in the event that following service and publication of the Notice of Application for Approval to Expropriate Land there is an inquiry (Hearing of Necessity) conducted at the request of any owner, the Application for Approval to Expropriate Land and recommendation of the Inquiry Officer be reported to Regional Council for its consideration and decision as the approving authority under the *Expropriations Act*,

And further, in the event that there is no inquiry (Hearing of Necessity) held, the Proposed Expropriation be approved by Regional Council as the approving authority under the *Expropriations Act* and in such case the following steps be authorized with respect to the expropriation:

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

And further, that the necessary by-law, including the Application for Approval to Expropriate Land, Notice of Application for Approval to Expropriate Land and a Certificate of Approval attached as Schedule "A", Schedule "B" and Schedule "C" to the by-law, be presented for enactment.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

19.7. **Proposed Willing Seller Property Acquisitions, Regional Road 1 (Mississauga Road) Widening from Regional Road 107 (Bovaird Drive West) to Regional Road 14 (Mayfield Road) - City of Brampton, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That the acquisition of two residential properties identified for “full buyout” in the detailed design phase of the road widening project for the reconstruction of Mississauga Road be authorized;

And further, that the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary for the negotiation and acquisition of the two residential property buyouts on a “willing seller” basis, on terms satisfactory to the Commissioner of Corporate Services, and in a form that is satisfactory to the Regional Solicitor;

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

And further, that the funds for the transactions be financed from Capital Project 10-4040.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-641

19.8. **Proposed Willing Seller Property Acquisition, Regional Road 1 (Mississauga Road) Widening from Financial Drive to Regional Road 6 (Queen Street West) - City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That the acquisition of one residential property identified for “full buyout” in the on-going Environmental Assessment study for the reconstruction of Mississauga Road be authorized;

And further, that the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary for the negotiation and acquisition of the one residential property buyout on a “willing seller” basis, on terms satisfactory to the Commissioner of Corporate Services, and in a form that is satisfactory to the Regional Solicitor;

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

And further, that the funds for the transaction be financed from Capital Project 15-4350.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-642

19.9. **Proposed Property Acquisition - City of Mississauga, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That the Commissioner of Public Works be granted delegated authority to execute all agreements and documents necessary to complete the acquisition of certain property in the City of Mississauga, on terms satisfactory to the Commissioner of Corporate Services, and in a form satisfactory to the Regional Solicitor, as described in the In Camera report of the Commissioner of Public Works and the Commissioner of Corporate Services titled "Proposed Property Acquisition – City of Mississauga, Ward 6";

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

And further, that the funds for the transaction be financed from the Public Works Utility Rate Capital Reserves as described in the subject report.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-643

19.11. **Impact of China's National Sword Campaign on Peel's Blue Box Program (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That the "In Camera" direction given to the Commissioner of Public Works and the Regional Solicitor as set out in the joint In Camera report titled "Impact of China's National Sword Campaign on Peel's Blue Box Program (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)", be approved and voted upon in accordance with section 239(6)(b) of the *Municipal Act 2001*, as amended.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; L. Jeffrey; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 18
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	6

Carried 2018-644

At 2:18 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Jeffrey,
Seconded by Councillor Kovac;

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

- Bargaining Strategy 2019-2023 (Labour relations or employee negotiations)

Carried 2018-645

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That Council proceed out of “In Camera”.

Carried 2018-646

Council moved out of closed session at 2:40 p.m.

19.10. **Bargaining Strategy 2019-2023 (Labour relations or employee negotiations)**

Moved by Councillor Thompson,
Seconded by Councillor Sprovieri;

That In Camera direction be given to staff to enter into collective bargaining in accordance with the direction outlined in the Collective Bargaining Recommendations section of the In Camera report of the Commissioner of Corporate Services titled, “Bargaining Strategy 2019-2023.”

In Favour	G. Carlson; D. Cook; C. Fonseca; G. Gibson; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 14
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; J. Downey; A. Groves; L. Jeffrey; M. Mahoney; S. McFadden; G. Miles; C. Parrish; K. Ras; R. Starr	10

Carried 2018-647

20. BY-LAWS RELATING TO IN CAMERA MATTERS

Three readings

By-law 38-2018: A by-law concerning the expropriation of land being Part of Lot 1, Concession 4, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, as in Instrument Number RO902724.

Moved by Councillor Sprovieri,
Seconded by Councillor Kovac;

That the by-law relating to In Camera Item 19.6 being By-law 38-2018, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2018-648

21. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Cook,
Seconded by Councillor Saito;

That By-law 39-2018 to confirm the proceedings of Regional Council at its meeting held on June 28, 2018, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the corporate seal be affixed thereto.

Carried 2018-649

22. ADJOURNMENT

The meeting adjourned at 2:42 p.m.

Regional Clerk

Regional Chair

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/07/12	MEETING NAME Peel Region Council Meeting
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2018/07/04

NAME OF INDIVIDUAL(S)
Paulina Leung..., Graham Wathen

POSITION(S)/TITLE(S)
V.P. Corporate Strategy and Business Development..., V.P. Operations GTA East

NAME OF ORGANIZATION(S)
Emterra Environmental

E-MAIL paulina.leung@emterra.ca , graham.wathen@emterra.ca	TELEPHONE NUMBER 905) 515-9084	EXTENSION 1130
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
**Emterra Performance Updates.
Emterra will provide information on previous and current operations, improvements and outstanding issues and results.**

A formal presentation will accompany my delegation Yes No

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

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

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

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

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

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

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

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

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**ITEMS RELATED TO
HUMAN SERVICES**

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DATE: July 4, 2018

REPORT TITLE: **FUNDING FOR NEW SUPPORTIVE HOUSING IN CALEDON**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That a one-time grant be issued in the amount of up to \$153,000 for the Reside project, to be funded within the existing Housing Support operating budget;

And further, that the Commissioner of Human Services be authorized to negotiate and execute a grant agreement with Raising the Roof Chez Toit under the Reside project up to the approved project budget, together with such further agreements and ancillary documents that may be required in furtherance of the Reside project, on legal terms satisfactory to the Regional Solicitor.

REPORT HIGHLIGHTS

- The Reside project is a collaboration between Raising the Roof Chez Toit, the Toronto and Region Conservation Authority, Caledon Area Families for Inclusion (CAFFI) and Building Up.
- The project consists of renovating a heritage home located on Toronto and Region Conservation Authority-owned land in Caledon.
- The renovations will provide housing for three people; two adults with intellectual disabilities and an additional individual who will be sharing the home and available after hours to provide support to the residents as required.
- The total estimated project cost is \$600,000. To date, Raising the Roof Chez Toit has raised approximately \$450,000 through various grants and fundraising efforts.
- Staff is recommending that the Region of Peel provide this project with a grant of up to \$153,000 in order for the project to proceed.

DISCUSSION

1. Background

On July 7, 2016, Regional Council received an executive summary of the Supportive Housing Demand and Supply Analysis and Action Plan accompanied by a staff report. This analysis identified that 50 per cent of the need for supportive housing in Peel is unmet, which results in long wait times for several vulnerable groups within our community including residents with developmental disabilities, autism, and mental health challenges.

The need for more supportive housing was also recognized and prioritized through the renewed 10-Year Peel Housing and Homelessness Plan, approved by Council on April 5, 2018. Increased supportive housing is one of five short-term outcomes within the plan.

FUNDING FOR NEW SUPPORTIVE HOUSING IN CALEDON

Through this report, staff is seeking Council approval to provide one-time funding to a project in Caledon, designed to provide permanent supportive housing for residents with intellectual disabilities.

2. Project Update

The Reside project involves collaboration between Raising the Roof Chez Toit, the Toronto and Region Conservation Authority, Caledon Area Families for Inclusion (CAFFI) and Building Up. The project consists of renovating a heritage home located on Toronto and Region Conservation Authority-owned land at 1 Cedar Mains in Caledon. The renovations will provide housing for three people; two adults with intellectual disabilities and an additional individual who will be sharing the home and available after hours to provide support to the residents as required.

In 2017, the Region provided support to both Raising the Roof and CAFFI through the Affordable Housing Capacity Building Grant Program. Both organizations received \$20,000 to increase their organizational capacity to create new housing options. CAFFI's funding supported the research and development of a shared homeownership model for individuals with developmental challenges, and Raising the Roof, examined a plan to repurpose vacant heritage homes into affordable rental units for vulnerable populations. These grants helped this project come to fruition.

The roles of the various partners are described below.

Toronto and Region Conservation Authority – has agreed to provide the property and home to Raising the Roof Chez Toit for a 10-year term lease, with two renewal options of 5 years, for a total of 20 years. As a result of Raising the Roof funding the home improvements, they will have a no-cost lease for the term of the agreement.

Caledon Area Families for Inclusion – is a parent support network made up of local families with adult children who have intellectual disabilities. CAFFI families require housing solutions for their adult children, so that they can live with some independence while being less reliant upon their aging parents. CAFFI will be responsible for hiring and funding support services and collecting tenant rent.

Raising the Roof Chez Toit – is known for providing national leadership on long-term solutions to homelessness through partnership and collaboration with diverse stakeholders, investment in local communities, and public education. Raising the Roof's mission for the Reside project is to increase supportive housing options for individuals at risk of homelessness. They will be responsible for overseeing the renovations and for construction management of the project. Raising the Roof will also pay for ongoing maintenance and property taxes.

FUNDING FOR NEW SUPPORTIVE HOUSING IN CALEDON

Building Up – a social enterprise focused on at-risk youth in the GTA, including Peel. Building Up is hired by Raising the Roof as the general contractor for the project. Youth are hired for all positions and receive hands-on experience alongside seasoned contractors. Building Up has a 92 per cent placement rate with trade unions for youth enrolled in their program and many go on to careers in the construction or trades industries.

SHS Consulting – a consultant team that has experience in public policy and administration, finance, urban and regional planning, systems thinking and design, architecture, property management and community development. SHS Consulting has been involved with this project since its inception and has created the capital and operating budgets for the project.

It is expected that demolition and the renovation/construction work will take approximately 10 months, with occupancy tentatively scheduled to begin March 2019.

Measurement will be imbedded into the project to evaluate the social value of the program and the long-term impact on the occupants' physical and mental health, employment and volunteer opportunities as well as their connections to family.

3. Estimated Project Budget

The Reside project is an example of repurposing vacant homes into affordable housing for vulnerable populations that are susceptible to homelessness. The total estimated capital project cost is \$600,000. To date, approximately \$450,000 has been raised through various grants and fundraising efforts as follows:

- \$300,000 Home Depot grant
- \$75,000 Low Carbon Building Skills Grant
- \$75,000 from fundraising

The Low Carbon Building Skills Grant is provincially funded and provides an experiential learning opportunity to Building Up apprentices in the principles of 'net carbon' and 'net energy' building by incorporating green building training in their program curriculum.

Unlike the recently cancelled GreenOn rebates program, which offered homeowners rebates to complete specific energy-efficient upgrades, the Low Carbon Building Skills Grant is funded through the Ministry of Advanced Education and Skills Development. It is intended to teach green building skills through an experiential learning opportunity rather than to simply fund the "greening" of homes. Funding for this program is secure and protected for this project.

Staff is recommending that the Region of Peel provide this project with a grant of up to \$153,000 which is the remaining funding required.

FUNDING FOR NEW SUPPORTIVE HOUSING IN CALEDON

FINANCIAL IMPLICATIONS

Staff is recommending that the Region of Peel provide the Reside project a one-time grant in the amount of up to \$153,000 funded within the existing Housing Support operating budget. Ongoing operating funding for programming and property maintenance will be provided by CAFFI and Raising the Roof.

CONCLUSION

Increased supportive housing is one of five short-term outcomes within the renewed Peel Housing and Homelessness Plan. This project provides an opportunity for immediate action in support of the plan's goals, providing supportive housing in Caledon for adults with intellectual disabilities.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Aileen Baird, Director Housing Services, ext. 1898, or aileen.baird@peelregion.ca.

Authored By: Tracy Galvao, Specialist, Housing Development

Reviewed in workflow by:
Financial Support Unit
Legal Services

DATE: July 4, 2018

REPORT TITLE: **FUNDING FOR NEW SUPPORTIVE HOUSING IN MISSISSAUGA**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the contract (Document 2018-140N) for New Supportive Housing in Peel be awarded to Indwell Community Homes in the estimated amount of \$21,538,440 (inclusive of all applicable taxes) in accordance with Purchasing By-law 30-2018;

And further, that the Commissioner of Human Services be authorized to negotiate and execute a conditional Memorandum of Understanding (“MOU”) with Indwell Community Homes, to fund an affordable housing project located at 425 Lakeshore East, Mississauga, ON, which includes a residential component of 66 supportive housing units as well as commercial space on the ground floor of the building (the “Project”) through Investment in Affordable Housing 2014 Extension funding in the amount of \$2,184,986, 2016 Social Infrastructure Fund funding in the amount of \$5,895,890, and a Regional Forgivable Loan in the amount of \$13,457,564, pursuant to Document 2018-140N and in accordance with the Purchasing By-Law 30-2018, as amended or replaced, on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services, be authorized to settle or waive the conditions of the MOU and, where all such conditions are either met or waived, and subject to the approval of the Project by the Ontario Minister of Housing or his designate, be authorized to execute an Investment in Affordable Housing 2014 Extension Contribution Agreement, a 2016 Social Infrastructure Fund Contribution Agreement, and a Regional Forgivable Loan Agreement, together with such further agreements and documents as deemed necessary or advisable, with Indwell Community Homes to provide funding for the Project in the amount of up to \$21,538,440, on business terms satisfactory to the Commissioner of Finance and Chief Financial Officer, and on legal terms satisfactory to the Regional Solicitor;

And further, that the foregoing recommendations be conditional upon the completion of successful negotiations of the terms and conditions of the MOU with Indwell Community Homes and the receipt of all legal documentation pertaining to the agreements for this Project, being on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that Capital Project 175035 be revised to \$21,538,440, with funding in the amount of \$13,457,564 from Regional Reserve (R1160); \$5,895,890 from the Social

FUNDING FOR NEW SUPPORTIVE HOUSING IN MISSISSAUGA

Infrastructure Fund (SIF) Rental Housing component; and \$2,184,986 from the Investment in Affordable Housing (IAH) 2014 Extension Funding.

REPORT HIGHLIGHTS

- On April 10, 2017, staff issued a Request for Expression of Interest to identify parties, interested in developing new supportive housing projects in the Region of Peel.
- Staff issued a Request for Prequalification entitled “Prequalification of Projects and Project Teams for the Development of New Supportive Housing in Peel” to those parties that responded to the Request for Expression of Interest as well as offering this opportunity to the public via the Regional Purchasing website.
- Based on the results of the Request for Prequalification, staff recommends that the Region of Peel execute a conditional MOU with Indwell Community Homes who has proposed a 5-storey building at 425 Lakeshore Road East, Mississauga, with 66 one-bedroom supportive units.
- Subject to Indwell Community Homes satisfying all of the necessary conditions of the MOU and pending any required approvals from the Ministry of Housing, staff is seeking authority to enter into an Investment in Affordable Housing Funding Agreement, a 2016 Social Infrastructure Fund Contribution Agreement and a Regional Forgivable Loan Agreement with Indwell Community Homes.
- Project funding total costs are estimated to be \$21,538,440. It is recommended that capital project 175035 for Supportive Housing be revised to fund the capital costs of this project through \$8,080,876 external funding (subject to the approval of the Minister of Housing), and \$13,457,564 from Region of Peel Housing Reserve (R1160).

DISCUSSION

1. Background

On July 7, 2016, Regional Council received an executive summary of the Supportive Housing Demand and Supply Analysis and Action Plan accompanied by a staff report. This analysis identified that 50 per cent of the need for supportive housing in Peel is unmet, which results in long wait times for several vulnerable groups within our community.

The need for more supportive housing was also recognized and prioritized through the renewed 10-Year Peel Housing and Homelessness Plan, approved by Council on April 5, 2018. Increased supportive housing is one of five short-term outcomes within the plan.

The purpose of this report is to seek Council approval to execute a conditional MOU, and subsequent funding agreements, with Indwell Community Homes who has proposed a 5-storey building at 425 Lakeshore Road East, Mississauga, with 66 one-bedroom supportive units.

2. Procurement Process

On April 10, 2017, staff issued a Request for Expression of Interest to gauge the level of interest in the development of new supportive housing in Peel. The Region of Peel (Region) received 10 responses. On November 24, 2017 a Request for Prequalification was issued to select the respondents’ projects and project teams for the development of supportive housing in Peel. The Request for Prequalification closed on December 19, 2017 with submissions received from Indwell Community Homes and Habitat for Humanity Halton/Mississauga.

FUNDING FOR NEW SUPPORTIVE HOUSING IN MISSISSAUGA

The submissions were reviewed and evaluated by a staff evaluation committee. Only one submission from Indwell Community Homes (“Indwell”) met the minimum prequalification threshold required to proceed forward in the process. The Region invited Indwell to enter into a Direct Negotiation to further discuss the details of their proposed project.

The Direct Negotiation process for this procurement permitted staff the flexibility to request additional information from Indwell where required to ensure a full understanding of the proposed project and negotiate any aspects of the project in order to best meet the Region’s goals. During the negotiations, staff identified and discussed elements of the respondent proposal that most closely addressed the Region’s supportive housing needs. Capital incentives to fund the capital cost of the construction of the support housing units were discussed with the understanding that no operating subsidy would be provided.

3. The Proposed Supportive Housing Project

a) The Proponent

Indwell Community Homes has a long history of developing housing with supports. With over 40 years of experience, Indwell has developed a range of housing options, from group homes to supported independent apartments. To date, Indwell owns and operates 410 supportive housing units in Hamilton, Woodstock, and Simcoe (Norfolk County).

b) Project Details

Indwell submitted a supportive housing model that creates a community which supports people seeking health, wellness and belonging. The proposal includes a 5-storey building at 425 Lakeshore Road East, Mississauga, with 66 one-bedroom units - 7 fully barrier-free units, 16 modifiable units and 43 standard units. This mix of units is based on Indwell’s significant experience in building and renting hundreds of similar sized units over the last five years.

The location for Indwell’s building is on the north side of Lakeshore Road, Mississauga between Hurontario Street and Cawthra Road - a central area with easy access to public transit and amenities including grocery stores, parkland, a library and community centre.

The targeted population that Indwell aims to serve at the proposed project site includes individuals with:

- Concurrent disorders; co-morbidities;
- Dual diagnosis;
- Mental health challenges;
- Physical disabilities; and,
- Substance abuse/addictions.

Indwell will be applying their “Independent Apartment Program Model” at the proposed project site, which blends independence with a moderate level of support that allows tenants who are facing a variety of challenges to maintain a stable home. Indwell’s program is accomplished through individualized supports that address more than the

FUNDING FOR NEW SUPPORTIVE HOUSING IN MISSISSAUGA

tenant's fundamental need for housing by promoting resilience and community integration.

The City of Mississauga's zoning for this location requires commercial space on the ground floor, and Indwell has proposed creating, within an approximate 5,000 square feet, a tenant amenity space and two commercial spaces, with one of the spaces to be a long-term lease for a community partner agency.

Indwell has sought out non-profit/charitable organizations presently offering community programs in south Mississauga to discuss possible reallocation of services to the proposed project site. A well-established volunteer organization has been identified. This organization has provided a letter of intent to Indwell for a long-term lease at this location.

In addition to the community agency space, Indwell was approached by and is currently in negotiations with a commercial tenant interested in meeting a critical need in the area around health-related services. Indwell has an established relationship with this organization and they are currently providing similar services in one of Indwell's supportive housing developments.

c) Project Affordability

Staff is proposing that the Region contributes \$21,538,440, to this project which is inclusive of the construction costs of both the residential and commercial components of the Project. This will allow Indwell to achieve the desired rental rates with an extended affordability period of 30 years.

Recognizing that the targeted population for these units have a limited income that is not adequate to meet market rental costs, Indwell will target rental rates for all 66 residential units at or below 70 per cent of the average market rents for the local area. Indwell's charitable mandate underpins this strategy by enabling tenants to sustain rents within their financial means.

The reduced rental amount impacts the viability of the project, which necessitates additional non-rental revenue sources to ensure the viability of the residential component of the project. The revenue generated from the commercial/non-residential space will be used to support this reduced average market rent for tenants.

The contribution from the Region of Peel is capital funding to solely support the construction of the commercial and residential spaces of the project. No operating or rental subsidies are required for this project.

By providing additional upfront capital funding, there will be no requirement to make rent supplements available to ensure affordability of rents during the 30 year term of the agreement. While this is a new approach for the Region, Indwell has already previously implemented this model.

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FUNDING FOR NEW SUPPORTIVE HOUSING IN MISSISSAUGA

The proposed financing for this project are detailed in the table below:

Project Funding	Total	Commercial	Residential 66 Units	Residential Per Unit	
				15 IAH Funded Units	51 SIF Funded Units
IAH Extension	\$ 2,184,986		\$ 2,184,986	\$ 145,666	
SIF Rental Housing	5,895,890		5,895,890		115,606
ROP Reserves	13,457,564	1,894,512	11,563,052	151,970	182,030
Total	\$ 21,538,440	\$ 1,894,512	\$ 19,643,928	\$ 297,635	\$ 297,635

4. Proposed Next Steps

Staff is requesting authority to negotiate and execute a conditional MOU with Indwell Community Homes to stipulate the conditions that must be met by the group in order for the Region of Peel to fund the Project which may include, but not be limited to the following conditions:

- i. the submission of an updated project capital budget and operating pro forma;
- ii. submission of environmental documentation;
- iii. confirmation of minor variance approval for reduced parking;
- iv. a plan to address any shortfall in project financing arising from i) and ii) above; and,
- v. the satisfaction of all conditions required by the Region of Peel.

Should all conditions of the MOU be fulfilled or are otherwise waived by the Region of Peel, staff will execute an Investment in Affordable Housing 2014 Extension Contribution Agreement, a 2016 Social Infrastructure Fund Contribution Agreement and a Region of Peel Forgivable Loan Agreement with Indwell to provide funding for the proposed project up to \$21,538,440.

RISK IMPLICATIONS

It is a requirement of the Investment in Affordable Housing 2014 Extension and the 2016 Social Infrastructure Fund that any projects utilizing this funding be allocated by the third quarter of the year and that a contribution agreement be signed by December 31, 2018.

With the recent changes at the Provincial government, there is uncertainty about future annual program funding allocations to Service Managers to create new affordable housing, as such; staff felt it prudent to expedite the timelines of the negotiation process. If approved by Regional Council, staff will immediately advise the Ministry of Housing, to ensure the IAH and SIF funds allocated to this project are secured.

While funding commercial or non-residential space in housing developments may be new to the Region of Peel, Indwell is responsible for all risks, liabilities, actions and financial obligations which may arise, directly or indirectly as a result of or related to the operations of the commercial and residential components of the project.

The Region of Peel will not assume any responsibility for the operational costs and risks associated with the commercial and residential space. This clause will appear in the MOU to protect the Region from future financial liability.

FUNDING FOR NEW SUPPORTIVE HOUSING IN MISSISSAUGA

FINANCIAL IMPLICATIONS

Capital costs for this Project are estimated to be \$21,538,440. It is recommended that capital project 175035 for supportive housing be revised to fund the capital costs of this project through \$8,080,876 external funding (subject to the approval of the Minister of Housing), and \$13,457,564 from Region Housing Reserve (R1160).

CONCLUSION

The Indwell Community Homes proposed housing project will be a significant move forward in terms of increasing supportive housing in Peel. The proposed building is designed with a focus on creating a community which supports people seeking health, wellness and belonging, encouraging tenants to participate in the life of their community to their fullest capacity. The recommended project provides an opportunity to align regional strategies such as the Supportive Housing Demand and Supply Analysis and the Peel Housing and Homelessness Plan, to address a broad range of complex community needs.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Aileen Baird, Director Housing Services, ext. 1898 or aileen.baird@peelregion.ca.

Authored By: Tracy Galvao, Marwan Kassay

Reviewed in workflow by:
Financial Support Unit
Legal Services

DATE: July 4, 2018

REPORT TITLE: **REFUGEE CLAIMANT USE OF PEEL REGION ADULT SHELTERS**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the Region of Peel advocate for additional federal and provincial funding to provide supports and services for refugee claimants within the Peel shelter system.

REPORT HIGHLIGHTS

- The number of refugee claimants¹ in Peel adult shelters has been trending upwards with a significant increase in the first quarter of 2018 compared to the same period in 2017.
- This increase in refugee claimants is contributing to additional operating costs, primarily impacting the Peel Family Shelter, and additional funds are required to meet the need.
- Homeless clients, including refugee claimants, are currently being accommodated through standard overflow practices.
- On May 30, 2018, the Ministry of Housing held a conference call with Commissioners of selected urban municipalities to ask for assistance in providing ongoing and regular information related to excess capacity in local shelter systems.
- This data will be used to help refugee claimants make informed decisions on where they choose to stay while their claim is processed by the federal government.

DISCUSSION

1. Background

Currently, in Quebec, the provincial government is projecting daily arrivals of 400 refugee claimants. In April, the Quebec Immigration Minister announced that the province will stop accepting new arrivals to their shelter system once they reach 85 per cent capacity.²

In response, the federal government has agreed to:

- quickly move refugee claimants who have crossed the border who intend to settle in other parts of Canada to those locations while their immigration cases are resolved;

¹ Within this report the terminology of “refugee claimant” has been used. Asylumseeker is a term often used in the media. An asylum seeker is someone who claims refugee status, but the claim has not been evaluated.

²City of Toronto. Backgrounder: Request for Federal and Provincial Response – Refugee Claimants Arrivals to Toronto; May 18, 2018. Available from: <https://www.toronto.ca/home/media-room/backgrounders-other-resources/>

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REFUGEE CLAIMANT USE OF PEEL REGION ADULT SHELTERS

- add \$74 million to the national claim-processing system, and
- provide \$50 million of funding to Quebec, Ontario and Manitoba to assist with the costs³ of services for those crossing illegally into Canada.

The City of Toronto is reporting that based on information from the Toronto Newcomer Office, half of all refugee claimants to Canada made their claim in Quebec (24,980 out of 49,775). This is a significant increase from 5,525 refugee claims in 2016.⁴

The number of refugee claimants in Toronto's shelter system on an average monthly night has increased from 459 (11.2 per cent of the total system) in 2016 to 2,683 (40.8 per cent of the total system) in May 2018. The estimated cost to the municipality to date is \$64.5 million. The Mayor of Toronto has asked the federal and provincial governments to take action to relieve the growing pressure refugee claimants are putting on Toronto's shelter system. It is predicted that at the current rate of arrival, refugee claimants will represent more than 50 per cent of Toronto's shelter residents by November 2018. The federal government has established a working group with Quebec and Ontario to develop a triage system to allow alternative movements for refugee claimants arriving in Quebec.⁵

2. Peel Region Adult Shelter Usage and Refugee Claimants Context

Adult emergency shelters in Peel Region have often been at or beyond maximum occupancy since the second quarter of 2016. As a result, the adult shelter overflow protocol is being utilized where families are placed in hotels/motels and single individuals are placed in cots within the same facility. In addition, individuals are transferred within Peel's shelter system from shelters in overflow to those with excess capacity, for full space utilization and to ensure everyone in need is accommodated.

On November 9, 2017, Regional Council was provided with an update on the state of homeless shelter usage in Peel Region. The report titled "Update on Homelessness in Peel" and the accompanying presentation noted that the Wilkinson and Peel Family shelters were frequently in overflow. At that time, the data available indicated that the percentage of refugees in the shelter system was relatively minor at an average of 4 per cent, virtually unchanged since 2015.

The increase of refugee claimants into the adult emergency shelters primarily started in the fourth quarter of 2017 (see table below). It was most significantly noted at the Peel Family Shelter when the numbers increased to 385 individuals from 23 individuals in the previous quarter.

³ Available from: <https://www.canada.ca/en/immigration-refugees-citizenship/news/2018>

⁴ City of Toronto. Backgrounder: Request for Federal and Provincial Response – Refugee Claimants Arrivals to Toronto; May 18, 2018. Available from: <https://www.toronto.ca/home/media-room/backgrounders-other-resources/>

⁵ Ibid.

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REFUGEE CLAIMANT USE OF PEEL REGION ADULT SHELTERS

2017 - Number of Refugee Claimants as a Percentage of Shelter Residents at the End of Each Quarter*				
End of Quarter	Cawthra	Wilkinson	Peel Family Shelter	Total
As at March 31	5 (<1%) **	4 (<1%) **	30 (4%) **	39 (1%) **
As at June 30	8 (1%) **	15 (<1%) **	69 (10%) **	92 (3%) **
As at September 30	19 (3%) **	7 (<1%) **	23 (4%) **	49 (1%) **
As at December 31	54 (4%) **	25 (<1%) **	385 (14%) **	464 (7%) **

Data Source HTI-2017

*numbers are approximate and represent non-unique individuals counted more than once (numbers, length of stay & returns incorporated into the count).

**represents percentage of shelter residents as at a point in time.

From January to May 31, 2018, the total number of refugee claimants increased to 12 per cent of shelter residents, which includes families and single males and females. In examining the family population only, the refugee claimants account for 37 per cent of shelter residents at Peel Family Shelter for the same time period. Many of the refugee claimants are large families who have reported to shelter staff a preference to reside in Peel long term. Due to the increase in refugee claimants combined with the size of families, Peel Family Shelter has experienced the highest demand in terms of occupancy.

The following table shows from 2015 to 2018 - the total number of individuals; total number of refugee claimants and the percentage of shelter residents who are refugee claimants:

Year	# Individuals*	# Refugee claimants	% Refugee claimants
2018 (Jan-May)	9,566	1,127	12%
2017	16,476	644	4%
2016	14,858	578	3.9%
2015	11,705	467	4%

Data Source HIFIS & HTI *numbers are approximate and represent non - unique individuals regardless of immigration status. Individuals may be counted more than once (numbers, length of stay & returns incorporated into the count.)

3. Ministry of Housing Direction

On May 30, 2018, the Ministry of Housing held a conference call with Commissioners of selected urban municipalities to ask for assistance in providing ongoing and regular information related to excess capacity in local shelter systems. This data will be used in conjunction with other information separately collected on local employment opportunities and/or vacancy rates, and will be used to help refugee claimants make informed decisions on where they choose to stay while their claim is processed by the federal government.

Effective June 2018, selected municipalities have been invited to provide regular updates on local shelters, population serviced, total beds, available beds, number of refugee

REFUGEE CLAIMANT USE OF PEEL REGION ADULT SHELTERS

claimants currently hosted, and what entity provides the majority of funding to the shelter (federal/provincial/regional government).

At this point, there has been no additional information from the Ministry on the financial implications of the plan and potential federal/provincial funding that may be offered to assist municipalities, should they experience an increase in refugees.

FINANCIAL IMPLICATIONS

The cost of refugee claimants to Peel's emergency shelter system in 2017 was \$318,902 and as of May 31, 2018 is \$475,481. If trends continue, the projected cost for the year will be \$1,141,155. These costs put pressure on our shelter budget, with each additional dollar spent on overflow funded 40.2% by the Region and 59.8% from the Province. These overflow costs will continue to be monitored and variances presented to Council through the triannual reporting process.

Peel has a long history of welcoming newcomers. It is an attractive destination for refugees to settle in due to its high newcomer and immigrant population, established settlement agencies and its diverse ethnic and faith communities. In order to ensure that services and programs remain available to all, the Region is requesting the appropriate supports and additional financial assistance from the federal and provincial governments to cover the costs associated with accommodating the increase in refugee claimants in the shelter system.

RISK IMPLICATIONS

Without additional federal and provincial funding, Peel Region runs the risk of not having the capacity to provide emergency shelter supports to all homeless clients requiring services and programming.

CONCLUSION

The Region of Peel will continue to provide services offered through the adult shelter system, to homeless individuals seeking support including refugee claimants. The data of refugee claimants will be closely monitored to identify trends.

Additional updates will be provided to Council as the implications of increasing refugee claimant usage in the shelters and the potential cost impacts of the provincial plan become available.



Janice Sheehy, Commissioner of Human Services

REFUGEE CLAIMANT USE OF PEEL REGION ADULT SHELTERS

Approved for Submission:



D. Swarc, Chief Administrative Officer

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

Reviewed in workflow by:

Financial Support Unit

DATE: July 4, 2018

REPORT TITLE: **ADDITIONAL 2018 PROVINCIAL INVESTMENTS FOR EARLY YEARS AND CHILD CARE**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the 2018 Child Care Services gross expenditures and revenues be increased by \$7.3 million to expand access and affordability with no net impact, as a result of additional Provincial Funding;

And further, that the 2018 Early Growth and Development Services gross expenditures and revenues be increased by \$0.3 million to expand special needs resourcing supports with no net impact, as a result of additional Provincial Funding;

And further, that a child care capital project for \$4.0 million be established to fund six community-based non-profit child care capital projects with no net impact, as a result of additional Provincial Funding.

REPORT HIGHLIGHTS

- A budget adjustment of gross expenditures and revenue of \$7.6 million is required for Early Years and Child Care (\$7.3 million in Child Care Services and \$0.3 million in Early Growth and Development Services) to reflect additional Provincial funding for the Child Care Expansion Plan and Base Funding for Licensed Home Child Care Agencies.
- A child care capital project will be established for \$4.0 million to fund six community-based non-profit child care capital projects as a result of the new Provincial funding.
- Base Funding for Licensed Home Child Care Agencies is a new investment that will support increased compensation for home child care providers and improve affordability for families through reduced parent fees.
- The additional Provincial investment will continue to support the Region of Peel, as Service System Manager, to increase access to affordable licensed child care in Peel and expand supports for children with special needs.

DISCUSSION

1. Background

The Region of Peel, as Service System Manager for Early Years and Child Care, has received additional 2018 funding from the Ministry of Education.

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ADDITIONAL 2018 PROVINCIAL INVESTMENTS FOR EARLY YEARS AND CHILD CARE

This report recommends a budget adjustment of gross expenditures and revenue of \$7.6 million (\$7.3 million in Child Care Services and \$0.3 million in Early Growth and Development Services) to reflect new Provincial funding for the Child Care Expansion Plan and Base Funding for Licensed Home Child Care Agencies.

In addition, a child care capital project for \$4.0 million is required to fund six community-based non-profit child care capital projects as a result of new Provincial funding.

2. Additional 2018 Provincial Investments for Peel's Early Years and Child Care System

The additional 2018 Provincial allocation will be invested to support increased access to safe and affordable licensed child care in Peel and to support children in achieving their mental and physical potential.

Child Care Services - \$7.3 million

Ensuring families have access to licensed child care that meets their needs is a priority in Peel. To achieve this goal, the Service System Manager will invest:

- \$5.9 million for Child Care Expansion to expand access to licensed child care and further enhance affordability for up to 12,100 children through reduced parent fees.
- \$1.4 million for Base Funding for Licensed Home Child Care Agencies to support increased compensation for up to 336 home child care providers and improve affordability for families through reduced parent fees.

Base Funding for Licensed Home Child Care Agencies is a welcomed investment as it offers enhanced licensed child care options for Peel families. The Region is working to better understand Peel's funding allocation which is based on home child care data collected by the Province. This will inform the Service System Manager's allocation of base funding to licensed home child care agencies in Peel.

Early Growth and Development Services - \$0.3 million

To support access to inclusive early years and child care programs for every child, the Service System Manager will invest:

- \$0.3 million to expand resourcing supports for up to an additional 65 children with special needs in licensed child care settings including the expansion of the Peel Inclusion Resource Services Model to better support children with special needs in school-age (4 to 12 years) licensed child care programs.

Child Care Capital Project - \$4.0 million

Staff collaborated with service providers and municipalities to identify locations for community-based child care centres and submitted proposals to the Province for their consideration. The Province has approved \$4.0 million to fund six new community-based non-profit child care centres which will become operational by 2021 and will create over 200 new non-profit licensed child care spaces for children aged 0-3.8 years in Peel.

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ADDITIONAL 2018 PROVINCIAL INVESTMENTS FOR EARLY YEARS AND CHILD CARE

RISK CONSIDERATIONS

The Region of Peel, as Service System Manager, will continue to work with the Province through the transition to the new government. Each year the Province provides funding to the Region for Peel's Early Years and Child Care System. The Region's 2018 Provincial Early Years and Child Care allocation has been committed to December 31, 2018.

Staff will communicate to Council any change in direction from the Province that may impact early years and child care programs and services provided to Peel's children and families. In addition, the Region, as Service System Manager, will continue to advocate to the Province to ensure that families in Peel have access to high quality, safe and affordable early years and child care programs and services.

FINANCIAL IMPLICATIONS

There is no net impact to the 2018 Regional operating budget; however, an increase of \$7.3 million for Child Care Services and \$0.3 million for Early Growth and Development Services is required as a result of additional Provincial Early Years and Child Care Funding. In addition, a new Child Care capital project for \$4.0 million will be established to fund six community-based non-profit child care projects with no net impact.

The table below provides an overview of incremental funding increases to the 2018 Early Years and Child Care operating budget:

2018 Early Years and Child Care Operating Budget (in millions)				
Service Outcome	Total Approved Gross 2018 Budget	April 26, 2018 Council Report (Item 16.2)	July 12, 2018 Council Report	Total
Child Care	\$152.2	\$28.5	\$7.3	\$188.0
Early Growth and Development	\$26.0	\$2.3	\$0.3	\$28.6
Sub Total	\$178.2	\$30.8	\$7.6	\$216.6
Cumulative Total	\$178.2	\$209.0	\$216.6	\$216.6

CONCLUSION

The additional 2018 Provincial funding will support the Region of Peel, as Service System Manager, to increase access to affordable licensed child care, expand supports for children with special needs, and strengthen the licensed home child care system in Peel.



Janice Sheehy, Commissioner of Human Services

ADDITIONAL 2018 PROVINCIAL INVESTMENTS FOR EARLY YEARS AND CHILD CARE

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Suzanne Finn, Director EYCCS, ext. 7242, suzanne.finn@peelregion.ca

Authored By: Cathy Caschetto

Reviewed in workflow by:
Financial Support Unit

DATE: July 4, 2018

REPORT TITLE: **PORTABLE HOUSING BENEFIT - SPECIAL PRIORITY POLICY
TRANSFER PAYMENT AGREEMENT**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That participation by the Region of Peel in the Portable Housing Benefit – Special Priority Policy Program (the “Program”) be approved;

And further, that the Portable Housing Benefit – Special Priority Policy Transfer Payment Agreement with the Ministry of Housing and the Ministry of Finance (the “Transfer Payment Agreement”), together with such further agreements and ancillary documents that may be required for the Region of Peel’s participation in and delivery of the Program, be executed by the Commissioner of Human Services, provided that the Transfer Payment Agreement and any such further agreements and ancillary documents are on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

REPORT HIGHLIGHTS

- The Region of Peel is required under the *Housing Services Act, 2011* to maintain a Centralized Wait List for rent-geared-to-income assistance and give survivors of domestic violence priority above all other applicants.
- Concerns about long wait times for rent-geared-to-income assistance for survivors of domestic violence in some Service Manager areas prompted the Province to pilot a portable housing benefit in 2016.
- The Region of Peel participated in the pilot and assisted 88 survivors of domestic violence.
- The Ministry of Housing is introducing a new Portable Housing Benefit – Special Priority Policy program that will begin operation in July 2018.
- The new program differs in many ways from the pilot project. Most notably, the Province will be primarily responsible for service delivery, participants will be removed from the Centralized Wait List and the housing benefit may be used anywhere in the province.
- The Region of Peel plays a lesser role than in the pilot project and will just focus on assisting clients through the application process.
- The Region will be reimbursed for administrative expenses and a Transfer Payment Agreement must be signed to accept these funds.

PORTABLE HOUSING BENEFIT - SPECIAL PRIORITY POLICY TRANSFER PAYMENT AGREEMENT

DISCUSSION

1. Background

The Region of Peel is required under the *Housing Services Act, 2011* to maintain a Centralized Wait List for rent-geared-to-income assistance. Through the *Housing Services Act, 2011*, the Ministry of Housing has a Special Priority Policy which provides priority access to social housing for eligible households leaving abusive situations, including survivors of domestic violence and survivors of human trafficking. The policy is intended to ensure that unaffordable housing is not an inhibiting factor for a household to leave an abusive situation. The Region of Peel is also required to provide households eligible for the Special Priority category priority placement on the Centralized Wait List for rent-geared-to-income assistance above all other applicants.

Many Service Managers across Ontario have noted that even with the Special Priority Policy in place, some survivors of domestic violence were experiencing long waits for rent-geared-to-income housing. As of December 31, 2017 there were 518 households with Special Priority on the Centralized Wait List, which constituted 4 per cent of all households. The average wait time for households with Special Priority status was 15 months.

In September 2016, the Ministry of Housing launched the Survivors of Domestic Violence – Portable Housing Benefit Pilot (the “Pilot”) program in 22 Service Manager areas including Peel. If households were included in the Special Priority Policy category, applied and agreed to participate in the Pilot, they were provided with a portable housing benefit instead of rent-geared-to-income assistance. The Pilot was designed to address issues of lengthy wait times, lack of choice, and pressures related to rent-geared-to-income waiting lists among some Service Managers. As a result of the Pilot, the Region of Peel served 88 Centralized Wait List Applicants with Special Priority status.

2. New Provincial Portable Housing Benefit – Special Priority Policy Program

The 2017 Ontario Budget included a new Portable Housing Benefit - Special Priority Policy program (the “Program”) to eventually support up to 3,000 survivors of domestic violence across the province and provide them with the flexibility to choose where they want to live. The new Program will start in July, 2018 and differs in a number of ways from the Pilot:

- The Program will be administered and delivered by the Ministry of Housing with assistance from Service Managers and the Ministry of Finance;
- Survivors of domestic violence or survivors of human trafficking will have the option to receive a portable housing benefit instead of waiting for a rent-geared-to-income housing unit to become available through the Centralized Wait List;
- Assistance would be provided in the form of a monthly payment paid directly to the client by the Ministry of Finance;
- The amount of the allowance would be based on the client’s income as reported through annual income tax filings;
- New participants in the Program will be removed from the Centralized Wait List when they are approved by the Ministry of Finance for the Program, and
- The housing benefit is attached to the client rather than the unit and may be used anywhere in Ontario.

PORTABLE HOUSING BENEFIT - SPECIAL PRIORITY POLICY TRANSFER PAYMENT AGREEMENT

Staff recommends that the Region of Peel participate in the Program. As part of the Term of Council Priority, the Region has a target of serving 150 households with Special Priority status. The Region's role will be reduced from the role it played in the Pilot, and will now include the following:

- Explain the Program and eligibility criteria to applicants;
- Distribute application forms to applicants and ensure they are completed correctly;
- Submit required reports to the Ministry of Housing;
- Provide first and last month's rent payments and associated tax forms to eligible applicants as appropriate (to be reimbursed by the Ministry of Housing), and
- Calculate and provide applicant income information to the Ministry of Finance at the time of initial application, as required.

3. Transfer Payment Agreement

The Region of Peel must sign a Transfer Payment Agreement with the Ministry of Housing and the Ministry of Finance to receive funding to reimburse it for administrative costs and expenses relating to issuing first and last month's rent. The Program is ongoing so the Agreement does not specify a termination date. Staff is recommending that Regional Council authorize the agreement.

RISK IMPLICATIONS

The Program has the potential to remove or divert some applicants from the Centralized Wait List. The amount of financial support provided through the Program may be lower than through rent-geared-to-income assistance. As a result, some applicants may choose to remain on the Centralized Wait List so they can receive the larger benefit if they feel it will be beneficial to their housing stability. Additionally, low up-take would mean that wait times for households with Special Priority could remain long.

FINANCIAL IMPLICATIONS

The Portable Housing Benefit – Special Priority Policy program will be administered and delivered by the Ministry of Housing with assistance from Service Managers and the Ministry of Finance. The housing allowances will be funded by the Province and there is no net impact to the Region as a result of participation in this program.

The Region of Peel's role will focus on assisting applicants through the process and as such, the Province will provide \$250 to the Region for each new eligible Special Priority Policy Household that the Region supports through the application process, to offset administration expenses. The Province will also reimburse the Region for first month's rent and last month's rent paid by the Region to program participants, resulting in no net impact to the Region.

PORTABLE HOUSING BENEFIT - SPECIAL PRIORITY POLICY TRANSFER PAYMENT AGREEMENT

CONCLUSION

The Province's new Portable Housing Benefit – Special Priority Policy Program has the potential to remove a barrier to survivors of domestic violence and survivors of human trafficking leaving their abusive situations. It also offers an alternative to waiting for rent-geared-to-income assistance through the Centralized Wait List. The Program is funded and largely delivered by the Ministry of Housing and the Ministry of Finance. The Region of Peel's role is limited and expenses will be reimbursed by the Province.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Aileen Baird, Director, Housing Services, at (905) 791-7800, ext. 1898, or aileen.baird@peelregion.ca.

Authored By: Kylie Evans and Brian Kreps

Reviewed in Workflow by:
Financial Support Unit
Legal Services

DATE: July 4, 2018

REPORT TITLE: **DEVELOPMENT CHARGES REBATE PROGRAM**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the Region of Peel carry out and administer the provincial Development Charges Rebate Program (DC Rebate Program) on behalf of the City of Mississauga and the City of Brampton;

And further, that the Ministry of Housing Transfer Payment Agreements and any related amendments and extensions (the “Transfer Payment Agreement”), together with such further agreements and ancillary documents that may be required to carry out and administer the DC Rebate Program, be negotiated and executed by the Region of Peel’s Commissioner of Human Services, provided the Transfer Payment Agreement and any such further agreements and ancillary documents are on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that staff in consultation with City of Brampton and City of Mississauga staff, be authorized to establish local criteria to be used by the City of Brampton and City of Mississauga in selecting eligible rental housing developments in their respective jurisdictions to receive development charges rebates under the DC Rebate program.

REPORT HIGHLIGHTS

- The DC Rebate Program is an initiative under Ontario’s Fair Housing Plan to increase the supply of purpose-built market rental housing.
- The City of Mississauga received a total notional allocation of \$13,350,573 and the City of Brampton received \$5,039,074 from the Province to execute the program over a five-year period.
- As requested by local municipal staff and approved by the City of Brampton and the City of Mississauga Councils, the Region of Peel will carry out and administer the program on behalf of both cities, and as such, the Region is required to enter into a Transfer Payment Agreement with the Province, and related agreements with the cities of Brampton and Mississauga for administration and delivery of the program.
- The rebate would apply to only the Regional and City portion of the development charges.
- The rebate would apply to non-luxury rental units with rents not exceeding 175 per cent of Average Market Rent.

DEVELOPMENT CHARGES REBATE PROGRAM**DISCUSSION****1. Background**

In April 2017, the Provincial government announced its Fair Housing Plan with the intention of improving housing affordability and supply, protecting renters and buyers and bringing stability to the real estate market.

The Development Charges Rebate Program (DC Rebate Program) is an initiative under the Fair Housing Plan that aims to increase the supply of purpose-built market rental housing by providing development charges rebates to eligible market rental housing developments. Such developments would target the needs of middle-income households in Peel during a time when vacancy rates are at record lows. Mississauga and Brampton vacancy rates for purpose-built rental are at 0.9 per cent and 1.3 per cent respectively.

Funding for the program is \$125 million over five years for eligible municipalities. The City of Mississauga received a total notional allocation of \$13,350,573 and the City of Brampton received \$5,039,074. As requested by local municipal staff and approved by Brampton and Mississauga Councils, it is recommended that the Region of Peel carry out and administer the DC Rebate Program on behalf of Brampton and Mississauga, and as such, the Region of Peel is required to enter into a Transfer Payment Agreement with the Province and related agreements with both cities for the administration and delivery of the program. The Transfer Payment Agreement will require the cities to develop formal rebate agreements with any developers who receive provincial rebates.

2. DC Rebate Program Guidelines

The DC Rebate Program has guidelines that describe the various program requirements. Features of the DC Rebate Program include:

- The program can be administered by either the local municipality (Brampton or Mississauga) or the Housing Service Manager (Region of Peel).
- A Transfer Payment Agreement between either the municipality or Service Manager and the Province is required.
- Up to 5 per cent of the annual allocation can be used for program administrative costs.
- There is no requirement for a municipal funding contribution to the program.
- The program cannot be used to replace existing incentives, including Development Charges (DC) deferrals.
- The rebate would only apply to the Regional and City portion of the development charges (transit and education development charges would not be eligible).
- Units already receiving provincial capital subsidies under housing supply programs (e.g. under IAH – Rental Component) are not eligible to participate in the program
- Developments and units receiving funding must remain as rental units for a minimum of 20 years (no condo conversion), with starting rents not exceeding 175 per cent of the Average Market Rent as published by the Canadian Mortgage and Housing Corporation.
- All developments must be consistent with the provincial Policy Statement and conform to the Growth Plan.
- Preference would be given to development in major transit areas or intensification areas.

8.6-3

DEVELOPMENT CHARGES REBATE PROGRAM

- Only purpose-built rental units would be considered.

Municipalities and Service Managers have the flexibility to determine local eligibility and how the rebate funding is distributed. Currently, Regional staff is working with Brampton and Mississauga staff to develop criteria for determining the projects that may be considered under the program.

The following criteria are under consideration:

- Preference will be given to family-sized units (i.e. units with two or more bedrooms).
- High rise apartments, mid-rise apartments and townhouse developments would qualify.
- Proposals that have reached a development-ready phase or are furthest along in the approvals process would be preferred, e.g. land zoned.
- Agreement securing conditions would be required to be registered on title, thereby binding future owners.

3. Next Steps

Participating municipalities are required to submit a Take-Up Plan to the Ministry of Housing in the first quarter of each fiscal year for all years in the program for approval. In order to enter into the Transfer Payment Agreement, an Initial Take-Up Plan for 2018-2019 is required to be submitted by September 1, 2018. This plan must:

- Identify rental housing developments and units eligible to receive rebate funding;
- Provide anticipated timing of the payment of the rebate after the collection of the development charges;
- Indicate the amount of the fiscal year's notional allocation that would be required on a quarterly basis; and
- Include the amount of funding to be used towards the administration of the program.

The Region of Peel is working collaboratively with municipal staff to prepare the Initial Take-up Plan and develop a program implementation plan. As the Service Manager responsible for the administration of the Program, staff will evaluate the program and will share the outcomes with Council.

FINANCIAL IMPLICATIONS

The Region of Peel will administer the DC Rebate Program on behalf of Brampton and Mississauga, with rebates being provided from Provincial funds. Administration funding will be available to the Region of up to 5 per cent of the annual funding allocation and as such, there is no net impact to the Region as a result of participation in this program.

CONCLUSION

With a lack of rental supply and low vacancy rates, the DC Rebate Program hopes to incentivize purpose-built market rental housing to address the housing need for units that are in high demand, but not readily produced by the market. The DC Rebate Program is one incentive

DEVELOPMENT CHARGES REBATE PROGRAM

program among others that are currently being considered to address the renewed Peel Housing and Homelessness Plan Strategy Three: 'Incent Building Affordable Housing: Encourage the market to produce purpose-built rental and affordable home ownership through a modest program of tools and incentives.'



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Aileen Baird, Director, Housing Services, extension 1898, aileen.baird@peelregion.ca.

Authored By: Christina Honvari, Specialist, Housing Services

Reviewed in workflow by:

Financial Support Unit
Legal Services

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**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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For Information

DATE: July 3, 2018

REPORT TITLE: **PROCUREMENT ACTIVITY REPORT - T1 2018**

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

OBJECTIVE

To provide the details of procurement activity as required by Procurement By-law 30-2018 for the first triannual period ending April 30, 2018.

REPORT HIGHLIGHTS

- The Procurement By-law delegates staff to manage the procurement process and to report these activities to Regional Council on a regular basis.
- The Region of Peel (Region) awarded 77 new contracts greater than \$100,000 with a total value of \$269,906,605.38 using competitive and non-competitive (Direct Negotiation) processes.
- This report provides a summary of the Region's procurement and disposal activity for the first triannual period of 2018.

DISCUSSION
1. Background

In accordance with the Procurement By-law, the Director of Procurement is providing the T1 2018 report to Regional Council summarizing the Region's procurement activity as follows:

Contract awards

- Contracts awarded to support the Region's Digital Strategy
- Contracts awarded to support the Region's Waste Management Strategy
- Disposal of surplus goods and equipment
- Emergency purchases
- Awards during Regional Council recesses
- Non-compliance with the By-law
- Unforeseen circumstances
- Final contract payments related to the original purchase contract

Definitions explaining the above noted items are referenced in Appendix I to the subject report.

PROCUREMENT ACTIVITY REPORT - T1 2018

2. Procurement Activity and Disposal Summary

The table below provides a summary of the procurement and disposal activity for this period.

The Procurement activity section includes information on all awarded contracts that are greater than \$100,000; emergency purchases; non-compliant purchases; and awards made during Regional Council recesses. It also includes amendments made to existing contracts that were a result of unforeseen circumstances or were required for final payment purposes. The Procurement Activity summary excludes contract renewal activity. A detailed listing of all procurement activity is referenced in Appendix II to the subject report.

Under Resolution 2015-71, Council approved the Region's Digital Strategy and granted staff the authority to directly negotiate with Oracle Canada ULC, OpenText Corporation, Salesforce.com Canada Corporation and Salesforce Application Partners in order to establish fundamental platforms for the technology environment allowing the Region to rationalize its application and data footprints. In accordance with Council's direction, a summary of the procurement activities is included in this report.

Under resolutions 2015-742 and 2016-645, Council approved the development of an infrastructure and 75 per cent Diversion Plan for Waste Management. Staff was granted authority to approve and execute all directly negotiated operation contracts, extensions and amendments as required to maintain the Region's ability to manage waste materials while the infrastructure is being developed and the multi-residential organics pilot program is being implemented. Staff was also granted the authority to approve and execute agreements with Canada Fibres to conduct a mixed waste processing trial at its Dongara plant. A summary of the procurement activities under these resolutions for the quarter is included in this report.

The Disposal activity section summarizes the proceeds or trade-in values received from the disposal of Region of Peel surplus assets. A detailed listing of the disposal activity is referenced in Appendix III to the subject report.

Procurement Activity	Value
Competitive contracts approved by Council	\$36,138,222.60
Competitive contracts approved by Delegated Authority	\$230,837,650.70
Direct Negotiation contracts approved by Council	\$1,900,000.00
Direct Negotiation contracts approved by Delegated Authority	\$1,030,732.08
Contracts awarded during Council recess	No Activity
Total New Contracts Greater Than \$100,000	\$269,906,605.38

PROCUREMENT ACTIVITY REPORT - T1 2018

Digital Strategy (Resolution 2015-71)	\$2,687,798.50
Waste Management (Resolution 2015-742 and 2016-645)	No Activity
Emergency purchases	\$48,486.00
Final Contract Payments	\$214,138.80
Unforeseen circumstances	No Activity
Non-Compliant Purchases	No Activity
Total Activity	\$272,857,028.68
Disposal Activity	
Total disposal proceeds received	\$40,418.22

CONCLUSION

To maintain trust, confidence and transparency in the stewardship of public funds and the Region's Procurement program, this report is being submitted to provide a summary of the Region's procurement and disposal activity for the first triannual period ending April 30, 2018 in accordance with the reporting requirements set out in the Procurement By-law 30-2018.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:


D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - Definitions
- Appendix II - Awarded Contracts
- Appendix III - Disposal

For further information regarding this report, please contact Patricia Caza, Director Procurement, extension 4742, patricia.caza@peelregion.ca.

APPENDIX I PROCUREMENT ACTIVITY REPORT - T1 2018

Definitions

Competitive contracts greater than \$100,000: These are contracts awarded to vendors as a result of a competitive process.

Council recess purchases: The Document Execution By-law delegates authority to the Chief Financial Officer (CFO) to award contracts that are deemed to be reasonably required to carry on the business of the Regional Corporation on behalf of Council when there is no regular meeting of Regional Council scheduled during a period of time that is more than 21 days after the date of the previously scheduled regular Council meeting.

Direct Negotiation contracts greater than \$100,000: These are contracts awarded to vendors as a result of a non-competitive process. It refers to the negotiation of an agreement for the purchase of goods and services where there is no open competition among or between vendors. The conditions that allow for direct negotiation are outlined in Part V Purchasing Authorities and Purchasing Methods of the Purchasing By-law.

Disposal proceeds: These are proceeds received from the sale, exchange, transfer or gift of goods owned by the Region which are surplus to its needs.

Emergency purchases: These are contracts awarded to vendors in the event of an emergency. "Emergency" means a situation or impending situation that constitutes a danger of major proportions that could result in serious harm to persons or substantial damage to property and that is caused by the forces of nature, a disease or other health risk, an accident, or an act whether intentional or otherwise.

Final contract payments: These are amendments made to contracts to facilitate final payment to a vendor for additional work required in order to complete the contract. The final payment for the work exceeds the approved contract amount including the allowable amendment value in accordance with the Purchasing By-law. The Purchasing By-law delegates authority to the Director of Procurement to approve these final contract payments which manages payment delays to vendors on the condition that Council is provided full disclosure on all final contract payments.

Non-compliant purchases: These are purchases made when a department has engaged a vendor to deliver goods or services without following the procurement processes required by the Purchasing By-law.

Unforeseen circumstances: These are amendments made to contracts to facilitate nominal payments for unforeseen work. For example, a contractor must remedy an unknown pre-existing site condition in order to complete the contract. The Purchasing By-law delegates authority to the Director of Procurement to approve these amendments on the condition that Council is provided full disclosure on all increases resulting from unforeseen circumstances.

Vendor of Record: Vendor of Record (VOR) means a procurement arrangement, typically established through a competitive procurement process, that authorizes one or more qualified vendors to provide goods and/or services for a defined period with particular terms and conditions, which may include pricing, as set out in the VOR agreement. It is used for frequent purchases of a good or service and can help improve procurement efficiency by eliminating duplication of effort for similar goods or services. The Region may from time to time elect to establish a Vendor(s) of Record for the procurement of specific goods or services, and will do so in accordance with the requirements set out in Purchasing Policy.

**APPENDIX II
PROCUREMENT ACTIVITY REPORT - T1 2018**

10.1-5

Awarded Contracts - Procurement Activity Report - January 1, 2018 to April 30, 2018

AWARDED CONTRACTS BID COMPETITIVELY > \$100,000 - APPROVED BY COUNCIL					
Item	Department	Document	Description	Vendor	Award Amount
1	Corporate Services	2017-528P	Architectural Consulting Services for Detailed Design and Contract Administration for the Redevelopment of a Seniors Health and Wellness Village, City of Brampton	Montgomery Sisam Architects Inc	\$3,601,469.00
2	Digital and Information Services	2017-492P	Supply of Managed Connected Meeting Rooms	AVI - SPL Canada	\$989,763.60
3	Digital and Information Services	2017-403P	Supply of IT Services and Resources	ESRI Canada Ltd,CSI Consulting Inc,Altis Human Resources,Ivedha Inc, Sylogix Consulting Inc,Compugen Inc,Spyre Solutions Inc,Eagle Professional Resources Inc,Calian Ltd,Tek Systems Canada Inc,Ian Martin,Bagg Technology Resources,Bevertec CST Inc,S.I Systems,AGDA Group,Randstad Interim Inc,ISG Search,Maplesoft Consulting,Modis Canada Inc	\$3,000,000.00
4	Health Services	2017-581P	Provision of Physiotherapy Services for the Region of Peel's Long Term Care	Lifemark Health Corp	\$670,836.00
5	Health Services	2017-057P	Supply and Delivery of Uniforms for Peel Regional Paramedic Services	Outdoor Outfitters Limited / Carleton Uniforms Inc	\$1,474,632.00
6	Public Works	2017-432P	Engineering Services For Detailed Design And Contract Administration For King Street East Over Humber River Bridge Rehabilitation, Town Of Caledon, Projects 15-4830 And 15-4840	Ainley & Associates Limited	\$860,800.00
7	Public Works	2017-037P	Engineering Services for Sanitary Sewer and Watermain Replacement on Dundas St, Mattawa St and through Mattawa/Caterpillar Easement, Assignment C, J2, City of Mississauga, Projects 16-2300,16-1310,15-1303	Parsons Inc	\$1,580,970.00
8	Public Works	2017-195P	Detailed Design and Construction Administration for Sanitary Sewer on Albion-Vaughan Road and Various Streets and Decommissioning of Harvestview SPS, Town of Caledon, Project 17-2280,17-2191	Chisholm, Fleming and Associates	\$1,864,410.00
9	Public Works	2017-488P	Design and Construction of New Plant 1 and Related Improvements at the G.E Booth Wastewater Treatment Facility	CIMA Canada Inc	\$9,499,842.00
10	Public Works	2017-667P	Engineering Services for the East to West Diversion Sanitary Trunk Sewer	CH2M Hill Canada Limited	\$12,595,500.00
TOTAL					\$36,138,222.60
AWARDED CONTRACTS BID COMPETITIVELY > \$100,000 - APPROVED BY DELEGATED AUTHORITY					
Item	Department	Document	Description	Vendor	Award Amount
1	Corporate Services	2018-001P	Energy Efficiency Meter Monitoring for the Office of Climate Change and Energy Management (to inform initiative of reducing greenhouse gases and reporting to Ontario Regulation 0.397/11)	Langford & Associates	\$103,200.00
2	Corporate Services	2017-408Q	Supply and Install Interior Windows at PAMA, 3 Wellington St. E., City of Brampton, Project E16-50013	Roof Tile Mgmt Inc	\$114,800.00

**APPENDIX II
PROCUREMENT ACTIVITY REPORT - T1 2018**

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3	Corporate Services	2018-145T	Chiller 3 Modifications at Suite B, 10 Peel Centre Drive, Brampton, Project E12-10331	Nutemp Mechanical Systems Ltd	\$259,229.00
4	Corporate Services	2018-044T	Interior Office Renovation at 7120 Hurontario Street, Mississauga, Project 17-5230	2231836 Ontario Ltd OA BB Building Solutions	\$454,475.00
5	Corporate Services	2017-730T	Construction of Peel Regional Satellite Stations at 1188 Lakeshore Road and 2200 Sheridan Park Drive, City of Mississauga, Project E13-300025 and E15-30030	Percon Construction Inc	\$4,404,000.00
6	Digital and Information Services	2017-623P	Development of Business Intelligence Strategy for the Region of Peel	PriceWaterhouseCoopers LLC	\$345,000.00
7	Digital and Information Services	2017-782T	Supply of Cisco Security Volume Program	CDW Canada Corp	\$234,229.63
8	Digital and Information Services	2018-308T	Supply of Citrix Hardware, Software Subscription, Maintenance, Technical Support and Related Services	Long View Systems Corporation	\$450,000.00
9	Digital and Information Services	2017-740T	Supply of Backup Storage Device for Region of Peel	Compugen Inc	\$681,377.49
10	Digital and Information Services	2017-711T	Supply, Delivery and Maintenance of Various Off the Shelf Regionally Used Commercial Software (example Adobe)	SHI Canada ULC	\$1,131,296.00
11	Health Services	2017-710P	Pharmacy Services for the Region of Peel's Long Term Care Division	Medical Pharmacies Group Limited	\$500,000.00
12	Health Services	2018-298T	Supply of Emergency Response Vehicle Conversion Services for Peel Regional Paramedic Services	Rowland Emergency Vehicle Products Inc	\$237,000.00
13	Human Services	2018-066P	Community Engagement for Early Years and Child Care Programs and Services Plan in Peel Region	Malatest & Associates	\$155,215.00
14	Public Works	2017-437P	Investigation of Separation or Containment Removal Equipment for Waste Material Streams	GHD Ltd	\$118,680.00
15	Public Works	2017-320P	Creation of Prioritization Programs to Guide Wastewater Operations Preventative Maintenance Programs	GM Blueplan Engineering Ltd	\$262,500.00
16	Public Works	2018-018P	Waste Collection and Composition Audits on Residential Garbage, Recyclable and Organic Material at the Peel Integrated Waste Management Site	AET Group	\$291,420.00
17	Public Works	2017-540P	Professional Engineering Services for Facility Improvements at the Alton Wells 3 and 4 Treatment Facility, Project 15-1821	GM Blueplan Engineering Ltd	\$304,932.00
18	Public Works	2017-510P	Water and Wastewater Modeling Roster (2017-2022)	GEOAdvice Engineering Inc, AECOM Canada Ltd, Black & Veatch Canada Company, GM Blueplan Engineering Ltd, WSP Canada Inc and Stantec Consulting Ltd	\$480,000.00
19	Public Works	2017-214Q	Trailer Mounted Trash Pump	Aquatech Pump And Power	\$104,798.95
20	Public Works	2017-691Q	York-Peel Odour Control Facility Chemical Feed, Pump System Replacement	SPD Sales Ltd	\$162,900.00
21	Public Works	2017-589T	Sanitary Sewer on McLaughlin Road South in the City of Brampton	DS Consultants Ltd	\$106,969.00
22	Public Works	2017-656T	Supply Of Landscaping And Snow Removal Services At The Water And Wastewater Facilities Within The Region Of Peel	J-Rock Landscape & Construction Inc	\$143,795.52

**APPENDIX II
PROCUREMENT ACTIVITY REPORT - T1 2018**

10.1-7

23	Public Works	2017-645T	Geotechnical, Hydrogeological And Geotechnical Baseline Services For Sanitary Sewer Replacement On Various Streets In The City Of Mississauga. Project 16-2300, Assignment A, Phase 3	Peto MacCallum Ltd	\$147,873.00
24	Public Works	2017-758T	Supply and Delivery of One Agricultural Tractor	Ed Stewart's Garage And Equipment Ltd	\$172,000.00
25	Public Works	2017-664T	Catch Basin And Maintenance Hole Repairs	Aqua-Tech Solutions Inc	\$209,700.00
26	Public Works	2018-032T	Supply of Two Passenger Vans with Custom Interior for Health Services	PK Welding & Fabricators Inc	\$229,000.00
27	Public Works	2017-665T	Lawn And Boulevard Maintenance At Various Locations In The Region Of Peel	1943349 Ontario Ltd OA Kirbyco General	\$250,559.30
28	Public Works	2018-048T	Supply and Delivery of One Tri Axle Dump Truck for Public Works, Fleet Services	Premier Truck Group	\$371,090.00
29	Public Works	2017-240T	The Lornewood Creek Stabilization, Contract 3, City of Mississauga, Project 08-2306	Cambridge Landscaping & Construction Ltd	\$440,629.00
30	Public Works	2018-021T	Supply and Delivery of Three Day Cab Tractors	Vision Truck Group - Mack	\$441,000.00
31	Public Works	2018-025T	Watermain Repairs On Winston Churchill Blvd And Dundas Street W. City Of Mississauga, Project 17-1300	Moretti Excavating Ltd	\$583,016.78
32	Public Works	2018-016T	Crack Treatment on Regional Municipality of Peel Roads, Project 18-4666	Falcon Road Services Inc	\$620,500.00
33	Public Works	2017-616T	Water and Wastewater Hydro Excavation Services and Repairs, on an As Required Basis	MIG Underground	\$685,000.00
34	Public Works	2018-368T	James Street and John Street Realignment	The City of Brampton	\$757,329.07
35	Public Works	2017-353T	G.E Booth Wastewater Treatment Facility MCC Replacement	Lexsan Electrical Inc	\$785,031.95
36	Public Works	2018-167T	Power Street Sweeping and Island/Street Sweeping within the Region of Peel	A&G The Road Cleaners Ltd, Bruell Contracting Ltd	\$959,380.00
37	Public Works	2018-046T	Watermain Replacement in Snelgrove, Town of Caledon, Project 17-1188, 18-1184, 19-1370	GHD Ltd	\$1,011,538.00
38	Public Works	2017-012T	Construction of the Inglewood Well 4 Watermain, Town of Caledon, Project 16-1841	a. VanEgmond Construction Ltd	\$1,293,000.00
39	Public Works	2017-271T	Geotechnical Services, Cawthra Road Sanitary Sewer and Watermain, City of Mississauga, Project 15-2300	WSP Canada Inc	\$1,299,321.50
40	Public Works	2017-600T	Supply, Delivery, Preventative Maintenance and Repair Services of Three Front End Loaders	Strongco Limited Partnership	\$1,299,866.14
41	Public Works	2017-467T	Mainline Sanitary Sewer Cured-in-Place Lining on Various Streets in the Regional Municipality of Peel, Project 17-2300-E	Flo Contracting Corp	\$1,316,238.15
42	Public Works	2018-137T	Watermain Replacement on Elmbank Road, City of Mississauga, Project 18-1311	CG Construction Services Ltd	\$1,385,831.50
43	Public Works	2018-012T	Watermain Replacement on Credit Woodlands Assignment E, City of Mississauga	Lakeside Contracting Company Ltd	\$1,667,045.50
44	Public Works	2017-563T	Construction of Leaf and Yard Waste Transfer Station at Fewster Community Recycling Centre	Pegah Construction Ltd	\$1,886,547.00
45	Public Works	2018-153T	Watermain Replacement in Applewood Heights, City of Mississauga, Project 16-1310, Assignment H	Rymall Construction Inc	\$2,017,687.00
46	Public Works	2017-557T	SPS Rehabilitation – Assignment 3, Contract 1, Project 17-2905S	Baseline Constructors Inc	\$2,131,600.00
47	Public Works	2018-002T	Proposed Watermain Replacement, Assignment B, City of Mississauga, Project 17-1310	Sam Rabito Construction Ltd	\$2,137,613.60
48	Public Works	2018-003T	Sanitary and Watermain Replacements in the H Block, Assignment E, City of Brampton	Pentad Construction	\$2,392,831.00
49	Public Works	2018-041T	Proposed Watermain Replacement, Assignment A, City of Mississauga, Project 17-1310A	London Excavators & Trucking Ltd	\$2,440,042.40

**APPENDIX II
PROCUREMENT ACTIVITY REPORT - T1 2018**

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50	Public Works	2018-004T	Watermain Replacement on Bramalea Road and East Drive, Assignment G, City of Brampton, Project 16-1340	Lakeside Contracting Company Ltd	\$2,456,916.00
51	Public Works	2017-577T	G.E. Booth (Lakeview) Wastewater Treatment Plant Demolition And Removal Of Digesters 1 To 4 Project 17-2926	Moretti Excavating Ltd	\$3,442,738.21
52	Public Works	2017-464T	Watermain Replacements, Assignment D1, City Of Mississauga, Project 14-1345	Rymall Construction Inc	\$3,546,845.00
53	Public Works	2017-484T	Sewage Pumping Station Upgrades at Stonehaven and Fifeshires , Project 15-2905	Varcon Construction Corporation	\$3,579,700.00
54	Public Works	2018-074T	Airport Road Urbanization From Countryside Drive To Mayfield Road, City Of Brampton, Project Number 14-4009	Four Seasons Sits Development Ltd	\$4,943,123.00
55	Public Works	2018-038T	Queen Street East Road Works, Bridge And Culvert Replacements, Town Of Caledon, Project #17-4899	Graham Bros. Construction	\$7,943,043.71
56	Public Works	2017-516T	Hanlan Pumping Station Electrical Upgrades	DeFaveri Group Contracting Inc	\$10,741,640.00
57	Public Works	2017-411T	Construction of Sanitary Sewer and Watermain on Ponytrail Drive and Rathburn Road East, City of Mississauga, Projects 15-2300 B-2, 15-1345 C, 15-1345 D1	Trisan Construction	\$10,838,739.00
58	Public Works	2017-620T	Construction of Sanitary Sewer and Watermain on Cawthra Road, City of Mississauga, Phase 1	Technicore Underground Inc	\$10,984,746.00
59	Public Works	2017-421T	Construction of Natural Gas Engine Power Facility	Jeviso Construction Corporation	\$13,466,737.00
60	Public Works	2017-657T	Construction Services for the Burnhamthorpe Water Project Contracts 1 & 2, City of Mississauga, Project 13-1125 and 16-2243	Technicore Underground Inc	\$118,916,334.30
TOTAL					\$230,837,650.70

AWARDED CONTRACTS - NON COMPETITIVE PROCESS > \$100,000 - APPROVED BY COUNCIL

Item	Department	Document	Description	Vendor	Award Amount
1	Public Works	2018-152N	Underground Utility Locate Services	Promark-Telecon; Multiview Locates	\$1,900,000.00

TOTAL

\$1,900,000.00

AWARDED CONTRACTS - NON COMPETITIVE PROCESS > \$100,000 - APPROVED BY DELEGATED AUTHORITY

Item	Department	Document	Description	Vendor	Award Amount
1	Digital and Information Services	2017-594N	Parklane Disability Management System Procured for Human Resources, Disability Management at the Region of Peel	Parklane Computer Systems	\$129,660.00
2	Digital and Information Services	2018-264N	Implementation of Power Monitoring Expert (PME) and ION Software Upgrade	Schneider Electric Canada Inc	\$216,568.00
3	Health Services	2018-317N	Supply and Delivery of i-Simulate for Peel Regional Paramedic Services	i-Simulate	\$145,453.00
4	Human Services	2018-031N	Supply of as Required Refurbished Computers and Computer Related Support	Community Environment Alliance of Peel Inc	\$118,248.00
5	Public Works	2017-395N	Supply of Parts and Preventative Maintenance for the Biofilter System at the Calrdon Sanitary Landfill Site on an As Required Basis	Biorem Technologies	\$184,108.08
6	Public Works	2018-246N	Project Management Services for the Burnhamthorpe Water Project	Revay & Associates Ltd	\$236,695.00

TOTAL

\$1,030,732.08

AWARDED CONTRACTS UNDER COUNCIL RESOLUTION 2015-71 (DIGITAL STRATEGY)

Item	Department	Document	Description	Vendor	Award Amount
1	Digital and Information Services	2015-238N	Public Sector and HHS Case Management Licenses	Vlocity	\$166,609.50

**APPENDIX II
PROCUREMENT ACTIVITY REPORT - T1 2018**

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2	Digital and Information Services	2015-238N	HTI-Peel Living and Homelessness Projects Implementation	Vlocity	\$2,212,239.00
3	Digital and Information Services	2015-238N	Bi-weekly Waste Collection Application Implementation and Professional Services	ServiceMax	\$308,950.00
TOTAL					\$2,687,798.50
OTHER - EMERGENCY PURCHASES					
Item #	Department	Document	Description	Vendor	Award Amount
1	Corporate Services	No Document	Remediation Work For Water Damage at 10 Peel Centre Drive, 1 st Floor	Service Master of Brampton	\$10,986.00
2	Corporate Services	2018-279N	Emergency Level 3 Mould Abatement in Tub/Shower Room at Peel Manor Long Term Care, City of Brampton	Solid General Contractors Inc	\$37,500.00
TOTAL					\$48,486.00
OTHER - FINAL CONTRACT PAYMENTS					
Item	Department	Document	Description	Vendor	Award Amount
1	Corporate Services	2016-393N	Legal Services for IT Related Procurement	J. Fraser Mann	\$14,014.00
2	Digital and Information Services	2012-692P	IT Professional Services (Increase required to pay final outstanding invoices on expiring contract to all vendors on the vendor of record list prior to new contract commencing)	Adga Group Consultants Inc, Altis Human Resources Inc, Eagle Professional Resources Inc, S.I. Systems Partnership, Teksystems Canada Inc	\$200,124.80
TOTAL					\$214,138.80

**APPENDIX III
PROCUREMENT ACTIVITY REPORT - T1 2018**

DISPOSAL ACTIVITY		
Reporting Department/Division	Items Disposed	Total Proceeds
Corporate Services - Real Property Asset Management	Miscellaneous Furnishings	703.63
Health Services - Long Term Care	Kitchen Cookware, Microwave and Television	76.80
Public Works - Operations Support	Water Meters	13,576.54
Public Works - Operations Support	Vehicles and Equipment	26,061.25
Total Disposal Proceeds		\$40,418.22

DONATIONS		
Reporting Department/Division	Items Donated	Recipient
Health Services - Chronic Disease and Injury Prevention	Dental Equipment	Nine Miles of Smiles

DATE: June 28, 2018

REPORT TITLE: **2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018**

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

RECOMMENDATION

That the financing for the Cawthra Road - Eastgate Parkway capital project 17-4070 as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled “2018 Triannual Financial Performance Report – April 30, 2018”, be adjusted with an increased draw of \$850,000 from the Regional Roads Development Charges Reserve Fund (R3505) and a decrease of \$850,000 from the Federal Gas Tax Reserve (R0025);

And further, that the financing for the Dixie & Derry Road 20 capital project 03-4232 as outlined in the subject report, be adjusted with an increased draw of \$1.5 million from the Regional Roads Capital Financing Stabilization Reserve (R0210) and a decreased draw of \$1.5 million in External Recovery.

REPORT HIGHLIGHTS

Summary

- The Region of Peel’s forecasted 2018 year-end operating financial position for Tax and Utility services are within budget target; Capital operations are progressing as planned.

Current Operations

- Regional Council approved the 2018 Operating Budget of \$2.4 billion to provide funding for the Region to continue delivering services and meet the service needs of the residents and the service demands of a growing community.
- Both Tax and Utility Rate Supported Services are forecasted to end the year within the budget accuracy target of plus or minus three per cent as at April 30, 2018.

Capital Operations

- The 2018 Regionally Controlled capital work began the year with an opening balance of \$3.1 billion and had a balance of \$2.9 billion as at April 30, 2018.
- 96 per cent of the total 2018 Regionally Controlled capital work progressed on schedule which is consistent with prior year first triannual period.
- Regionally Controlled services’ forecasted capital spending for the year as at April 30, 2018 is \$673 million which is \$88 million less than the budget estimate.

Budget Changes

- Adjust the financing for the Cawthra Road - Eastgate Parkway capital project 17-4070 to be 100 per cent funded from the Regional Roads Development Charges Reserve Fund.
- Adjust the financing for the ‘Dixie & Derry Road 20’ capital project 03-4232 to reflect an increased draw of \$1.5 million from the Regional Roads Capital Financing Stabilization Reserve and a decreased draw of \$1.5 million in External Recovery.

2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018**DISCUSSION****1. Background**

The Budget Policy requires that staff report the status of operating and capital services at a minimum of twice annually to manage financial performance to ensure the long term financial sustainability of Regional services. This report provides the forecasted year-end financial position of Operating Budget and Capital Operations based on the information and financial results at April 30, 2018.

In November 2017, Regional Council approved a \$3.1 billion through the 2018 Budget, including \$2.4 billion in operating funding for Regional services and a \$0.8 billion capital investment in Peel's infrastructure.

a) 2018 Operating Budget

The approved 2018 Operating Budget of \$2.4 billion includes \$0.5 billion to Peel's externally financed agencies: Peel Regional Police, Ontario Provincial Police, and three Conservation Authorities. The budget provides the Region of Peel with the funding to support community needs through services under the three areas of focus; Living, Thriving and Leading (services are listed in the Appendix I).

The Region's operating budgets are developed based on the best information available during budget preparation. Budget assumptions are modeled and projected for drivers such as social assistance caseload, 9-1-1 call volumes, winter events and water consumption. Risks are identified and mitigated where reasonably possible including using rate stabilization reserves to address volatility in weather conditions, economic cycles and one time initiatives or to minimize the impact on the tax and utility rate payers.

b) 2018 Capital Work

The capital work represents a key component of the Region's service delivery. The capital work is used to acquire, improve or maintain land, buildings, roads, water and sewer mains, pumping stations, machinery and equipment, information technology and to conduct studies relating to corporate assets.

The Region's capital plans are developed based on the Region's Growth Master Plans, Regional Official Plan, Corporate Asset Management Plan for state of good repair and other Regional Council directions such as the Waste Reduction and Resource Recovery Strategy. The Region actively monitors the changes to these plans and adjusts the capital plan where it is required. A significant portion of the Region's capital work consists of large projects that take five to eight years to complete from start to finish.

The 2018 Capital work had an opening balance of \$3.2 billion which consists of projects which are Regionally Controlled (\$3.1 billion), and those managed by agencies such as Peel Regional Police (PRP) and by Conservation Authorities (\$0.1 billion). This includes new capital work approved in the 2018 capital budget (\$0.7 billion), capital budget changes during 2018 approved through Council reports or by Council delegated authority and the remaining capital work previously approved by Council in prior years (\$2.5 billion).

2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

As at April 30, 2018, the capital work had 1,312 active capital projects with a gross remaining budget of \$3.0 billion (\$2.9 billion for Regionally Controlled) after capital spending of \$0.2 billion.

2. Operating Results

The Region's operating performance includes both Tax Supported Services and Utility Rate Supported Services. Appendix II provide a summary of the projected year-end position by service.

a) Tax Supported Services

As outlined in Table 1 below, Tax Supported Services are forecasting a surplus of \$5.4 million by year-end, representing a variance of 0.5 per cent of the Tax Supported total net budget, which is within Peel's budget accuracy target of plus or minus 3 per cent. Regionally Controlled Tax Services are forecasting a \$2.1 million and Regionally Financed External Agencies are forecasting a \$3.3 million surplus partially driven by favourable health and dental spending and short-term vacancies within Peel Regional Police.

Table 1

\$ Millions	Net Expenditure Budget	Year-end Projection	Projected Surplus/ (Deficit)	% Variance to Net Budget
Regionally Controlled Tax Services	581.1	579.0	2.1	0.4%
Regionally Financed External Agencies	459.0	455.7	3.3	0.7%
Total	1,040.1	1,034.7	5.4	0.5%

As mentioned earlier, the Region's budgets are developed based on the best information available at the time. Assumptions could vary from the budget as a result of changes in service demand, economy and other external factors. The following are key drivers of the forecasted budget variances for Regionally Controlled Tax Services based on the information available up to April 30, 2018.

i) Growing and rapidly aging population

- \$0.8 million pressure in shelter demand partially driven by increased use of adult shelters by refugee claimants (for further details see July 12, 2018 report titled "Refugee Claimant Use of Peel Region Adult Shelters").

ii) Climate Change

- Winter maintenance events in Roads and Transportation is higher spending of \$1.0 million due to April ice storm and industry wide shortage of salt.

iii) Changing economy

- Lower fibre revenue of \$3.4 million due to China's National Sword champion;
- Underspending of \$2.2 million in employment related expense and LEAP child care;

2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

- \$1.5 million lower rent supplements uptake in the Housing Support service;
- Additional fibre processing and reprocessing fee of \$1.2 million;
- Yard waste processing savings of \$1.2 million;
- \$1.9 million in savings from the cessation of a waste diversion pilot investigating an alternative approach to mixed waste processing;
- \$0.7 million in higher than budgeted Extended Producer Responsibility (EPR) revenue.

iv) **Constantly evolving legislation**

- \$1.7 million increased WSIB cost for Paramedic service due to recent change in WSIB legislation;
- A higher than anticipated subsidy for Paramedic service of \$1.6 million;
- \$1.0 million new provincial funding provided for Child Care service.

Staff will continue to monitor the budget driver changes and take actions to manage and mitigate potential risks where necessary for the remainder of the 2018 fiscal year. In addition, staff will include necessary adjustments in developing the 2019 Budget.

b) **Utility Rate Supported Services**

The Utility Rate Supported services are forecasting a year-end surplus of \$4.7 million, representing a variance of 1.2 per cent of total budget as outlined in Table 2. The forecasted year-end position is within the Region's budget accuracy target of plus or minus three per cent.

Table 2

\$ Millions	Budget	Year-end Projection	Surplus/ (Deficit)	% Variance to Net Budget
Water/Wastewater				
Net Expenditures before Billings	389.1	388.6	0.5	0.0%
Peel Direct Billings	353.2	357.4	4.2	1.2%
Other Recoveries / Surcharges	35.9	35.9	0.0	0.0%
Net Service	0	4.7	4.7	1.2%

Forecasted overall surplus of \$4.7 million is driven by higher Peel direct billings of \$4.2 million as a result of higher water consumption predominately on the residential sector, as well as lower staffing cost of \$1.0 million from linear operation, which is offset by higher electricity costs of \$0.5 million due to new rates legislation.

2019 Outlook

As noted above, the forecasted 2018 financial results are being driven by a number of factors including external funding, economy, weather, service demand and other operational variables. Staff will continue to monitor, assess and review the 2018 results to inform the 2019 Budget planning cycle. Budget assumptions such as external

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funding, electricity rate, waste revenues, as well as service needs in shelters will be updated and Regional Council will be informed through the 2019 budget.

3. Capital Operations

The Region actively monitors the performance of the capital operations by tracking the capital project progress through various stages of project life cycle and analyzing work in progress. Staff review capital performance every triannual period and reports to Regional Council on the status of the capital work in progress.

a) 2018 Capital Spending

Capital spending for both Tax and Utility Rate Supported services (including Regionally Controlled, and external agencies) in the first four months of 2018 amounted to \$151 million, with \$51 million spent in Tax Supported Services and \$100 million spent in Utility Rate Supported Services.

The \$151 million capital spending during the first four months of 2018 was invested in the following major services:

- \$63 million for Water Supply such as Hanlan Transmission Main, Transmission Main to the future Victoria Reservoir, Replacement of Watermains in Mississauga, Improvements of Water Supply System in Mississauga and Water Main on Goreway Drive;
- \$37 million for Wastewater Service including West Trunk Sewer Twinning, East Brampton Trunk Sewer Twinning, and Equipment Replacement of GE Booth Water Pollution Control Plant;
- \$18 million for Housing Support such as Daniels Affordable Housing project, Hansen Conversion and Mayfield Work Seniors;
- \$14 million to support Roads and Transportation such as Queen Street West, Mississauga Road/Queen St. West and Street Lighting;
- \$4 million for Paramedics Service including the Reporting at Station Erin Mills & Thomas and Ambulance Fleet and Support Vehicles;
- \$3 million to support Waste Service such as Implementation Strategy of New Biweekly Collection, Leaf and Yard Transfer Station and Material Recovery Facility Equipment State of Good Repair;
- \$2 million to support TransHelp including Mavis Yard Redevelopment and Accessible Transportation Master Plan.

Specifically, the progress of Regionally Controlled projects, comprising 1,152 out of the total of 1,312 Region of Peel capital projects, was actively monitored and measured. Of the total 2018 Regionally Controlled Capital work of \$3.1 billion, 96 per cent of the capital work progressed as scheduled. The remaining four per cent of capital projects (\$123 million) have been deferred, delayed or on hold as a result of Regional Council and or Management decisions or unforeseen circumstances.

As at April 30, 2018, the projected 2018 annual capital spending for the Regionally Controlled Services is \$673 million. It is lower than the budget estimate by \$88 million with \$39 million lower in Tax Supported Services and \$49 million lower in Utility Supported Services.

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Key drivers for the forecasted underspending include the following:

- Scheduling changes in a number of Wastewater large projects due to delay in obtaining permits, approvals or co-ordination with other cities or towns;
- Projects deferred pending for reviews, e.g. Digital Strategy review;
- Paramedics construction payments and truck replacements timelines shifted to 2019.

b) Work in Progress - Top 25 Regionally Controlled Capital Projects

While all capital projects are actively managed, in order to efficiently manage the Regionally Controlled capital service and mitigate the risks effectively, staff also focus on the progress and report to the Council on the 25 largest capital projects based on remaining gross budget value. In magnitude, the top 25 active capital projects represent about two per cent of the total number of active capital projects but represent 39 per cent of the remaining budget of active regionally controlled capital projects.

By April 30, 2018, all 25 projects had implementation plans in place. Four projects are in the construction phase and the remaining 21 projects are in initiation, design, and procurement stages. Appendix IV provides the status of the top 25 capital projects with highest gross remaining budget broken down into tax and utility rate services. Analysis of top 25 projects shows:

- The total gross budget of the Top 25 largest projects is \$1.8 billion with remaining budget of \$1.1 billion;
- By end of first triannual period, the cumulative spending of the top 25 capital projects amounted to \$610 million or 35 per cent of gross budget;
- One project is between 50 to 75 per cent spent and one project is over 75 per cent spent.

4. Budget Changes

Financing for Cawthra Road - Eastgate Parkway capital project (17-4070)

The Cawthra Road - Eastgate Parkway capital project (17-4070) approved through the 2017 Capital Budget includes a gross expenditure of \$1,154,000, with \$850,500 being funded from the Federal Gas Tax Reserve (R0025) and the remaining from the Regional Roads Development Charges (DC) Reserve Fund (R3505). The original design has been revised to deal exclusively with growth and therefore staff are seeking the authority to fund this DC eligible project entirely from the Development Charges Reserve Fund (R3505).

Financing for Dixie & Derry Road 20 capital project (03-4232)

The previously approved 'Dixie & Derry Road 20' capital project (03-4232) includes a gross expenditure of \$11,022,621 with \$1,500,000 being financed from External Recovery, \$428,632 from the Regional Roads Capital Financing Stabilization Reserve (R0210) and the remaining from the Regional Roads Development Charges Reserve Fund (R3505). The original design has been revised with all the work occurring on Regional roads, therefore, external recoveries will not be available. Staff are therefore seeking the authority to increase the funding from the Regional Roads Capital Financing Stabilization Reserve (R0210) by \$1,500,000 million.

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CONCLUSION

In summary, the Region of Peel's forecasted 2018 year-end operating financial position for Tax and Utility Services are within budget target. Capital operations for both Tax and Utility Services are progressing as planned. The Region will continue to actively monitor operating budget driver changes and the factors that could affect the capital project progress and will take these into consideration in developing the 2019 budget.

The Region will manage its financial resources for service delivery through balancing the three pillars of Financial Sustainability, Financial Vulnerability and Financial Flexibility in accordance with the Long Term Financial Planning Strategy.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - 2018 Service Levels
- Appendix II - Projected Operating Year-End Position - Tax and Utility Services
- Appendix III - 2018 Capital Spending (January – April)
- Appendix IV - Status of Top 25 Capital Projects (With Highest Gross Remaining Budget) – Regionally Controlled Services

For further information regarding this report, please contact Norman Lum extension 3567 via email: Norman.Lum@peelregion.ca

2018 Service Levels



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

In 2018, Peel will improve people's lives in their time of need by:

- Providing 689,750 Accessible Transportation Passenger Trips
- Providing 19,500 households with income support through Ontario Works (OW) program
- Supporting 1,800+ people through Employment Services
- Providing over 11,380 housing subsidies
- Providing 14,000+ people with shelter beds and transitional housing
- Providing 15,400 fee subsidies making it possible for lower-income families to benefit from license child care
- Responding to an estimated 127,181 emergency calls.
- Providing 800+ residents with quality care through five long term care homes
- Offering Adult Day Services at five long-term care homes – an average of 127 spaces per day



Thriving = Communities are integrated, safe, and complete.

In 2018, Peel will contribute to integrated, safe and complete communities by:

- Managing over 500,000 tonnes of waste for 343,600 curbside households and 101,800 multi-residential households
- Collecting and treating 661 million litres per day of municipal wastewater collected and treated for approximately 328,150 retail and wholesale customer accounts
- Treating, transmitting, and distributing 593 million litres per day of municipal water treated, transmitted, and distributed to over 335,350 retail and wholesale customer accounts
- Maintaining 1,666 lane kilometres of roads, 176 structures (including bridges and major culverts) and 467 signalized intersections
- Providing 80,000 children with dental screening and providing 13,000 children with urgent treatment
- Conducting 11,000 health inspections at 6,000 food premises
- Welcoming more than 30,000 visitors with local arts and exhibitions at the Peel Art Gallery, Museum and Archives (PAMA) to build a connected community that embraces diversity and inclusivity
- Providing effective and visible policing services including responding to 230,691 citizen initiated events in Mississauga and Brampton by Peel Regional Police.
- Providing effective and visible policing services including responding to over 28,700 calls for service by Ontario Provincial Police in Caledon

2018 Service Levels

- Continuing to work with Conservation Authorities who regulate approximately 33,700 hectares of land to protect life and property of Peel residents from hazards due to flooding, erosion and slope failure as well as manage approximately 5,465 hectares of Peel public land providing opportunities for recreation for Peel citizens, and the project to plant approximately 164,204 trees, shrubs and seedlings over the course of 2018.



Leading = Government is future-oriented and accountable.

In 2018, Peel will be a future-oriented and accountable government by:

- Maintaining Peel's high credit rating
- Modernizing service delivery by leveraging technology and implementing the digital strategy
- Maintaining a skilled, healthy and engaged work force to provide critical services to residents
- Continuing to seek alternative service delivery methods to improve cost effectiveness and the quality of Peel services
- Implementing an active investment strategy to support the Region's financial sustainability through a higher return on investments
- Continuing commitment to a transparent and accountable government through retaining an Integrity Commissioner, Lobbyist Registrar and enhancing Lobby Registry

2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

Projected Year-End Position by Services (\$'000)

For the period: April 2018

Appendix II

	2018	2018	Projected Year-end	
	Net Revised Budget	Projected Year-End Position	Surplus / (Deficit)	
	Net Expenditure		\$	%
Property Tax Supported				
Adult Day	2,129	2,083	46	2.2%
Child Care	8,234	7,234	1,000	12.1%
Community Investment	9,187	8,836	351	3.8%
Employment Support	4,153	1,931	2,222	53.5%
Homelessness Support	13,088	14,269	(1,181)	(9.0)%
Housing Support	114,899	112,141	2,758	2.4%
Income Support	22,302	23,056	(754)	(3.4)%
Long Term Care	34,236	34,357	(121)	(0.4)%
Paramedics	51,398	49,306	2,092	4.1%
TransHelp	23,233	23,233	0	0.0%
Living	282,859	276,446	6,413	2.3%
Chronic Disease Prevention	11,948	11,877	71	0.6%
Early Growth and Development	14,640	14,196	444	3.0%
Heritage Arts and Culture	5,894	5,969	(75)	(1.3)%
Infectious Disease Prevention	9,486	9,419	67	0.7%
Land Use Planning	3,310	3,071	239	7.2%
Roads and Transportation	65,791	66,291	(500)	(0.8)%
Waste	107,917	108,573	(656)	(0.6)%
Thriving	218,986	219,396	(410)	(0.2)%
CAO Office	1,113	1,113	0	0.0%
Corporate Services	21,803	23,461	(1,658)	(7.6)%
Council & Chair	2,519	2,869	(350)	(13.9)%
Total Corporate Services	25,435	27,443	(2,008)	(7.9)%
Finance	8,107	8,892	(785)	(9.7)%
Non-Program (Less Capital Allocation)	(24,421)	(23,777)	(644)	2.6%
Total Finance	(16,314)	(14,885)	(1,429)	8.8%
Digital & Information Services	20,950	21,379	(429)	(2.0)%
Capital Allocation	49,202	49,202	0	0.0%
Leading	79,273	83,139	(3,866)	(4.9)%
Regionally Controlled Services	581,118	578,981	2,137	0.4%
External Organizations - Thriving				
Police Services				
Peel Regional Police	401,510	399,910	1,600	0.4%
Ontario Provincial Police	12,788	11,127	1,661	13.0%
Subtotal Police Services	414,298	411,037	3,261	0.8%
Conservation Authorities	25,284	25,284	0	0.0%
Municipal Property Assessment Corporation	19,389	19,389	0	0.0%
Subtotal Conservation and Assessment	44,673	44,673	0	0.0%
Region Financed External Organizations	458,970	455,710	3,261	0.7%
Total Property Tax Supported	1,040,088	1,034,691	5,398	0.5%
Utility Rate Supported - Thriving				
Water Supply	240,130	236,630	3,500	1.5%
Wastewater	149,026	147,826	1,200	0.8%
Total Utility Rate Supported Services	389,156	384,456	4,700	1.2%
Total Region	1,429,244	1,419,147	10,098	0.7%

APPENDIX III

2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

2018 Capital Spending ('\$000) Region of Peel			
	2018 Cash Flow Forecast as in Budget	YTD Actual Gross Exp. Jan-Apr.	YTD % Spending
Property Tax Supported			
Adult Day	1,197	126	11%
Child Care	1,011	1	0%
Community Investments	270	0	0%
Employment Support	550	0	0%
Homelessness Support	860	23	3%
Housing Support	70,833	18,252	26%
Income Support	0	0	0%
Long Term Care	16,596	1,159	7%
Paramedics	35,188	4,574	13%
TransHelp	7,000	2,092	30%
Living	133,505	26,227	20%
Chronic Disease	158	35	22%
Early Growth & Development	1,473	0	0%
Heritage Arts & Culture	1,421	543	38%
Infectious Disease Prevention	508	0	0%
Land Use Planning	3,478	143	4%
Roads And Transportation	83,000	14,514	17%
Waste	19,621	3,089	16%
Thriving	109,659	18,324	17%

APPENDIX III

2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

2018 Capital Spending (\$'000) Region of Peel			
	2018 Cash Flow Forecast as in Budget	YTD Actual Gross Exp. Jan-Apr.	YTD % Spending
Corporate Services	12,600	949	8%
Finance	5,800	95	2%
Digital & Information Services	28,600	469	2%
Leading	47,000	1,513	3%
Regionally Controlled Services	290,164	46,064	16%
External Organizations - Thriving			
Peel Regional Police	46,311	4,011	9%
Ontario Provincial Police	464	9	2%
Conservation Authorities	5,000	918	18%
Region Financed External Organizations	51,775	4,938	10%
Total Property Tax Supported	341,939	51,002	15%
Utility Rate Supported - Thriving			
Water Supply	255,583	62,526	24%
Wastewater	215,054	37,028	17%
Total Utility Rate Supported Services	470,637	99,554	21%
Total Region	812,576	150,556	19%

APPENDIX IV
2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

10.2-13

(\$ Millions)

Status of Top 25 Capital Projects (With Highest Gross Remaining Budget - Regionally Controlled Programs (\$Millions))								
Service	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Long Term Care	175402	Peel Manor Site Redevelopment	Initiation	\$117	\$1	\$116	1%	Project Scope: Redeveloping Peel Manor Homes with a new building including expanded hub services Project Status: The contract will be awarded in Q3/Q4 2018 with construction to begin in 2019
Housing Support	165038	Daniels	Construction	\$67	\$9	\$58	14%	Project Scope: 174 affordable housing units for mixed income households in Mississauga. Project Status: Construction has begun in 2018. Approximately \$16 million will be spent in 2018. This project is estimated to be completed in the 2nd quarter of 2020.
Housing Support	175033	East Avenue	Initiation	\$32	\$0	\$32	0%	Project Scope: The region is providing a forgivable loan to Peel Housing Corporation in the amount of \$32 million. Project Status: This project remains in the development stages. Peel Housing Corporation staff are currently working on a resident transition plan. Initial expenses for 2018 are expected to be under \$750,000 for internal charges and consulting work for the design and redevelopment. Physical transition of residents is anticipated to be completed late 2019, with the possibility that development will begin late 2019 or early 2020.
Housing Support	075040	Provider Capital Plan	Initiation	\$60	\$29	\$30	49%	Project Scope: Capital loan requests from housing providers. Project Status: Spending for 2018 is anticipated to be \$8.4 million. The Social Housing Apartment Retrofit Program (SHARP) and Social Housing Improvement Program (SHIP) federal funding programs geared to assist with capital improvements, has reduced the anticipated loan requests for State of Good Repair (SOGR). A SOGR report is going to Council on the entire Housing System in 2018.
Roads & Transportation	114075	Mayfield Rd-Airport Road T	Design	\$29	\$3	\$26	10%	Project Scope: Mayfield Rd Widening (2 to 5 lanes) from Airport Rd to The Gore Rd and The Gore Rd to Squire Ellis. Project Status: Detailed Design to be completed in Summer 2018. Land Acquisition-Jan 2018 - Dec 2019; Utility Relocation- Jan 2020 - Dec 2020; Construction - Start Spring 2021 - Completion Fall 2022
Waste	156943	75% 3Rs Target	EA/Feasibility Study	\$75	\$4	\$71	5%	Project Scope: Funds designated for 75% Diversion Target (approved by Council). Project Status: 2018 expenditure is for Mixed Waste Feasibility Report in T2 and Long Term Care (LTC) Facility Organics Pilot in T3 (\$166K). Work is ongoing to achieve 75% Target.
Waste	156300	Land-Infrastructure Development	Real Estate	\$44	\$17	\$27	39%	Project Scope: Purchases of land for Infrastructure plan. Project Status: \$2.7M is budgeted for land purchases/easement at Peel Integrated Waste Management Facility (PIWMF) in T3 2018. Remaining funds are for Infrastructure plan land purchases which includes land for Mixed Waste Processing Facility.
Water Supply	131125	1500mm Feedermain - Burnhamthorpe	Design	\$134	\$5	\$128	4%	Project Scope: Involves the installation of a 1500 watermain in tunnel on Burnhamthorpe Road between Grand Park Drive and Cawthra Road . Project Status: The contract was awarded in March 2018 and works are expected to start by June 2018.
Water Supply	101205	Hanlan Transmission Main	Construction	\$446	\$344	\$102	77%	Project Scope: Construction of the Transmission water mains. The new main will allow for a backup watermain in order to provide reliable and uninterrupted service and to allow for future repairs on current main. Project Status: Two contracts were completed and currently under maintenance. The third contract is currently finishing all piping work. Substantial performance is estimated to be T2 2018. Future Works: Contract 4 - Commissioning has been tendered and a contractor has been procured. To be completed in Winter 2019. Contract 5 - Will be tendered in T1 2019 with completion by T1 2020 Project Budget: The project is expected to complete under budget due to lower tender cost.

APPENDIX IV
2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

10.2-14

(\$ Millions)

Status of Top 25 Capital Projects (With Highest Gross Remaining Budget - Regionally Controlled Programs (\$Millions))								
Service	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Water Supply	101210	Zone 6 Transmission Main	Design	\$56	\$10	\$46	19%	<p>Project Scope: Construction of a 900 Transmission main and a 1200 Sub Transmission main to the future Victoria Reservoir. The feeder mains (FM) will supply the needs of future growth in Zone 6.</p> <p>Project Status: Contract 1 - Currently in construction at an estimated value of \$45M and is actively under construction Contract 2 - is dependent on budget approval</p> <p>Project Budget: The project is expected to complete within budget with an annual spending of \$26M in 2018 (65% of budget). An additional \$57M is being requested in future budget years to complete this work</p>
Water Supply	161118	400mm Feedermain - Webb Drive	Design	\$48	\$5	\$43	9%	<p>Project Status: Construction is being completed under 3 separate contracts. The first contract which involves construction on Square One Drive and Kariya Drive are expected to be completed by Summer 2018. The works under the second contract is expected to be completed by June 2020. The Consultant is expected to tender the final contract by Summer 2018.</p>
Water Supply	141240	East Brampton Transmission Main	Design	\$44	\$3	\$41	7%	<p>Project Status: Project is being coordinated with the City of Brampton's Clark Boulevard Widening project and the Region of Peel's Dixie Road Widening project. Expectation at releasing the first construction tender in 2018 T3. Total completion is now targeted for 2023. Project is connected to Central Brampton Sub-Transmission (14-1257)</p> <p>Key milestones: Include 100% detailed design of Contract 1 by 2018 T2 and of Contract 2 by 2019 T1.</p> <p>Project budget: The project could require additional funding due to a higher construction cost estimate in the estimated amount of \$100-\$200 million. The project is connected with the Central Brampton project (14-1257)</p> <p>Project risks: At this stage include the timely acquisition of key properties required along the route, timing with other ongoing projects and the availability of funding for construction.</p>
Water Supply	141257	Central Brampton Sub-Transmission	Design	\$36	\$2	\$35	5%	<p>Project Scope: The project scope is to design, construct and commission new water mains in the City of Brampton. Project is being coordinated with the City of Brampton's Clark Boulevard Widening project and the Region of Peel's Dixie Road Widening project.</p> <p>Project Status: Currently looking at releasing the first construction tender in 2018 T3; and the second construction tender in 2019 T1. Total completion is now targeted for 2023.</p> <p>Key milestones: Include 100% detailed design of Contract 1 by 2018 T2 and of Contract 2 by 2019 T1.</p> <p>Project budget: The project could require additional funding due to a higher construction cost estimate in the estimated amount of \$100-\$200 million. Project is connected to East Brampton Transmission (141240)</p> <p>Project risks: At this stage include the timely acquisition of key properties required along the route, timing with other ongoing projects and the availability of funding for construction.</p>
Water Supply	181310	Replacement of Water Mains in Mississauga	Design	\$31	\$0	\$30	0%	<p>Project Scope: 2018 watermain replacement envelope for the City of Mississauga.</p> <p>Project Status: Assignment A (Mississauga Road) is under design with construction expected to start in 2019 and continue until 2020. Assignment B - Sawmill Valley, issued for tender April 25, 2018. Assignment C - Dundas will require Consultant assistance for detailed design with tender expected in 2019/2020. Assignment D1 - Swirlingleaves is under design with summer tender expected. Assignment D2 - Rhonda Valley is under design with a late summer tender expected. Assignment E - Bannerhill, is under design internally with Fall 2018 tender expected. Assignment F - Terry Fox, is under design with a summer 2018 tender expected. Budget provided with scoping package is insufficient but envelope will cover the funding needs. Assignment G, H, I, J, & K are currently under design.</p>

APPENDIX IV
2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

10.2-15

(\$ Millions)

Status of Top 25 Capital Projects (With Highest Gross Remaining Budget - Regionally Controlled Programs (\$Millions))								
Service	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Water Supply	141256	Williams Parkway Sub-Transmission	Pre-Engineering	\$28	\$3	\$26	9%	<p>Project Scope: This project is for the design and construction of the West Brampton Feedermain (East Brampton reservoir to West Brampton reservoir). This project is for the design and construction of the West Brampton Feedermain (East Brampton reservoir to West Brampton reservoir). The alignment runs along Williams Pkwy between Dixie Road and Mississauga Road.</p> <p>Project Status: This project is currently under detailed design, and the design consultant is Exp/Hatch. The design is currently at the 50% stage. Both SUE and Geotech (vendors) Investigations are underway. The construction of this project will be broken down into four contracts: Contract 1 (Dixie Road to Kennedy Road) in 2022, Contract 2 (Kennedy Road to McLaughlin Road in 2020, Contract 3 (McLaughlin Road to Chinguacousy Road) from 2023, and contract 4 (Chinguacousy Road to Mississauga Road) 2024. Contract 1 and 2 may potentially be combined with the COB road widening projects and are at 50% design stage. The Value Engineering RFP is currently out to tender and will be closing on May 15, 2018.</p>
Water Supply	171310	Replacement of Water Mains in Mississauga	Construction	\$29	\$5	\$24	17%	<p>Project Scope: This project is the State of Good Repair Envelope for watermain replacements in the City of Mississauga.</p> <p>Project Status: Assignment A: Morning Star is under construction. Assignment B: Viscout is under construction. Assignment C: Fieldgate is under design. Assignment D: Antigua is under design. Assignment E: Stainton is under construction. Assignment F: Collegeway is under construction. Assignment F1: Trellis is under maintenance. Assignment F2: Isabella is under construction. Assignment G: Rolling Valley is under maintenance. Assignment I: Sawmill valley is under construction. Assignment J: Britannia is under design.</p>
Water Supply	151940	Silverthorn Reservoir and Pumping Station	Design	\$27	\$3	\$25	10%	<p>Project Status: The first contract which involves major maintenance activities was completed in April 2018. The second contract will be tendered Summer 2018 and involves the expansion of the Pumping Station. The third contract which involves the expansion of reservoir is expected to start in 2020.</p>
Water Supply	091937	Lakeview Water Treatment Plant	Design	\$41	\$18	\$23	43%	<p>Project Scope: Includes the design and construction of a new standby power facility to house three natural gas engines at the Lakeview Water Treatment Plant.</p> <p>Project Status: Construction to start in T2 2018 and expected to be completed T3 2019. Site Plan Approval has been received.</p> <p>Project timelines: Substantial completion to be issued in T3 2019.</p> <p>Key Milestones: Building permit to be issued 3 months once the Contractor is awarded. Alectra & Enbridge to complete all system upgrades by the end of year (2018).</p> <p>Project Budget: On track for now but additional funds may be required depending on how long the engines are in storage and if the City of Mississauga approves the current design of the new gas line along Lakeshore from Enbridge.</p> <p>Project risks: Obtaining Building Permit and approval from the City of Mississauga for the construction of a new gas line along Lakeshore Road to supply gas to the new engines. It is anticipated for construction of the new gas line to be completed by year end (2018) but this may change to 2019. Delays cost the project storage fees as the new engines wait to be installed.</p>
Wastewater	082205	West Trunk Sewer Twinning	Construction	\$208	\$131	\$78	63%	<p>Project Scope: Twinning of sewer pipes to ensure reliable service and to allow for maintenance on current pipes.</p> <p>Project Status: The Contract 1 and 2 are under construction and the anticipated completion date is December 2018. The design of various diversion trunk sewers will start in Summer/Fall of 2018 and the anticipated construction start date is mid to late 2019, subject to acquisition of easements.</p> <p>Project Budget: The project is on budget</p>

APPENDIX IV
2018 TRIANNUAL FINANCIAL PERFORMANCE REPORT – APRIL 30, 2018

10.2-16

(\$ Millions)

Status of Top 25 Capital Projects (With Highest Gross Remaining Budget - Regionally Controlled Programs (\$Millions))								
Service	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Wastewater	172926	G.E. Booth WPCP - Replacement	Initiation	\$44	\$4	\$40	9%	Project Status : Plant 1 Engineering assignment was awarded in T1 for \$9.5M. Plant 1/2 PIC contract has been deferred to 2019, and will be combined with Contract 1 of the Plant 1 assignment, which is scheduled to start construction in T1 2019. Contract 2 is now scheduled to start construction in T2 2020. Contract 3 is scheduled to start construction in T2 2022. Construction and engineering costs for demolition of Hyans 1-4 is ongoing and is 25% complete as of T1; Digesters 5 to 8 is substantially complete. Energy review by CH2M will continue through 2018. Major spending will be seen from construction of primaries 12/13 in T2/18, and continue to 2020.
Wastewater	112380	Downtown Brampton Sanitary	Design	\$33	\$0	\$33	1%	Project Status: Detail design ongoing with construction to commence in spring of 2018
Wastewater	102925	Lakeview Wastewater Treatment	RFP/RFQ /Procurement	\$44	\$13	\$31	29%	Project Scope: Initial rehabilitation and improvement to the GE Booth Wastewater Treatment plant. Project Status: Approvals and investigations delay caused minor additional delay in tender schedule. Major tender now scheduled for early May 2018. Construction will commence in T2 2018. Approvals and some investigations remain outstanding and may impact schedule. Project Budget: On track.
Wastewater	162243	Duke of York Sanitary Trunk Sewer	Design	\$27	\$1	\$27	3%	Project Scope: Involves the installation of a 1200 mm sanitary sewer by microtunneling on Duke of York from Rathburn Road to Burnhamthorpe Road and on Burnhamthorpe Road from Duke of York Boulevard to Sussex Gate. Project Status: The contract was awarded in March 2018 and works are expected to start by June 2018. Project Budget: The project is on budget.
Wastewater	172300	Local Collection System Repair	Initiation	\$25	\$1	\$25	3%	Project Scope: This is a State of Good Repair Envelope Funded project. Project Status: Design ongoing and construction projected to start in 2018. This project is a recurring annual project. Project Budget: The project is on budget
Wastewater	182300	Local Collection System Repair	Initiation	\$24	\$0	\$24	0%	Project Scope: This is a State of Good Repair Envelope Funded project. Project Status: Design ongoing and construction projected to start in 2018. This project is a recurring annual project. Project Budget: The project is on budget
TOTAL				\$1,750	\$610	\$1,140	35%	

DATE: July 3, 2018

REPORT TITLE: **PROPOSED LICENSE AMENDING AND EXTENDING AGREEMENT
NORTHEAST CORNER OF MAIN STREET AND QUEEN STREET
LICENSEE: THE ALTON DEVELOPMENT INC. AND LAIS HOTEL
PROPERTIES LIMITED - TOWN OF CALEDON (VILLAGE OF ALTON),
WARD 1**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services
Janette Smith, Commissioner of Public Works

RECOMMENDATION

That The Regional Municipality of Peel, as Licensor, enter into a License Amending and Extending Agreement with The Alton Development Inc. and Lais Hotel Properties Limited, as Licensee, on legal terms satisfactory to the Regional Solicitor to allow a seven month extension of the existing License Agreement for a community directional sign temporarily located on the northeast corner of Main Street and Queen Street, Caledon;

And further, that the License Amending and Extending Agreement and any further documents relating thereto, on legal terms satisfactory to the Regional Solicitor, be executed by the Region of Peel's duly authorized signing officers.

REPORT HIGHLIGHTS

- Regional Council approval is required to enter into a License Amending and Extending Agreement with The Alton Development Inc. and Lais Hotel Properties Limited to permit an extended term of seven months for the continued temporary placement of a community directional sign on the northeast corner of Queen Street and Main Street, in the Village of Alton.

DISCUSSION

1. Background

The Alton Development Inc. and Lais Hotel Properties Limited (collectively the "Licensee") approached the Region of Peel in 2016 to install a community directional sign (the "Sign") at the northeast corner of Queen Street and Main Street, in the Village of Alton as shown on the attached Appendix I. As the location of the Sign was within the Regional right-of-way, Council approval was required to permit the installation of the Sign on a temporary basis. The term of the License Agreement was for one year with a one year option to extend in

10.3-2

PROPOSED LICENSE AMENDING AND EXTENDING AGREEMENT - TOWN OF CALEDON (VILLAGE OF ALTON), WARD 1

order to provide the Licensee time to find a suitable permanent location for the Sign. On July 7, 2016, Regional Council approval was granted to enter into a License Agreement with the Licensee for a temporary period totaling two years (Resolution 2016-614).

The License Agreement for the Sign expires on July 31, 2018 with no further options to extend. The Licensee has not been able to find a suitable permanent location to relocate the Sign and has requested additional time.

The Sign must be removed from its current temporary location in order to facilitate construction of the Regional road improvement project known as "Phase 2" Alton Village Streetscaping at Main Street and Queen Street East (the "Project"). This Project will introduce an urban cross-section and street beautification to include sidewalks, coloured concrete splash pads, bike lane markings, rest areas with benches, bike racks, landscaping and planting features, decorative lighting and a community parkette on the southeast corner of the Main and Queen Street intersection. Removal of the Sign is required for sidewalk and crosswalk construction due to sightline concerns. Staff anticipates that construction of the Project will commence in March 2019. Public Works staff is willing to permit the Sign to remain in its current temporary location for an additional period of seven months. During this time discussions between the Licensee, Region of Peel staff, and Town of Caledon staff, will continue in order to find a suitable permanent location for the Sign within the community.

The details of the proposed License Amending and Extending Agreement are as follows:

LICENSOR:	The Regional Municipality of Peel
LICENSEE:	The Alton Development Inc. and Lais Hotel Properties Limited
LOCATION:	Northeast corner of Main Street and Queen Street
LICENSE EXTENSION TERM:	Seven months
COMMENCEMENT DATE:	August 1, 2018
TERMINATION DATE:	February 28, 2019
LICENSE FEE:	Nominal
SIGN RESPONSIBILITIES:	Licensee is solely responsible for all costs related to permits, variances, construction, installation, maintenance and repair of the sign
UTILITIES:	As the sign is not illuminated and does not require electrical power, no utilities will be payable
TERMINATION CLAUSE:	Mutual termination upon 30 days written notice

**PROPOSED LICENSE AMENDING AND EXTENDING AGREEMENT - TOWN OF CALEDON
(VILLAGE OF ALTON), WARD 1**

FINANCIAL IMPLICATIONS

There are no financial implications with regard to this report.



Mary Killeavy, Acting Commissioner of Corporate Services



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

APPENDIX I – Sketch of Licensed Lands

For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facility Acquisitions, Real Estate, Extension 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Catherine Smith

*Reviewed in workflow by:
Legal Services*



PROPOSED LICENSE AMENDING AND EXTENDING AGREEMENT
NORTHEAST CORNER OF MAIN STREET AND QUEEN STREET
LICENSEE: THE ALTON DEVELOPMENT INC. AND LIAS HOTEL PROPERTIES LIMITED,
TOWN OF CALEDON (VILLAGE OF ALTON), WARD 1



DATE: July 3, 2018

REPORT TITLE: **PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services
Janette Smith, Commissioner of Public Works

RECOMMENDATION

Note: For ease of reference, the recommendations commence on page 3 of the subject report.

REPORT HIGHLIGHTS

- Construction and replacement of noise barrier walls (the “Walls”) from Queen Street East to Springtown Trail is required on Dixie Road in advance of the Dixie Road widening projects from Queen Street East to two kilometers north of Mayfield Road.
- The current property limits are not in a uniform straight line. The existing Walls jog in and out of alignment along Dixie Road.
- The proposed new Walls are to be constructed in as straight a line as possible for constructability and financial benefits.
- In order to straighten the property limits, certain fee simple lands owned by the Region of Peel (the “Lands”) will require to be transferred to abutting properties.
- Regional Council approval is required to stop up and close certain portions of dedicated public highway and to declare the Lands as surplus and to transfer the Lands to abutting property owners.

DISCUSSION

1. Background

Dixie Road is a major north-south arterial road. The Region of Peel’s long range transportation plan identified the need to widen Dixie Road from Queen Street East to two kilometers north of Mayfield Road in the City of Brampton and the Town of Caledon (Capital Projects 10-4020, 11-4020, and 14-4020) (the “Project”). The proposed widening is from four to six lanes, with turning lanes at major intersections, from Queen Street East to Countryside Drive and from two to four lanes, with turning lanes at major intersections, from Countryside Drive to two kilometers north of Mayfield Road.

10.4-2

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

An Environmental Study Report (the "Study") was completed for the Project. Noise attenuation requirements were determined based on an Environmental Noise Assessment (the "Assessment") that was completed as part of the Study. The Assessment addressed reduction of noise levels that impact noise sensitive areas to 55 decibels or less. In order to reduce noise impacts, the Assessment determined that multiple noise barrier walls (the "Walls") are required at various locations along the Project between Queen Street East to Springtown Trail, Brampton.

Staff reviewed the rear property lines of the abutting properties along the length of the Project and identified that the property lines are not in a uniform straight line. Instead, the property lines jog in and out to create pockets of land varying in size. Examples of these pockets, where the Lands are required to be declared surplus, are shown on the attached Appendix I.

Construction of the Walls, in the current alignment, will cost more (\$85,000.00) for increased engineering and construction requirements and the large number of custom length panels required to construct the sidewalls at each location where the existing Walls jog in and out.

Staff assessed options for improving construction feasibility and reducing costs. The consensus is to construct the Walls in as straight a line as possible by eliminating the jogs in the existing alignment. To do so, it is necessary to reconfigure the property lines by adding portions of fee simple Region owned lands, currently used as buffer blocks and dedicated public highway, to the abutting properties.

Buffer blocks are typically dedicated by developers to the municipality through the development process. Buffer block lands are adjacent to residential uses and these lands provide landscaping and noise attenuation from roads, but do not form part of the public highway.

Staff agree that the planned approach to straighten property lines by surplusing portions of buffer blocks and dedicated public highway is consistent with Council Resolution 2015-663, which endorsed a program to rebuild and relocate noise barrier walls adjacent to Regional Roads on the property line bounding the Regional Road; and with Regional Policy W30-04 for Private Noise Attenuation Wall conversions.

There are 52 private properties impacted by the approach to straighten property lines and in total there is approximately 11,242.40 square feet (1044.45 square metres) of Lands to be declared surplus and transferred to abutting properties.

An internal appraisal determined the Lands have no general demand or market due to their size, configuration and location. The Lands proposed to be declared surplus will be transferred gratuitously to the adjacent property owners, to be merged with their existing residential properties.

Staff completed an internal circulation to determine if there were any objections to the disposal of the Lands, and received no objections.

10.4-3

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

Regional Council approval is required to declare surplus and transfer the fee simple interests in the subject lands to the adjacent owners.

Regional By-law 23-95 establishes the procedures governing the sale and disposition of real property. In accordance with the By-law, the following shall apply to the subject lands:

1. In accordance with Section 3, the subject fee simple lands are classified as having no general demand or market.
2. In accordance with Section 4(a), an internal appraisal determined the land values as nominal.
3. In accordance with Section 4(b), the only transferees are the adjacent property owners.

Notice to the public of the proposed transfers was given by posting of a Public Notice from July 9, 2018 to July 11, 2018 inclusive in the front lobby of Suite A and B of Regional Headquarters at 10 Peel Centre Drive, Brampton and on the Notice Page of the Region's website, as designated by the Regional Clerk.

FINANCIAL IMPLICATIONS

The costs to complete the transfer of the Lands, including preparing reference plans, owner legal fees plus disbursements and staff time is estimated to total approximately \$500,000. There are sufficient funds in Capital Project 10-4020 to carry out the report's direction.

RECOMMENDATIONS

1. **That the lands described as follows be stopped-up, closed and deprived of their character as a public highway:**
 - **Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel.**
 - **Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel.**

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

2. **That the lands described as follows be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the lands of their character as public highway:**

10.4-4

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Lot 219 on Plan of Subdivision M-338, designated as Part 5 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 220 on Plan of Subdivision M-338, designated as Part 7 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 223 on Plan of Subdivision M-338, designated as Part 8 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 224 on Plan of Subdivision M-338, designated as Part 9 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 226 on Plan of Subdivision M-338, designated as Part 10 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 227 on Plan of Subdivision M-338, designated as Part 11 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 259 on Plan of Subdivision M-338, designated as Part 12 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 2 on Plan of Subdivision M-338, designated as Part 13 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 2 on Plan of Subdivision M-338, designated as Part 14 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
3. That the fee simple interest in lands described as follows be declared surplus to the needs of The Regional Municipality of Peel:
- Part of Lot 1 on Plan of Subdivision M-338 and Part of Block 23 on Plan of Subdivision 43M-484, designated as Parts 15, 16 and 17 on Draft Reference Plan 18-B7140-R4, City of Brampton, Regional Municipality of Peel.
 - Part of Lot 11 on Plan of Subdivision 43M-484, designated as Parts 18 and 19 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-5

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Part 20 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 21 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 22 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 23 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 24 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 25 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 26 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Part 27 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Parts 28 and 29 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 34 and Part of Block 126 on Plan of Subdivision 43M-441 designated as Parts 3 and 4 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 126 and Part of Lot 33 on Plan of Subdivision 43M-441 designated as Parts 5 and 6 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 32 on Plan of Subdivision 43M-441 designated as Part 7 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-6

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Lot 31 on Plan of Subdivision 43M-441 designated as Part 8 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 30 on Plan of Subdivision 43M-441 designated as Part 9 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 29 on Plan of Subdivision 43M-441 designated as Part 10 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 28 on Plan of Subdivision 43M-441 designated as Part 11 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 26 on Plan of Subdivision 43M-441 designated as Part 12 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 13 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 14 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 15 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 16 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 17 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 18 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 19 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-7

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 20 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 21 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 4 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 5 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 6 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 7 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 8 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 9 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 10 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 11 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 12 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 13 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-8

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 14 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 15 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 16 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 17 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 18 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
4. That The Regional Municipality of Peel enter into agreements for the gratuitous transfers of the fee simple interests in the lands described as:
- Part of Lot 219 on Plan of Subdivision M-338, designated as Part 5 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 220 on Plan of Subdivision M-338, designated as Part 7 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 223 on Plan of Subdivision M-338, designated as Part 8 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 224 on Plan of Subdivision M-338, designated as Part 9 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 226 on Plan of Subdivision M-338, designated as Part 10 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
 - Part of Lot 227 on Plan of Subdivision M-338, designated as Part 11 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-9

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Lot 259 on Plan of Subdivision M-338, designated as Part 12 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 13 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 2 on Plan of Subdivision M-338, designated as Part 14 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 1 on Plan of Subdivision M-338 and Part of Block 23 on Plan of Subdivision 43M-484, designated as Parts 15, 16 and 17 on Draft Reference Plan 18-B7140-R4, City of Brampton, Regional Municipality of Peel.
- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Parts 18 and 19 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 11 on Plan of Subdivision 43M-484, designated as Part 20 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 21 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 14 on Plan of Subdivision 43M-484, designated as Part 22 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 23 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 15 on Plan of Subdivision 43M-484, designated as Part 24 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 25 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 19 on Plan of Subdivision 43M-484, designated as Part 26 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-10

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Part 27 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 20 on Plan of Subdivision 43M-484, designated as Parts 28 and 29 on Draft Reference Plan 18-B7140-R4, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 34 and Part of Block 126 on Plan of Subdivision 43M-441 designated as Parts 3 and 4 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 126 and Part of Lot 33 on Plan of Subdivision 43M-441 designated as Parts 5 and 6 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 32 on Plan of Subdivision 43M-441 designated as Part 7 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 31 on Plan of Subdivision 43M-441 designated as Part 8 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 30 on Plan of Subdivision 43M-441 designated as Part 9 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 29 on Plan of Subdivision 43M-441 designated as Part 10 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 28 on Plan of Subdivision 43M-441 designated as Part 11 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Lot 26 on Plan of Subdivision 43M-441 designated as Part 12 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 13 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 14 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-11

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 15 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 16 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 17 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 18 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 19 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 20 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 136 on Plan of Subdivision 43M-702 designated as Part 21 on Draft Reference Plan 18-B7140-R5, prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 4 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 5 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 6 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 7 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 8 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.

10.4-12

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9

- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 9 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 10 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 11 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 12 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 13 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 14 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 15 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 16 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 17 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.
- Part of Block 144 on Plan of Subdivision 43M-661 designated as Part 18 on Draft Reference Plan 18-B7140-R1 prepared by Young and Young Surveying Inc., City of Brampton, Regional Municipality of Peel.



Mary Killeavy, Acting Commissioner of Corporate Services

10.4-13

PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST) TO SPRINGTOWN TRAIL - CITY OF BRAMPTON, WARDS 7 AND 9



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Swarc, Chief Administrative Officer

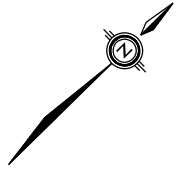
APPENDICES

Appendix I – Property Sketch

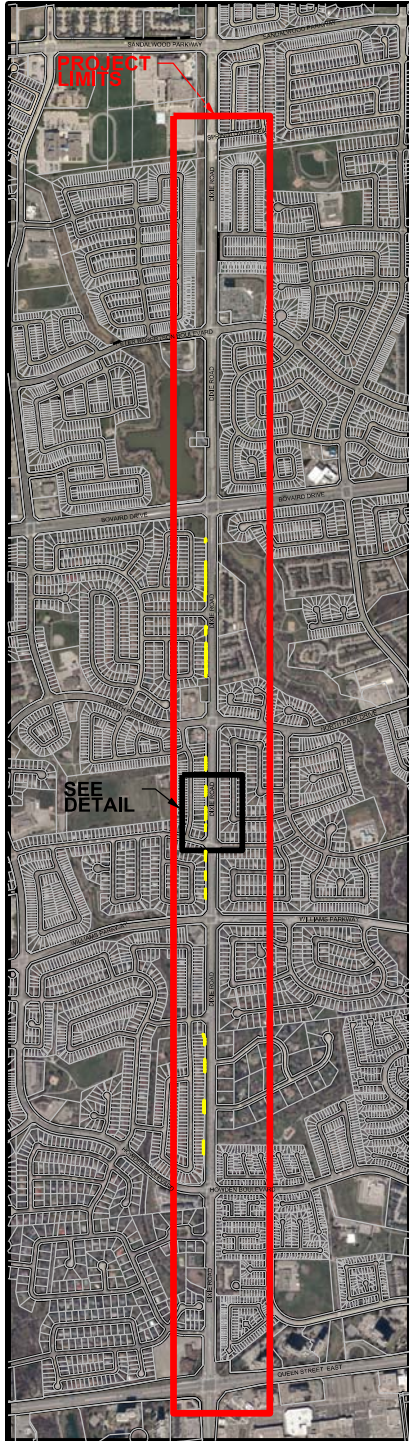
For further information regarding this report, please contact Gayle Gorman, Manager, Capital Acquisitions, Real Estate, extension 7624, gayle.gorman@peelregion.ca.

Authored By: Ryan Gulyas and Tony Zois
PF-15111.00

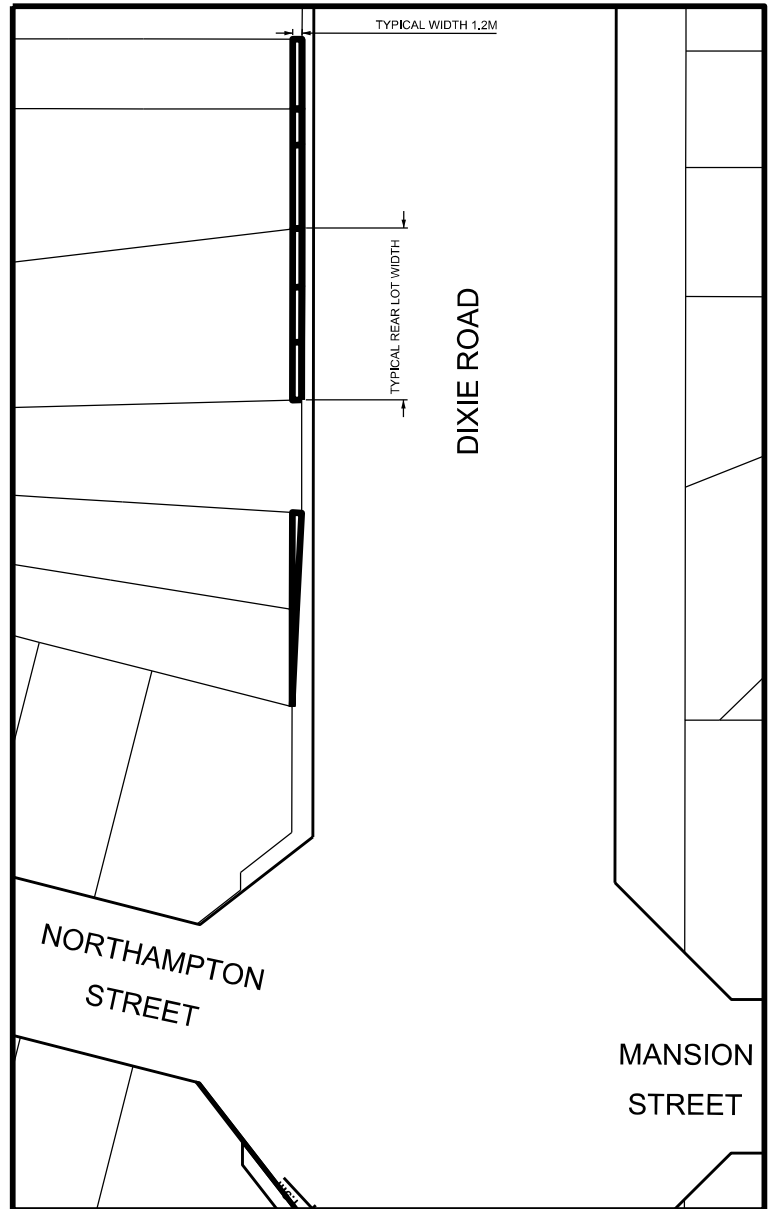
Reviewed in workflow by:
Financial Support Unit
Legal Services



**PROPOSED SURPLUS AND TRANSFER OF FEE SIMPLE LANDS ON
REGIONAL ROAD 4 (DIXIE ROAD) IN CONNECTION WITH THE CONSTRUCTION
OF NEW NOISE BARRIER WALLS FROM REGIONAL ROAD 107 (QUEEN STREET EAST)
TO SPRINGTOWN TRAIL
CITY OF BRAMPTON, WARDS 7 AND 9**



TYPICAL LOCATION DETAIL



DATE: May 28, 2018

REPORT TITLE: **PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED SURPLUS LANDS ON REGIONAL ROAD 9 (KING STREET), TOWN OF CALEDON, WARD 2
- AND -
PROPOSED TRANSFER OF OWNERSHIP OF LANDS ON REGIONAL ROAD 1 (MISSISSAUGA ROAD) TO THE REGIONAL MUNICIPALITY OF PEEL, TOWN OF CALEDON, WARD 2**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services
Janette Smith, Commissioner of Public Works

RECOMMENDATION

1. That the lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047 be stopped-up, closed and deprived of its character as a public highway or street;

And further, that the necessary by-law be presented for enactment;
2. That the fee simple interest in lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047 be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the lands of its character as public highway or street;
3. That The Regional Municipality of Peel enter into an Agreement with The Estate of Jewel Ethel Lyons, or her successors for the following transfers of land:
 - The Regional Municipality of Peel gratuitously transfer to The Estate of Jewel Ethel Lyons, or her successors, the fee simple interest in lands designated as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047;
 - That title to the lands described as Part of Lot 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy)

10.5-2

PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED SURPLUS LANDS ON REGIONAL ROAD 9 - AND - PROPOSED TRANSFER OF OWNERSHIP OF LANDS ON REGIONAL ROAD 1 TO THE REGIONAL MUNICIPALITY OF PEEL, TOWN OF CALEDON

designated as Part 1 on draft reference plan 17-B7116 prepared by Young & Young Surveying Inc., being part of the forced road widening limits of Mississauga Road, be transferred gratuitously from The Estate of Jewel Ethel Lyons, or her successors, to The Regional Municipality of Peel, as the beneficial owner of the lands, to facilitate dedication as public highway;

4. That the encroachment of a portion of a concrete pad and electrical security gate equipment, a light standard, a sign, a wood utility pole, a flower bed and portions of a post and wire fence within the widened limits of Regional Road 1 (Mississauga Road) adjacent to the property known municipally as 14158 Mississauga Road in the Town of Caledon, be approved in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and The Estate of Jewel Ethel Lyons, or her successors;

And further, that the application and annual encroachment fee as prescribed in By-law 43-2002, as amended, be waived;

And further, that The Regional Municipality of Peel enter into an Encroachment Agreement with The Estate of Jewel Ethel Lyons, or her successors in title, on legal terms satisfactory to the Regional Solicitor;

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

REPORT HIGHLIGHTS

- An 89.7 acre (36.3 hectare) trailer park, known as the Credivale RV Park (the "Park"), encompasses the northwest area of King Street and Mississauga Road in the Town of Caledon.
- A portion of The Regional Municipality of Peel's (the "Region") original unopened King Street road allowance protrudes into the Park lands.
- The owner of the Park is requesting the Region convey this portion of unopened road allowance to the owner to be consolidated with the Park lands.
- Regional Council approval is required to stop-up and close, declare a portion of the road allowance as surplus to the needs of the Region and enter into an agreement to transfer the fee simple interest in lands to the abutting Park owner.
- During title investigations, it was also noted that there is a travelled section of Mississauga Road, abutting the Park lands, that remains in the ownership of a relative to the current Park owners. The above noted agreement includes the transfer of these lands from the owner to the Region.

DISCUSSION

1. Background

The property known as the Credivale RV Park (the "Park Lands"), which encompasses the northwest area of King Street and Mississauga Road in the Town of Caledon, is owned by The Estate of Jewel Ethel Lyons (the "Estate") and is shown on the attached Appendix I.

10.5-3

PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED SURPLUS LANDS ON REGIONAL ROAD 9 - AND - PROPOSED TRANSFER OF OWNERSHIP OF LANDS ON REGIONAL ROAD 1 TO THE REGIONAL MUNICIPALITY OF PEEL, TOWN OF CALEDON

The recommendations in this report involve two parcels of land; one parcel being a portion of unopened King Street road allowance (the “King Street Lands”) and the second parcel on Mississauga Road (the “Mississauga Road Lands”).

King Street Lands

When examining title to the Park Lands, the trustees of the Estate (the “Trustees”) determined that the King Street Lands protrude into the Park Lands, as shown on the attached Appendix I. The King Street Lands, described as Part 1 on Reference Plan 43R-38047, comprise an area of 0.16 acres (0.065 hectares).

The Trustees have approached the Region requesting the Region transfer the King Street Lands to the Estate to be consolidated with the Park Lands.

Mississauga Road Lands

The Trustees also noted that, as a result of a road deviation due to topography prior to 1974, a forced portion of Mississauga Road, being the Mississauga Road Lands, abutting the Park Lands, remains in the name of a previous Lyons family member. The Region has jurisdiction over Mississauga Road as part of the Regional Road System in this area. The Mississauga Road Lands, described as Part 1 on draft reference plan 17-B7116 prepared by Young & Young Surveying Inc., comprise an area of 1.65 acres (0.668 hectares) and are shown on the attached Appendix I.

The Trustees have advised that they are amenable to transferring ownership of the Mississauga Road Lands to the Region in order to correct registered ownership.

2. Proposed King Street Road Closure and Surplus

Regional staff completed an internal circulation to determine if there are any objections to stopping-up, closing and disposal of the unopened road allowance on King Street. As a result of the circulation certain lands will be retained to maintain a slope and culvert. No objections were received regarding the disposal of the portion of the King Street Lands, described as Part 1 on Reference Plan 43R-38047.

Regional Council approval is required to stop-up, close and deprive the King Street Lands of its character as public highway or street, by enacting a by-law prior to being declared surplus.

Regional Council approval is also required to declare the King Street Lands surplus to the needs of the Region once Regional Council has approved the road closure.

Regional By-law 23-95 establishes procedures governing the sale and disposition of real property. As such, the following applies to the disposition of the King Street Lands:

1. In accordance with By-law 23-95, Subsection 3(a), the subject land is classified as having no general demand or market.

PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED SURPLUS LANDS ON REGIONAL ROAD 9 - AND - PROPOSED TRANSFER OF OWNERSHIP OF LANDS ON REGIONAL ROAD 1 TO THE REGIONAL MUNICIPALITY OF PEEL, TOWN OF CALEDON

2. In accordance with Subsection 4(a), an internal appraisal determined the lands to be nominal in value.
3. In accordance with Subsection 4(b), the transferee is The Estate of Jewel Ethel Lyons or her successors.

Notice of the proposed transfer was given by posting of a Public Notice from July 9 to July 12, 2018 inclusive in the front lobby of Suites A and B of Regional Headquarters at 10 Peel Centre Drive, Brampton and on the Notice Page of the Region's Web Site, as designated by the Regional Clerk.

3. Proposed Mississauga Road Encroachments

The Mississauga Road Lands contain a number of improvements associated with the Park Lands which are encroaching. These improvements consist of a portion of a concrete pad and electrical security gate equipment, a light standard, a wood utility pole, a sign, a flower bed and portions of a post and wire fence. The Trustees have agreed to enter into an Encroachment Agreement with The Region for these improvements.

Public Works have no objections to the encroachments remaining within the widened limits of Mississauga Road.

The Encroachment Agreement will remain in perpetuity and is assignable to any purchaser of the Park. The owner of the Park Lands will be responsible for all maintenance costs and liability associated with the encroachments. The Encroachment Agreement may be terminated by either party upon 60 days' written notice.

Staff is recommending Regional Council waive the \$500.00 plus HST encroachment application fee and \$300.00 plus HST annual encroachment fee due to the fact that the Trustees are transferring the Mississauga Road Lands to the Region to correct title and subsequently facilitate the dedication of the road as public highway.

CONCLUSION

The disposal of the King Street Lands and the gratuitous transfer and correction of Region's ownership of the Mississauga Road Lands is a benefit to both parties. The Mississauga Road Lands will be appropriately dedicated as public highway and become part of Regional Road 1.



Mary Killeavy, Acting Commissioner of Corporate Services

10.5-5

**PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED SURPLUS LANDS
ON REGIONAL ROAD 9 - AND - PROPOSED TRANSFER OF OWNERSHIP OF LANDS ON
REGIONAL ROAD 1 TO THE REGIONAL MUNICIPALITY OF PEEL, TOWN OF CALEDON**



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Property Sketch

*For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facility Acquisitions, Real Estate, Corporate Services, extension 7636
lori-ann.thomsen@peelregion.ca.*

*Authored By: Deb Andrews
PF-17073.00*

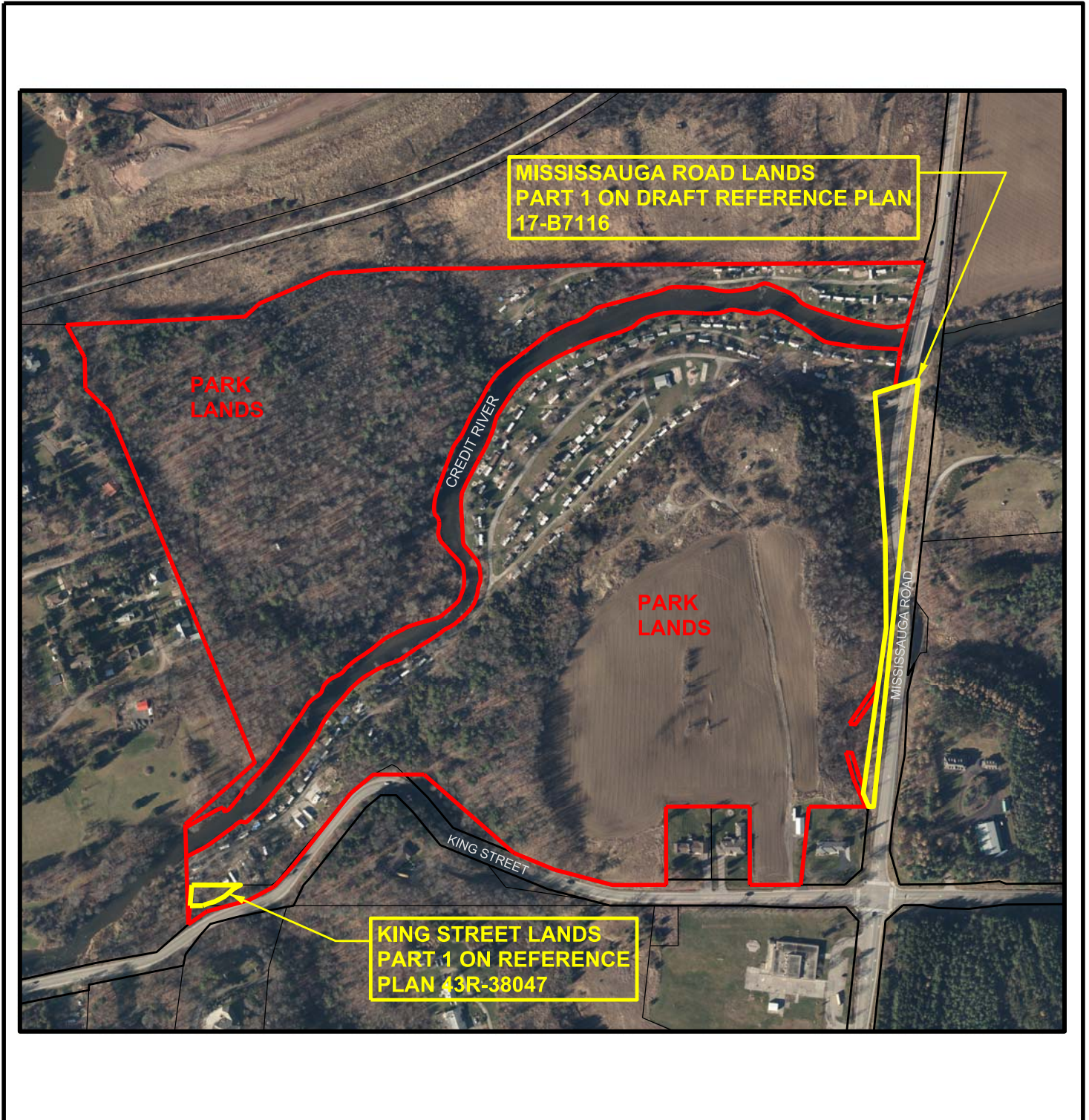
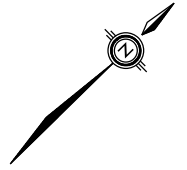
*Reviewed in workflow by:
Legal Services*

APPENDIX I

PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED
SURPLUS LANDS ON REGIONAL ROAD 9 (KING STREET)
TOWN OF CALEDON, WARD 2

-AND-

PROPOSED TRANSFER OF OWNERSHIP OF LANDS ON REGIONAL
ROAD 1 (MISSISSAUGA ROAD) TO THE REGIONAL MUNICIPALITY OF PEEL
TOWN OF CALEDON, WARD 2



DATE: July 3, 2018

REPORT TITLE: **PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED LANDS ON THE WEST SIDE OF REGIONAL ROAD 50 (HIGHWAY 50), NORTH OF REGIONAL ROAD 9 (KING STREET) - TOWN OF CALEDON, WARD 5**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services
Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748 be stopped-up, closed and deprived of its character as a public highway or street;

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

And further, that the fee simple interest in lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748 be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the lands of its character as public highway or street;

And further, that The Regional Municipality of Peel gratuitously transfer to The Corporation of the Town of Caledon the fee simple interest in lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748 (the “Subject Lands”);

And further, that the Office of the Regional Solicitor be authorized to complete the transaction including the execution of all documents, affidavits, statutory declarations and undertakings required.

REPORT HIGHLIGHTS

- An Ontario Municipal Board (the “OMB”) decision was rendered in respect of certain Planning Act appeals which contemplates a land exchange between The Corporation of the Town of Caledon (the “Town”) and a private property owner.
- The Regional Municipality of Peel (the “Region”) is the registered owner of the Subject Lands within the Highway 50 right-of-way that forms a portion of those lands contemplated in the land exchange.

10.6-2

PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED LANDS ON THE WEST SIDE OF REGIONAL ROAD 50 (HIGHWAY 50), NORTH OF REGIONAL ROAD 9 (KING STREET), TOWN OF CALEDON, WARD 5

- Council approval is required to stop-up and close and declare surplus the Subject Lands and to enter into an agreement with the Town for the transfer of the Subject Lands.

DISCUSSION

1. Background

As a result of an OMB decision/order no. 1707 (the "OMB Decision"), a land exchange was contemplated between the Town and the owner of a property which abuts the Subject Lands. Although the Region is not a party to the OMB proceedings, the Region has jurisdiction over the Subject Lands which form a portion of those lands contemplated in the land exchange.

The Subject Lands are located within the Region's Highway 50 right-of-way. Jurisdiction of the Subject Lands was transferred to the Region by Town Resolution No. W-455-9 passed September 8, 1997 and by Region Resolution Number 98-735 passed June 11, 1998, pursuant to Region By-law 47-98.

Staff recommends a gratuitous transfer of the Subject Lands to the Town to assist the Town in fulfilling its obligation to comply with the OMB Decision. Regional staff completed an internal circulation to determine if there were any objections to the stopping up, closing and disposal of the Subject Lands. No objections were received.

Regional Council approval is required to stop-up, close and declare surplus to the needs of the Region, Part 3 on Reference Plan 43R-30748.

2. Road Closure

The Subject Lands are required to be stopped-up, closed and deprived of their character as public highway, by enacting a by-law prior to being declared surplus.

3. Transfer of Lands

Regional By-Law 23-95 establishes procedures governing the sale and disposition of real property. In accordance with the By-Law, the following shall apply to the Subject Lands:

1. In accordance with Subsection 3(a), the Subject Lands are classified as having no general demand or market.
2. In accordance with Subsection 4(a), the Subject Lands are exempt from requiring an appraisal.
3. In accordance with Subsection 4(b), the only transferee is The Corporation of the Town of Caledon.

10.6-3

PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED LANDS ON THE WEST SIDE OF REGIONAL ROAD 50 (HIGHWAY 50), NORTH OF REGIONAL ROAD 9 (KING STREET), TOWN OF CALEDON, WARD 5

Notice to the public of the proposed transfer will be given by posting of a Public Notice from July 9th 2018 to July 12, 2018 inclusive in the front lobby of Suite A and B of Regional Headquarters at 10 Peel Centre Drive, Brampton and on the Notice Page of the Region's web site, as designated by the Regional Clerk.



Mary Killeavy, Acting Commissioner of Public Works



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

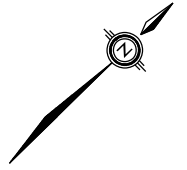
Appendix I – Property Sketch

For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facility Acquisitions, Real Estate, extension 7636, lori-ann.thomsen@peelregion.ca.

*Authored By: Rose Hercia, Supervisor, Real Property
RC-12150.00*

*Reviewed in workflow by:
Legal Services*

APPENDIX I



PROPOSED ROAD CLOSURE AND TRANSFER OF REGION OWNED LANDS ON THE WEST SIDE OF REGIONAL ROAD 50 (HIGHWAY 50) NORTH OF REGIONAL ROAD 9 (KING STREET) TOWN OF CALEDON, WARD 5



DATE: July 4, 2018

REPORT TITLE: **ENCROACHMENT AGREEMENT
REGIONAL ROAD 50 (QUEEN STREET SOUTH)
TOWN OF CALEDON, WARD 5
OWNER: 1732115 ONTARIO INC.**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services
Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the encroachment of two pylon signs, snow storage, curbing, two partial parking spaces, and trees on Regional Road 50 (Queen Street South), adjacent to the property known municipally as 471 Queen Street South, Caledon, be permitted in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and 1732115 Ontario Inc.;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to allow two pylon signs, snow storage, curbing, two partial parking spaces, and trees to encroach within the widened limits of Regional Road 50 (Queen Street South).

DISCUSSION

1732115 Ontario Inc. is the owner (the “Owner”) of the lands known municipally as 471 Queen Street South, located at the southeast corner of Regional Road 50 (Queen Street South) and Allan Drive in the Town of Caledon.

The Owner submitted Site Plan Application SP-17-044C and, as a condition of site plan approval, the Owner was required to gratuitously dedicate lands to The Regional Municipality of Peel (the “Region”) for road widening along Regional Road 50 (Queen Street South).

As a result of the gratuitous dedication of lands, two existing pylon signs, snow storage, curbing, two partial parking spaces, and trees (the “Encroachments”) are now located within the widened limits of Regional Road 50 (Queen Street South).

10.7-2

**ENCROACHMENT AGREEMENT, REGIONAL ROAD 50 (QUEEN STREET SOUTH)
TOWN OF CALEDON, WARD 5 - OWNER: 1732115 ONTARIO INC.**

The Owner is required to enter into an Encroachment Agreement to permit the Encroachments to remain within the widened limits of Regional Road 50 (Queen Street South) as shown on Appendix I.

The Owner is responsible for all maintenance, costs and liability associated with the Encroachments. The Region will permit the Encroachments to remain in perpetuity. The Encroachment Agreement may be terminated by either party upon 60 days written notice.

Public Works has no objections to the Encroachments within the widened limits of Regional Road 50 (Queen Street South).



Mary Killeavy, Acting Commissioner of Corporate Services



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

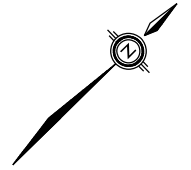
APPENDICES

Appendix I – Property Sketch

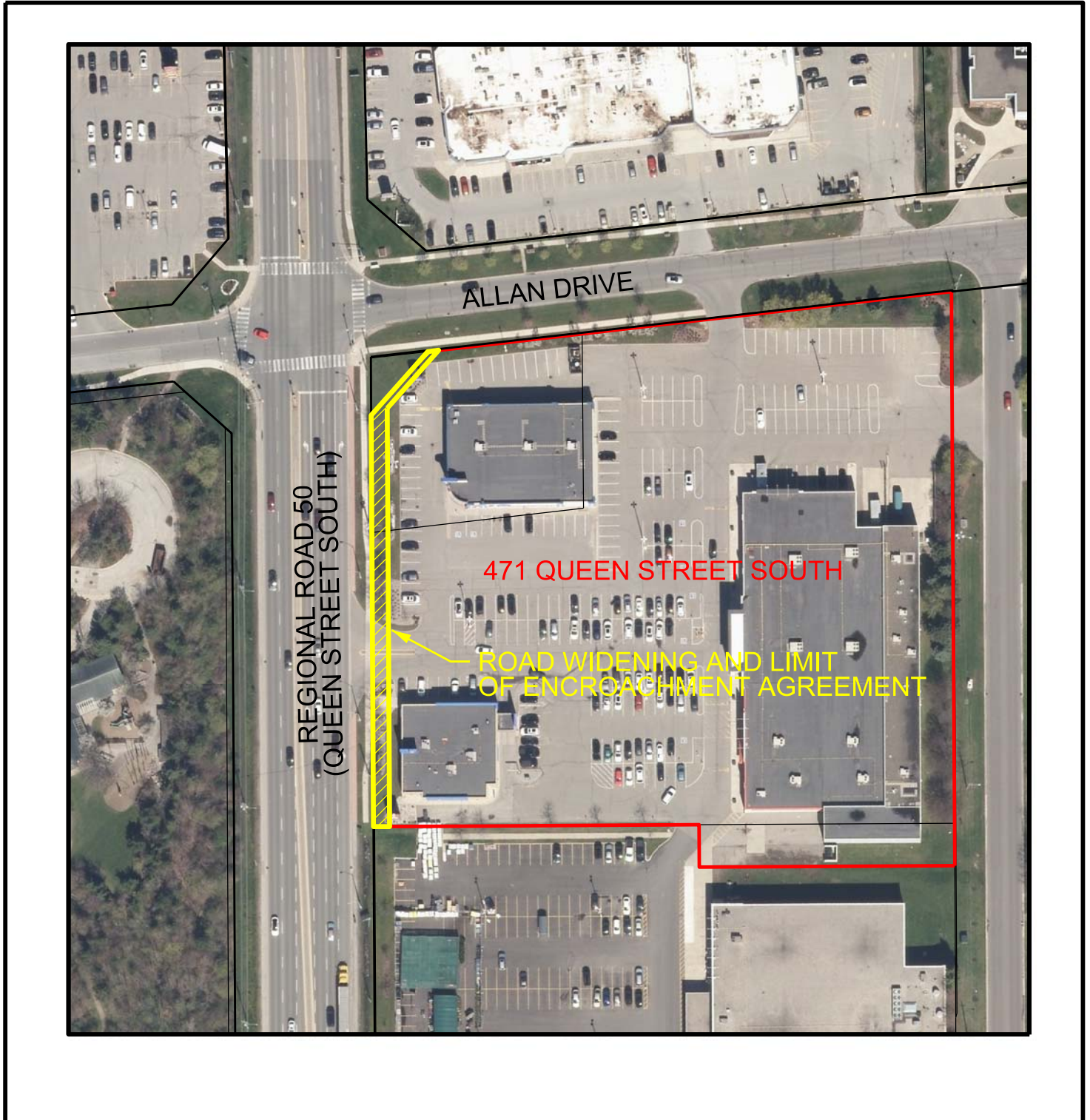
For further information regarding this report, please contact Lori-Ann Thomsen, Manager Real Property and Facility Acquisitions, Real Estate, extension 7636, loriann.thomsen@peelregion.ca.

*Authored By: Rose Hercia, Supervisor, Real Property
ENC-18047.00*

*Reviewed in workflow by:
Legal Services*



**ENCROACHMENT AGREEMENT - REGIONAL ROAD 50 (QUEEN STREET SOUTH)
TOWN OF CALEDON, WARD 5
OWNER: 1732115 ONTARIO INC.**



For Information

DATE: July 3, 2018

REPORT TITLE: **REGION OF PEEL COUNCIL CHAMBER TECHNOLOGY UPGRADE PROJECT**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services

OBJECTIVE

To provide information on the Region of Peel Council Chamber technology upgrade project.

REPORT HIGHLIGHTS

- The current technology in the Council Chamber was last updated in 2008 and has since become outdated, cumbersome and unreliable to use.
- A complete upgrade to the technology is required to ensure efficient and reliable service to the organization.
- The upgrade will enhance the user experience and improve system functionality and stability.

DISCUSSION**1. Background**

The Region of Peel Council Chamber technology was last updated in 2008. The current technology has been used beyond its life cycle and has become unreliable. The system does not meet all of the requirements for its intended audiovisual use during Regional Council and Committee meetings and Regional events.

2. Findings and Benefits

The Council Chamber upgrade project is aligned with the Modernize Service Delivery Term of Council Priority that seeks to improve internal and external stakeholder experience with respect to service access and service outcomes. Additionally, it correlates with the Create a Modernized Workplace Term of Council Priority that seeks to implement tools and technology to improve productivity.

Staff have engaged stakeholders to obtain a thorough assessment of the technology needs and challenges experienced. A competitive procurement process was initiated in April 2018 and the evaluation of all bid submissions was completed by the Evaluation Committee. The contract award with the successful vendor is currently being finalized.

REGION OF PEEL COUNCIL CHAMBER TECHNOLOGY UPGRADE PROJECT

Technology implementation work is scheduled to begin in July 2018 and the project's substantial completion date is scheduled for October 2018. Regional Council and Committee meetings scheduled for September will still be held in the Council Chamber as basic system functionality such as microphones, request to speak, and videos screens, should be in place at that time.

The upgraded technology will consist of enhancements to the projector display, audio and visual components, including new cameras, speakers and microphones, enhanced video streaming and system operations. With the new technology and a preventative maintenance support agreement in place the need for frequent ad-hoc repairs and system disruptions will be limited.

FINANCIAL IMPLICATIONS

There are sufficient funds available in Capital Projects 16-7115 and 15-7514. The upgrade is estimated to cost \$556,958.

CONCLUSION

The Region of Peel Council Chamber technology upgrade project will address current technology challenges and put in place a reliable and fully functional audio visual system.



Mary Killeavy, Acting Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information on this report, please contact Kathryn Lockyer, Director of Clerk's and Regional Clerk at extension 4325 or via email at kathryn.lockyer@peelregion.ca.

Authored By: Harjit Gill, Legislative Technical Coordinator

Reviewed in workflow by:
Financial Support Unit
Purchasing

For Information

DATE: July 3, 2018

REPORT TITLE: **FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services
Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To provide an update on the feasibility study undertaken to renovate the pool area located at the Lincoln Alexander Secondary School in Malton, to space suitable for a Youth Hub.

REPORT HIGHLIGHTS

- Council Resolution 2018-252 requested that staff undertake a feasibility study on the physical conversion of the pool area at the Lincoln Alexander Secondary School in Malton, to space that would be suitable for a Youth Hub.
- Staff retained an Architect and Costing Consultant to undertake the feasibility study which was completed June 20, 2018.

DISCUSSION
1. Background

At the Regional Council meeting of April 5, 2018, Resolution 2018-252 requested the support of Regional Council for a Community Hub in Malton, noting the significant needs of the Malton Community.

Further, it was outlined that the first step would be to complete a study on the feasibility of converting the pool area to space suitable for the services of a youth hub at Lincoln Alexander Secondary School.

a) Existing Malton School Pool Site and Feasibility Study

The Malton school indoor pool located at 3545 Morningstar Drive in the City of Mississauga is a two storey structure connected to the adjacent Lincoln Alexander Secondary School. The pool was opened in the 1970's and was closed in the summer of 2011. In addition to the indoor pool, the building includes men's and women's change rooms, staff offices, staff and public washrooms, a viewing gallery and service spaces. The total floor area is approximately 1129 square metres (12,150 square feet).

10.9-2

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

The operational space if renovated could potentially accommodate the following:

- Drop in centre
- Program space for Social Health Service Agencies
- Small rooms for personal consultation
- Larger rooms for group activities
- Office space for staff
- Kitchenette facilities

The intent of the feasibility study was to examine potential options to physically develop the space into a Youth Hub.

At this time, an analysis of programming options, interest by community agencies in utilizing the space or the financial sustainability of the operating model has not been undertaken.

b) Options Considered

The four redevelopment options considered in the feasibility study are described below, along with the corresponding cost for each.

1. Option 1 considered making use of the current space with a renovated space of 1161 square metres (12,497 square feet) at an estimated cost of \$5,500,000.
2. Option 2 considered a new second floor in the existing structure with a renovated space of 2027 square metres (21,818 square feet) at an estimated cost of \$6,700,000.
3. Option 3 considered a partial second floor in the existing structure with a renovated space of 1,771 square metres (19,063 square feet) at an estimated cost of \$6,400,000.
4. Option 4 considered demolition of the existing structure and rebuilding with the same floor space of 2027 square metres (21,818 square feet) at an estimated cost of \$9,500,000.

CONCLUSION

The feasibility study covering four options has been completed. The costs of these options range from \$5,500,000 to \$9,500,000.



Mary Killeavy, Acting Commissioner of Corporate Services

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Feasibility Study

For further information regarding this report, please contact Mark Schiller, Director Real Property Asset Management, extension 7558, mark.schiller@peelregion.ca.

Authored By: Mark Schiller

APPENDIX I

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB



COST MANAGEMENT REPORT

*Cost Benefit Analysis – Malton
Community Youth Hub Feasibility
Study*

REPORT NUMBER 1.2

JUNE 20, 2018

PREPARED FOR:

Regional Municipality of Peel

127 John Street, Toronto, ON, M5V 2E2
T 416 596 9339

BTY.COM

*People to count on.
Knowledge to build with.*

**FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

Regional Municipality of Peel | Cost Benefit Analysis – Malton Community Youth Hub Feasibility Study
Report Number 1.2 | June 20, 2018



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Prepared By	Reviewed By	Date
Darren Cash	George Chen	June 20, 2018

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

Regional Municipality of Peel | Cost Benefit Analysis – Malton Community Youth Hub Feasibility Study
Report Number 1.2 | June 20, 2018



1.0 Introduction

1.1 Instructions Received

This report has been prepared by BTY Group (“BTY”) at the request of the Regional Municipality of Peel (the “Client”).

The Client has appointed BTY to provide Feasibility and Development Analysis services for the redevelopment of the existing facility located at 3545 Morningstar Drive, Mississauga, ON into a Community Youth Hub (the “Project”). BTY has worked in conjunction with G Architects who has developed three program concepts based on the Client’s program of requirements.

This report should be read in conjunction with the Class D Cost Estimate, dated June 20, 2018 produced by BTY Group, as well as the information as noted in Section 8 of this report.

1.2 Report Reliance

This report has been prepared in accordance with the scope of our Fee Proposal dated May 16, 2018 and is subject to the terms of that appointment. This report is for the sole and confidential use and reliance of the Client. BTY Group, its Directors, staff or agents do not make any representation or warranty as to the factual accuracy of the information provided to us on behalf of the Client, G Architects or other third party consultants or agents, upon which this report is based. BTY Group will not be liable for the result of any information not received which, if produced, could have materially changed the opinions or conclusions stated in this report. This report shall not be reproduced or distributed to any party without the express permission of BTY Group.

Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of this report as a whole. The contents of this report do not provide legal, insurance or tax advice or opinion. Opinions in this report are not an advocate for any party and if called upon to give oral or written testimony it will be given on the same assumption.

1.3 Contacts

Should you have any queries regarding the content of this report, please do not hesitate to contact either of the following:

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Director, Eastern Canada

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George Chen

Director

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FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

Regional Municipality of Peel | Cost Benefit Analysis – Malton Community Youth Hub Feasibility Study
Report Number 1.2 | June 20, 2018



2.0 Executive Summary

2.1 Report Purpose

The purpose of this report is to provide a comparison of the probable costs of the proposed options for the redevelopment of the existing facility at 3545 Morningstar Drive into a new Community Youth Hub as contained in BTY's Class D Cost Estimate, dated June 20, 2018.

The opinion expressed in this report for the new Youth Hub has been prepared without the benefit of reviewing any detailed functional program, architectural, mechanical and electrical drawings and should, therefore, be considered as a Class D Estimate. As such, our opinion on cost would be correct within a range of approximately +/- 15%.

In order to provide accurate cost estimates for the Project, BTY Group strongly recommends that a professional Quantity Surveying organization, such as BTY, be retained to provide a detailed analysis of any design information produced on behalf of the Client during future design and construction phases.

2.2 Project Background and Description

The Malton School Indoor Pool located at 3545 Morningstar Drive in the city of Mississauga is a two storey structure which is connected to the adjacent Lincoln Alexander public school. The pool facility was opened in the 1970's and is currently not in use. The building includes an indoor pool, men's and women's change rooms, staff offices, staff and public washrooms, a viewing gallery and service spaces. The total floor area is approximately 12,150 sf.

The intent of this Feasibility and Development Analysis study is to examine feasible options to redevelop the space into a Youth Activity Centre and Social Services Youth Hub. Program uses being considered include:

- Youth Drop In Centre
- Program space for social and health service agencies
- Small rooms for personal consultation
- Large rooms for group activities
- Office space for staff
- Day use only, there will be no overnight programming
- Kitchenette facilities

BTY engaged G Architects to develop the options for the redevelopment and it is these concepts that BTY has used to generate the Class D Cost Estimate, dated June 20, 2018.

2.3 Conclusions

- Based on the three options considered, Option 1 commands the lowest capital cost but the highest cost per square meter;
- Our Order of Magnitude Estimate for a hypothetical new build project, in the same location ranges between \$3,200 - \$3,500/m²
- Costs have been derived utilising prevailing market conditions and, therefore, each option is deemed to be within an acceptable range for a project of this nature.

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This report has been prepared at the request of Regional Municipality of Peel and is the exclusive property of BTY Group. The information must be treated as confidential and not to be disclosed, reproduced or permitted to be disclosed to any party without the prior consent of BTY Group.

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

Regional Municipality of Peel | Cost Benefit Analysis – Malton Community Youth Hub Feasibility Study
Report Number 1.2 | June 20, 2018



Executive Summary (cont'd)

2.4 Project Overview

Element	Option 1 Renovation of Existing Facility	Option 2 Renovation + Full Level 2 Addition	Option 3 Renovation + Partial Level 2 Addition	Option 4 Demolition + New Build with Full Level 2 Addition
Demolition Cost	\$232,200	\$242,200	\$242,200	\$200,000
Construction Cost	\$2,962,200	\$3,789,900	\$3,555,400	\$6,700,000
Project Contingency	\$582,900	\$735,800	\$693,100	517,500
Escalation	\$136,400	\$221,200	\$208,400	N/A
Design/Professional Costs	\$587,000	\$748,400	\$704,900	\$1,112,600
Total Construction Cost	\$4,500,700	\$5,737,500	\$5,404,000	\$8,530,100
GFA (m ²)	1,161	2,027	1,771	2,027
Construction Cost /m ²	\$3,876.57	\$2,830.54	\$3,051.38	\$4,208.24
Construction Cost/ SF	\$360.14	\$262.96	\$283.48	\$390.96
Anticipated Project Schedule	16 Months	22 Months	18 Months	24 Months
Escalation	3.61%	4.64%	4.64%	N/A

3.0 Basis & Assumptions

The project costs contained in this report are based on the following list of assumptions

- Gross Floor Area of the Existing Building is approximately 12,000sf which has been derived from measuring the As-Built Drawings for the Existing Building;
- In order to arrive at the Gross Floor Area for each of the proposed options, we have measured the concept drawings provided by G Architects;
- Anticipated Project Schedule of 10 months for Option 1, 15 months for Option 2 and 14 months for Option 3, have been derived from conversations between BTY and G Architects based on relevant experience;
- Option 1 is based on the principal of accommodating the Client's required program space on the ground floor only, including infilling the existing pool;
- Option 2 is based on the same principal as Option 1, but with Agency space being accommodated on a full second floor structure that would be leased out by the Client;
- Option 3 is broadly the same as Option 2 but with the Agency space reduced in size;
- Costs demonstrated in BTY's Class D Estimates represent hard construction cost only and does not include any soft costs such as professional fees, development cost charges, building permit, financing fees, Harmonized Sales Tax, etc.;
- Costs include for abatement and hazardous material removal as per the report provided by the Client;

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FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

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- All costing assumptions in relation to the concept design are as per the G Architects concept design submission;
- Option 4 is based on demolition at a rate of \$175/m², and new build construction to same scope as Option 2 at a rate of \$3,300/m²

It is assumed that the Project will be delivered using a Stipulated Price Contract construction model. Please note that BTY is not qualified to act as engineering and architectural consultants. Where assumptions have been made these assumptions cannot be relied upon as accurate assessments and should be reviewed by the project team.

4.0 Exclusions

The probable costs included in this report includes all assumed direct construction costs deemed appropriate at this feasibility state. However, our estimate specifically excludes the following:

- Any new Land Purchase cost and associated legal costs;
- Unforeseen ground conditions and associated extras;
- All areas noted as having \$0 value in the table in Section 2.3;
- Erratic market conditions, such as lack of bidders, proprietary specifications, etc.;
- Cost escalation past a start on site beyond Q2 2019 for Option 1
- Cost escalation past a start on site beyond Q3 2019 for Option 2 & 3
- Cost escalation for Option 4

5.0 Option 1 – Renovation of Existing Facility

Option 1 includes the complete demolition and renovation of the existing facility at 3545 Morningstar Drive. The intent for this option is to accommodate the Client's required program space on the ground floor only, including infilling the existing pool. In addition, in order to comply with the current building regulations, it is intended that the existing cladding system is overlaid with a pre-insulated system.

The existing facility was opened in the 1970's and has been unoccupied for several years which has left the building in a derelict manner. The building includes an indoor pool, men's and women's change rooms, staff offices, staff and public washrooms, a viewing gallery and service spaces. It is our assumption that the facility does not meet with certain AODA and OBC criteria and we have therefore assumed upgrade work is required as part of our feasibility study.

The anticipated hard construction cost (Order of Magnitude) for Option 1 is **\$3,913,700**. This represents the hard construction costs in current day dollars and includes Design Scope Contingency and Escalation Costs noted in **Table 2.4**. This is based on a Gross Floor Area of **1,161 m²** and assumes no additional square footage is added to the existing building.

6.0 Option 2 – Renovation of Existing Facility + Full Level 2 Addition

Option 2 includes the complete demolition and renovation of the existing facility at 3545 Morningstar Drive. The intent for this option is to accommodate the Client's required program space on the ground floor, including infilling the existing pool. In addition, in order to provide additional space for potential leasing to municipal partners, G Architects have proposed the construction of a steel structure to accommodate this space on a

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second floor. As with Option 1, it is intended that the existing cladding system is overlaid with a pre-insulated system.

In order to accommodate the construction of a new elevator and stairwell, G Architects has proposed that a ‘pop up’ structure is built to accommodate the elevator overrun. Whilst we have not had the benefit of reviewing any structural drawings, we have discussed the proposed option with G Architects and we believe we have allowed adequate costs to cover the structural modification and infill work.

The anticipated hard construction cost (Order of Magnitude) for Option 2 is **\$4,989,100**. This represents the hard construction costs in current day dollars and includes Design Scope Contingency and Escalation Costs noted in **Table 2.4**. This is based on a Gross Floor Area of **2,027 m²** and assumes the addition of a full second floor.

7.0 Option 3 – Renovation of Existing Facility + Partial Level 2 Addition

Option 3 includes the complete demolition and renovation of the existing facility at 3545 Morningstar Drive. The intent for this option is to accommodate the Client’s required program space on the ground floor, including infilling the existing pool. In addition, in order to provide additional space for potential leasing to municipal partners, G Architects have proposed the construction of a steel structure to accommodate this space on a partial second floor. This option leaves a portion of the ground floor space as double height space. As with Option 1, it is intended that the existing cladding system is overlaid with a pre-insulated system.

As with Option 3, in order to accommodate the construction of a new elevator and stairwell, G Architects has proposed that a ‘pop up’ structure is built to accommodate the elevator overrun. Whilst we have not had the benefit of reviewing any structural drawings, we have discussed the proposed option with G Architects and we believe we have allowed adequate costs to cover the structural modification and infill work.

The anticipated hard construction cost (Order of Magnitude) for Option 3 is **\$4,699,100**. This represents the hard construction costs in current day dollars and includes Design Scope Contingency and Escalation Costs noted in **Table 2.4**. This is based on a Gross Floor Area of **1,771 m²** and assumes the addition of a full second floor.

8.0 Project Schedule Analysis

An important consideration in reviewing the benefit of one option over another is comparing the outline project schedules for the three options. The project schedules for the three options can be summarized as follows:

Description	Option 1	Option 2	Option 3	Option 4
Approvals	12 months	12 months	12 months	TBC
Design ¹	4 months	6 months	6 months	TBC
Construction	4 months	7 months	6 months	TBC
Total	16 months	22 months	18 months	TBC

¹ It is assumed that the design period overlaps the approvals period

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9.0 Option Appraisal

Based on our findings contained in this report, we note that Option 1 generates the lowest capital cost as well as the lowest cost per square foot. We note the following advantages and disadvantages in relation to the proposed options:

Advantages	Disadvantages
<ul style="list-style-type: none"> Lowest capital cost and overall cost per square foot of the three options considered 	<ul style="list-style-type: none"> Does not allow for agency space on the second floor
<ul style="list-style-type: none"> Proposed design accommodates the required program space 	<ul style="list-style-type: none"> Does not provide opportunity for the Client to engage in additional agency programs
<ul style="list-style-type: none"> No requirement for intrusive structural work 	

10.0 Documents Reviewed

The list below confirms the information that we have reviewed in order to prepare our opinion contained within this report:

Conceptual Design Plans	G Architects	June 1, 2018
Functional Space Table	G Architects	June 1, 2018
Design Brief	G Architects	June 1, 2018
Class D Cost Estimate	BTY Group	June 6, 2018

APPENDIX I

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB



COST MANAGEMENT REPORT

*Cost Benefit Analysis – Malton
Community Youth Hub Feasibility
Study*

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APPENDIX I

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB



COST MANAGEMENT REPORT

*Malton Community Youth Hub
Class D Estimate*

REPORT NUMBER 1.2

JUNE 20, 2018

PREPARED FOR:

Regional Municipality of Peel

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APPENDIX II	Elemental Summary Option 2	2 pages
APPENDIX III	Elemental Summary Option 3	2 pages
APPENDIX IV	Cost Plan	29 pages

Prepared By	Reviewed By	Date
Darren Cash	George Chen	6/20/2018

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1.0 Introduction

1.1 Instructions Received

This report has been prepared by BTY Group ("BTY") at the request of Regional Municipality of Peel (the "Client").

Regional Municipality of Peel has appointed BTY to provide a Class D Estimate for the redevelopment of the existing facility located at 3545 Morningstar Drive, Mississauga, ON into a Community Youth Hub (the "Project"). It is assumed that the Project will be delivered using a Stipulated Price Contract construction model and, therefore, BTY strongly recommends that estimates are prepared at each of the key design milestones.

Information related to the Project for the purposes of this report was received by BTY on June 1, 2018. Please refer to Section 13.0 for confirmation of what information has been reviewed for the purposes of producing this report.

1.2 Report Reliance

This report has been prepared in accordance with the scope of our Fee Proposal, dated May 16, 2018 and is subject to the terms of that appointment. This report is for the sole and confidential use and reliance of BTY and the Client. BTY Group, its Directors, staff or agents do not make any representation or warranty as to the factual accuracy of the information provided to us, the Client or other third party consultants or agents, upon which this report is based. BTY Group will not be liable for the result of any information not received which, if produced, could have materially changed the opinions or conclusions stated in this report. This report shall not be reproduced or distributed to any party without the express permission of BTY Group.

Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the report as a whole. The contents do not provide legal, insurance or tax advice or opinion. Opinions in this report do not advocate for any party and if called upon to give oral or written testimony it will be given on the same assumption.

1.3 Contacts

Should you have any queries regarding the content of this report, please do not hesitate to contact either of the following:

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2.0 Executive Summary

2.1 Report Purpose

The purpose of this report is to provide a realistic estimate of the Project cost based on the information available at the time of writing.

The opinion expressed in this report has been prepared without the benefit of reviewing any detailed functional program, architectural, mechanical and electrical drawings and should, therefore, be considered as a Class D Estimate. As such, our opinion on cost would be correct within a range of approximately +/- 15%.

In order to provide an accurate cost estimate for the Project, BTY Group strongly recommends that a professional Quantity Surveying organization, such as BTY Group, be retained to provide a detailed analysis of any design information produced on behalf of the Client during the remaining stages of design.

2.2 Project Background and Description

The Malton School Indoor Pool located at 3545 Morningstar Drive in the city of Mississauga is a two storey structure which is connected to the adjacent Lincoln Alexander public school. The pool facility was opened in the 1970's and is currently not in use. The building includes an indoor pool, men's and women's change rooms, staff offices, staff and public washrooms, a viewing gallery and service spaces. The total floor area is approximately 12,150 sf.

The intent of this Feasibility and Development Analysis study is to examine feasible options to redevelop the space into a Youth Activity Centre and Social Services Youth Hub. Program uses being considered include:

- Youth Drop In Centre
- Program space for social and health service agencies
- Small rooms for personal consultation
- Large rooms for group activities
- Office space for staff
- Day use only, there will be no overnight programming
- Kitchenette facilities

BTY engaged G Architects to develop the options for the redevelopment and it is these concepts that BTY has used to generate the Class D Cost Estimate, dated June 20, 2018.

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

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Executive Summary (Cont'd)

2.3 Project Overview

Construction Budget Status	Option 1	Option 2	Option 3	Option 4
Budget	N/A	N/A	N/A	N/A
Current Estimate	\$3,913,700	\$4,989,100	\$4,699,100	\$7,417,500
Variance from previous report	N/A	N/A	N/A	N/A
Current Cost / m ²	\$3,371 /m ²	\$2,461 /m ²	\$2,653 /m ²	\$3,659 /m ²
Current Cost / ft ²	\$313 /ft ²	\$229 /ft ²	\$247 /ft ²	\$340 /ft ²
Project Specifics				
GFA	1,161 m ²	2,027 m ²	1,771 m ²	2,027 m ²
Construction Start	April-2019	July-2019	July-2019	July-2019
Construction Completion	July-2019	December-2019	November-2019	January-2020
Duration	4 months	6 months	5 months	12 months
Escalation	3.61%	4.64%	4.64%	Included
Design Contingency	15.00%	15.00%	15.00%	Included

3.0 Development Cost Summary

The current estimated cost of the project may be summarized as follows:

Item	Option 1 Estimate (\$)	Option 2 Estimate (\$)	Option 3 Estimate (\$)	Option 4 Estimate (\$)
Land Cost (Excluded)	0	0	0	0
Construction	3,194,400	4,032,100	3,797,600	6,900,000
Allowances	582,900	735,800	693,100	517,500
Professional Fees	587,000	748,000	704,900	1,112,600
Municipal & Connection Fees	0	0	0	0
Management & Overhead	0	0	0	0
Project Contingency	0	0	0	0
Furnishing, Fittings & Equipment	0	0	0	0
Financing Costs	0	0	0	0
Harmonized Sales Tax	0	0	0	0
Total Project Cost (Nov 2017 Dollars)	\$4,364,300	\$5,515,900	\$5,195,600	\$8,530,100
Escalation	136,400	221,200	208,400	Included
Escalated Project Cost (May 2019 Dollars)	\$4,500,700	\$5,737,100	\$5,404,000	\$8,530,100

Please note that, where zero dollar values are stated, BTY has excluded these costs and the values should be carried in a separate budget (if applicable).

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4.0 Basis & Assumptions

The construction estimate is based on the following list of assumptions:

1. Gross Floor Area of the Existing Building is approximately 12,000sf which has been derived from measuring the As-Built Drawings for the Existing Building;
2. In order to arrive at the Gross Floor Area for each of the proposed options, we have measured the concept drawings provided by G Architects;
3. Anticipated Project Schedule of 16 months for Option 1, 22 months for Option 2 and 18 months for Option 3, have been derived from conversations between BTY and G Architects based on relevant experience;
4. Option 1 is based on the principal of accommodating the Client's required program space on the ground floor only, including infilling the existing pool;
5. Option 2 is based on the same principal as Option 1, but with Agency space being accommodated on a full second floor structure that would be leased out by the Client;
6. Option 3 is broadly the same as Option 2 but with the Agency space reduced in size;
7. Costs demonstrated in BTY's Class D Estimates represent hard construction cost only and does not include any soft costs such as development cost charges, building permit, financing fees, Harmonized Sales Tax, etc.;
8. Costs include for abatement and hazardous material removal as per the report provided by the Client;
9. All costing assumptions in relation to the concept design are as per the G Architects concept design submission;
10. Assume structural steel at 8lb/sf with concrete topping on steel deck for filling the pool as well as upper level in Option 2/3
11. Assume structural steel at 10lb/sf with roof deck to stair pop-up in Option 2/3
12. Assume EIFS wall assembly to exterior walls with height of 1.5 m to stair pop-up in Option 2/3
13. Assume total area of 40m² of windows needs to be replaced
14. Assume typical 2-layer SBS roofing system
15. Assume 50% to 50% carpet flooring and resilient sheet flooring to fit-up areas
16. Millwork, specialties and MEP derived on a \$/m² basis
17. All work be carried out during regular hours
18. It is assumed that the Project will be delivered using a Stipulated Price Contract construction model.
19. Option 4 is based on demolition at a rate of \$175/m², and new build construction to same scope as Option 2 at a rate of \$3,300/m²
20. FFE allowance of \$50,000 carried for each option, included within construction costs.
21. Escalation deemed included in Option 4.

Please note that BTY is not qualified to act as design consultant. The assumptions in our estimate should be reviewed and corrected by the design team.

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5.0 Exclusions

The construction estimate includes all direct and indirect construction costs derived from the drawings and other information provided by the Consultants, with the exception of the following:

1. Land costs
2. Planning, administrative and financing costs
3. Legal fees and agreement costs / conditions
4. Contaminated Soil Treatment
5. Building permits and development cost charges
6. Temporary facilities for user groups during construction
7. Unforeseen ground conditions and associated extras
8. Environmental remediation outside building footprint
9. Decanting & moving
10. Project commissioning
11. Erratic market conditions, such as lack of bidders, proprietary specifications
12. Cost escalation past a start on site beyond Q2 2019 for Option 1
13. Cost escalation past a start on site beyond Q3 2019 for Option 2 & 3

6.0 Construction Cost Summary

The estimated construction cost of the project may be summarized as follows:

Description	Option 1 (\$)		Option 2 (\$)		Option 3 (\$)		Option 4 (\$)	
Structural	97,200		403,200		320,000		Included	
Architectural	1,036,700		1,094,000		1,077,700		Included	
Mechanical	524,800		784,600		707,800		Included	
Electrical	296,100		361,100		341,900		Included	
General Requirements & Fees	390,900		528,500		489,500		Included	
Net Building Cost	\$2,345,700		\$3,171,400		\$2,936,900		\$6,700,000	
Site Work	475,000		475,000		475,000		Included	
Ancillary Work (Demolition)	232,200		242,200		242,200		200,000	
General Requirements & Fees	141,500		143,500		143,500		Included	
Net Construction Cost	\$3,194,400		\$4,032,100		\$3,797,600		\$6,900,000	
Design Contingency (10%)	319,400		403,200		379,800		Included	
Labour Premium	0		0		0		Included	
Construction Contingency (7.5%)	263,500		332,600		313,300		517,500	
Total Construction Cost	\$3,777,300		\$4,767,900		\$4,490,700		\$7,417,500	
Escalation Allowance	136,400		221,200		208,400		0	
Escalated Construction Cost	\$3,913,700		\$4,989,100		\$4,699,100		\$7,417,500	
Gross Floor Area	1,161 m ²	12,497 ft ²	2,027 m ²	21,819 ft ²	1,771 m ²	19,063 ft ²	2,027 m ²	21,819 ft ²
Net Building Cost /GFA	\$2,020 /m ²	\$188 /ft ²	\$1,565 /m ²	\$145 /ft ²	\$1,658 /m ²	\$154 /ft ²	\$3,305 /m ²	\$307 /ft ²
Net Construction Cost /GFA	\$2,751 /m ²	\$256 /ft ²	\$1,989 /m ²	\$185 /ft ²	\$2,144 /m ²	\$199 /ft ²	\$3,404 /m ²	\$316 /ft ²
Total Construction Cost /GFA	\$3,253 /m ²	\$302 /ft ²	\$2,352 /m ²	\$219 /ft ²	\$2,536 /m ²	\$236 /ft ²	\$3,659 /m ²	\$340 /ft ²
Escalated Construction Cost /GFA	\$3,371 /m ²	\$313 /ft ²	\$2,461 /m ²	\$229 /ft ²	\$2,653 /m ²	\$247 /ft ²	\$3,659 /m ²	\$340 /ft ²

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7.0 *Separate Price Items*

The following separate price items are as follows:

Items		Amt (\$)
1	Option 1 Commercial Kitchen Cost; 98m2	\$287,000
2	Option 2 Commercial Kitchen Cost; 98m2	\$287,000
3	Option 3 Commercial Kitchen Cost; 105m2	\$297,000

The above items are based on a \$50,000 allowance for M&E, as well as \$50,000 carried for kitchen equipment. The remaining costs can be attributed to \$/m2 for each option based on area kitchen footprint.

Please note that all above costs are included in the estimates.

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

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8.0 Areas

The gross floor area of the project, measured in accordance with the guidelines established by the Canadian Institute of Quantity Surveyors, is:

Location	m ²	SF
Option 1	1,161 m ²	12,497 sf
Option 2	2,027 m ²	21,819 sf
Option 3	1,771 m ²	19,063 sf
Option 4	2,027 m ²	21,819 sf

9.0 Taxes

The estimate excludes the Harmonized Sales Tax (H.S.T.).

10.0 Project Schedule & Escalation

For the purpose of identifying and quantifying the escalation allowance for Phase 1 of this project, BTY has assumed the following schedule:

Activity	Start	Finish	Duration
Option 1	Apr-01-2019	Jul-30-2018	4 months
Option 2	Jul-01-2019	Dec-31-2019	6 months
Option 3	Jul-01-2019	Nov-30-2019	5 months

Based on the above schedule, the mid-point of construction for Option 1 is projected to be May 31st 2019, which is 12 months from the date of this estimate; mid-point for Option 2 is projected to be Sept 30th 2019, which is 17 months from the date of this estimate; midpoint for Option 3 is projected to be Sept 15th 2019, which is 16 months from the date of this estimate. On this basis, BTY has calculated the escalation for this project to be 3.61%, 4.64% and 4.64% respectively.

Our current projected escalation rates are shown below. In the event that there is slippage in the schedule, further escalation based on the projected escalation rate per annum should be included in the estimate.

Current BTY Group Forecast	2018	2019
	6%	4%

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

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11.0 Pricing

The estimate has been priced at current rates taking into account the size, location and nature of the project. The unit rates utilized are considered competitive for a project of this type, bid under a stipulated lump-sum form of tender in an open market, with a minimum of five (5) bids, supported by the requisite number of sub-contractors.

The estimate allows for labour, material, equipment and other input costs at current rates and levels of productivity. It does not take into account extraordinary market conditions, where bidders may be few and may include in their tenders disproportionate contingencies and profit margins.

12.0 Risk Mitigation

BTY Group recommends that the Owner, Project Manager and Design Team carefully review this document, including exclusions, inclusions and assumptions, contingencies, escalation and mark-ups. If the project is over budget, or if there are unresolved budgeting issues, alternative systems/schemes should be evaluated before proceeding into the next design phase.

Requests for modifications of any apparent errors or omissions to this document must be made to BTY Group within ten (10) days of receipt of this estimate. Otherwise, it will be understood that the contents have been concurred with and accepted.

It is recommended that BTY Group design and propose a cost management framework for implementation. This framework would require that a series of further estimates be undertaken at key design stage milestones and a final update estimate be produced which is representative of the completed tender documents, project delivery model and schedule. The final updated estimate will address changes and additions to the documents, as well as addenda issued during the bidding process. BTY Group is unable to reconcile bid results to any estimate not produced from bid documents including all addenda.

13.0 Contingencies

13.1 Design Contingency

A design contingency of Ten Percent (10%) has been included in the estimate to cover modifications to the program, drawings and specifications during the design.

13.2 Construction Contingency

An allowance of Seven and a Half Percent (7.5%) has been included in the estimate for changes occurring during the construction period of the project. This amount may be expended due to site conditions or if there are modifications to the drawings and specifications.

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14.0 Documents Reviewed

The list below confirms the information that we have reviewed in order to prepare our opinion contained within this report:

Drawing	Description	Received Date
G Architects	Malton Youth Hub – Final Report for Costing 14 Sheets	June 1, 2018

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FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
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COST MANAGEMENT REPORT

Malton Community Youth Hub

APPENDICES

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APPENDIX I

Elemental Summary

Option 1

2 PAGES

**FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

BTY GROUP

PROJECT: Malton Youth Club Class D Estimate # 1 Rev.2	DATE: June 20, 2018
	GROSS FLOOR AREA: 1,161 m ²

Option 1

Element	Ratio G.F.A.	Element Quantity	Unit	Average Unit Cost	Amount \$	Total Cost \$	Cost/Floor Area \$/ m ²	%
A1 SUBSTRUCTURE						0	0.00	0.0%
A11.1 Standard Foundations	0.00	0	m ²	0.00	0		0.00	
A11.2 Special Foundations	0.00	0	m ²	0.00	0		0.00	
A12 Basement Excavation	0.00	0	m ³	0.00	0		0.00	
A2 STRUCTURE						97,200	83.72	4.1%
A21 Lowest Floor Construction	0.28	324	m ²	300.00	97,200		83.72	
A22.1 Upper Floor Construction	0.00	0	m ²	0.00	0		0.00	
A22.2 Stair Construction	0.00	0	risr	0.00	0		0.00	
A23 Roof Construction	0.00	0	m ²	0.00	0		0.00	
A3 EXTERIOR ENCLOSURE						339,300	292.25	14.5%
A31 Structural Walls Below Grade	0.00	0	m ²	0.00	0		0.00	
A32.1 Walls Above Grade	0.00	0	m ²	0.00	135,600		116.80	
A32.2 Structural Walls Above Grade	0.00	0	m ²	0.00	0		0.00	
A32.3 Curtain Walls	0.00	0	m ²	0.00	0		0.00	
A33.1 Windows & Louvres	0.01	10	m ²	2,800.00	28,000		24.12	
A33.2 Glazed Screens	0.00	0	m ²	0.00	0		0.00	
A33.3 Doors	0.00	5	lvs.	3,360.00	16,800		14.47	
A34.1 Roof Covering	0.69	805	m ²	175.03	140,900		121.36	
A34.2 Skylights	0.00	3	ea	6,000.00	18,000		15.50	
A35 Projections	0.00	0	m ²	0.00	0		0.00	
B1 PARTITIONS & DOORS						324,600	279.59	13.8%
B11.1 Fixed Partitions	0.80	924	m ²	288.96	267,000		229.97	
B11.2 Moveable Partitions	0.00	0	sum	0	0		0.00	
B11.3 Structural Partitions	0.00	0	m ²	0.00	0		0.00	
B12 Doors	0.03	30	lvs.	1,920.00	57,600		49.61	
B2 FINISHES						185,700	159.95	7.9%
B21 Floor Finishes	0.92	1,063	m ²	80.34	85,400		73.56	
B22 Ceiling Finishes	0.92	1,066	m ²	81.05	86,400		74.42	
B23 Wall Finishes	1.13	1,311	m ²	10.60	13,900		11.97	
B3 FITTINGS & EQUIPMENT						187,100	161.15	8.0%
B31.1 Metals	0.00	0	m ²	0.00	0		0.00	
B31.2 Millwork	1.00	1,161	m ²	50.04	58,100		50.04	
B31.3 Specialties	1.00	1,161	m ²	24.98	29,000		24.98	
B32 Equipment	1.00	1,161	m ²	86.13	100,000		86.13	
B33.1 Elevators	0.00	0	stop	0	0		0.00	
B33.2 Escalators & Moving Walkways	0.00	0	no.	0.00	0		0.00	
B33.3 Material Handling Systems	0.00	0	no.	0.00	0		0.00	
C1 MECHANICAL						524,800	452.02	22.4%
C11 Plumbing and Drainage	1.00	1,161	m ²	95.00	110,300		95.00	
C12 Fire Protection	1.00	1,161	m ²	44.96	52,200		44.96	
C13 HVAC	1.00	1,161	m ²	280.02	325,100		280.02	
C14 Controls	1.00	1,161	m ²	32.04	37,200		32.04	
C2 ELECTRICAL						296,100	255.04	12.6%
C21 Service & Distribution	1.00	1,161	m ²	80.02	92,900		80.02	
C22 Lighting, Devices & Heating	1.00	1,161	m ²	95.00	110,300		95.00	
C23 Systems & Ancillaries	1.00	1,161	m ²	80.02	92,900		80.02	
Z1 GENERAL REQUIREMENTS & FEES						390,900	336.69	16.7%
Z11 General Requirements	15.0%				293,200		252.54	
Z12 Fee	5.0%				97,700		84.15	
NET BUILDING COST						2,345,700	2,020.41	100%

**FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

BTY GROUP

PROJECT: Malton Youth Club Class D Estimate # 1 Rev.2	DATE: June 20, 2018
	GROSS FLOOR AREA: 1,161 m ²

Option 1

Element	Ratio G.F.A.	Element Quantity	Unit	Average Unit Cost	Amount \$	Total Cost \$	Cost/Floor Area \$/ m ²	%
NET BUILDING COST						2,345,700	2,020.41	
D1 SITE WORK						475,000	409.13	
D11.1 Site Preparation	0.00	0	m ²	0.00	0		0.00	
D11.2 Hard Surfaces	0.00	0	m ²	0.00	0		0.00	
D11.3 Site Improvements	1.00	1,161	m ²	86.13	100,000		86.13	
D11.4 Landscaping	0.00	0	m ²	0.00	0		0.00	
D12 Mechanical Site Services	1.00	1,161	m ²	254.09	295,000		254.09	
D13 Electrical Site Services	1.00	1,161	m ²	68.91	80,000		68.91	
D2 ANCILLARY WORK						232,200	200.00	
D21.1 Demolition	1.00	1,161	m ²	200.00	232,200		200.00	
D21.2 Hazardous Materials	0.00	0	m ²	0.00	0		0.00	
D22 Alteration	0.00	0	m ²	0.00	0		0.00	
Z1 GENERAL REQUIREMENTS & FEES						141,500	121.88	
Z11 General Requirements	15.0%				106,100		91.39	
Z12 Fee	5.0%				35,400		30.49	
NET CONSTRUCTION COST						3,194,400	2,751.42	
Z2 ALLOWANCES						582,900	502.07	
Z21 Design Allowance	10.0%				319,400		275.11	
Z23 Construction Allowance	7.5%				263,500		226.96	
SUBTOTAL CONSTRUCTION COST						3,777,300	3,253.49	
Harmonized Sales Tax	0.0%					0	0.00	
TOTAL CONSTRUCTION COST						3,777,300	3,253.49	
Z31 Escalation Allowance	3.6%					136,400	117.48	
ESCALATED CONSTRUCTION COST						3,913,700	3,370.97	

Notes: The estimate specifically excludes the followings:



APPENDIX II

Elemental Summary

Option 2

2 PAGES

**FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

BTY GROUP

PROJECT: Malton Youth Club Class D Estimate # 1 Rev.2	DATE: June 20, 2018
	GROSS FLOOR AREA: 2,027 m ²

Option 2

Element	Ratio G.F.A.	Element Quantity	Unit	Average Unit Cost	Amount \$	Total Cost \$	Cost/Floor Area \$/ m ²	%
A1 SUBSTRUCTURE						0	0.00	0.0%
A11.1 Standard Foundations	0.00	0	m ²	0.00	0		0.00	
A11.2 Special Foundations	0.00	0	m ²	0.00	0		0.00	
A12 Basement Excavation	0.00	0	m ³	0.00	0		0.00	
A2 STRUCTURE						403,200	198.91	12.7%
A21 Lowest Floor Construction	0.16	324	m ²	300.00	97,200		47.95	
A22.1 Upper Floor Construction	0.43	866	m ²	325.06	281,500		138.88	
A22.2 Stair Construction	0.01	19	risr	400.00	7,600		3.75	
A23 Roof Construction	0.00	0	m ²	0.00	16,900		8.34	
A3 EXTERIOR ENCLOSURE						359,200	177.21	11.3%
A31 Structural Walls Below Grade	0.00	0	m ²	0.00	0		0.00	
A32.1 Walls Above Grade	0.34	689	m ²	220.32	151,800		74.89	
A32.2 Structural Walls Above Grade	0.05	94	m ²	0.00	0		0.00	
A32.3 Curtain Walls	0.00	0	m ²	0.00	0		0.00	
A33.1 Windows & Louvres	0.00	10	m ²	2,800.00	28,000		13.81	
A33.2 Glazed Screens	0.00	0	m ²	0.00	0		0.00	
A33.3 Doors	0.00	6	lvs.	3,100.00	18,600		9.18	
A34.1 Roof Covering	0.40	805	m ²	184.84	148,800		73.41	
A34.2 Skylights	0.00	2	ea	6,000.00	12,000		5.92	
A35 Projections	0.00	0	m ²	0.00	0		0.00	
B1 PARTITIONS & DOORS						218,200	107.65	6.9%
B11.1 Fixed Partitions	0.44	888	m ²	176.35	156,600		77.26	
B11.2 Moveable Partitions	0.00	0	m ²	0.00	0		0.00	
B11.3 Structural Partitions	0.00	0	m ²	0.00	0		0.00	
B12 Doors	0.02	32	lvs.	1,925.00	61,600		30.39	
B2 FINISHES						246,500	121.61	7.8%
B21 Floor Finishes	0.91	1,841	m ²	79.09	145,600		71.83	
B22 Ceiling Finishes	0.92	1,856	m ²	46.07	85,500		42.18	
B23 Wall Finishes	0.76	1,544	m ²	9.97	15,400		7.60	
B3 FITTINGS & EQUIPMENT						270,100	133.25	8.5%
B31.1 Metals	0.00	0	m ²	0.00	0		0.00	
B31.2 Millwork	1.00	2,027	m ²	28.66	58,100		28.66	
B31.3 Specialties	1.00	2,027	m ²	20.72	42,000		20.72	
B32 Equipment	1.00	2,027	m ²	49.33	100,000		49.33	
B33.1 Elevators	0.00	0	stop	0	70,000		34.53	
B33.2 Escalators & Moving Walkways	0.00	0	no.	0.00	0		0.00	
B33.3 Material Handling Systems	0.00	0	no.	0.00	0		0.00	
C1 MECHANICAL						784,600	387.07	24.7%
C11 Plumbing and Drainage	1.00	2,027	m ²	67.24	136,300		67.24	
C12 Fire Protection	1.00	2,027	m ²	35.18	71,300		35.18	
C13 HVAC	1.00	2,027	m ²	254.37	515,600		254.37	
C14 Controls	1.00	2,027	m ²	30.29	61,400		30.29	
C2 ELECTRICAL						361,100	178.15	11.4%
C21 Service & Distribution	1.00	2,027	m ²	58.66	118,900		58.66	
C22 Lighting, Devices & Heating	1.00	2,027	m ²	65.12	132,000		65.12	
C23 Systems & Ancillaries	1.00	2,027	m ²	54.37	110,200		54.37	
Z1 GENERAL REQUIREMENTS & FEES						528,500	260.73	16.7%
Z11 General Requirements	15.0%				396,400		195.56	
Z12 Fee	5.0%				132,100		65.17	
NET BUILDING COST						3,171,400	1,564.58	100%

COST CONSULTANTS

**FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

BTY GROUP

PROJECT: Malton Youth Club Class D Estimate # 1 Rev.2	DATE: June 20, 2018
	GROSS FLOOR AREA: 2,027 m ²

Option 2

Element	Ratio G.F.A.	Element Quantity	Unit	Average Unit Cost	Amount \$	Total Cost \$	Cost/Floor Area \$/ m ²	%
NET BUILDING COST						3,171,400	1,564.58	
D1 SITE WORK						475,000	234.34	
D11.1		0	m ²	0.00	0		0.00	
D11.2		0	m ²	0.00	0		0.00	
D11.3		2,027	m ²	49.33	100,000		49.33	
D11.4		0	m ²	0.00	0		0.00	
D12		2,027	m ²	145.54	295,000		145.54	
D13		2,027	m ²	39.47	80,000		39.47	
D2 ANCILLARY WORK						242,200	119.49	
D21.1		2,027	m ²	119.49	242,200		119.49	
D21.2		0	m ²	0.00	0		0.00	
D22		0	m ²	0.00	0		0.00	
Z1 GENERAL REQUIREMENTS & FEES						143,500	70.79	
Z11					107,600		53.08	
Z12					35,900		17.71	
NET CONSTRUCTION COST						4,032,100	1,989.20	
Z2 ALLOWANCES						735,800	363.00	
Z21					403,200		198.91	
Z23					332,600		164.08	
SUBTOTAL CONSTRUCTION COST						4,767,900	2,352.20	
Harmonized Sales Tax		0.0%				0	0.00	
TOTAL CONSTRUCTION COST						4,767,900	2,352.20	
Z31					221,200		109.13	
ESCALATED CONSTRUCTION COST						4,989,100	2,461.32	

Notes: The estimate specifically excludes the followings:



APPENDIX III

Elemental Summary

Option 3

2 PAGES

**FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB**

BTY GROUP

PROJECT: Malton Youth Club Class D Estimate # 1 Rev.2	DATE: June 20, 2018
	GROSS FLOOR AREA: 1,771 m ²

Option 3

Element	Ratio G.F.A.	Element Quantity	Unit	Average Unit Cost	Amount \$	Total Cost \$	Cost/Floor Area \$/ m ²	%
A1 SUBSTRUCTURE						0	0.00	0.0%
A11.1 Standard Foundations	0.00	0	m ²	0.00	0		0.00	
A11.2 Special Foundations	0.00	0	m ²	0.00	0		0.00	
A12 Basement Excavation	0.00	0	m ³	0.00	0		0.00	
A2 STRUCTURE						320,000	180.69	10.9%
A21 Lowest Floor Construction	0.18	324	m ²	300.00	97,200		54.88	
A22.1 Upper Floor Construction	0.34	610	m ²	325.08	198,300		111.97	
A22.2 Stair Construction	0.01	19	risr	400.00	7,600		4.29	
A23 Roof Construction	0.00	0	m ²	0.00	16,900		9.54	
A3 EXTERIOR ENCLOSURE						371,200	209.60	12.6%
A31 Structural Walls Below Grade	0.00	0	m ²	0.00	0		0.00	
A32.1 Walls Above Grade	0.00	0	m ²	0.00	151,800		85.71	
A32.2 Structural Walls Above Grade	0.00	0	m ²	0.00	0		0.00	
A32.3 Curtain Walls	0.00	0	m ²	0.00	0		0.00	
A33.1 Windows & Louvres	0.01	10	m ²	2,800.00	28,000		15.81	
A33.2 Glazed Screens	0.00	0	m ²	0.00	0		0.00	
A33.3 Doors	0.00	6	lvs.	3,100.00	18,600		10.50	
A34.1 Roof Covering	0.45	805	m ²	184.84	148,800		84.02	
A34.2 Skylights	0.00	4	ea	6,000.00	24,000		13.55	
A35 Projections	0.00	0	m ²	0.00	0		0.00	
B1 PARTITIONS & DOORS						226,300	127.78	7.7%
B11.1 Fixed Partitions	0.52	921	m ²	176.66	162,700		91.87	
B11.2 Moveable Partitions	0.00	0	m ²	0.00	0		0.00	
B11.3 Structural Partitions	0.00	0	m ²	0.00	0		0.00	
B12 Doors	0.02	33	lvs.	1,927.27	63,600		35.91	
B2 FINISHES						213,900	120.78	7.3%
B21 Floor Finishes	0.90	1,602	m ²	76.90	123,200		69.57	
B22 Ceiling Finishes	0.88	1,552	m ²	48.13	74,700		42.18	
B23 Wall Finishes	0.90	1,598	m ²	10.01	16,000		9.03	
B3 FITTINGS & EQUIPMENT						266,300	150.37	9.1%
B31.1 Metals	0.00	0	m ²	0.00	0		0.00	
B31.2 Millwork	1.00	1,771	m ²	32.81	58,100		32.81	
B31.3 Specialties	1.00	1,771	m ²	21.57	38,200		21.57	
B32 Equipment	1.00	1,771	m ²	56.47	100,000		56.47	
B33.1 Elevators	0.00	0	stop	0	70,000		39.53	
B33.2 Escalators & Moving Walkways	0.00	0	no.	0.00	0		0.00	
B33.3 Material Handling Systems	0.00	0	no.	0.00	0		0.00	
C1 MECHANICAL						707,800	399.66	24.1%
C11 Plumbing and Drainage	1.00	1,771	m ²	72.61	128,600		72.61	
C12 Fire Protection	1.00	1,771	m ²	37.04	65,600		37.04	
C13 HVAC	1.00	1,771	m ²	259.35	459,300		259.35	
C14 Controls	1.00	1,771	m ²	30.66	54,300		30.66	
C2 ELECTRICAL						341,900	193.05	11.6%
C21 Service & Distribution	1.00	1,771	m ²	62.79	111,200		62.79	
C22 Lighting, Devices & Heating	1.00	1,771	m ²	70.92	125,600		70.92	
C23 Systems & Ancillaries	1.00	1,771	m ²	59.35	105,100		59.35	
Z1 GENERAL REQUIREMENTS & FEES						489,500	276.40	16.7%
Z11 General Requirements	15.0%				367,100		207.28	
Z12 Fee	5.0%				122,400		69.11	
NET BUILDING COST						2,936,900	1,658.33	100%

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER
SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

BTY GROUP

PROJECT: Malton Youth Club Class D Estimate # 1 Rev.2	DATE: June 20, 2018 GROSS FLOOR AREA: 1,771 m ²
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Option 3

Element	Ratio G.F.A.	Element Quantity	Unit	Average Unit Cost	Amount \$	Total Cost \$	Cost/Floor Area \$/ m ²	%
NET BUILDING COST						2,936,900	1,658.33	
D1 SITE WORK						475,000	268.21	
D11.1 Site Preparation	0.00	0	m ²	0.00	0		0.00	
D11.2 Hard Surfaces	0.00	0	m ²	0.00	0		0.00	
D11.3 Site Improvements	0.00	0	m ²	0.00	100,000		56.47	
D11.4 Landscaping	0.00	0	m ²	0.00	0		0.00	
D12 Mechanical Site Services	1.00	1,771	m ²	166.57	295,000		166.57	
D13 Electrical Site Services	1.00	1,771	m ²	45.17	80,000		45.17	
D2 ANCILLARY WORK						242,200	136.76	
D21.1 Demolition	1.00	1,771	m ²	136.76	242,200		136.76	
D21.2 Hazardous Materials	0.00	0	m ²	0.00	0		0.00	
D22 Alteration	0.00	0	m ²	0.00	0		0.00	
Z1 GENERAL REQUIREMENTS & FEES						143,500	81.03	
Z11 General Requirements	15.0%				107,600		60.76	
Z12 Fee	5.0%				35,900		20.27	
NET CONSTRUCTION COST						3,797,600	2,144.33	
Z2 ALLOWANCES						693,100	391.36	
Z21 Design Allowance	10.0%				379,800		214.46	
Z23 Construction Allowance	7.5%				313,300		176.91	
SUBTOTAL CONSTRUCTION COST						4,490,700	2,535.69	
Harmonized Sales Tax	0.0%					0	0.00	
TOTAL CONSTRUCTION COST						4,490,700	2,535.69	
Z31 Escalation Allowance	4.6%					208,400	117.67	
ESCALATED CONSTRUCTION COST						4,699,100	2,653.36	

Notes: The estimate specifically excludes the followings:



APPENDIX IV

Cost Plan

29 PAGES

Description	Quantity	Unit	Rate	Amount
A2 STRUCTURE				
A21 Lowest Floor Construction				
Option 1				
New Sub floor system; structural studs, steel pan and concrete topping to infill void of pool; inspection hatch required	324	m2	300.00	97,200
Option 2				
New Sub floor system; structural studs, steel pan and concrete topping to infill void of pool; inspection hatch required	324	m2	300.00	97,200
Option 3				
New Sub floor system; structural studs, steel pan and concrete topping to infill void of pool; inspection hatch required	324	m2	300.00	97,200

Total Lowest Floor Construction ***\$291,600***

Description	Quantity	Unit	Rate	Amount
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A2 STRUCTURE

A22.1 Upper Floor Construction

Option 2

Construction of new upper floor using structural steel studs and light steel framing system	866	m2	325.00	281,500
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Option 3

Construction of new upper floor using structural steel studs and light steel framing system	610	m2	325.00	198,300
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<i>Total Upper Floor Construction</i>				<i>\$479,800</i>
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Description	Quantity	Unit	Rate	Amount
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A2 STRUCTURE

A22.2 Stair Construction

Option 2

Allowance for Steel stairs with concrete topping W=1.5m Incl. steel stairs, railing, concrete topping on stairs and stair landing	19	risr	400.00	7,600
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Option 3

Allowance for Steel stairs with concrete topping W=1.5m Incl. steel stairs, railing, concrete topping on stairs and stair landing	19	risr	400.00	7,600
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Total Stair Construction				\$15,200
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Description	Quantity	Unit	Rate	Amount
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A2 STRUCTURE

A23 Roof Construction

Option 2

	45	m2	375.00	16,900
Construction of new pop up space to accommodate stair structure and elevator overrun				

Option 3

	45	m2	375.00	16,900
Construction of new pop up space to accommodate stair structure and elevator overrun				

<i>Total Roof Construction</i>				<i>\$33,800</i>
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Description	Quantity	Unit	Rate	Amount
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A3 EXTERIOR ENCLOSURE

A32.1 Walls Above Grade

Option 1

EIFS; vapour barrier to the inside face with drywall finish	678	m2	200.00	135,600
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Option 2

EIFS; vapour barrier to the inside face with drywall finish	678	m2	200.00	135,600
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Allowance for exterior wall assembly to stair pop up assume 1.5m high	41	m2	400.00	16,200
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Option 3

EIFS; vapour barrier to the inside face with drywall finish	678	m2	200.00	135,600
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Allowance for exterior wall assembly to stair pop up assume 1.5m high	41	m2	400.00	16,200
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Total Walls Above Grade				\$439,200
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Description	Quantity	Unit	Rate	Amount
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A3 EXTERIOR ENCLOSURE

A33.1 Windows & Louvres

Option 1

Windows	40	m2	700.00	28,000
Assume 100% of windows to be replaced; 8nr in total				

Option 2

Windows	40	m2	700.00	28,000
Assume 100% of windows to be replaced; 8nr in total				

Option 3

Windows	40	m2	700.00	28,000
Assume 100% of windows to be replaced; 8nr in total				

Total Windows & Louvres				\$84,000
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Description	Quantity	Unit	Rate	Amount
A3 EXTERIOR ENCLOSURE				
<i>A33.3 Exterior Doors</i>				
Option 1				
Single doors; Assumed hollow metal doors	1	lvs	1,800.00	1,800
Double doors to Entrance & Lobby	4	lvs	3,750.00	15,000
Option 2				
Single doors; Assumed hollow metal doors	2	lvs	1,800.00	3,600
Double doors to Entrance & Lobby	4	lvs	3,750.00	15,000
Option 3				
Single doors; Assumed hollow metal doors	2	lvs	1,800.00	3,600
Double doors to Entrance & Lobby	4	lvs	3,750.00	15,000

Total Exterior Doors ***\$54,000***

Description	Quantity	Unit	Rate	Amount
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A3 EXTERIOR ENCLOSURE

A34.1 Roof Covering

Option 1

Allowance for replacement of existing 2 ply mod bit roof; localised patching & repair to new penetrations and curbs	805	m2	175.00	140,900
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Option 2

Allowance for replacement of existing 2 ply mod bit roof; localised patching & repair to new penetrations and curbs	805	m2	175.00	140,900
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Allowance for roof covering to pop up structure	45	m2	175.00	7,900
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Option 3

Allowance for replacement of existing 2 ply mod bit roof; localised patching & repair to new penetrations and curbs	805	m2	175.00	140,900
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Allowance for roof covering to pop up structure	45	m2	175.00	7,900
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Total Roof Covering				\$438,500
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Description	Quantity	Unit	Rate	Amount
A3 EXTERIOR ENCLOSURE				
<i>A34.2 Skylights</i>				
Option 1				
Allowance for skylights to roof	3	ea	6,000.00	18,000
Option 2				
Allowance for skylights to roof	2	ea	6,000.00	12,000
Option 3				
Allowance for skylights to roof	4	ea	6,000.00	24,000

Total Skylights ***\$54,000***

Description	Quantity	Unit	Rate	Amount
B1 PARTITIONS & DOORS				
<i>B11.1 Fixed Partitions</i>				
Option1				
Steel stud framing with sound insulation; drywall finish	446	m2	120.00	53,500
Steel stud framing with sound insulation; drywall finish (double height) - studs included in structure	210	m2	90.00	18,900
Glazed Partitions	65	m2	550.00	35,600
Glazed Partitions (double height)	150	m2	700.00	105,000
Modernfold Folding partition between Comm Kitchen	54	m2	1,000.00	54,000
Option2				
Steel stud framing with sound insulation; drywall finish	772	m2	120.00	92,700
Glazed Partitions	116	m2	550.00	63,900
Option3				
Steel stud framing with sound insulation; drywall finish	799	m2	120.00	95,900
Glazed Partitions	122	m2	550.00	66,800
Total Fixed Partitions				\$586,300

Description	Quantity	Unit	Rate	Amount
B1 PARTITIONS & DOORS				
<i>B12 Interior Doors</i>				
Option 1				
New Single Doors	22	lvs	2,000.00	44,000
New Double Doors	8	lvs	1,700.00	13,600
Option 2				
New Single Doors	24	lvs	2,000.00	48,000
New Double Doors	8	lvs	1,700.00	13,600
Option 3				
New Single Doors	25	lvs	2,000.00	50,000
New Double Doors	8	lvs	1,700.00	13,600
<i>Total Interior Doors</i>				<i>\$182,800</i>

Description	Quantity	Unit	Rate	Amount
B2 FINISHES				
<i>B21 Floor Finishes</i>				
Option 1				
Carpet Tile	532	m2	75.00	39,900
Sheet Flooring	532	m2	80.00	42,500
Allowance for repair to Terrazzo floor at entrance	15	m2	200.00	3,000
Option 2				
Carpet Tile	921	m2	75.00	69,000
Sheet Flooring	921	m2	80.00	73,600
Allowance for repair to Terrazzo floor at entrance	15	m2	200.00	3,000
Option 3				
Carpet Tile	801	m2	75.00	60,100
Sheet Flooring	801	m2	75.00	60,100
Allowance for repair to Terrazzo floor at entrance	15	m2	200.00	3,000

Total Floor Finishes ***\$354,200***

Description	Quantity	Unit	Rate	Amount
B2 FINISHES				
<i>B22 Ceiling Finishes</i>				
Option 1				
ACT Ceiling Finish	968	m2	40.00	38,700
Cleanable Ceiling Finish to Comm. Kitchen	98	m2	160.00	15,700
Allowance for e/o for box in box construction within double height space	1,066	m2	30.00	32,000
Option 2				
ACT Ceiling Finish	1,746	m2	40.00	69,800
Cleanable Ceiling Finish to Comm. Kitchen	98	m2	160.00	15,700
Option 3				
ACT Ceiling Finish	1,447	m2	40.00	57,900
Cleanable Ceiling Finish to Comm. Kitchen	105	m2	160.00	16,800

Total Ceiling Finishes ***\$246,600***

Description	Quantity	Unit	Rate	Amount
B2 FINISHES				
<i>B23 Wall Finishes</i>				
Option1				
Wall Finish; Paint Throughout	891	m2	10.00	8,900
Wall Finish; Paint Throughout (double height)	420	m2	12.00	5,000
Option2				
Wall Finish; Paint Throughout	1,544	m2	10.00	15,400
Option3				
Wall Finish; Paint Throughout	1,598	m2	10.00	16,000

Total Wall Finishes ***\$45,300***

Description	Quantity	Unit	Rate	Amount
B3 FITTINGS & EQUIPMENT				
<i>B31.2 Millwork</i>				
Option 1				
Allowance for Millwork	1,161	m2	50.00	58,100
Option 2				
Allowance for Millwork, assume not required to upper level	1,161	m2	50.00	58,100
Option 3				
Allowance for Millwork, assume not required to upper level	1,161	m2	50.00	58,100

<i>Total Millwork</i>				<i>\$174,300</i>
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Description	Quantity	Unit	Rate	Amount
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B3 FITTINGS & EQUIPMENT

B31.3 Specialties

Option 1

Allowance for specialties	1,161	m2	25.00	29,000
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Option 2

Allowance for specialties; L1	1,161	m2	25.00	29,000
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Allowance for specialties; L2	866	m2	15.00	13,000
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Option 3

Allowance for specialties; L1	1,161	m2	25.00	29,000
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Allowance for specialties; L2	610	m2	15.00	9,200
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<i>Total Specialties</i>				\$109,200
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Description	Quantity	Unit	Rate	Amount
B3 FITTINGS & EQUIPMENT				
<i>B32 Equipment</i>				
Option 1				
Allowance for Kitchen Equipment	1	Item	50,000.00	50,000
Allowance for FFE	1	Item	50,000.00	50,000
Option 2				
Allowance for Kitchen Equipment	1	Item	50,000.00	50,000
Allowance for FFE	1	Item	50,000.00	50,000
Option 3				
Allowance for Kitchen Equipment	1	Item	50,000.00	50,000
Allowance for FFE	1	Item	50,000.00	50,000

Total Equipment ***\$300,000***

Description	Quantity	Unit	Rate	Amount
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B3 FITTINGS & EQUIPMENT

B33.1 Elevators

Option 2

Passenger Elevator; two stops	1	item	70,000.00	70,000
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Option 3

Passenger Elevator; two stops	1	item	70,000.00	70,000
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Total Elevators			\$140,000
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Description	Quantity	Unit	Rate	Amount
C1 MECHANICAL				
<i>C11 Plumbing and Drainage</i>				
Option 1				
Allowance based on GFA	1,161	m2	95.00	110,300
Option 2				
Allowance based on GFA, L1	1,161	m2	95.00	110,300
Allowance based on GFA, L2	866	m2	30.00	26,000
Option 3				
Allowance based on GFA, L1	1,161	m2	95.00	110,300
Allowance based on GFA, L2	610	m2	30.00	18,300

Total Plumbing and Drainage ***\$375,200***

Description	Quantity	Unit	Rate	Amount
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C1 MECHANICAL

C12 Fire Protection

Option 1

Allowance based on GFA	1,161	m2	32.00	37,200
Allowance for kitchen suppression system	1	sum	15,000.00	15,000

Option 2

Allowance based on GFA, L1	1,161	m2	32.00	37,200
Allowance for kitchen suppression system	1	sum	15,000.00	15,000

Allowance based on GFA, L2	866	m2	22.00	19,100
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Option 3

Allowance based on GFA, L1	1,161	m2	32.00	37,200
Allowance for kitchen suppression system	1	sum	15,000.00	15,000

Allowance based on GFA, L2	610	m2	22.00	13,400
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Total Fire Protection				\$189,100
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Description	Quantity	Unit	Rate	Amount
C1 MECHANICAL				
C13 HVAC				
Option 1				
Allowance based on GFA	1,161	m2	280.00	325,100
Option 2				
Allowance based on GFA, L1	1,161	m2	280.00	325,100
Allowance based on GFA, L2	866	m2	220.00	190,500
Option 3				
Allowance based on GFA, L1	1,161	m2	280.00	325,100
Allowance based on GFA, L2	610	m2	220.00	134,200

Total HVAC **\$1,300,000**

Description	Quantity	Unit	Rate	Amount
C1 MECHANICAL				
C14 Controls				
Option 1				
Allowance based on GFA	1,161	m2	32.00	37,200
Option 2				
Allowance based on GFA, L1	1,161	m2	32.00	37,200
Allowance based on GFA, L2	866	m2	28.00	24,200
Option 3				
Allowance based on GFA, L1	1,161	m2	32.00	37,200
Allowance based on GFA, L2	610	m2	28.00	17,100

\$152,900

Description	Quantity	Unit	Rate	Amount
C2 ELECTRICAL				
C21 Service & Distribution				
Option 1				
Allowance based on GFA	1,161	m2	80.00	92,900
Option 2				
Allowance based on GFA, L1	1,161	m2	80.00	92,900
Allowance based on GFA, L2	866	m2	30.00	26,000
Option 3				
Allowance based on GFA, L1	1,161	m2	80.00	92,900
Allowance based on GFA, L2	610	m2	30.00	18,300

Total Service & Distribution ***\$323,000***

Description	Quantity	Unit	Rate	Amount
C2 ELECTRICAL				
<i>C22 Lighting, Devices & Heating</i>				
Option 1				
Allowance based on GFA	1,161	m2	95.00	110,300
Option 2				
Allowance based on GFA, L1	1,161	m2	95.00	110,300
Allowance based on GFA, L2	866	m2	25.00	21,700
Option 3				
Allowance based on GFA, L1	1,161	m2	95.00	110,300
Allowance based on GFA, L2	610	m2	25.00	15,300

Total Lighting, Devices & Heating ***\$367,900***

Description	Quantity	Unit	Rate	Amount
C2 ELECTRICAL				
C23 Systems & Ancillaries				
Option 1				
Allowance based on GFA	1,161	m2	80.00	92,900
Option 2				
Allowance based on GFA, L1	1,161	m2	80.00	92,900
Allowance based on GFA, L2	866	m2	20.00	17,300
Option 3				
Allowance based on GFA, L1	1,161	m2	80.00	92,900
Allowance based on GFA, L2	610	m2	20.00	12,200

Total Systems & Ancillaries \$308,200

Description	Quantity	Unit	Rate	Amount
D1 SITE WORK				
<i>D11.3 Site Improvements</i>				
Option 1				
Allowance for site landscaping & modification to entrance area; required for AODA compliance	1	Sum	100,000.00	100,000
Option 2				
Allowance for site landscaping & modification to entrance area; required for AODA compliance	1	Sum	100,000.00	100,000
Option 3				
Allowance for site landscaping & modification to entrance area; required for AODA compliance	1	Sum	100,000.00	100,000

Total Site Improvements ***\$300,000***

Description	Quantity	Unit	Rate	Amount
D1 SITE WORK				
<i>D12 Mechanical Site Services</i>				
Option 1				
Allowance for new domestic water main including fire hydrant	1	sum	75,000.00	75,000
Allowance for gas	1	sum	20,000.00	20,000
Allowance for Sanitary & Storm pipe upgrades	1	Sum	200,000.00	200,000
Option 2				
Allowance for new domestic water main including fire hydrant	1	sum	75,000.00	75,000
Allowance for gas	1	sum	20,000.00	20,000
Allowance for Sanitary & Storm pipe upgrades	1	Sum	200,000.00	200,000
Option 3				
Allowance for new domestic water main including fire hydrant	1	sum	75,000.00	75,000
Allowance for gas	1	sum	20,000.00	20,000
Allowance for Sanitary & Storm pipe upgrades	1	Sum	200,000.00	200,000

Total Mechanical Site Services ***\$885,000***

Description	Quantity	Unit	Rate	Amount
D1 SITE WORK				
<i>D13 Electrical Site Services</i>				
Option 1				
Allowance for new electrical services	1	sum	80,000.00	80,000
Option 2				
Allowance for new electrical services	1	sum	80,000.00	80,000
Option 3				
Allowance for new electrical services	1	sum	80,000.00	80,000

Total Electrical Site Services ***\$240,000***

Description	Quantity	Unit	Rate	Amount
D2 ANCILLARY WORK				
D21.1 Demolition				
Option 1				
Concrete block partitions to be demolished	373	m2		
Existing Stair to be removed	1	sum		
Existing mezzanine level to be removed; inc open web steel joists, steel pan and conc fill	102	m2		
Removal of existing M&E; based on GFA	1,161	m2		
Allowance for general demolition; incl. hazmat removal	1,161	m2	200.00	232,200
Option 2				
Concrete block partitions to be demolished	373	m2		
Existing Stair to be removed	1	sum		
Existing mezzanine level to be removed; inc open	102	m2		
Removal of existing M&E; based on GFA	1,161	m2		
Allowance for general demolition; incl. hazmat removal	1,161	m2	200.00	232,200
Demolition of roof slab to allow for new pop out for elevator overrun	1	sum	10,000.00	10,000
Option 3				
Concrete block partitions to be demolished	373	m2		
Existing Stair to be removed	1	sum		
Existing mezzanine level to be removed; inc open web steel joists, steel pan and conc fill	102	m2		
Removal of existing M&E; based on GFA	1,161	m2		
Allowance for general demolition; incl. hazmat removal	1,161	m2	200.00	232,200
Demolition of roof slab to allow for new pop out for elevator overrun	1	sum	10,000.00	10,000
Total Demolition				\$716,600



*Global Development &
Infrastructure Consultants*

APPENDIX I

10.9-65

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

MALTON YOUTH HUB					
No.	Component	NSF	Quantity	Total NSF	Comments
1.0 Common Area					
Net Area				3,320	
1.1	Entrance Lobby	140	1	140	Includes entrance vestibule (40sf) & lobby (100sf)
1.2	Reception Desk	140	1	140	Space for 1 receptionist
1.3	Waiting area	200	1	200	Approximately 10 people
1.4	Multi-purpose Room, Large	1100	1	1,100	Approximately 40-60 people, seated
1.5	Learning Resource Center	400	1	400	Carrels with workstations for 8 people, worktables, brochure area, lounge seating
1.6	Kids First	400	1	400	Kids play area with open shelving for materials & supplies, low tables and kids sized chairs
1.7	Gallery	250	1	250	Linear gallery connected to lobby, associated with LRC for events
1.8	Washroom, Universal	90	1	90	(Gender Neutral)
1.9	Washroom, Public	300	2	600	
2.0 Region Program Space					
Net Area				2,316	
2.1	Group Room, Medium	400	1	400	Approximately 20 people, with millwork, allow for as many work per option
2.2	Group Room, Small	250	1	250	Approximately 10 people, with millwork, allow for as many work per option
2.3	General Storage	150	1	150	Chair and table storage
2.4	Consultation Room	140	2	280	Small meeting table, 4 chairs
2.5	Office, Private	140	2	280	Office (L-shaped desk) for consultation with family (2 visitor chairs)
2.6	Community Kitchen	600	1	600	Approximately 15 people seated (400sf), with demonstration kitchen & ceiling mirror (200sf)
2.7	Admin, Office	140	1	140	Office (L-shaped desk) for consultation with family (2 visitor chairs)
2.8	Admin, Workstation	70	2	140	
2.9	Admin, Print area	36	1	36	
2.10	Washroom, Staff	40	1	40	(Gender Neutral)
3.0 Agency - Program Space					
Net Area					See associated Plan Option for number accomodated
3.1	Agency Space - Type A			962	Includes 30% grossing factor for internal circulation
	Team / Meeting Room	200	1	200	Approximately 6 people, amy be associated with Kitchenette to act as lunch room
	Office, Private	140	1	140	Office (L-shaped desk)
	Admin, Workstation	70	4	280	
	Admin, Print area	40	1	40	
	Admin, Storage Area	40	1	40	

APPENDIX I

10.9-66

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

	Kitchenette	40	1	40	
3.2	Agency Space - Type B			1,690	Includes 30% grossing factor for internal circulation
	Team / Meeting Room	200	1	200	Approximately 6 people, may be associated with Kitchenette to act as lunch room
	Office, Private	140	3	420	Office (L-shaped desk)
	Admin, Workstation	70	8	560	
	Admin, Print area	40	1	40	
	Admin, Storage Area	40	1	40	
	Kitchenette	40	1	40	
3.3	Agency Space - C			3,328	Includes 30% grossing factor for internal circulation
	Team / Meeting Room	200	2	400	Approximately 6 people, may be associated with Kitchenette to act as lunch room
	Office, Private	140	4	560	Office (L-shaped desk)
	Admin, Workstation	70	20	1,400	
	Admin, Print area	40	2	80	
	Admin, Storage Area	40	2	80	
	Kitchenette	40	1	40	

4.0 Commercial Kitchen

	Net Area			1,300	
4.1	Central Kitchen	500	1	500	
4.2	Tray Area	40	1	40	
4.3	Cold Prep Area	40	1	40	
4.4	Hot Prep Area	40	1	40	
4.5	Dishwashing	150	1	150	
4.6	Potwashing	60	1	60	
4.7	Cooler, Walk-in	80	1	80	
4.8	Freezer, Walk-in	80	1	80	
4.9	Dry Storage	150	1	150	
4.10	Washroom, Staff	40	1	40	
4.11	De-Casing Area	60	1	60	
4.12	Loading / Staging Area	60	1	60	

5.0 Facility Support Space

	Net Area			620	
5.1	Maintenance Office	120	1	120	
5.2	General Storage	400	1	400	
5.3	Main Garbage Room	200	1	100	
5.4	Mechanical and Electrical Service Rooms				TBD - Accounted for in Facility Gross-up

APPENDIX I

10.9-67

FEASIBILITY OF THE PHYSICAL CONVERSION OF THE POOL AREA AT LINCOLN ALEXANDER SECONDARY SCHOOL IN MALTON TO A YOUTH HUB

TOTAL NET AREA	7,556	EXCLUDING AGENCY PROGRAM SPACE (VARIES PER OPTION)
GROSSING FACTOR - NSF to CGSF(1.3, allow for renovations)	2,267	EXCLUDING AGENCY PROGRAM SPACE GROSS-UP
TOTAL AREA TO PLAN	9,823	EXCLUDING AGENCY PROGRAM SPACE



THE REGIONAL MUNICIPALITY OF PEEL

GREATER TORONTO AIRPORTS AUTHORITY LIAISON COMMITTEE

MINUTES

GTAA - 1/2018

The Region of Peel Greater Toronto Airports Authority Liaison Committee met on June 21, 2018 at 9:35 a.m., in the Chair's Boardroom, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, Ontario.

Members Present: B. Crombie; F. Dale; A. Thompson; M. Medeiros, designate for L. Jeffrey

Members Absent: L. Jeffrey, due to personal matters

Also Present: D. Szwarc, Chief Administrative Officer; K. Lockyer, Regional Clerk and Director of Clerks; H. West, Committee Clerk

1. ELECTION OF CHAIR AND VICE CHAIR

RECOMMENDATION GTAA-1-2018:

That Councillor Crombie be elected as the Chair of the Greater Toronto Airports Authority (GTAA) Liaison Committee for the term ending November 30, 2018 or until a successor is appointed;

And further, that Councillor Thompson be elected as Vice-Chair of the GTAA Liaison Committee for the term ending November 30, 2018 or until a successor is appointed.

Councillor Crombie presided.

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

* See text for arrivals

◆ See text for departures

3. **APPROVAL OF AGENDA**

RECOMMENDATION GTAA-2-2018:

That the agenda for the June 21, 2018 Greater Toronto Airports Authority (GTAA) Liaison Committee meeting, be approved.

4. **DELEGATIONS - Nil**

5. **REPORTS - Nil**

6. **COMMUNICATIONS - Nil**

7. **IN CAMERA MATTERS**

At 9:38 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:

7.1. **Applications for Nominations to Serve on the Greater Toronto Airports Authority Board of Directors (Personal matters about identifiable individuals including municipal or local board employees)**

Committee moved out of In Camera at 9:48 a.m.

RECOMMENDATION GTAA-3-2018:

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

8. **OTHER BUSINESS - Nil**

9. **NEXT MEETING**

To be determined.

10. **ADJOURNMENT**

The meeting adjourned at 9:50 a.m.



**THE REGIONAL MUNICIPALITY OF PEEL
GOVERNMENT RELATIONS COMMITTEE
MINUTES**

GRC - 2/2018

The Region of Peel Government Relations Committee met on June 21, 2018 at 11:04 a.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: B. Crombie; D. Cook; F. Dale; J. Innis; M. Medeiros; K. Ras; A. Thompson

Members Absent: G. Gibson, due to personal matters; L. Jeffrey, due to personal matters; G. Miles, due to personal matters

Also Present: D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; S. Hewitt, Acting Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; N. Polsinelli, Commissioner of Health Services; K. Lockyer, Regional Clerk and Director of Clerk's; S. Mistry, Specialist, External Relations; C. Thomson, Legislative Specialist; S. Valteau, Committee Clerk; S. MacGregor, Legislative Assistant

Chaired by Chair Councillor J. Innis.

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION GRC-4-2018:

That the agenda for the June 21, 2018 Government Relations Committee meeting be approved.

* See text for arrivals

◆ See text for departures

3. **DELEGATIONS - Nil**

4. **REPORTS**

4.1. **2018 Association of Municipalities of Ontario (AMO) Annual Conference**

RECOMMENDATION GRC-5-2018:

That the advocacy approach described in the report of the Commissioner of Corporate Services, titled "2018 Association of Municipalities of Ontario (AMO) Annual Conference," be endorsed.

RECOMMENDATION GRC-6-2018:

That the Region of Peel host a briefing session for new Members of Provincial Parliament.

In response to a question from Councillor Crombie, Sonia Mistry, Specialist, External Relations, advised that staff expect that there will be opportunities to meet with the new Provincial Cabinet members at the Association of Municipalities of Ontario (AMO) Annual Conference. She also advised that Region of Peel staff would brief committee members prior to the conference to prepare.

Councillor Crombie suggested that the Region of Peel host a briefing session for the new Members of Provincial Parliament, similar to what was done at the City of Mississauga.

4.2. **Government Relations Committee Summary Report 2015-2018**

Received

At the request of Councillor Ras, Sonia Mistry, Specialist, External Relations, undertook to provide a fact sheet on Region of Peel priorities for Councillors to distribute at summer events.

5. **GOVERNEMENT RELATIONS UPDATE (Oral)**

Discussion led by Sonia Mistry, Specialist, External Relations, Strategic Public Policy and External Relations

Received

Sonia Mistry, Specialist, External Relations, provided an update on recent Provincial Election results, Provincial and Federal priorities and their implications for the Region of Peel.

Councillor Crombie informed that a City of Mississauga resolution regarding Marine Plastics would be presented at the next meeting of Regional Council.

Councillor Innis suggested that the City of Mississauga resolution also be distributed to the local municipalities and conservation authorities.

Councillor Thompson asked that the Region of Peel revisit its position on plastic bags through the Waste Management Strategic Advisory Committee.

6. COMMUNICATIONS - Nil

7. IN CAMERA MATTERS - Nil

8. OTHER BUSINESS

Councillor Innis suggested that Region of Peel representatives meet with the new Minister of Community Safety and Correctional Services to discuss the financial implications of the *Cannabis Act* to municipalities.

9. NEXT MEETING

To be determined.

10. ADJOURNMENT

The meeting adjourned at 11:30 a.m.



Making Way

For Ontarians with Disabilities

REGION OF PEEL

ACCESSIBILITY ADVISORY COMMITTEE

MINUTES

AAC-3/2018

The Region of Peel Accessibility Advisory Committee met on June 21, 2018 at 1:31 p.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, Ontario.

Members Present: C. Belleth; R. Chopra; F. Dale; M. Daniel; D. Farrace; N. Husain; M. Palleschi

Members Absent: A. Groves, due to other municipal business; R. Khedr; M. Mahoney, due to personal matters; L. Soulliere due to committee resignation

Also Present: M. Killeavy, Acting Commissioner of Corporate Services; J. Sheehy, Commissioner of Human Services; J. Jackson, Director, Culture and Inclusion; K. Lockyer, Regional Clerk and Director of Clerk's; V. Montesdeoca, Accessibility Planning Specialist; H. West, Legislative Specialist; H. Gill, Committee Clerk; D. Obaseki, Legislative Assistant

Chaired by Dely Farrace.

1. CALL TO ORDER

Dely Farrace, Committee Chair of the Region of Peel Accessibility Advisory Committee (AAC) called the meeting to order at 1:31 p.m.

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

*See text for arrivals

◆See text for departures

3. APPROVAL OF AGENDA

Moved by N. Husain;

RECOMMENDATION AAC-5-2018:

That the agenda for the June 21, 2018, Region of Peel Accessibility Advisory Committee meeting include an additional item regarding the resignation of Linda Soulliere, Region of Peel Accessibility Advisory Committee member to be dealt with under Other Business - Item 8.1;

And further, that the agenda for the June 21, 2018, Region of Peel Accessibility Advisory Committee meeting be approved, as amended.

4. PREVIOUS MEETING MINUTES

- 4.1. Minutes of the Region of Peel Accessibility Advisory Committee (AAC-2/2018) meeting held on April 19, 2018

Received

5. DELEGATIONS

- 5.1. **Roksena Nivolova, Figure3; Bernard Sin, Rafael + Bigauskas Architects; Brock Stevenson, Daniels Homes; and Lorene Casiez, Human Space**, Regarding the Daniels Affordable Housing Project Accessibility Features

Received

Related to 6.1

Brock Stevenson, Senior Manager of Design and Innovation, Daniels Homes, and Lorene Casiez, Human Space, provided an overview of the Daniels Affordable Housing Project and the incorporated accessibility features. They noted that the Daniels' Accessibility Design Program was utilized to implement by design features that will allow persons with disabilities barrier free access to residential suites and common areas.

In response to questions raised by Committee Members, regarding accessibility features, Brock Stevenson indicated that he would continue discussions with Region of Peel staff to determine where efficiencies can be made. Areas highlighted by Committee Members include: handrail placement, accessible button size and style, accessible flooring features, alarm strobe flashing frequency, and the number of accessible units and accessible parking spaces.

Naz Husain, Committee Member requested that consideration be given to ensure that language used to identify passenger pick-up and drop-off is done so in a respectful manner.

6. REPORTS

6.1. Daniels Affordable Housing Project - 360 City Centre Drive, City of Mississauga, Ward 4 – Accessibility Features

Moved by F. Dale;

RECOMMENDATION AAC-6-2018:

That the site plan for the Daniels Affordable Housing Project located at 360 City Centre Drive, Mississauga, Ward 4, as presented to the Region of Peel Accessibility Advisory Committee, be supported;

And further, that notification of the Accessibility Advisory Committee's support for the subject site plan be provided to the City of Mississauga Planning and Development Department.

Related to 5.1

6.2. Design of Public Spaces Standard

Presentation by Sandy Lovisotto, Program Manager, Roads – Design and Construction

Received

Moved by N. Husain;

RECOMMENDATION AAC-7-2018:

That the Design of Public Spaces Compliance Checklist, be endorsed;

And further, that the Regional roads projects outlined in the report of the Commissioner of Public Works, titled "Design of Public Spaces Standard" presented at the June 21, 2018 Accessibility Advisory Committee (AAC) meeting, that were newly constructed or redeveloped in 2016 to the present, be supported;

And further, that staff be directed to use the Design of Public Spaces Compliance Checklist during the design of projects to ensure compliance with the legislated requirements of the Design of Public Spaces Standard and report to the AAC on the use and application.

Sandy Lovisotto, Program Manager, Roads – Design and Construction, provided an overview of the Design of Public Spaces Compliance Checklist (the "Checklist") that was developed in response to the Design of Public Spaces Standard under the *Integrated Accessibility Standards Regulation* that came into effect January 1, 2016. The Checklist was reviewed and endorsed by the AAC Site Plan and Construction Advisory Working Group on April 28, 2018 and was used to ensure that projects from 2016 to present are in compliance with legislation. Upon AAC endorsement, the checklist will be used to review construction projects moving forward. Staff

are also working on developing standards for the design of rest areas as per AODA and will report back to the AAC in 2019.

In response to a suggestion from Chamila Belleth, Committee Member, Sandy Lovisotto indicated that staff will review the mentioned cross-walk location in Toronto as an example of cross-walk button placement that allows for ease of access for persons with limited mobility.

6.3. Region of Peel Accessibility Advisory Committee Terms of Reference

Moved by R. Chopra;

RECOMMENDATION AAC-8-2018:

That the proposed amendments to the Terms of Reference for the Region of Peel Accessibility Advisory Committee, attached as Appendix I to the report of the Commissioner of Corporate Services, titled "Region of Peel Accessibility Advisory Committee Terms of Reference", be approved.

Harjit Gill, Committee Clerk provided a summary of the proposed changes to the AAC Terms of Reference.

6.4. Accessibility Planning Program Update - June 21, 2018

Received

Veronica Montesdeoca, Accessibility Planning Specialist, provided an update on participation at the Connections 2018 Resource Fair and Councillor Pat Saito's Annual Seniors' Fair. Flyers to promote recruitment for the new Term of Council AAC Committee were distributed at both events and more information on the recruitment process will be provided to the Committee in the fall. National Access Awareness Week was commemorated and in an effort to continue to educate and create awareness a video story was created to promote the AAC and a continued vision of Community for Life. The video included members of the AAC expressing what Community for Life meant to them.

In response to questions raised by Committee Members, regarding recruitment, Veronica Montesdeoca indicated that a campaign will take place this fall that will include social media, other communication mediums and community agencies.

7. COMMUNICATIONS

7.1. Dely Farrace, Region of Peel Accessibility Advisory Committee Chair, Email dated May 31, 2018, Sharing an Invitation from the TTC Advisory Committee on Accessible Transit to Participate in a Joint Meeting with Transit Accessibility Advisory Committees in the Greater Toronto Area

Received

Veronica Montesdeoca, Accessibility Planning Specialist, provided an update on the invitation from the Chair of the TTC Advisory Committee to participate in a joint meeting to discuss

accessible transit best practices. Members from the AAC, TransHelp Advisory Committee and staff have been requested to participate. The date of the meeting has not been determined, however, is projected to be held in early August. Veronica requested that two members of the AAC volunteer to participate and indicated that she would communicate additional details as they become available.

8. OTHER BUSINESS

- 8.1. **Linda Soulliere, Region of Peel Accessibility Advisory Committee Member,** Email dated June 18, 2018, Advising of Her Resignation from the Region of Peel Accessibility Advisory Committee

Moved by M. Daniel;

RECOMMENDATION AAC-9-2018:

That the resignation of Linda Soulliere from the Region of Peel Accessibility Advisory Committee (AAC), be received.

9. NEXT MEETING

The next meeting of the Region of Peel Accessibility Advisory Committee is scheduled for Thursday, September 20, 2018 at 1:30 p.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Harjit Gill, Committee Clerk, (905) 791-7800, extension 4854 or at harjit.gill@peelregion.ca.

10. ADJOURNMENT

The meeting adjourned at 3:04 p.m.

**ITEMS RELATED TO
PUBLIC WORKS**

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For Information

DATE: July 3, 2018

REPORT TITLE: **ADAPTING TO CHANGES IN LAND USE PLANNING LEGISLATION**

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

OBJECTIVE

To provide an update on the Region of Peel's implementation of land use planning legislation.

REPORT HIGHLIGHTS

- Peel Region's growing population and growth pressures prompted Council to create the Growth Management Committee in 2015 to address these and other similar issues.
- Significant changes to Ontario's land use planning legislation are now in effect, and have implications on the Region of Peel's role and responsibilities.
- Amendments to the *Planning Act* require single- and upper-tier municipalities to have a Planning Advisory Committee, with at least one resident of the municipality.
- To support Council in land use planning and growth management decisions, the current Director position will also be designated as the Chief Planner and will be present at Council and Committee meetings.
- Terms of reference and other details required to create the Planning Advisory Committee will be brought forward in the new term of Council.

DISCUSSION**1. Background**

In 2017 significant changes to land use planning policy were enacted, including the updated Growth Plan for the Greater Golden Horseshoe (2017) and the *Building Better Communities and Conserving Watersheds Act*, previously known as Bill 139. The purpose of this report is to summarize the new legislative changes, outline the impacts to the planning context in Peel, and discuss how the Region can accommodate these through new and modified committees, and appropriate enhancements to staffing.

ADAPTING TO CHANGES IN LAND USE PLANNING LEGISLATION

2. Evolution of Planning and Growth Management

In 2014 Peel faced population growth at a rate that was outpacing Provincial forecasts, and an employment growth rate that was lagging behind the forecasts. The employment landscape overall was shifting towards a lower number of jobs per hectare, making it problematic to achieve Places to Grow density targets. At the same time the Region was required to make generational investments in water and wastewater treatment to support forecasted growth to 2031. In doing so, the Region took on over \$1 billion debt to finance the infrastructure. With growth not being realized, the financial risk associated with growth became apparent.

To address these challenges, the Growth Management Committee (“Committee”) was created in 2015. The Committee is currently responsible for:

1. Reviewing and making recommendations on growth forecasts and on Regional Official Plan Amendments related to growth, including opportunities for intensification;
2. Reviewing and providing comments on the studies related to and options for sustainable financing of growth in Peel;
3. Making recommendations respecting Regional Official Plan reviews.

Since then, the Region undertook a new approach to plan and actively manage growth, to ensure planning priorities reflect community needs and growth concerns. This comprehensive approach integrated water/wastewater servicing, transportation, and land use planning to reduce the Region’s Development Charge debt by \$0.5 billion from what was forecasted in the 2012 Development Charges Background Study.

The Region provided input on important changes to land use policy and Provincial planning studies, including:

- The Coordinated Plans Review (Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, and Greenbelt Plan)
- *Promoting Affordable Housing Act*
- The GTA West Corridor Environmental Assessment
- Amendments to the *Development Charges Act*
- Amendments to the *Planning Act*

Regional Council’s involvement in the changes to land use planning and growth management has resulted in ongoing dialogue with the Province and advocacy positions supporting the best interests of Peel’s current and future residents.

3. Increased Role in Planning

The recent changes in land use planning have brought with them a fundamental change in the role and responsibilities of the Region. The Growth Plan (2017) prompted changes to the *Planning Act*, which now requires that municipal comprehensive reviews be Region-led. By doing so, the following are now the responsibility of the Region:

- Growth forecasts, density, and intensification target implementation
- Settlement boundary expansions
- Employment area strategy, designation, conversion, and density requirements
- Major transit station area and strategic growth area delineation
- Natural heritage and agricultural systems mapping refinement

ADAPTING TO CHANGES IN LAND USE PLANNING LEGISLATION

Further, on April 3, 2018 the *Building Better Communities and Conserving Watersheds Act* came into effect, replacing the Ontario Municipal Board with the Local Planning Appeal Tribunal (“Tribunal”) and establishing new rules around the appeal of planning related matters.

As outlined in the report titled “Current Provincial Land Use Planning Context” presented at Regional Council on April 26, 2018 (Resolution 2018-344), key impacts on the Region resulting from the Tribunal appeal process include:

- The Tribunal will only hear appeals using evidence that informed a Council’s decision under challenge;
- If the Tribunal determines that a municipal decision does not meet the new standard of review on a first appeal, the matter will be referred back to the municipality for reconsideration;
- A new decision must be issued within 90 days by the original approval authority on a matter referred back by the Tribunal.

With these are new requirements, staff reports, available information, and the overall process leading to municipal decision-making on planning matters must now be more comprehensive, since the Tribunal will only hear appeals using evidence that informed a Council’s initial decision. This will warrant additional planning and related technical reports as part of a Council report, as new information cannot be added during an appeal process.

The 90-day decision timeframe for matters referred back to Council is a significant change, as this could impact Regional work processes and necessitate additional Council meetings.

The province has indicated that part of the Region’s role in land use planning will now be to handle matters of planning policy interpretation from its local municipalities, rather than the local municipalities contacting the province directly as they had in the past. The purpose of this change is to encourage local matters to be dealt with by the local and upper-tier municipality, while the province manages matters of upper- and single-tier municipalities. In this context, the Region becomes a one-window planning service between Peel’s local municipalities and the province.

Overall, the changes to provincial planning legislation and processes mean the Region will increasingly be involved in previously local matters, and will require significantly more staff time and effort to do so. With the Tribunal, local municipal comprehensive reviews now being initiated by the Region, increased collaboration and interaction with provincial ministries, and substantial support materials required to accompany planning decisions before Regional Council, staff have begun to assess the impact on Regional staffing resources.

As a way to better support Council decision-making amid changes in the Region’s land use planning role and responsibilities, the position of Director of Integrated Planning will be revised as Director of Planning and Growth Management and Chief Planner in the Public Works Department.

ADAPTING TO CHANGES IN LAND USE PLANNING LEGISLATION

The Director and Chief Planner will support Regional Council in their expanded land use planning responsibilities and will be present at all Council meetings to answer questions on planning and growth management matters. The position will be the planning lead for the Region at the Tribunal, and attend meetings with the province, municipalities, and planning-related committees.

Any additional staffing requests needed to support the expanded scope of work required for municipal comprehensive reviews will be brought forward as part of the next budget.

4. Mandatory Planning Advisory Committee

The *Smart Growth for Our Communities Act, 2015* (Bill 73) came into effect on December 3, 2015 with a number of new or revised *Planning Act* Regulations coming into effect on July 1, 2016. These Regulations provide direction on a range of matters, including giving notice on planning applications and public participation in the planning process through a newly mandated Planning Advisory Committee.

The *Planning Act* was amended to require such committees in all single- and upper-tier municipalities in an effort to promote input from members of the public on planning matters. Members of the Planning Advisory Committee are to be appointed by Council, and must contain at least one resident of the municipality who is neither a member of Council, nor an employee of the municipality. The *Planning Act* does not include a specified mandate for the Planning Advisory Committee, only that it is required.

An environmental scan of Ontario's single- and upper-tier municipalities identified that most have not yet instated a Planning Advisory Committee for the purpose of complying with the *Planning Act*, but will do so to coincide with the new term of Council in 2019.

There are several ways the Region can comply with the Planning Advisory Committee requirement:

- Using an existing planning committee, consisting of at least one member of the public;
- Expand the mandate of an existing committee;
- Create a new committee.

Since the Region currently has a Growth Management Committee dedicated to matters of land use planning specific to growth, staff are researching the option of creating the Planning Advisory Committee as a sub-committee that would provide advice to the Growth Management Committee. In this case, a newly created Planning Advisory Committee would be established and the existing Growth Management Committee's name and mandate would be expanded as the "Growth Management and Planning Committee" to encompass a wider breadth of land use planning matters. This arrangement would enable input from members of the public to be captured at Planning Advisory Committee and be brought forward to Growth Management Planning Committee for consideration. Similar to those proposed in other upper-tier municipalities, Peel's Planning Advisory Committee role in this regard would be consultative and advisory in nature, and as such would not have decision-making authority.

ADAPTING TO CHANGES IN LAND USE PLANNING LEGISLATION

Staff will continue with the necessary work required to enable the Planning Advisory Committee, and will bring a report in the new term of Council with the following proposed for approval:

- Committee reporting structure
- Terms of reference
- Amendments to the Growth Management Committee to expand the mandate, if necessary
- Member composition
- Recruitment details for resident members

This will allow additional research to be undertaken, specifically around the appropriate number and qualifications of the resident members. Staff anticipate further discussions with other upper-tier municipalities in the coming months to explore best practices in this regard.

CONCLUSION

Amendments to planning legislation have evolved the Region's role and responsibilities around land use planning. The work undertaken by the Growth Management Committee has positioned the Region to manage these changes, and revising the existing Director position to add the Chief Planner designation will support Council's work moving forward. There is no impact to the budget resulting from this change.

The Region is required to create a Planning Advisory Committee, consisting of at least one resident member of the public. Draft terms of reference and other necessary details will be brought back in the new term of Council for approval. This will allow additional research on resident member composition and qualifications to be undertaken.



Janette Smith, Commissioner of Public Works



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Janette Smith, Commissioner of Public Works, extension 4395, email at janette.smith@peelregion.ca.

For Information

DATE: July 4, 2018

REPORT TITLE: **THE PROMOTING AFFORDABLE HOUSING ACT, 2016 - INCLUSIONARY ZONING UPDATE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide an update on the recently proclaimed inclusionary zoning provisions of the *Planning Act* and associated final Regulations.

REPORT HIGHLIGHTS

- On April 11, 2018, the Province released the final inclusionary zoning Regulations and proclaimed the associated *Planning Act* changes, as amended by the *Promoting Affordable Housing Act, 2016*;
- Regional comments and concerns on the draft Regulations have largely been addressed in the final inclusionary zoning regulations.
- The legislation enables municipalities to adopt official plan policies and zoning by-laws related to inclusionary zoning. Inclusionary Zoning would enable municipalities to require affordable housing units or gross floor area to be provided in new development projects and to ensure affordable housing over time.
- This report provides an overview of the key requirements set out in the final regulations and legislation.
- In collaboration with local municipalities, Regional staff aims to utilize the housing policy focus area of the Peel 2041 Regional Official Plan Review to introduce revised housing policies that strengthen the use of planning tools including providing a framework to support the use of inclusionary zoning in Peel.

DISCUSSION
1. Background

On May 18, 2016, the *Promoting Affordable Housing Act* was released for comment. This legislation includes changes to the *Planning Act*, to enable municipalities to adopt official plan policies and zoning by-laws related to inclusionary zoning. This new land-use planning tool would provide an opportunity for municipalities to require affordable housing units or floor area to be provided in new development projects and to ensure affordable housing over time. This legislation received Royal Assent on December 8, 2016.

THE PROMOTING AFFORDABLE HOUSING ACT, 2016 - INCLUSIONARY ZONING UPDATE

On December 18, 2017, a summary of the draft Regulations related to inclusionary zoning were posted for comment to Ontario's Environmental Registry. Staff comments were endorsed by Regional Council on February 22, 2018, via Resolution 2018-122. Regional comments strongly recommended that the Province revisit elements of the draft inclusionary zoning Regulations by considering: flexibility at the local level; not adding financial burden on to municipalities to contribute to measures; incentives and costs associated with administration, implementation, monitoring and reporting; and, addressing the significant gap in rental housing. These concerns have been largely addressed in the final inclusionary zoning Regulations, as illustrated in the next section of the report.

On April 11, 2018, the Province released the final inclusionary zoning Regulations O.Reg. 232/18 and proclaimed into force the inclusionary zoning provisions of the *Planning Act*, as amended by the *Promoting Affordable Housing Act, 2016*. Inclusionary zoning legislation is now in effect as of April 12, 2018.

2. Overview of Final Regulations

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

Official Plan Policies

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

- Limit to a minimum size of not less than 10 residential units.
- Locations where an inclusionary zoning by-law would apply.
- Identification of a range of household incomes for which affordable housing units would be provided.
- Identification of the range of housing types and sizes of units that would be authorized as affordable housing units.
- The number of units or gross floor area to be occupied by the affordable housing units.
- Address how measures and incentives would be determined.
- Identification of approach to setting an affordable housing price or rent.
- Address how net proceeds would be distributed from the sale of the affordable housing unit.
- Address how off-site units would be considered as it relates to proximity.
- Address the approach to monitoring to ensure units remain affordable over time.

Prior to the adoption of Official Plan Policies authorizing inclusionary zoning, a housing Assessment Report is required, containing information related to: demographics and population; household incomes; housing supply; housing need by type and size; current average market price and current market rent for each housing unit type by location. Unlike the previous draft inclusionary zoning Regulations, the final Regulations also require the housing Assessment Report to include potential impacts of inclusionary zoning on the housing market and a financial analysis of the viability of the development from inclusionary zoning bylaw (including consideration for value of land, cost of construction, market price, market rent, and housing demand and supply). A peer review of the Assessment Report is now also required by an independent third party. This Assessment Report must be updated within five years, to understand whether inclusionary zoning policies need to be amended.

THE PROMOTING AFFORDABLE HOUSING ACT, 2016 - INCLUSIONARY ZONING UPDATE

Inclusionary Zoning – Share of Proceeds from Equity

- The inclusionary zoning by-law may require a portion of the net proceeds (up to 50 per cent) of the sale of an affordable housing unit to be distributed to the municipality, in order to offset any potential costs to the municipality.

Off-site Restrictions

Official Plan policies may outline the circumstances of inclusionary zoning affordable housing units being provided off-site, however the units must be:

- Located in close proximity to the principal development.
- The affordable housing units must be located in an area zoned for inclusionary zoning.
- The offsite units do not count towards satisfying the inclusionary zoning requirements to which the offsite development would otherwise be subject.

Restrictions on Use of Section 37 of the *Planning Act*

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

Exemptions and Transition

The inclusionary zoning requirements will not apply to:

- Developments containing less than 10 residential units
- Developments proposed by non-profit housing providers
- Applications submitted for approval including official plan amendment, zoning by-law amendment, plan of subdivision are exempt, if an application is made before the date that the official plan authorizing inclusionary zoning is adopted by Council.
- Applications for building permits, development permits, community planning permits or site plan approval are exempt, if submitted before the date that an inclusionary zoning by-law is passed.

Reporting Requirement

- A report documenting the status of affordable housing units is required every two years from the date of passing of the inclusionary zoning by-law.
- The report must contain annual information related to the number, type, location of affordable housing units secured, range of household incomes for which the units were provided, number of affordable housing units converted to market, and the total amount of share of equity proceeds received.

THE PROMOTING AFFORDABLE HOUSING ACT, 2016 - INCLUSIONARY ZONING UPDATE**3. Regional Implications**

Regional staff recognize the potential of utilizing the inclusionary zoning planning tool to increase the supply of affordable housing stock in Peel and address needs in the community.

Staff have been working on the Affordable Housing Needs and Strategies project, which has led to the development of the 2018 Regional Housing Strategy and updating of the Peel Housing and Homelessness Plan. As part of the Regional Housing Strategy work, a Housing Needs Assessment was undertaken. This work included research and analysis which addressed many of the elements of an inclusionary zoning housing Assessment Report; however, it is recognized that additional work will need to be undertaken such as consideration of potential impacts of inclusionary zoning on the housing market and associated financial analysis. Staff are targeting year end to complete the comprehensive Assessment Report. A peer review of the report will also be required. Regional staff will be using existing 2018 budget to work with a consultant to develop an inclusionary zoning housing Assessment Report, capitalizing on previous work undertaken. Regional and local staff will be collaborating to develop the Regional Assessment Report, intended to meet the requirements of the legislation and regulation, thereby enabling the development of inclusionary zoning official plan policy.

It is anticipated that the inclusionary zoning Assessment Report will provide input to a Regional Official Plan Amendment addressing inclusionary zoning and other housing policy matters, via the housing policy focus area of the Peel 2041 Regional Official Plan Review. This Regional Official Plan Amendment could provide an inclusionary zoning policy framework for Peel that addresses the Regional role in supporting the local municipalities in areas such as incentives, implementation tools, mechanisms, monitoring and reporting. Peel staff will be working with local municipalities to develop Regional inclusionary zoning policies, which would be complementary to detailed inclusionary zoning Local Official Plan Amendments and zoning by-laws. The legislation does require official plan policy to be in effect to enable an inclusionary zoning by-law, however the legislation is flexible in terms of official plan policy at the Regional level, local level or both.

The inclusionary zoning legislation and Regulations require that incentives be addressed. This direction is in alignment with the renewed Peel Housing and Homelessness Plan, Strategy Three: 'Incent Building Affordable Housing'. Strategy three includes an immediate action to bring forward a framework in principle for a Community Improvement Plan to direct and stimulate private-sector investment in affordable housing through an incentive- based program, by summer 2019. Regional staff are working with stakeholders on this initiative.

**THE PROMOTING AFFORDABLE HOUSING ACT, 2016 - INCLUSIONARY ZONING
UPDATE**

CONCLUSION

The Peel Housing and Homelessness Plan strategies and actions support the need to collaborate with the local municipalities to consider inclusionary zoning in Peel. Further, the Housing Strategy included a review of financial incentives and planning tools to encourage affordable housing (under a separate report on the same agenda). Through this work it was recognized that the housing focus area of the Peel 2041 Regional Official Plan Review, revised housing policies can be introduced that aim to strengthen the use of planning tools including introducing an inclusionary zoning framework in Peel. Regional staff will work with local municipal planning staff to pursuing an inclusionary zoning approach for Peel.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Adrian Smith, Acting Director, extension 4047, Adrian.Smith@peelregion.ca.

Authored By: Naheeda Jamal

DATE: July 3, 2018

REPORT TITLE: **AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT SPEED LIMIT REDUCTIONS ON REGIONAL ROAD 50 (HIGHWAY 50) FROM REGIONAL ROAD 15 (STEELES AVENUE EAST) TO REGIONAL ROAD 14 (MAYFIELD ROAD) CITY OF BRAMPTON, WARDS 8 AND 10 TOWN OF CALEDON, WARD 5**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the existing 80 kilometres per hour posted speed limit on Regional Road 50 (Highway 50) be reduced to 70 kilometres per hour from Regional Road 15 (Steeles Avenue East) to 500 metres (1640 feet) north of Regional Road 14 (Mayfield Road);

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

And further, that the Peel Regional Police, York Regional Police, Ontario Provincial Police – Caledon Detachment, Region of York, City of Vaughan, City of Toronto, City of Brampton and the Town of Caledon be advised.

REPORT HIGHLIGHTS

- Commuter and resident complaints of high speeds and concerns for safety from area residents and requests from Regional Councillors prompted the review of speed limits along Highway 50 from Steeles Avenue East to 500 metres (1640 feet) north of Mayfield Road.
- Staff evaluated Regional Road 50 (Highway 50) to determine appropriate posted speed limits, using the Transportation Association of Canada Speed Limit Methodology.
- The proposed 70 kilometres per hour speed limit is consistent and supports the Region's Road Characterization Study and Vision Zero.

DISCUSSION

1. Background

The Region of Peel and Regional Councillors have received complaints from concerned residents regarding the existing posted speed limit on Highway 50 being too high, in the area of Regional Road 107 (Queen Street East) to Regional Road 150 (Coleraine Drive / Major Mackenzie Drive). Staff initiated an investigation into appropriate speed limits for this

SPEED LIMIT REVISION ON REGIONAL ROAD 50 (HIGHWAY 50)

section of road, and staff extended the review to include remaining sections of Highway 50 southerly to Steeles Avenue East and northerly to Mayfield Road.

2. Findings**a) Speed Review**

Highway 50 was divided into three study areas, from Steeles Avenue East to Queen Street East, from Queen Street East to Coleraine Drive / Major Mackenzie Drive, and from Coleraine Drive / Major Mackenzie Drive to Mayfield Road (shown in Appendix I). Staff evaluated each area using the Transportation Association of Canada Speed Zone Methodology to determine the recommended speed limits. In addition, staff took into consideration the existing and planned surrounding land uses, road characteristics, recent development, and pedestrian activity in their review.

The Transportation Association of Canada Speed Zone Methodology is a standardized technique that is used by the industry to establish an appropriate posted speed limit for a specific section of roadway. The basic premise of this technique is that drivers will select a travel speed after evaluating the surrounding environment, road geometrics, hazards, and the risk of collision at different rates of speed. This study aims to predict at what speeds reasonable vehicle operators would drive based on the previously mentioned factors, and that speed limit is determined to be the most appropriate posted speed. The study area roadway characteristics are mainly comprised of a combination of residential rear lots yards and limited residential frontage, a few window roads, and commercial frontage.

Future land uses along Highway 50 will change the road character, and based on the Transportation Association of Canada analysis results, a speed limit reductions from 80 kilometres per hour to 70 kilometres per hour for all the three study areas along Highway 50 between Steeles Avenue East to Mayfield Road is justified (Appendix I). Staff will continue to monitor speeds along Highway 50 as land development progresses and report back should further adjustment to speed limit be warranted in accordance to the Transportation Association of Canada Speed Zone methodology.

b) Transportation Safety Strategic Operational Plan

Road safety is a high priority in the Region of Peel and in December of 2017 Council adopted the Vision Zero framework where no loss of life is acceptable. Through the Vision Zero process staff will implement actions to continually strive to improve safety to eliminate motor vehicle collisions causing injury and death. The speed limit reduction recommended for Highway 50 is consistent with, and supports the Vision Zero goal.

SPEED LIMIT REVISION ON REGIONAL ROAD 50 (HIGHWAY 50)

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement reduction of speed limits on Highway 50 in order to provide conditions for pedestrians, promote Vision Zero principles, and to provide a uniform posted speed for users.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Proposed Speed Limit Reduction Highway 50 from Steeles Avenue East to Mayfield Road

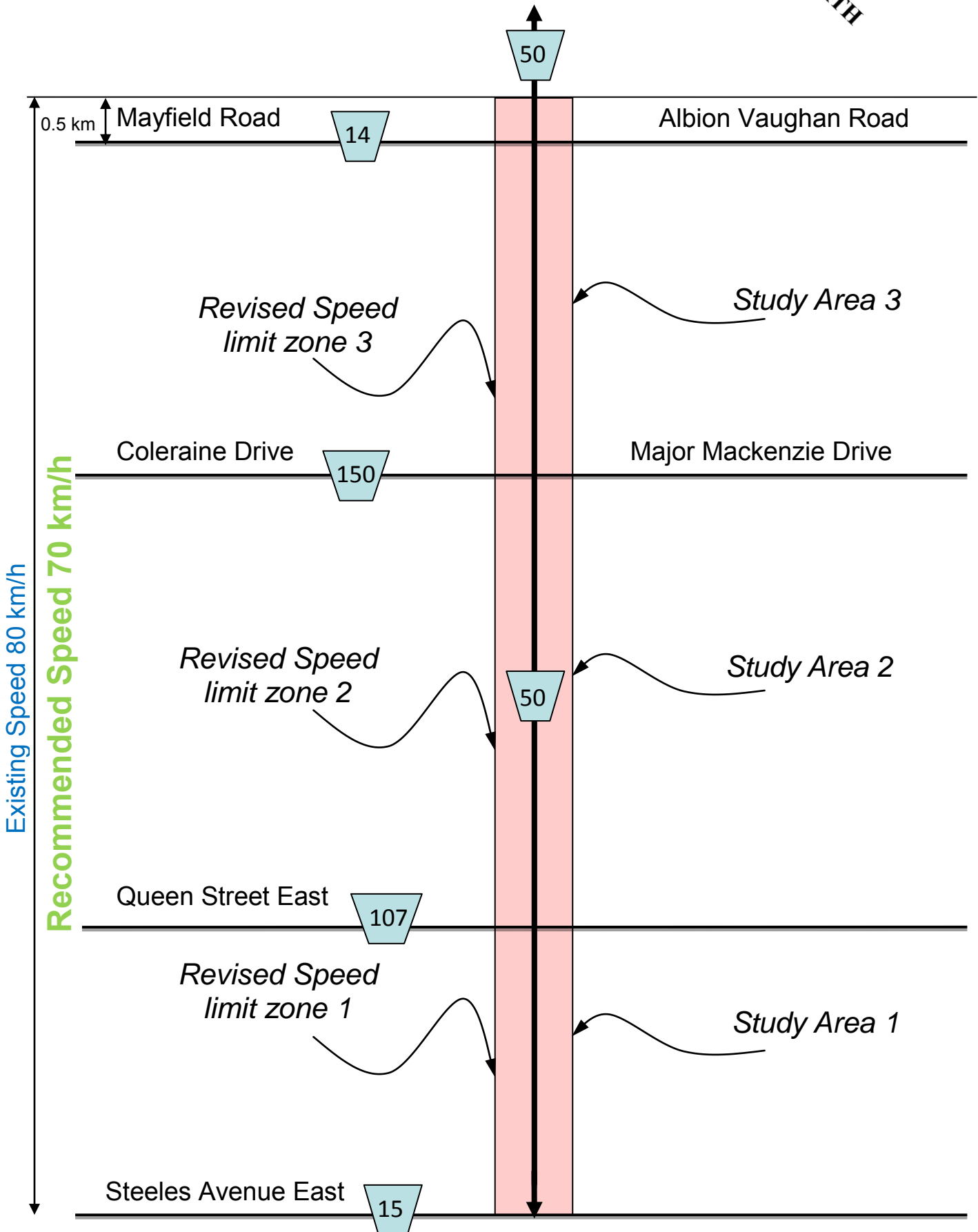
For further information regarding this report, please contact Mohammad Hassan, Technical Analyst - Traffic Operations, extension 7915, Mohammad.hassan@peelregion.ca

Authored By: Mohammad Hassan

Reviewed in the workflow by:

Financial Support Unit

APPENDIX I
AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013
TO IMPLEMENT SPEED LIMIT REDUCTIONS ON REGIONAL ROAD 50
(HIGHWAY 50) FROM STEELES AVENUE EAST TO MAYFIELD ROAD



For Information

DATE: July 5, 2018

REPORT TITLE: **SALT MANAGEMENT AND APPLICATION – OPPORTUNITIES FOR PARTNERSHIP AND OUTREACH**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To inform Regional Council of strategies available to support the reduction of salt usage following the delegation from the Credit Valley Conservation on March 29, 2018.

REPORT HIGHLIGHTS

- As part of the Region of Peel's Salt Management Plan the municipality has made significant progress toward managing its salt usage on roadways and winter maintenance operations.
- In preparation for the upcoming winter season, the Region will develop information on a variety of topics such as alternatives to salt, snow and ice clearing tips.
- The Region will offer information to residents on salt management and to businesses on how to access third-party training programs in order to support reductions in salt usage on private properties.
- To ensure the effective and efficient distribution of this information, it will be made available on the Region's website, publicized through various social media channels, traditional media and other channels.
- Staff reviewed the Region's jurisdiction to enact a by-law of general application for the regulation of salt usage as an environmental protection initiative. The Region could exercise regulatory jurisdiction but it would be a significant undertaking requiring careful consideration of policy and resource implications.
- Staff is not recommending a by-law at this time but it could be considered in the future after seeing the impact of the other actions recommended in the report.
- The direction of this report is supported and informed by the local municipalities, Credit Valley Conservation, Toronto and Region Conservation Authority and Simcoe Region Conservation Authority.

SALT MANAGEMENT AND APPLICATION – OPPORTUNITIES FOR PARTNERSHIP AND OUTREACH

DISCUSSION

1. Background

As reported to Council January 11, 2018, the Region of Peel's Salt Management Plan includes a framework for winter maintenance operations for salt storage, application of salts on roads, and disposal of snow containing road salts. Since implementation of this plan began in 2005, it has progressed well with three quarters of its recommendations now complete. As a result, direct salt usage has decreased by 28 percent per lane, despite increases in roadway kilometers.

Recognizing the adverse environmental effects of salt usage, there are benefits to proactively minimizing excessive salt application through education. Greater public education on the alternatives to salt, practical snow and ice clearing tips as well as third-party training programs are ways to help Peel's community and businesses use salt effectively and efficiently. While stopping the use of salt completely may not be realistic, education can help encourage its efficient use.

Following the March 2018 presentation from the Credit Valley Conservation on the environmental impacts of road salt and in collaboration with the local municipalities, this report provides Council with:

- Information on strategies in place to improve salt usage for residential and commercial applicators;
- Areas where further public education will be pursued; and
- Challenges associated with longer-term improvements of salting practices on private properties.
- An overview of Regional Council's discretionary legislative jurisdiction respecting salt usage and management.

2. Regional Salt Management and Promotion of Responsible Salt Management Practices

a) Regional Roads

Through its Salt Management Plan the Region of Peel has improved the efficiency of salt usage on Regional roadways while continuing to balance the need for public safety and environmental protection. The following methods are some of the ways in which the Region is managing salt usage on roads:

- Road weather information systems to provide forecast weather events so that the best winter road maintenance application is used;
- Wooden and natural snow fencing to reduce snow drifting on to roads;
- Snow storage and melt water treatment facilities;
- Improved salt storage practices; and
- Route planning to ensure efficient use of anti-icing applications.

SALT MANAGEMENT AND APPLICATION – OPPORTUNITIES FOR PARTNERSHIP AND OUTREACH

Staff are actively working with local municipalities and the Credit Valley Conservation through established working groups to further their respective salt management plans. Lessons learned are regularly shared on investigations into new practices, salt-alternatives and innovative technologies to help further manage salt usage for winter maintenance.

The Region also works alongside other municipal leaders to build awareness of salt management through best practices across jurisdictions including regular participation at the Ontario Good Roads Association events.

For more information on the alternative methods to salt usage, please refer to Appendix I.

b) Water Protection and Transportation Programs

Through the Region's source water protection program, efforts to raise awareness and promote winter maintenance best management practices include website messaging, development and distribution of educational materials, site visits, and information kiosks at events and festivals.

c) Regionally Owned Properties

As part of the procurement of grounds maintenance contractors, the Region of Peel requires those hired to be "Smart About Salt" certified. This third party salt management program offers training and certification to contractors in order to improve their winter salting practices. It is sponsored by various organizations including Environment Canada, the Region of Waterloo, the Lake Simcoe Region Conservation Authority and the Ontario Good Roads Association. The Region's requirement that contractors obtain this third party certification ensures that they have undertaken training designed to help improve winter maintenance operations. The benefits of using certified contractors include lower winter salt costs, decreased infrastructure damage caused by over-salting and an overall commitment to environmental stewardship.

d) Private (Residential and Commercial) Properties

Winter maintenance of private parking lots and sidewalks can often be subject to high rates of salt application due to the absence of salting application regulations. In many cases winter maintenance contracts are structured such that payments are based on how much salt is applied, which encourages over-application.

There are opportunities to work in partnership between the Region of Peel and the local municipalities to foster awareness of resources available to those responsible for winter maintenance on private properties including commercial and industrial properties (i.e. joint education and awareness). In addition to information on how to take steps to better manage household salt usage, information on the following programs for contractors providing snow and ice management services will now be made available on the Region of Peel's website in preparation for the upcoming winter season:

- Smart About Salt Program (not-for-profit organization) which offers training to improve winter salting practices on facilities and recognizes industry leaders through certification.

SALT MANAGEMENT AND APPLICATION – OPPORTUNITIES FOR PARTNERSHIP AND OUTREACH

- Salt Application Verified Equipment (SAVE) Program (a program under Sustainability Technologies Evaluation Program) which provides contractors services to ensure that their salt spreading equipment is calibrated properly to avoid over-spreading. Equipment operators that participate in the program obtain an annually renewable license and plate stickers to confirm that their equipment has been verified. Contractors with calibrated equipment are made known on-line for use in the procurement of snow and ice maintenance contracts.

e) Regulatory By-law Enactment

Road authorities that use more than 500 tonnes of road salts per year and/or have vulnerable areas within their boundaries must have a salt management plan and report salt usage annually to Environment Canada. Private companies are not required to adhere to this code of practice and reporting.

The absence of more extensive salting application regulations, combined with the desire to minimize business risks and legal liabilities (e.g. slip and fall claims), makes introducing improvements to salting methods on private property challenging. Legal Services staff advise that a by-law of general application for the regulation of salt usage as an environmental protection initiative could be passed by Regional Council. Such an initiative would be a significant undertaking requiring a careful exercise in policy development to guide the scope of such a by-law. This would presumably include public consultation and considerations of enforcement responsibilities and costs. No extensive discussion of such an initiative has been undertaken to date with the Region's Local municipal partners. Staff is not recommending pursuing a by-law at this time. A by-law could be considered as a future initiative pending the impact of implementing the actions contained in this report.

3. Next Steps

In preparation for the upcoming winter season, the Region will develop information on topics such as proper salt usage, snow and ice clearing, as well as third-party training programs available to Peel residents and businesses designed to reduce salt usage. To support the effective and efficient distribution of this information it will be made available on the Region's website, publicized through social media channels, traditional media and other channels.

The Region will continue to work alongside the Credit Valley Conservation and Toronto and Region Conservation Authority to support outreach activities, review technologies for anti-icing on bridges and increase advocacy efforts with the Association of Municipalities Ontario and other neighbouring networks.

As part of its longer-term salt management practices, the Region will continue to partner with local municipalities to collectively manage the complex social, financial, environmental and safety implications surrounding salt usage across our municipality, while monitoring best practices, emerging technologies and materials. Staff will work with its partners to monitor salt practices and based on the monitoring results target additional appropriate next steps.

SALT MANAGEMENT AND APPLICATION – OPPORTUNITIES FOR PARTNERSHIP AND OUTREACH

CONCLUSION

The Region of Peel has made significant advancements to better manage salt usage on Regional roadways, winter maintenance operations while continuing to optimize road safety and protection of our environment. Although eliminating the usage of salt, particularly in private properties, may not be realistic the availability of education and awareness through the Region's website will be an essential component to longer-term efforts to better manage salt usage in our community.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Alternative Methods of Salt Usage

For further information regarding this report, please contact Gary Kocialek, Director of Transportation, Email: gary.kocialek@peelregion.ca, 905-791-7800 x4100.

Authored By: Gary Kocialek, Director of Transportation, Email: gary.kocialek@peelregion.ca, 905-791-7800 x4100, and Mark Crawford, Manager of Roads, Operations and Maintenance, Email: mark.crawford@peelregion.ca, 905-791-7800 x3415.

Reviewed in the workflow by:

Financial Support Unit

**APPENDIX I
SALT MANAGEMENT AND APPLICATION – OPPORTUNITIES FOR PARTNERSHIP AND OUTREACH**

ALTERNATIVE METHODS TO SALT USAGE

Product	Product Cost Relative to Road Salt	Works to a temperature of (degrees Celsius)	Corrosive?	Aquatic Toxicity	Peels Experience
Road Salt or Rock Salt (NaCl)	\$1.00	-10	Yes	Moderate	Low cost Effective for southern Ontario climate
Potassium Chloride (KCl)	X 1.6	-11	Yes	High	Not effective in roadway application (fertilizer)
Magnesium Chloride (MgCl ₂)	X 2.4	-15 to -20	Yes	High	Use in 22% solution as a pre-wetting agent to increase salt effectiveness below -12C. No equipment issues, works at lower temps and allows lower salt application rates, also remains on road surface longer post event
Calcium Chloride (CaCl ₂)	X 5.7	-32	Very	Moderate	Higher cost than Mag. Used for extreme low temps; slippery conditions created when humidity is high (select applications only)
CMA- Calcium Magnesium Acetate (C ₈ H ₁₂ CaMgO ₈)	X 19.3	-18	No	Low	Not effective in roadway applications (fertilizer)
Potassium Acetate (CH ₃ CO ₂ K)	X 26.3	-26	No	Low	Very high cost used primarily in air craft de-icing operations
Urea (CH ₄ N ₂ O)	X 1.8	9	No	Low	Not effective in roadway applications (fertilizer)
Sand	X .60	-	No	Low	No de-icing capabilities used as necessary for traction Causes air quality issues due to dust Causes siltation of storm system, streams and ponds
Beet Juice	X 2.4	N/A	No	High	Tried for 10 years as pre-wetting agent to increase Salt effectiveness at temps below -12C. Caused equipment nozzles to freeze/ jell formed in storage and saddle tanks

Source: Cary Institute of Ecosystem Studies

For Information

DATE: July 4, 2018

REPORT TITLE: **NEW UTILITY PAYMENT PORTAL**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To inform Regional Council on plans to introduce a new payment portal for water and wastewater Utility billing.

REPORT HIGHLIGHTS

- In November 2015, a new billing system was implemented which has allowed for new services such as stormwater billing, along with numerous efficiencies related to call management, to be put into operation.
- Now that the system is stable, additional customer service initiatives such as an online payment portal are being implemented, which will allow customers to log in to view their accounts, pay their bills and receive personalized alerts via text and email on the status of their accounts.

DISCUSSION**1. Background**

In 2017, the Region of Peel issued over 1.2 million utility bills and collected over \$332 million in fees. On average, 5,000 bills are issued and close to \$1 million in revenues are collected daily. In 2017, the tier one and tier two call centres handled approximately 124,000 calls and 20,000 email enquiries. Currently, there are no digital services available for utility customers other than Epost and online banking through their own institution.

In November of 2015, a new utility billing system went live. Along with the new system, various reviews have been undertaken of the operational practices, with the intent of fully utilizing the functionality of the new billing system.

2. Digital Payment Portal Opportunities

Now that the billing system is fully implemented, there are opportunities to increase efficiency and customer service, through utilizing the new systems functionality.

Currently customers can pay their bills by cheque, in person at the Regional offices or local municipal offices, or online through their bank. If a customer has a billing question, currently, they only have one of two choices to seek resolution. They can either call the Region between 8:30 am to 4:30 pm, Monday to Friday, or they can e-mail their questions.

NEW UTILITY PAYMENT PORTAL

As indicated in the report to Regional Council on the external client satisfaction survey at its meeting held on February 22, 2018, there is a strong desire from residents for more transactional services to be provided by the Region of Peel. A project is underway that will result in a new payment portal being offered. The portal would be provided by the current bill print vendor (Kubra) and be branded to identify the Region of Peel. The portal would allow customers to log in and see their bills, pay their bills, register to receive alerts such as reminders to pay the bill, and alert them when the bill is outstanding, which is particularly beneficial to landlords who have requested that their tenants pay the bill. The site will also be accessible from a mobile device.

Once established, the system could also be used to send out other alerts to residents through text, such as construction alerts, notifications of changes in waste collection days and other information that may be beneficial to the customer.

A review of the feasibility of the portal has been completed and has indicated that both financial and operational benefits can be realized by implementing such a portal. As well, the availability of the portal will enhance customer service, and will act as a lever to motivate residents to sign up to other regionally offered digital services.

The project is now moving into the implementation phase and is anticipated to be rolled out in 2019.

RISK CONSIDERATIONS

The implementation of a payment portal for residents needs to be carefully executed because it impacts every account holder in the Region of Peel. As part of the feasibility study phase of the project, a risk assessment was undertaken and a phased approach is recommended for implementation.

By utilizing the services of a known service provider who provides similar services to many organizations in North America, the risks associated with the project are minimized.

FINANCIAL IMPLICATIONS

There are some upfront costs associated with the feasibility and implementation work (estimated at approximately \$400,000). Sufficient funding for these expenditures has been included in the existing approved capital project budget.

The initial feasibility for a payment portal has indicated that savings may be achieved, beginning partially in the first year of implementation and gradually increasing as user uptake increases. A net annual savings estimated at \$400,000 is expected, depending on user uptake, approximately four years after full implementation. The anticipated savings would come from areas such as postage, printing and call handling, while an increase in costs associated with transactional interactions with the portal are expected. An overall net reduction in costs and an increase in customer satisfaction are anticipated and will be monitored.

NEW UTILITY PAYMENT PORTAL

CONCLUSION

Leveraging the new billing system, by changing processes and by increasing digital access points, have and will continue to increase efficiency and effectiveness as well as increase customer satisfaction.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Shaun Hewitt, Director of Operations Support, 905-791-7800 ext. 3243, Shaun.Hewitt@peelregion.ca.

Authored By: Shaun Hewitt, Director of Operations Support

Reviewed in workflow by:

Purchasing
Financial Support Unit

DATE: July 3, 2018

REPORT TITLE: **COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT, CITY OF MISSISSAUGA, WARDS 5, 9 AND 11**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the Commissioner of Public Works be granted delegated authority to negotiate and execute all agreements and documents necessary with the Province of Ontario Ministry of Transportation to deliver water and wastewater capital projects associated with the Highway 401 Expansion Project including cost sharing and implementation plans on legal terms satisfactory to the Regional Solicitor and on business terms satisfactory to the Commissioner of Finance and Chief Financial Officer;

And further, that the Commissioner of Public Works be authorized to approve, waive and/or execute any applicable permits, licenses and approvals as required for the Highway 401 Expansion Project;

And, further, that the Commissioner of Finance and Chief Financial Officer be authorized to approve the award of a direct negotiation contract with Jacobs Engineering Group Inc. for engineering services for the protection and relocation of the Region of Peel's water and wastewater infrastructure to facilitate the Province of Ontario Ministry of Transportation Highway 401 Expansion Project;

And further, that a copy of the report of the Commissioner of Public Works titled "Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Highway 401 Expansion Project, City of Mississauga, Wards 5, 9 and 11" be forwarded to the Ministry of Transportation;

And further, that the design assignment of the infrastructure works for \$2,000,000, be set up under Capital Project 18-1496, financed from Miscellaneous External Recovery.

REPORT HIGHLIGHTS

- The Ontario Ministry of Transportation (the Ministry) is undertaking an expansion of Highway 401 from the Credit River to the western limit of the Region in the City of Mississauga's Wards 5, 9 and 11.
- The Region of Peel has critical water and wastewater infrastructure in the project area which will require protection and relocation.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT

- As much of the impacted infrastructure are key large water and wastewater trunks and transmission mains, staff proposes that as much of the work as feasible be completed directly by the Region of Peel.
- Staff propose that the cost to relocate and protect the Region's impacted water and wastewater infrastructure including land acquisition costs be funded jointly by the Ministry of Transportation and Peel and be confirmed through a cost sharing agreement.
- It is proposed to directly negotiate an engineering services contract with an experienced and qualified engineering consulting firm, Jacobs Engineering Group Inc., to complete the design and contract administration.
- Jacobs Engineering Group Inc. is currently completing a large wastewater trunk sewer project in the vicinity and is best able to assist the Region complete the fast-tracked design and ensure it is coordinated with the Ministry and existing Peel works.

DISCUSSION

1. Background

The Ontario Ministry of Transportation (the Ministry) in partnership with Infrastructure Ontario is widening approximately 18 kilometers of Highway 401, located within the western part of the Greater Toronto Area over the next few years. The widening within Peel Region will be from the Credit River in Mississauga to the western limit of the Region and has significant impacts on Region's critical water and wastewater infrastructure.

The purpose of this report is to provide an overview of the Highway 401 Expansion Project, key issues and impacts to the Region, and to provide recommendations to best manage the Region of Peel's interests.

Ontario Ministry of Transportation's Highway 401 Expansion Project – An Overview

The Ministry completed an Environmental Assessment planning process in 2014 for Highway 401, which identified widening of the 18 km stretch of the highway from the existing six lane configuration to 10/12 lanes including high occupancy vehicle lanes. The limits of the widening are from Credit River in Mississauga to Regional Road 25 in Milton and work is anticipated to be complete by 2025. Work related to Peel will occur in the City of Mississauga's, Wards 5, 9 and 11 (Project Area - Appendix I).

In terms of procuring a design and construction team, the Ministry have recently completed a pre-qualification exercise and is at the bidding stage now. It is anticipated that the design will be completed in 2019. Construction will be carried out in phases to be finished by 2025.

Impacts to Peel's Water/Wastewater Infrastructure

Regional staff engaged with the Ministry's project team through the planning phases, specifically to identify impacts and opportunities as they relate to the Region's water and wastewater infrastructure and to protect the Region's interests.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT

Within the project limits there are seven water and two wastewater pipe crossings as well as impacts to adjacent and parallel infrastructure which require protection, relocation or replacement. Some of the water pipes crossing the Highway 401 are key large diameter transmission mains that provide water to a significant portion of central and northern Peel. Similarly there are key wastewater trunk sewer crossings that carry wastewater from a significant portion of western and northern Peel.

Recognizing the criticality of the particular water and wastewater infrastructure impacted by this project, staff proposes that the Region directly undertake modifications to the Region's infrastructure to the greatest extent possible. Peel and Ministry staff will work together to develop a schedule which meets the needs of both parties.

Most or all of the Regional infrastructure will be relocated to outside of the highway right-of-way. Property requirements will be confirmed through the design phase later in 2018.

2. Proposed Direction

The Ministry recently issued the design-build bid documents to procure a vendor. The bids will close in fall 2018 with award in early in 2019. To ensure the vendors can accurately bid the work, including coordinating with the Region, the Ministry will need to include the design and construction information related to the Region's infrastructure in their bid documents prior to closing later in 2018.

By the end of 2018, it is proposed that the Region will:

- Negotiate a cost sharing agreement and infrastructure crossing agreement with the Ministry using the principles established in the recent Queen Elizabeth Way widening project
- Complete a significant portion of the design for all water and wastewater infrastructure and develop a construction staging and phasing plan. Construction on high priority items will begin immediately after the completion of design.

To accommodate the aggressive project schedule the design for the modification for Peel's water and wastewater infrastructure must begin immediately and be completed within six months.

To achieve this, staff proposes to directly negotiate with engineering consultant, Jacobs Engineering Group Inc. (formerly CH2M Hill Canada Limited). This firm was recently awarded, through a competitive process, a large wastewater trunk sewer project adjacent to the Highway 401 widening project.

In addition to working on a similar large assignment within the general area of the 401 project, Jacobs Engineering Group Inc. have the expert knowledge in design of large water and wastewater infrastructure projects, have successfully delivered on many past projects in Peel including the Hanlan water project, and have experience dealing with water and wastewater infrastructure crossings of 400 series highways.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT

Risk Considerations

As Jacobs Engineering Group Inc. are currently working on a large assignment awarded through a competitive process, staff will be able to leverage competitive hourly rates and economies of scale, in lieu of negotiating with another vendor. In addition the agreement with Jacobs Engineering Group Inc. contains sufficient protection to terminate the work should a suitable cost sharing agreement not be reached with the Ministry.

The Agreements

Staff recommend that Peel's requirements and cost sharing be addressed through a formal agreement between the Ontario Ministry of Transportation and the Region of Peel.

It is proposed that Regional staff begin working on the agreement which will set out the key terms, timelines, conditions, cost sharing, and roles and responsibilities.

Staff proposes key considerations in the agreement will include:

- The Region has exclusive jurisdiction, ownership and operation of water and wastewater systems including those located within and around the existing Highway 401 right-of-way
- Cost-sharing will be defined per the section below and the previous agreements with the Ministry
- Liability and risk sharing will be identified for the Region's infrastructure along the corridor during construction of the Highway 401 Expansion Project and maintenance period
- Where existing Regional easements on private lands have been expropriated by the Ministry for parcels of land in fee simple and permanent easement rights to widen the road right of way, the Ministry will be responsible to obtain or reimburse the Region for the costs to acquire any property (fee simple or easement) associated with the Region's water and wastewater infrastructure as part of the Highway 401 Expansion Project.

FINANCIAL IMPLICATIONS

Cost Sharing

Staff propose that the cost to relocate and protect the Region's impacted water and wastewater infrastructure be funded jointly by the Ontario Ministry of Transportation and the Region, and would be confirmed through a cost sharing agreement.

A separate cost sharing agreement is being negotiated between Peel and the Ministry for the Queen Elizabeth Way widening project. Staff propose that the principles from this agreement, approved by Council on June 28, 2018, be used as a basis for negotiation on this project.

The preliminary estimated costs to relocate and protect water and wastewater infrastructure within the Highway 401 Expansion Project limits are listed in Table 1 and are subject to change as the detailed design proceeds.

12.6-5

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT

The majority of the work is required solely due to the highway widening project and in general, the Region will seek 100 percent recovery for works where there are no upsizing to existing or replacement requirements.

Table 1 – Preliminary Cost Estimate

Description	Total Estimated Cost (100% Recovered from the Ministry)
Engineering Services	\$3,400,000
Relocation of water infrastructure	\$18,000,000
Relocation of wastewater infrastructure	\$6,000,000

If staff are able to negotiate a satisfactory cost sharing agreement, a new Capital Project 18-1496 for \$2,000,000, financed from Miscellaneous External Recovery, will be created to fund the design component of the assignment by Jacobs Engineering Group Inc. Funds for the contract administration portion of the project and construction of the remaining water and wastewater capital works would be proposed in the Region's 2019-2028 10-year Capital Plan, based upon final coordination and scheduling with the Ministry and their construction vendor.

CONCLUSION

The Highway 401 Expansion Project will impact key Region of Peel water and wastewater infrastructure. However staff is proposing a project plan where Peel will directly complete up to 100 percent of the critical work in order to best mitigate risks to Regional infrastructure.

Region of Peel staff propose to work with the Ontario Ministry of Transportation to support the project under the terms of an agreement which will protect the interests of the Region including scheduling, staging, delivery and execution, acquisition, cost sharing, roles and responsibilities.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

12.6-6

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT

APPENDICES

Appendix I: 401 Expansion in Peel – Project Area (City of Mississauga, Wards 5, 9 and 11)

For further information regarding this report, please contact Andrew Farr, General Manager of Water and Wastewater Divisions at ext. 4761 or via email at andrew.farr@peelregion.ca.

Authored By: Syeda Banuri, Project Manager, Program Planning

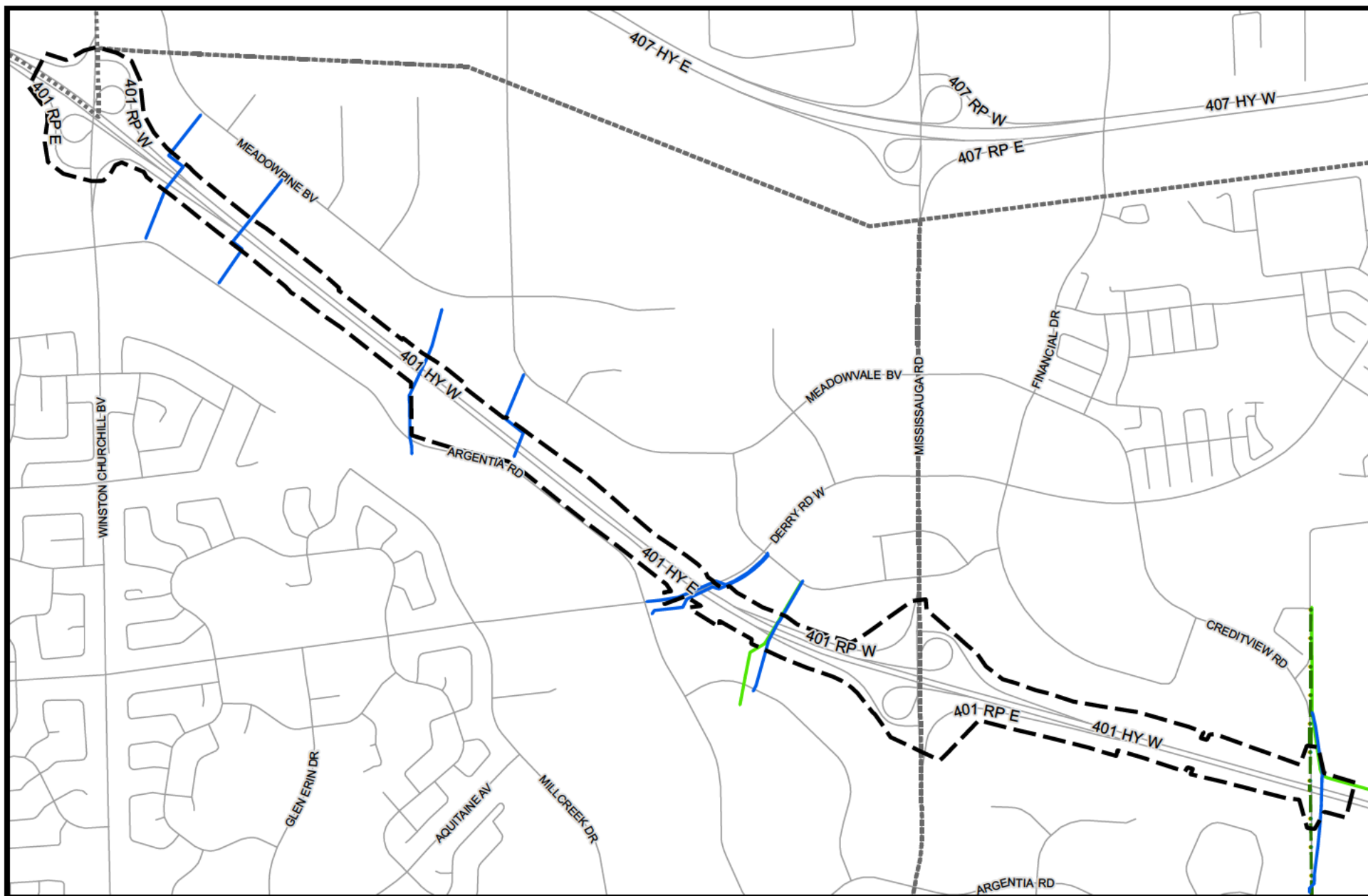
Reviewed in workflow by:

Purchasing
Financial Support Unit

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S HIGHWAY 401 EXPANSION PROJECT, CITY OF MISSISSAUGA, WARDS 5, 9 AND 11



APPENDIX I - 401 EXPANSION IN PEEL - PROJECT AREA



LEGEND

- Existing Watermain Infrastructure
- Existing Wastewater Infrastructure
- West Trunk Sewer Twinning (Under construction)
- Proposed 401 Right of Way
- Ward Boundary

DATE: July 10, 2018

REPORT TITLE: **ANAEROBIC DIGESTION FACILITY PROJECT UPDATE**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That Peel retain consultants with expertise in relation to pharmaceutical manufacturing to investigate and advise respecting the concerns raised by Contract Pharmaceuticals Limited with the siting of an Anaerobic Digestion Facility at 7500 Danbro Crescent, Mississauga (the “AD Facility”) including to undertake a risk assessment and an evaluation of measures available to address risks identified, and report to Regional Council with the results;

And further, that the retention of such consultants proceed by means of a direct negotiation process;

And further, that the Regional Corporation enter into such agreements for purposes of the retention of the consultants as the Commissioner of Public Works deems necessary or advisable on business terms satisfactory the Commissioner of Public Works and on legal terms satisfactory to the Regional Solicitor;

And further, that Contract Pharmaceuticals Limited be invited to review the “scope of work” of the consultants, and comment on reports prepared by the consultants;

And further, that until Regional Council has had the opportunity to consider a report of the findings of the retained consultants, the Request for Proposals for the design, build, operation and maintenance of the AD Facility not be issued.

REPORT HIGHLIGHTS

- In 2015, Regional Council approved a plan to develop a Region-owned Anaerobic Digestion Facility to be located in either the City of Brampton or the City of Mississauga where direct delivery of organics is possible.
- The search for a site for the Anaerobic Digestion Facility extended over two years, during which over 300 properties were considered.
- In January 2017, Regional Council approved Anaerobic Digestion Facility site suitability criteria.
- After due diligence investigations were completed, which included consultation with the City of Mississauga, the property at 7500 Danbro Crescent in the City of Mississauga was acquired on September 15, 2017 to be the site for the Anaerobic Digestion Facility.

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

- The Anaerobic Digestion Facility procurement process to secure a design-build-operate-maintain contract began with the release of a Request for Prequalification on February 7, 2018 which closed on May 11, 2018;
- Responses were received from seven teams, including leaders in construction, operations and technology.
- Contract Pharmaceuticals Limited, a tenant of the property at 7600 Danbro Cr., which is the neighbouring property and shares a boundary with the Site, has expressed concerns regarding siting of the Anaerobic Digestion Facility.
- Staff met with representatives of Contract Pharmaceuticals Limited on May 2, 2018 to discuss their concerns.
- Staff, the Ward Councillor and staff from the City of Mississauga's Economic Development Office met with Contract Pharmaceuticals Limited on May 28, 2018 to further discuss their concerns.
- To address their concerns, Contract Pharmaceuticals Limited has asked that the Anaerobic Digestion Facility not be located at 7500 Danbro Crescent.
- Staff requires time and expert assistance in order to fully assess the concerns raised by Contract Pharmaceuticals Limited, however, based on preliminary investigations staff believes it may be possible to mitigate the potential risks.
- Staff therefore recommends that Peel retain consultants with expertise in relation to pharmaceutical manufacturing to investigate and advise respecting the concerns raised by Contract Pharmaceuticals Limited with the siting of an Anaerobic Digestion Facility at 7500 Danbro Crescent, Mississauga (the "AD Facility") including to undertake a risk assessment and an evaluation of measures available to address risks identified, and report to Regional Council with the results.
- If the Anaerobic Digestion Facility does not proceed at the Danbro Crescent site:
 - additional time and money will be expended on a property search and investigations to find and acquire a new site,
 - the current procurement process for the AD facility may need to be cancelled,
 - the AD project and the mixed waste processing project will be delayed,
 - if the new site is not located within Mississauga or Brampton it will be necessary to build a transfer station to transfer most or all organics.

DISCUSSION**1. Background**

In 2014, Regional Council endorsed the Waste Management Infrastructure Development Plan which included a new Anaerobic Digestion Facility (AD Facility).

At the October 8, 2015 special meeting of Regional Council, the development of an AD Facility, located at a new site in Brampton or Mississauga where direct delivery of Organics is possible was approved (Resolution 2015-742).

At the January 19, 2017 meeting of Waste Management Strategic Advisory Committee, site suitability criteria were approved and direction was given to continue to search for a suitable site for the AD Facility, to expand the search beyond the Cities of Brampton and Mississauga to include the Town of Caledon and properties outside of Peel in co-operation with local municipalities, and to report back to Waste Management Strategic Advisory Committee no later than Fall 2017 (Resolution 2017-87).

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

At the April 13, 2017 meeting of Regional Council, acquisition of property on Danbro Crescent for the AD Facility was approved (Resolutions 2017-330 and 2017-331).

On September 15, 2017, 7500 Danbro Crescent¹ (the Site), in northwest Mississauga was acquired.

At the November 30, 2017 meeting of Waste Management Strategic Advisory Committee, the Strategic Terms for the Anaerobic Digestion Facility Project were approved (Resolution 2017-975).

On February 7, 2018 a Request for Qualification was issued to begin the procurement process. On May 11, 2018 the Request for Qualification closed with submissions from seven teams.

In May 2018, a pharmaceutical product manufacturing company, Contract Pharmaceuticals Limited, whose facility is located adjacent to the project Site, expressed concerns regarding the potential impact of the AD Facility on their business and operations.

On June 28, 2018, notice was given that on the July 12, 2018 meeting of Regional Council a motion will be made to reopen Resolution number 2017-975 for discussion. At the June 28, 2018 meeting of Regional Council, staff was also directed to report back to the July 12, 2018 meeting with an update on the AD Facility project, siting concerns and potential next steps.

2. Site Search, Acquisition of Danbro Crescent Property and Due Diligence

Development of an Anaerobic Digestion Facility (AD Facility) will enable the Region to collect an expanded list of Green Cart materials including diapers and pet waste. Collecting and processing these new materials will increase Peel's overall resource recovery by five percentage points.

Once the AD facility is operational, construction of the Mixed Waste Processing can commence, assuming all other approvals are in place. The Mixed Waste Processing facility will increase Peel's overall resource recovery rate by a further 20 percentage points.

The AD Facility is instrumental in supporting the goals of Peel's Roadmap to a Circular Economy to achieve Peel's target of 75 percent 3Rs diversion by 2034 and to achieving the Provincial targets outlined Ontario's Food and Organic Waste Framework.

Regional staff began the search for a suitable site for the AD Facility in 2015. Prior to acquiring the Danbro Crescent property, over 300 properties were considered, three of which had progressed as far as serious negotiations to acquire, but none were successful for various reasons.

Regional Council approved acquisition of the Danbro site on April 13, 2017, and in June 2017, the owner accepted the offer which was conditional on completion of due diligence investigations to be completed within 90 days.

¹ Site is comprised of four parcels: 7450-7500 Danbro Crescent and 7360-7390 East Danbro Crescent

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

Following acceptance of the conditional offer on the Site by the seller, staff completed a full scope of due diligence investigations, the results of which are summarized below:

- in-effect zoning permits waste management uses;
- separation from residences satisfied zoning requirements;
- adequate size and configuration;
- adequate site servicing;
- no existing structures requiring demolition;
- no soil and groundwater contamination was discovered;
- truck access from Danbro Crescent and East Danbro Crescent;
- located outside of the controlled areas of the Greater Toronto Airports Authority;
- not subject to conservation authority development constraints;
- located within 5 km of the waste generation centroid; and
- exempt from Site Plan Control By-law.

Engagement with City of Mississauga

Staff met with the Manager of Development North, Development and Design Division, Planning and Building Department, City of Mississauga on January 4, 2017 to discuss suitability of potential sites, including the Danbro Crescent site.

On January 9, 2017, Mississauga Planning staff confirmed, via email that in Mississauga's Official Plan, the Site is located within the Meadowvale Business Park and that the business employment designation in this area permits waste management uses and also confirmed that the Site meets the minimum-separation distance from residential zones and is exempt from Site Plan Control.

A zoning compliance letter was received from the Manager of Zoning, Planning and Building Department, City of Mississauga on August 2, 2017 confirming that the Site is zoned E2-19 and that this zone permits a range of uses, including a waste processing station.

On August 10, 2017 in response to a pre-application meeting request submitted through the City of Mississauga's e-Plans service, a pre-application meeting compliance notice was received on August 16, 2017 stating that the pre-application meeting requirement was satisfied as the property was not subject to Site Plan Approval.

In August 2017 there was an application before the Committee of Adjustment for a proposed private school (which would be considered a sensitive use) at 7575 Danbro Cr., located in close proximity to the Site. On November 30, 2017, the application was refused at the Committee of Adjustment, in part on the basis that approval of the application would result in undue stress and limitations on existing and potential future permitted uses in the surrounding area.

Engagement with Ministry of Environment, Conservation and Parks

Ministry of Environment, Conservation and Parks (Ministry) approval must be obtained prior to implementation of proposals with a potential for impact on the environment. Proponents must complete studies and engage the public to support their application. Once a facility is operational it must be operated in accordance with any such approvals.

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

In August 3, 2017, staff met with the Ministry to identify risks to securing the environmental permit for the AD Facility at the Site, at which the preliminary air and noise investigations were presented. Regulations requires that Air and Noise must be within regulated limits at the nearest sensitive receptor as defined in the regulations.

Sensitive land use's include residences or facilities where people sleep, institutional uses such as schools, churches, community centres, day care centres certain outdoor recreational uses (e.g. trailer park, picnic area, etc.) and bird/wildlife habitats or sanctuaries.

Manufacturing facilities are not considered to be a sensitive land use.

The Ministry standard with respect to off-site odour impacts at a sensitive receptor is that odour cannot exceed 1 Odour Unit 0.5 percent of the time. One Odour Unit is the level at which 50 percent of the population would detect an odour and 50 percent would not detect an odour.

A place of worship located immediately west of the site was identified as the nearest sensitive receptor for the air modelling and noise assessment. The preliminary air and noise assessment predicts that odour and noise levels at the nearest sensitive receptor would be well below regulatory limits.

Community Open House

Following closing, staff worked with the Ward Councillor to hold an open house on March 19, 2018 to provide information on the project to the local business community. Invitations were mailed to all business in the area, including Contract Pharmaceuticals Limited. Representatives of two local businesses attended, neither of which were representatives of Contract Pharmaceuticals Limited. Concerns mentioned were odour and traffic and both were addressed by the Councillor and staff.

After the open house event, staff provided project information to members of the Meadowpine Tenants Community Association. Since providing the information staff has not received any follow-up inquiries from any member of the Meadowpine Tenants Community Association.

3. Anaerobic Digestion Facility Procurement Status and Next Steps

The procurement process to secure a design-build-operate-maintain contractor for the AD Facility began with the release of the Request for Prequalification on February 7, 2018. The prequalification document closed on May 11 and responses were received from seven teams, including industry leaders in construction, operations and technology.

The top four-ranked teams will be pre-qualified to participate in the subsequent Request for Proposals stage.

The prequalification document identified the following timelines:

Release of the Prequalified List	July 2018
Request for Proposals Issue Date	September/October 2018
Identification of Preferred Proponent	November 2019

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

The next steps in the procurement process are:

- to evaluate the prequalification submissions, which may include visits to reference facilities
- announce short-list of prequalified teams and technologies; and,
- to finalize and issue the Request for Proposals to prequalified teams.

4. Challenges in Acquiring a Suitable Site for the Anaerobic Digestion Facility

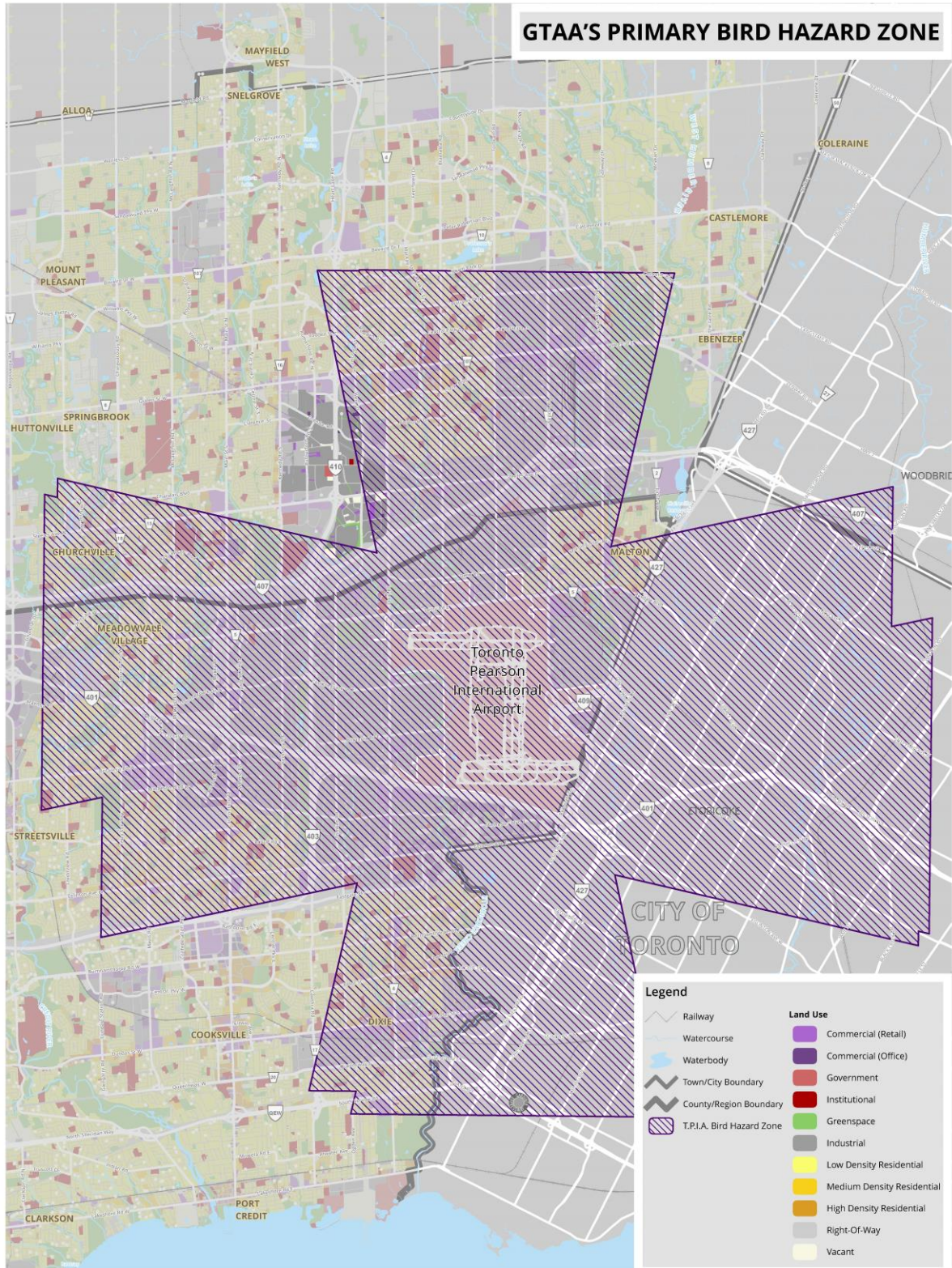
It took two years to acquire the Danbro Crescent property due to the very specific requirements of the site, a short supply of industrially-zoned properties and very high market demand.

The type of zoning required for a waste management facility is generally found in the smaller, inner areas of heavy industrial neighbourhoods where outdoor storage is permitted. There is a limited amount of this type of land in Mississauga and Brampton and it is one of the most expensive lands to acquire due to high demand from the thriving logistics industry and many other businesses that require outdoor storage as an integral part of their operations. Very high demand and very limited supply results in a limited number of property listings for sale and much competition and high prices when sales do occur.

The Greater Toronto Airports Authority Primary Bird Hazard Zone is the largest hindrance to siting the Anaerobic Digestion Facility (AD Facility) because it restricts large areas of land in a linear pattern extending off the end of all runways at Pearson International Airport as shown in Figure 1, below. Those lands adjacent to the airport represent a substantial proportion of the very industrial lands required to site an AD Facility.

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

Figure 1: GTAA's Primary Bird Hazard Zone Map



ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

The minimum distance separation required from a waste management facility to the nearest residentially zoned land adds another layer of restrictions. Municipalities can set their own separation distance guidelines. In Mississauga, this is 800 metres and in Brampton it is 300 metres. This means some properties that might have met all other zoning requirements still cannot be used for waste management purposes as they are too close to residentially zoned land.

The previously described property search yielded a short-list of 10 properties that met the Council approved site selection criteria; none of which are vacant and none of which are currently listed for sale. Prior to acquiring the Danbro Crescent property, a short list of 10 potential sites was being considered for possible expropriation, none of which were vacant and all of which were located in Brampton.

Staff believes that these challenges persist and would affect a search for an alternate site for the AD Facility.

5. Contract Pharmaceuticals Limited and Concerns Regarding Siting

Contract Pharmaceuticals Limited is a tenant of the property at 7600 Danbro Crescent, owned by Pure Industrial Real Estate Trust Mississauga Holdings Inc. 7600 Danbro is a neighbouring property and shares a boundary with the Site. Contract Pharmaceuticals Limited manufactures liquid dosage and semi-solid dosage pharmaceutical products. Contract Pharmaceuticals Limited has indicated that it recently invested \$40 million in their manufacturing facility.

Contract Pharmaceuticals Limited contacted the Commissioner of Public Works on April 30, 2018 to raise concerns regarding siting of the Anaerobic Digestion Facility (AD Facility). On May 2, 2018, the Commissioner of Public Works and Waste Management staff met with senior representatives of Contract Pharmaceuticals Limited. At the meeting Contract Pharmaceuticals Limited expressed concern that an AD Facility at the site would:

- be a source living organisms (microbes, insects, rodents and other pests) that may contaminate their facility and impact quality of their products;
- release odours, including those from parked or queued trucks; and,
- that the presence of an adjacent waste management facility and queuing of garbage trucks on Danbro Crescent in front of the Contract Pharmaceuticals Limited offices may cause potential clients and regulators to question Contract Pharmaceuticals Limited's ability to maintain a clean and controlled environment inside their facility.

The Commissioner of Public Works proposed that the Region could include several measures to address Contract Pharmaceuticals Limited's concerns, specifically that:

- waste collection vehicles would enter the site from East Danbro Crescent, to avoid inbound vehicles queuing in front of Contract Pharmaceuticals Limited's front entrance;
- a visual barrier could be constructed to screen the AD Facility from Contract Pharmaceuticals Limited's offices;
- odour modelling would be updated to include odours from waste vehicles and to measure odour impacts at the roof of Contract Pharmaceuticals Limited's facility, where the air intakes are located; and,

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

- while the normal operation of the AD Facility would include measures to ensure it is not a source of pests, additional measures could be taken given Contract Pharmaceuticals Limited's concerns about pests and other living organisms.

Staff attended a subsequent meeting on May 28, 2018 at Contract Pharmaceuticals Limited's offices. The Director of Waste Management and staff, Ward Councillor and representatives of Mississauga's Economic Development Office and the Chief Executive Officer of Contract Pharmaceuticals Limited and two other senior staff attended the meeting.

The Ward Councillor suggested that several measures responding to these concerns could be included in the design and operations of the AD Facility. The Ward Councillor also undertook to make Regional Council aware of Contract Pharmaceuticals Limited's concerns.

A further meeting was held on June 26, 2018 with the Ward Councillor, Chief of Staff for the Mayor of the City of Mississauga, Commissioner of Public Works, Director of Waste Management and representatives from Mississauga Economic Development to discuss the company's concerns.

Following the meetings, staff and consultants began investigating Contract Pharmaceuticals Limited's concerns regarding odour and pests. Initial findings suggest it may be possible to mitigate the potential risks but more time and expertise is required to fully assess the concerns.

Given the seriousness of the concerns raised by Contract Pharmaceuticals Limited and the City of Mississauga's Economic Development Office, staff recommend that consultants with expertise in pharmaceutical manufacturing be hired to assess the concerns raised and the effectiveness of measures to address the concerns. Staff further recommends that Contract Pharmaceuticals Limited be invited to review the "scope of work" of the consultants, and comment on reports prepared by the consultants.

Staff also recommend that the next phase of the procurement process (issuing the Request for Proposal to prequalified teams) not proceed until the above review is completed and the findings have been reported to Regional Council.

6. Impacts of Not Locating the Anaerobic Digestion Facility at the Danbro Crescent Site

Should Regional Council decide to not locate the AD Facility at the Danbro Crescent site, the AD Facility and 3Rs diversion program will be impacted as summarized below.

a) Impact on schedule of acquiring an alternate site

The Council-approved site suitability criteria produced a very short list of 10 suitable properties in Brampton and Mississauga. None of these short-listed properties are vacant or currently listed for sale.

Adding 'no community concerns' as a suitability criteria would set a new precedent for compatibility with surrounding land uses and would effectively reduce the short-list of suitable properties to zero.

The process to find and acquire the Danbro Crescent site took over two years. As market and other conditions have not appreciably changed since the Site was acquired

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

staff expect that the search and acquisition of an alternate site for the AD Facility would take at least as long as the previous property search.

Searching for and acquiring a new site will delay the AD Facility by at least one year if a suitable property becomes available in the next few months (current real estate market conditions suggest a much longer delay is likely).

If expropriation of a new site is necessary, this would delay the AD Facility by at least two years. Additionally, expropriation would likely displace an existing business and would require the Region to compensate the owner/tenant for relocation costs and business losses.

If the site search is expanded to properties in the Town of Caledon, it may (or may not) shorten the search time. Expanding the site search to Caledon would, however, introduce other costs and risks. It is highly probable that an Official Plan Amendment and Rezoning would be required, which would result in a minimum two year delay once the site is acquired. A site in the Town of Caledon would likely incur additional costs to upgrade servicing (which would be somewhat off-set by lower per acre land costs) and for additional approvals. A transfer station would need to be located in Brampton or Mississauga and transfer and haulage operating costs would be incurred on an ongoing basis.

As indicated elsewhere in this report, any delay in the construction of the AD facility would cause a similar delay to the mixed waste processing facility.

b) Impact on current and future procurements

As mentioned above, the procurement process is ongoing and staff are reviewing the prequalification submissions. The site must be confirmed before the Request for Proposals is issued so the issuance of the Request for Proposals needs to be delayed.

The current procurement process will need to be cancelled if:

- changes to AD Facility scope affect requirements of the technology or teams as set out in the prequalification document, e.g. the new site is smaller or cannot provide equivalent municipal servicing; or,
- the process is significantly delayed.

If the procurement process is delayed some prequalified respondent teams may choose to withdraw, or changes in team membership may occur. If these are significant, the Region may have to cancel the procurement process.

The Region has the right to cancel the current procurement process without financial penalty at this stage. However, the cumulative effect of a cancellation with the Region's decision to cancel the Peel Energy Recovery Centre procurement in 2015, would damage Region's reputation for successfully completing procurements of major capital projects. The quality of responses to future procurement processes, particularly those for waste management infrastructure, may therefore be compromised.

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

c) Impact on ability to achieve diversion goals

The Region's waste diversion target is 75 percent 3Rs diversion by 2034.

The Provincial targets for organics diversion are:

- 70 percent by 2023 for curbside residential generators
- 50 percent by 2023 for multi-residential generators

The ability to add diapers, sanitary products and pet waste to the Region's organics program is necessary to achieve Regional and Provincial Diversion targets.

Additionally, the processing all of Peel's garbage by Mixed Waste Processing to recover recyclables and organics is expected to add 20 percentage points to Peel's 3Rs waste diversion rate. As it is intended to redevelop the Peel Integrated Waste Management Facility (PIWMF) for a Mixed Waste Processing Facility, the Mixed Waste project cannot proceed until the AD Facility is operational and composting of organics at the PIWMF is no longer required.

The Region will not meet the Province's 2023 diversion targets if the AD Facility is delayed and would have difficulty meeting the Region's 2034 3Rs target if the AD Facility is cancelled.

d) Impact on Operations

If an alternate site is not located in Brampton or Mississauga, direct delivery of organics will not be possible, requiring additional transfer station capacity and most or all organics will need to be transferred, increasing cost, traffic and truck emissions.

If the AD Facility is significantly delayed the Region will need to extend reliance on third party organics processing capacity and invest in major equipment replacements and maintenance at existing composting facilities.

e) Financial Impacts

Financial impacts resulting from a change in site are summarized below.

i) Losses

Losses from moving the AD Facility to another site include but are not limited to:

- Partial loss of \$1.6 million in property search, investigation and acquisition costs.
- Partial loss of \$1.2 million in pre-engineering and procurement costs.

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE

ii) Potential Additional Costs

Potential additional costs of moving the AD Facility to another site include but are not limited to:

- New property search, investigation and transaction costs, of approximately \$1 million.
- Possible property price increase due to increased market valuation or additional site development costs, e.g. demolition.
- New transfer capacity costs, approximately \$10 million to acquire property, approximately \$10 million to construct, plus \$1.5 million per year for operations and trucking.

RISK CONSIDERATIONS

a) Current Procurement Process

In an effort to maintain the interest and engagement of teams who have responded to the Request for Prequalification, while the review is being undertaken, the Purchasing Advisor assigned to this procurement process will provide regular updates to teams.

b) Project Schedule

Staff will continue to monitor property listings for sale while the review is being completed. In the event that a potentially suitable alternate site becomes available during this time and the results of the review of the Anaerobic Digestion Facility at the Site are developing unfavourably, active consideration will be given to the potential opportunity to acquire an alternate site thereby presented.

FINANCIAL IMPLICATIONS

Funds are available in Capital Project 16-6330 to complete the review recommended in this report.

RECOMMENDED NEXT STEPS

It is recommended that Peel retain consultants to address the concerns raised by Contract Pharmaceuticals Limited regarding the siting of the Anaerobic Digestion facility at 7500 Danbro Crescent including undertaking a risk assessment and an evaluation of available measures to address any significant risks identified and report back to Region Council with the results

It is further recommended that staff invite Contract Pharmaceuticals Limited to review the “scope of work” of the consultants and comment on reports prepared by the consultants.

Subject to Regional Council approval of the recommendation contained in this report, the next phase of the procurement process (issuing the Request for Proposal to prequalified teams to design build operate and maintain the Anaerobic Digestion Facility) will be postponed until the recommended external review to is completed and reported to Regional Council.

ANAEROBIC DIGESTION FACILITY PROJECT UPDATE



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Norman Lee, Director Waste Management, extension 4703, norman.lee@peelregion.ca.

Reviewed in workflow by:

Purchasing
Financial Support Unit
Legal Services



CENTRE FOR ADVANCEMENT OF TRENCHLESS TECHNOLOGIES
Ensuring Sustainable Buried Infrastructure for Livable Communities

June 8, 2018

The Council of the Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9
Canada

RECEIVED
June 18 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Attention: Members of the Peel Region’s Council

Re: Concrete Pressure Pipe for Large Diameter Water Pipelines

At the council meeting on Thursday, April 5, 2018, Mayor Crombie asked Dr. Knight several questions about the Centre for Advancement of Trenchless Technologies (CATT), its members, and funding sources. This letter is provided to ensure that all Peel Region’s Council members are aware of CATT.

CATT was established in 1994 at the University of Waterloo, to help municipalities address their water and wastewater buried infrastructure (i.e., pipelines) challenges. Currently, CATT has over 85 members that include municipalities, consultants, contractors, and manufacturers and 17 supporting organizations. Over the years, CATT has grown to become recognized as an international leader in pipeline rehabilitation/replacement and water infrastructure asset management education and research. CATT activities are fully supported by revenue generated from annual membership dues, awarded research grants and contracts, and the development and offering of industry leading training programs.

The Regional Municipality of Peel is and has been a Level 1 CATT member. As a Level 1 Member at Region employees receive significant discounts to attend our state-of-the-art training programs (workshops, seminars and Trenchless Roadshows). CATT Level 1 Members are also eligible to receive significant discounts for third party contracts to preform activities such as the Greenhouse Gas Emission study completed by RVA, material testing, and the development and completion pilot projects. We have also successfully develop and perform state-of-the-art research projects where we can leverage industry partner’s cash and in-kind contributions by applying for federal and provincial research grants. For example we have developed a world class water asset management research program valued at over \$1.2 million by leveraging cash and contributions from our municipal research partners – City of Waterloo, City of Cambridge, Region of Waterloo, City of Niagara Falls, and City of London.

By partnering with CATT you will help train the next generation of highly qualified engineers and experts that can help you solve your current and future water infrastructure challenges as consultants or potential employees. You can also take advantage of state-of-the-art research and education being conducted right here in Ontario. For example the Canadian Network of Asset Managers (CNAM) recently awarded us the 2018 Pioneer Award for the advanced water infrastructure asset management tools that we developed to help water utilities make auditable and improved defensible short and long-term financial decisions using existing utility data. These tools can also help you save money in the short- and long-term while at the same time significantly reduce greenhouse gas emissions.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____





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Attached is information on CATT membership, research activities, and a paper that demonstrates that the use of trenchless construction methods can significantly reduce Greenhouse Gas emissions by 80 to 100 percent when compared to open-cut construction. It also shows that trenchless can significantly reduce traffic delays and social costs to businesses and the public.

Should you be interested in learning more about CATT and our award winning research please feel contact Dr. Knight.

CATT would like to thank the Regional Municipality of Peel for its past and continued support and look forward to working with the Region in the near future.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark A. Knight', is written over a light blue horizontal line.

Dr. Mark A. Knight PhD Consulting Engineer
Executive Director, Centre for Advancement of Trenchless Technologies (CATT)
Associate Professor, Department of Civil and Environmental Engineering
University of Waterloo, Waterloo, ON, N2L 3G1
Email: maknight@uwaterloo.ca
Tel: 1-519 581-8835

Attachments:

- 1) CATT membership and Research Information
- 2) Research Paper: Environmental Benefits of Using Trenchless Technologies



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CATT MEMBERSHIP INFORMATION AND RESEARCH OVERVIEW

CATT membership information is available at <http://cattevents.ca/catt-member-list/> and at the end of this document. You will note that the Region of Peel is a Level 1 CATT member and that the City of Mississauga is not a member. CATT members include municipalities (pipeline owners), material manufacturers and suppliers, consultants, and contractors in the water and gas pipeline industries. You will note that RVA is also a CATT member.

CATT Level 1 Municipal membership benefits include:

- Unlimited number of discounts to all CATT events (i.e., conferences, seminars, and workshops).
- Acknowledgement on website and membership list as a Level 1 Municipal member.
- 20% discount on contracts and research projects.

As far as pipe manufacturers are concerned, we have members and supporting organizations from all of the major water pipe suppliers - Decast and Con Cast are concrete pipe manufacturers; Canada Pipe is an iron pipe manufacturer; CATT's Platinum member IPEX manufactures PVC pipe; Uponor and Corix are HDPE plastic pipe manufacturers/suppliers, while Hobas and Channeline are manufacturers of Glass Reinforced (GRP) pipes and liners. Thus, we cover all main types of pipe materials used in the water and wastewater industry.

Over the past 10 years we have developed industry's leading water asset management tools and methods for which we have recently been awarded the Canadian Network of Asset Managers (CNAM) 2018 Pioneer in Asset Management Award. KPMG, in Australia, has also expressed interest in bring our advanced long-term financial sustainability planning tools to Australian water and power utilities - such as Sydney Water.

We have also developed industry's leading design tools and developed the first trenchless versus open cut pipeline installation Greenhouse Gas (GHG) Emission calculator. This work showed that trenchless pipe rehabilitation and installation techniques can result in an 80 percent reduction in GHG emissions when compared to the traditional open-cut pipeline installation - see that attached article "*Environmental Benefits of Using Trenchless Technologies*". This work led to the development and approval of the British Columbia (BC) trenchless Carbon tax credits calculator. CATT, with financial support from the Southern Ontario Water Consortium, has recently developed an online tool to that estimates GHG emissions for typical Ontario wastewater treatment plants by estimating energy and process GHG emissions. The goal of this new GHG emissions calculator is to verify GHG reductions resulting from the adoption of new process technologies.

CATT also performs third party, and independent review of reports such as the RVA's report provided to the Region of Peel on the GHG emissions. As leading researchers in the municipal pipeline (water and sewer) industry, we have access to state-of-the-art literature. We also develop and complete research studies and deliver independent state-of-the-art reports such as the one completed by RVA. As a Level 1 Municipal CATT member, the Peel Region is eligible to receive a 20% discount on all research projects. We have also developed and conducted third party pilot projects for the City of Toronto, City of London and City of Waterloo to evaluate and verify new industry products and technologies. The goal of these pilot projects has been to assess manufacturer claims and to ensure that all products and technologies will perform as designed and claimed.





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CATT is also at the forefront for the development and design of watermain renovation Cured-in-Place-Pipe (CIPP) and is currently constructing, at the University of Waterloo, a CIPP pressure pipe lining testing facility. Funding for this facility and research is provided by \$1 million research industry sponsored research grant awarded to Dr. Knight.

CATT has also completed projects for the Water Research Foundation in the USA, which is the leading body for information on water pipelines. Dr. Knight is also the Vice Chair of AWWA (American Water Works Association) Watermain Rehabilitation Committee. AWWA is North America's leading body for water research, publications, and standards. Dr. Knight is also a member of the World Bank Water Expert Team (WET) and has been retained as a water pipeline expert for a number of litigation cases and projects in Canada, USA, and China.

Below is CATT's membership list.

Platinum Members

1. Robichaud <http://www.nodig.ca/>
2. Canada Pipe <http://www.canadapipe.com/>
3. 3M <https://bit.ly/2uYg0vh>
4. GHD <https://www.ghd.com/en-ca/index.aspx>
5. LiquiForce <https://liquiforce.com/>
6. Insituform <http://www.aegion.com/about/our-brands/insituform>
7. AquaRehab <http://www.aquarehab.com/en/>
8. Hammerhead <https://www.hammerheadtrenchless.com/>
9. Inversa Systems <http://www.inversasystems.com/>
10. IPEX <http://www.ipexna.com/>

Gold Members

1. Enbridge Gas <http://www.enbridge.com/>
2. Decast <http://decastltd.com/>
3. Evangeline Excavators
4. AECOM <http://www.aecom.com/ca/>
5. OEC <https://www.oecorp.ca/>
6. Atlas Dewatering Corporation <http://atlasdewatering.com/>
7. Con Cast Pipe <http://www.concastpipe.com/>





Municipal Sponsors – Level 1

1. City of Waterloo – www.city.waterloo.on.ca
2. Regional Municipality of Peel – www.peelregion.ca
3. Regional Municipality of Niagara – www.regional.niagara.on.ca
4. City of Hamilton – www.hamilton.ca
5. City of London – www.london.ca
6. City of Stratford – www.stratfordcanada.ca
7. City of Toronto – www.toronto.ca
8. City of Vaughan – www.city.vaughan.on.ca
9. Township of Woolwich – www.woolwich.ca

Municipal Sponsors – Level 2

1. City of Barrie
2. City of Cambridge
3. City of Guelph
4. City of Thunder Bay
5. City of Welland
6. City of Windsor
7. City of Woodstock
8. Regional Municipality of Halton
9. The Corporation of the City of Peterborough
10. Town of Greater Napanee
11. Town of Lincoln
12. Town of Richmond Hill
13. Utilities Kingston

Silver Members

1. Akkerman – <http://www.akkerman.com/>
2. A-Hak Canada Inc. – <http://www.a-hak.ca/>
3. Andrews Engineer – <http://www.andrews.engineer/>
4. Aries Industries Inc. – <http://www.ariesindustries.com/>
5. AVERTEX Utility Solutions – <http://avertex.ca/>
6. Associated Engineering – <https://www.ae.ca/>
7. Black & Veatch – <https://www.bv.com/>
8. Canadian Cutting and Coring – <http://www.cancut.ca/>
9. Capital Sewer Services – <http://capitalsewer.com/>
10. Channeline International – <http://channeline-international.com/>
11. Chisholm, Fleming and Associates – <http://www.chisholmfleming.com/>
12. Cima Canada Inc. – <http://www.cima.ca/en/home>
13. Cole Engineering- <http://www.coleengineering.ca/>
14. Contour Directional Drilling Ltd. – <http://www.contourdIRECTIONALdrilling.com/>
15. Corix Water Products – <http://www.corix.com/corix-companies/corix-water-products>
16. CRS Tunneling Inc. – <http://crstunnelling.superexcavators.com/>





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17. CUES Canada Inc. – <http://www.cuesinc.com/>
18. Di-Corp. – <http://www.di-corp.com/>
19. Dillon Consulting – <http://www.dillon.ca/>
20. Earth Boring Co. Limited – <http://www.earthboring.ca/>
21. Echologics – <http://www.echologics.com/>
22. Empipe Solutions – <http://empipe.ca/>
23. Envirolitics Engineering – <http://www.envirolitics.ca/>
24. Fer-Pal Infrastructure – <http://ferpalinfrastructure.com/>
25. Forterra – <http://www.forterrapipeandprecast.com/>
26. GM Blue Plan Engineering – <http://www.gmblueplan.ca/>
27. Hamilton Kent – <http://www.hamiltonkent.com/>
28. Hobas GRP Pipe Systems- <http://www.hobas.ca/>
29. IBI Group – <http://www.ibigroup.com/>
30. Infratech Services – <http://www.infratechservices.ca/>
31. InServices Utilities Inc. – <https://innisfil.ca/living/InnServices>
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34. MTE Consultants – <http://www.mte85.com/>
35. Michels Canada Co. – <https://www.michelscanada.com/>
36. multiVIEW Locates Inc. – <http://www.multiview.ca/>
37. New Tide Construction Ltd.
38. Ontario Excavac Inc. – <http://www.ontarioexcavac.ca/>
39. RA Engineering Inc. – <http://www.raengineer.com/>
40. R. J. Burnside & Associates Limited – <http://www.rjburnside.com//>
41. R.V. Anderson Associates Limited – <http://www.rvanderson.com/>
42. Raedlinger Primus Line GmbH – <http://www.primusline.com/en/start/>
43. Robert. B. Somerville Co. Limited – <http://www.rbsomerville.com/>
44. Roy Consultants – <http://www.royconsultants.ca/>
45. SCS Consulting Group Ltd. – <http://www.scsconsultinggroup.com/>
46. T2 Utility Engineers – <http://www.t2ue.com/>
47. Uponsor Infra Ltd. – <https://infra.uponor.ca/>
48. Vermeer Canada Inc. – <http://www.vermeercanada.com/>

Supporting Organizations

1. Atlantic Canada Trenchless Association (ACTA)
2. Ontario Environment Industry Association (ONEIA) – <http://www.oneia.ca/>
3. Centre D'Expertise et de Recherche en Infrastructures Urbaines (CERIU) – www.ceriu.qc.ca
4. Corrugated Steel Pipe Institute – www.cspi.ca
5. Great Lakes and St. Lawrence Chapter, NASTT – www.glsla.ca
6. Institute for Research in Construction – www.nrc-cnrc.gc.ca
7. Ontario Concrete Pipe Association – www.ocpa.com
8. Ontario Good Roads Association (OGRA) – www.ogra.org
9. Ontario Regional Common Ground Alliance (ORCGA) – www.orcga.com
10. Ontario Public Works Association – www.opwa.ca





CENTRE FOR ADVANCEMENT OF TRENCHLESS TECHNOLOGIES
Ensuring Sustainable Buried Infrastructure for Livable Communities

11. Sir Sandford Fleming College – www.flemingcollege.ca
12. Tunnelling Association of Canada (TAC) – www.tunnelcanada.ca
13. Trenchless Technology Center – ttc.latech.edu
14. Trenchless Technology – www.ttmag.com
15. University of Western Ontario – www.uwo.ca
16. The Water Institute – water.uwaterloo.ca
17. Ontario Sewer and Watermain Construction Association – www.oswca.org



Environmental Benefits of Using Trenchless Technologies

Mark Knight¹
Rashid Rehan²
David Osullivan³

Abstract

Greenhouse gas (GHG) emissions from industry, transportation (1/3 of total US global warming potential) and agriculture are very likely the main cause of recently observed global warming. Major sources of an individual's GHG include home heating and cooling, electricity consumption, and transportation.

This paper presents a methodology to determine greenhouse gas emissions resulting from open cut and trenchless pipeline construction activities. This is accomplished by determining the additive greenhouse gas emissions resulting from traffic user delays and construction equipment. Using several case study scenarios the paper shows that trenchless pipeline construction can result in 80 to 98 percent less greenhouse gas emissions than open cut construction methods.

Keywords

Trenchless construction, Greenhouse gas emissions, No Dig, Open cut, Trenchless technology, Traffic user delays

1. INTRODUCTION

In developed countries a significant portion of buried water and wastewater infrastructure is rapidly approaching the end of its useful service life. To renew and rebuild these vital buried infrastructure assets, major construction works will need to be undertaken using open cut or trenchless construction methods. Open cut construction - wherein a trench is excavated to a required depth and width along the length of pipeline - has been and continues to be the predominant method to construct, repair or replace buried infrastructure asset. Although open cut construction may appear to be economical in terms of direct (construction) costs, it can have high social and environmental costs - especially in well developed and populated urban areas. Over the past decade, trenchless or minimal excavation pipeline construction and renovation methods have become a well accepted alternative to open cut. Since trenchless construction methods often only require the excavation of small entrance and exit pits or the use of existing access ways (manholes or chambers) it often has significantly lower social and environmental costs than open cut [1,2,3,4]. Common trenchless pipeline construction and renovation methods include: horizontal auger boring, microtunneling, horizontal directional drilling, pipe ramming, cured in place pipe, sliplining, and pipe bursting [5].

2. PROBLEM STATEMENT

An increase in human generated GHG emissions has been cited as the main source for climate change [6]. Thus, reducing intensity of GHG emissions is a major challenge facing all countries.

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Major sources for carbon dioxide (CO₂), a major greenhouse gas, during the construction of a buried pipeline are fossil fuels (gasoline and diesel) consumed by:

- vehicles during construction induced traffic delays and detours;
- heavy construction equipment required to install the pipeline;
- trucks used to dispose excavated materials from the site;
- trucks used to haul construction materials to the site; and
- equipment used to manufacture construction materials i.e. asphaltic concrete, backfill materials, etc.

This paper addresses CO₂ emissions resulting from construction induced traffic delays and heavy construction equipment used to install the pipeline.

Significant traffic disruptions are caused when construction works are undertaken in developed areas. Depending upon the nature of construction work being executed, one or several lanes of a road may be closed to traffic, lane or shoulder widths may be reduced, or the road may be closed all together to traffic. These road conditions often cause reduced speeds and traffic queues to build up. When the road is completely closed, traffic has to be diverted to alternate routes whereupon, in addition to the longer travel distances, the detour route has to accommodate higher traffic volumes with the associated speed reductions. Thus, in construction zones CO₂ emission regimes will increase due to increased vehicle fuel consumption resulting from reduced traffic speeds, idling in queues, and/or detour travel.

A pipeline installation requires the use of heavy equipment (excavators, loaders, trucks, compactors, etc) to make necessary access excavations, to install the pipeline, and to complete restoration of the excavations. This equipment will generate CO₂ emissions through the use and burning of diesel fuel.

3. CO₂ CALCULATION METHODOLOGY

The U.S. Environmental Protection Agency (EPA) developed a series of four fact sheets to facilitate consistency of assumptions and practices in the calculation of emissions of greenhouse gases from transportation and mobile sources. One of the primary determinants of carbon dioxide (CO₂) emission from mobile sources is the amount of carbon in the fuel [7]. Carbon content varies, but typically average carbon content values are used to estimate CO₂ emissions. The EPA uses 2,421 and 2,778 grams of carbon per US gallon of gasoline and diesel respectively. It should be noted that these estimates are based only on an average carbon content of conventional gasoline and diesel fuel, and do not specifically address the impact of fuel additives such as ethanol or methyl tertiary butyl ether (MTBE).

The Intergovernmental Panel on Climate Change (IPCC) guidelines for calculating emissions inventories require that an oxidation factor be applied to the carbon content to account for a small portion of the fuel that is not oxidized into CO₂ [7]. For all oil and oil products, the oxidation factor used is 0.99 (99 percent of the carbon in the fuel is eventually oxidized, while 1 percent remains un-oxidized). To calculate the CO₂ emissions from a gallon of fuel, the carbon emissions are multiplied by the ratio of the molecular weight of CO₂ (m.w. 44) to the molecular weight of carbon (m.w.12): 44/12.

CO₂ emissions from a US gallon (gal) or a litre (l) of gasoline and diesel can be determined using the following equations.

$$\text{CO}_2(\text{gasoline}) = 2,421 \text{ gms} \times 0.99 \times (44/12) = 8,788 \text{ gms} = 8.8 \text{ kg/gal} = 2.3 \text{ kg/litre} \quad (1)$$

$$\text{CO}_2(\text{diesel}) = 2,778 \text{ gms} \times 0.99 \times (44/12) = 10,084 \text{ gms} = 10.1 \text{ kg/gal} = 2.6 \text{ kg/litre} \quad (2)$$

Figure 1 shows the average fuel economy for a mix of various light duty vehicles under varying operating speeds [8].

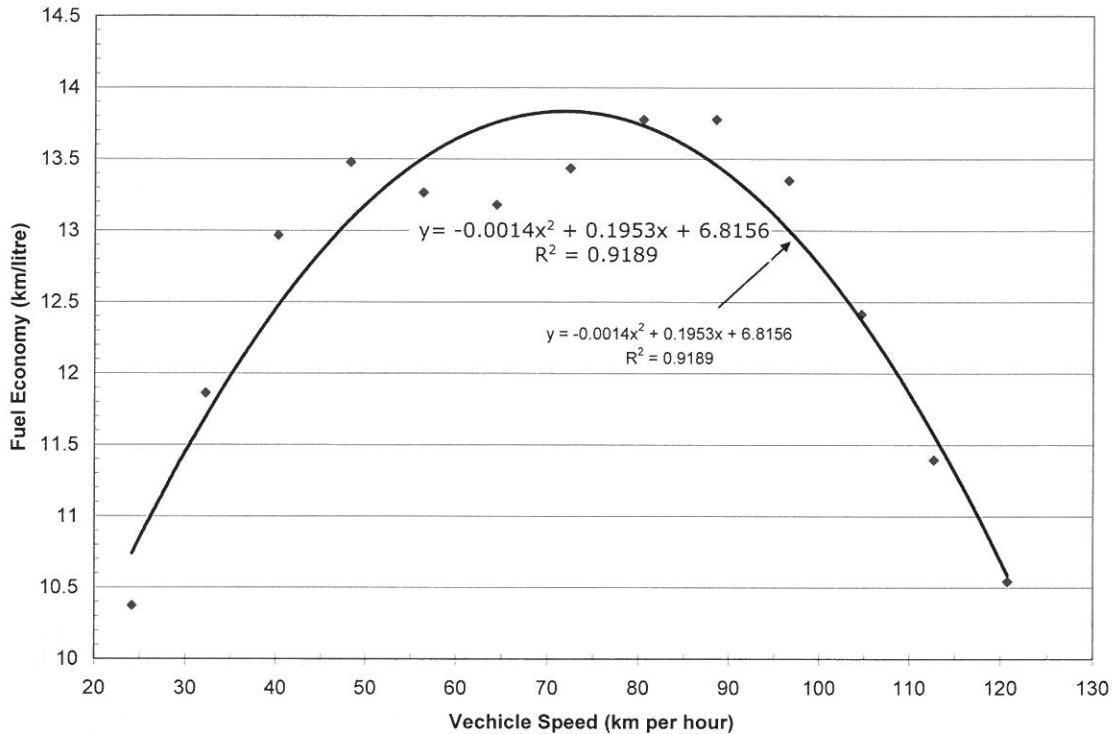


Figure 1: Light duty vehicle fuel economy as a function of vehicle speed, adapted from [8].

Figure 1 shows that lower fuel economy will occur when the vehicle speed is lower than or greater than the optimum speed (70 to 80 kms/hr). Using the data used to produce Figure 1, the following second order polynomial was developed with a regression correlation coefficient of 0.9189.

$$y = -0.0014x^2 + 0.1953x + 6.8156 \quad (3)$$

where y is the light duty vehicle fuel economy in (litres/km) and x is the vehicle speed in (km/hr).

3.1 CO₂ EMISSIONS DUE TO TRAFFIC DELAYS

Depending upon the layout of the construction zone on a road, various traffic control plans can be implemented. These traffic control plans will alter the geometric conditions of road and hence influence the traffic operating speeds.

Figure 2 shows three typical traffic control plans that can be implemented on two lane highways [9].

Traffic control Plan 1 refers to a situation in which construction work warrants closure of one lane of the road for a certain length. Traffic from the two directions is controlled by a flag person who alternately opens and closes the other lane to the two directional streams of traffic. In traffic control Plan 2, one lane is closed to the traffic but enough shoulder width is available so that the traffic of closed lane could be diverted onto the shoulder for the length of the construction zone. Traffic Plan 3 depicts a situation in which the construction work is such that it requires complete closure of both the lanes for the traffic and the road traffic to be diverted onto a detour route past the construction zone. An example of the need to implement Plan 3 is when a sewer line is constructed across the road width and the road is closed.

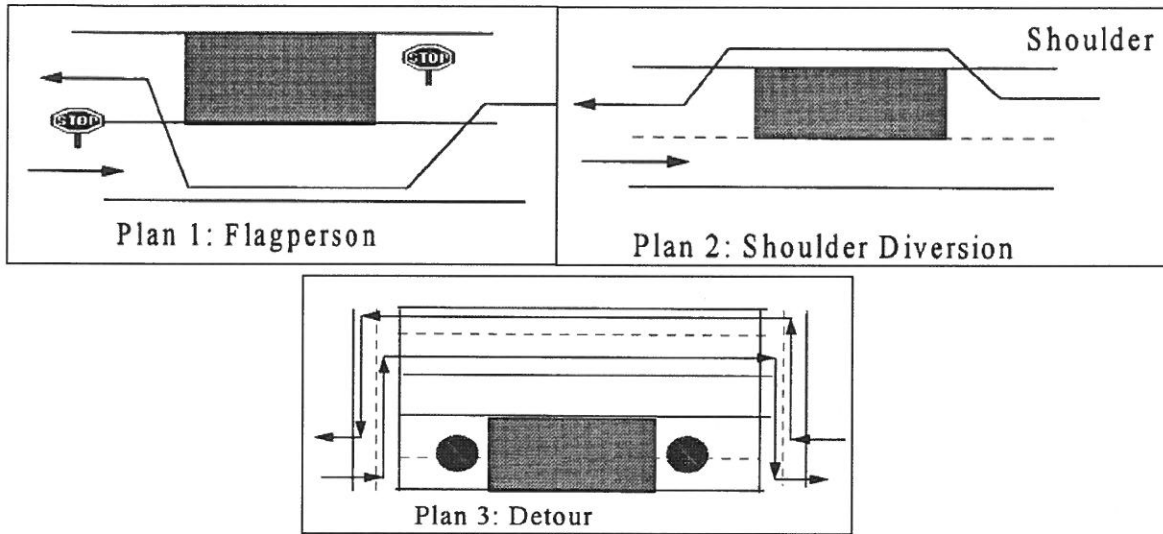


Figure 2: Traffic Control Plans, source Tighe *et. al* [9]

Tighe et al [9] utilized traffic analysis techniques to derive a simplified approach for calculating speed reductions and queuing delays for the above mentioned traffic control plans. A brief description of this approach is presented below. The following discussion has been adopted from [9] unless indicated otherwise. The normal capacity of a two-lane road is calculated using the following equation:

$$CAP_n = 1400 \times 0.72 \times F_{wn} \tag{4}$$

where CAP_n is normal capacity of a single lane (vehicles/hour/lane), 1400 is the number of passenger cars on each lane under ideal conditions (veh/hour/lane), 0.72 is an adjustment factor that reduces capacity to account for the presence of heavy vehicles, and F_{wn} is an adjustment factor that incorporates the effects of narrow lanes and shoulder widths on capacity. For different lane widths (metres), F_{wn} can be calculated as a function of shoulder width (SHD in metres), through the following equations:

$$F_{wn} = 0.71285 + 0.20935SHD - 0.021040SHD^2 \tag{5}$$

$$F_{wn} = 0.67295 + 0.19016SHD - 0.016662SHD^2 \tag{6}$$

$$F_{wn} = 0.62588 + 0.17889SHD - 0.015654SHD^2 \tag{7}$$

$$F_{wn} = 0.56485 + 0.17525SHD - 0.020156SHD^2 \tag{8}$$

$$F_{wn} = 0.49142 + 0.15413SHD - 0.020156SHD^2 \tag{9}$$

where equations 5, 6, 7, 8 and 9 are for lane widths of 3.75, 3.5, 3.25, 3.0, and 2.75 metres respectively.

When the lanes are narrow and shoulders are restricted, such as under Plans 1 and 2, the reduced capacity of a lane could be calculated using Equation 4 with F_{wn} modified accordingly.

For calculating the reduced traffic speeds under the changed traffic flow regimes the hourly volume (HV) needs to be calculated. HV (vehicles/hour/lane) translates the annual average daily flow volume into an hourly volume for one lane while taking seasonal and directional split (DF) factors into account. For a two-lane highway HV is determined using:

$$HV = 1.2 \times DF \times AADT \times 0.125 \quad (10)$$

where 1.2 is average summer factor for Ontario, Canada, and 0.125 is an adjustment factor for two-lane highways. With the normal capacity, reduced capacity and hourly volume known, the normal speed and reduced speed can be calculated using the following equations respectively:

$$V_n = 99.322 - 71.047 \left(\frac{HV}{CAP_n} \right) + 100.14 \left(\frac{HV}{CAP_n} \right)^2 - 61.622 \left(\frac{HV}{CAP_n} \right)^3 \quad (11)$$

$$V_r = 94.584 - 60.406 \left(\frac{HV}{CAP_r} \right) + 90.133 \left(\frac{HV}{CAP_r} \right)^2 - 58.505 \left(\frac{HV}{CAP_r} \right)^3 \quad (12)$$

where V_n and V_r are speeds under the normal conditions and under traffic control plans respectively.

Equation 12 provides the traffic speed when traffic control Plan 2 is implemented.

For traffic control Plan 1, traffic streams are stopped to use the sole open lane alternately. Thus, to account for traffic stoppages traffic speed determined using Equation 12 is reduced by 20 percent. Traffic idling time under traffic control Plan 1 is determined using Equation 13.

$$D = \frac{[0.38C(1-g/C)^2]}{3600} + \frac{173X^2 \left[(X-1) + \left((X-1)^2 + 16X/CAP_r \right)^{0.5} \right]}{3600} \quad (13)$$

where D is the average delay time (hour/vehicle/hour), C is the cycle length time (seconds) under Plan 1 for the stop and go signals by the flag person, g is the green time (seconds), and $X=HV/CAP_r$. C and g are dependent on the annual average daily traffic (AADT). Typical values for C and g for different AADT ranges are presented in Tighe et al [9].

For traffic control Plan 3, the detour traffic speed is determined using Equation 12 with the detour road hourly volume of traffic, lane width and shoulder width. It should be noted that the hourly volume for Plan 3 is the sum of the hourly volume from the diverted road and the traffic on the detour road prior to the detour.

For traffic control Plan 1, CO₂ emissions are calculated as the sum of fuel consumed due to changed speed conditions and idling. The impact of speed change is calculated as the difference between fuel consumption when vehicles travel at normal speed and reduced speeds under Plan 1 for the length of construction zone. Idling vehicles were assumed to consume 1.9 litres of fuel per hour.

When traffic control Plan 2 is implemented the vehicle fuel consumption is determined by calculating the vehicle speed through the construction zone using Equation 12.

When traffic control Plan 3 is implemented the vehicle fuel consumption is determined by calculating the speeds of the detoured traffic and the normal traffic on the detoured road section and the amount of fuel consumed to travel the detour route.

Once the total volume of fuel consumed is determined, Equation 1 is used to determine the amount of CO₂ emissions.

3.2 CO₂ EMISSIONS DUE TO OPERATION OF CONSTRUCTION MACHINERY

Open cut construction requires the continual use of diesel consuming heavy construction equipment (i.e., excavators, backhoes, compaction rollers, etc) and hauling vehicles to excavate and restore excavations. Trenchless construction methods, on the other hand, only require very limited usage of heavy equipment to excavate and restore small access pits, and to install the pipeline. Thus, trenchless construction will result in significantly less diesel fuel being consumed. To determine the amount of diesel fuel consumed, and hence the associated CO₂ emissions, each piece of construction equipment usage time needs to be determined. RS Means [10] was used to determine that approximately 16.5 m/day of pipe can be installed using open cut. This production rate compares with the rate of 18 m/day reported by Jung & Sinha [1]. RS means was also used to determine construction equipment requirements and usage.

The total volume of diesel fuel consumed is determined by totaling the estimated time for each piece of diesel burning construction equipment and multiplying it by a fuel consumption rate of 40 litres per hour. The total volume of diesel fuel is input into Equation 2 to determine the amount of CO₂ emissions.

4. CASE STUDIES

To facilitate calculations for various scenarios a spreadsheet model was developed. Using this model, CO₂ emissions were determined for the installation of a new 250 metres long, 300mm diameter sewer pipe using open-cut and trenchless construction methods. For the case studies it was assumed that open cut pipeline construction will require the excavation of a continuous trench along the entire pipeline length and that trenchless pipeline construction will require the excavation of only entrance and exits access pits. Thus, this analysis will only be considered applicable for pipe bursting, auger boring, pipe ramming and microtunneling.

Three case studies are presented in the following sections - one for each traffic control plan.

4.1 Case Study I

For this case study the existing sewer line is assumed to be constructed under one lane of a two-way highway. Thus, both open cut and trenchless construction methods will require the closing of one lane of the road and traffic control Plan 1 to be implemented. This means that a 250 metres long section of the highway will be closed.

The job duration for open-cut method is estimated at 120 working hours and the trenchless construction job duration is estimated at 10 hours [$250 \text{ m} \times 1 / (200 \text{ m/day}) \times (8 \text{ hours/day})$]. Simulations were run for annual average daily traffic values ranging from 3,500 to 10,000. Open-cut and trenchless construction CO₂ estimated emissions are presented in Figure 3.

Figure 3 shows that on a road with low traffic volumes (AADT value of 3,500), open cut and trenchless construction methods will generate about 18 and 3 tonnes of CO₂ respectively. When the road traffic increases to a high volume (AADT value of 10,000) open cut and trenchless will generate approximately 93 and 10 tonnes of CO₂ respectively. In percentage terms, trenchless CO₂ emissions are 84 percent less than open cut for an AADT of 3,500 and 89 percent less than open cut for an AADT of 10,000. For this case study the majority of CO₂ emissions are due to vehicle emissions resulting from traffic delays.

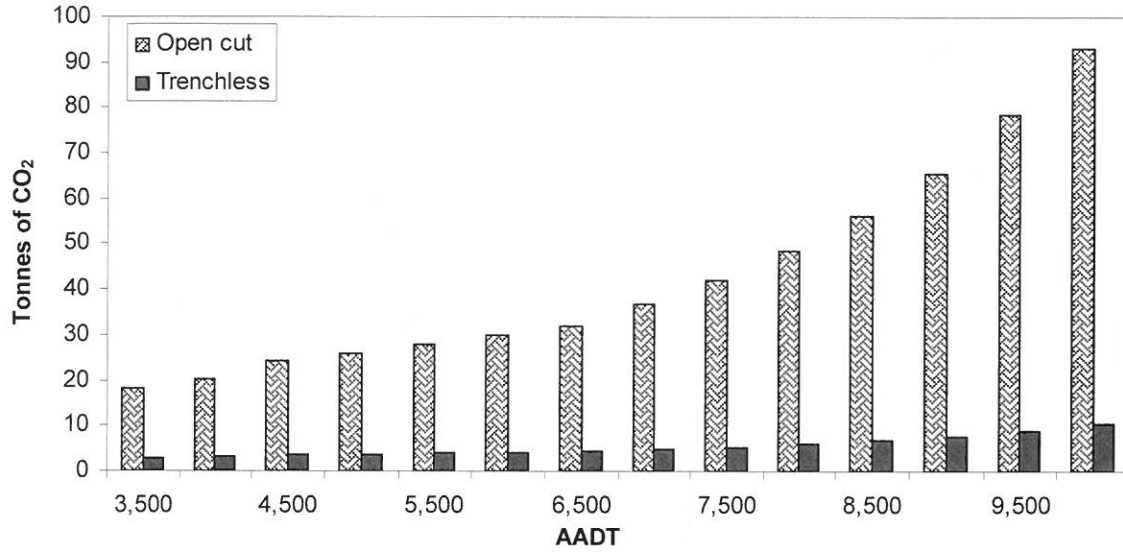


Figure 3: CO₂ emissions for various AADT traffic volumes with traffic control Plan 1.

4.2 Case Study II

This case study is similar to Case Study I, except that the road shoulders are sufficiently wide so that traffic can be temporarily moved onto the road shoulder - traffic control Plan 2. Results for this case study are shown in Figure 4.

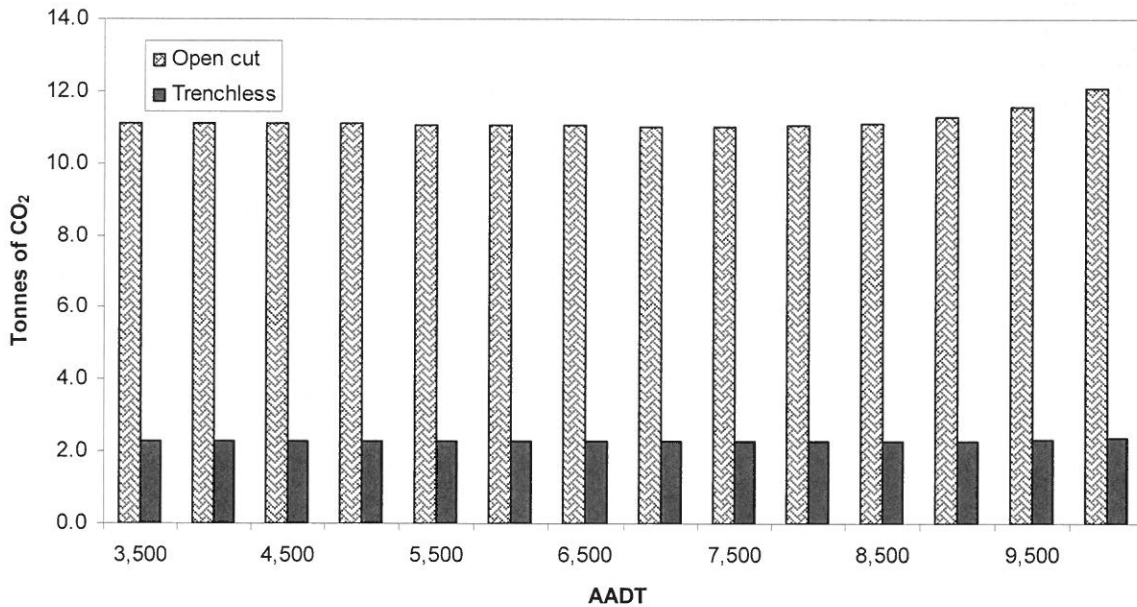


Figure 4: CO₂ Emissions at various AADT under traffic control Plan 2

Figure 4 shows open cut and trenchless generated about 12 and 2 tonnes of CO₂ emissions respectively and that CO₂ emissions are independent of the AADT values since there are no traffic delays for this case. It also shows that open cut CO₂ emissions slightly decrease with increasing traffic volume up to an AADT of 7,500 then increase at AADT levels of 8,000 and above. A review of the model found that AADT increases induced vehicle speed reductions that resulted in improved vehicle fuel consumption until the optimum speed is achieved (70 to 80 kms/hr in Figure 1) at an AADT of 7,500. Increases in AADT above 7,500 further decrease the vehicle speed past the optimum vehicle fuel economy.

Using traffic control Plan 2, trenchless construction can result in 80 percent less CO₂ emissions than open cut due to reduced trenchless heavy equipment requirements and shorter project duration.

4.3 Case Study III

This case study is different from the others in that the pipeline is installed across a road, as shown in Figure 5.

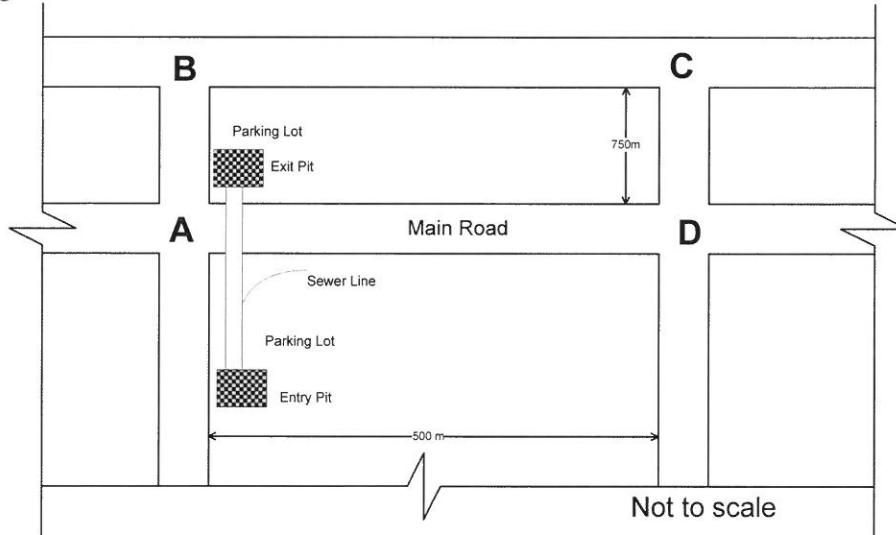


Figure 5: Schematic view of construction zone in Case Study III

For the trenchless installation it is assumed that sufficient space is available at both ends of the installation for excavating entry and exit pits. Thus, the trenchless installation will have no traffic disruptions and no traffic delay CO₂ emissions. For the open cut installation it is assumed that a trench is excavated along the entire length of the pipeline, the main road is closed to traffic (section AD in Figure 5) for the job duration, and that all traffic on the closed road is detoured along route ABCD shown in Figure 5. Thus, traffic control Plan 3 is implemented. For the open cut installation the estimated job duration for case studies I and II was reduced to 80 hours to account for reduced pavement excavation and reinstatement. Figure 6 shows calculated CO₂ emissions for various AADT values of the closed road with the detour route having an AADT of 3,500.

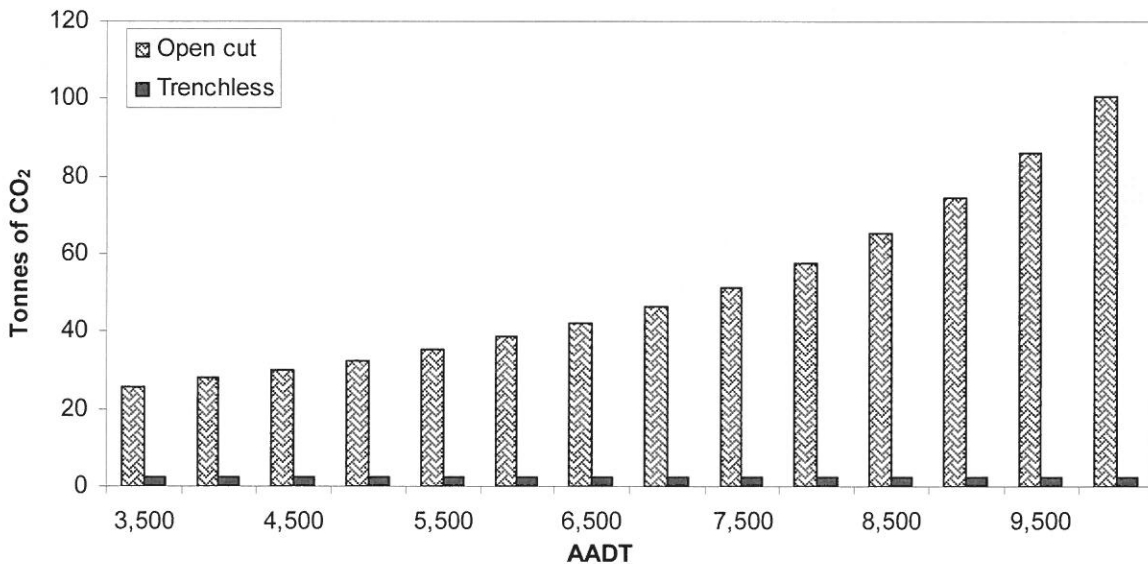


Figure 6: CO₂ Emissions at various AADT under traffic control Plan 3 for AADT_{detour}=3,500

13.1-16

Figure 6 shows that open cut CO₂ emissions increase rapidly from about 26 tonnes at an AADT of 3,500 to 100 tonnes at an AADT of 10,000. For the trenchless installation CO₂ emissions resulting from the use of only construction equipment were constant at 2.3 tonnes. Thus, for this scenario and an AADT of 3500 for the detour road the use of trenchless construction methods resulted in a 91 to 98 percent reduction in greenhouse gas emissions.

The simulation was also repeated for other values of AADT_{detour} and the results are provided in Table 1.

Table 1: Simulation results for CO₂ emissions (tonnes) under varying main road and detour road AADTs

AADT Main Rd	AADT on Detour Road									
	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000
3,500	26.26	26.21	26.16	26.09	26.02	25.92	25.83	25.74	25.68	25.66
4,000	28.46	28.40	28.33	28.24	28.15	28.04	27.95	27.87	27.83	27.88
4,500	30.59	30.51	30.42	30.32	30.21	30.10	30.01	29.97	30.00	30.15
5,000	32.76	32.66	32.55	32.44	32.33	32.23	32.17	32.19	32.33	32.66
5,500	34.85	34.73	34.62	34.50	34.40	34.33	34.34	34.46	34.77	35.35
6,000	36.98	36.86	36.73	36.62	36.55	36.55	36.67	36.97	37.53	38.48
6,500	39.05	38.92	38.80	38.73	38.72	38.83	39.11	39.66	40.57	42.00
7,000	41.17	41.05	40.96	40.95	41.06	41.34	41.87	42.79	44.18	46.29
7,500	43.24	43.15	43.13	43.23	43.50	44.03	44.91	46.32	48.35	51.32
8,000	45.40	45.38	45.47	45.74	46.26	47.16	48.53	50.61	53.50	57.61
8,500	47.58	47.66	47.92	48.44	49.31	50.69	52.70	55.64	59.61	65.14
9,000	49.92	50.18	50.68	51.57	52.93	54.99	57.85	61.94	67.33	74.69
9,500	52.37	52.88	53.73	55.11	57.10	60.02	63.97	69.47	76.60	86.19
10,000	55.14	56.01	57.36	59.41	62.26	66.32	71.69	79.03	88.38	100.78

Reading across the rows, one can note that for the same value of main road AADT, CO₂ emissions decrease with increasing AADT of the detour road. This downward shift exists until the detour road AADT reaches a threshold value whereupon the emissions start rising again with further increases in detour road AADT. These critical values have been highlighted in the table for ready reference. Furthermore, it can be seen that the above trends are valid only up to main road AADT of 8,000. For main road AADTs above 8,000, the emissions follow an increasing trend with increasing values of detour road AADTs. An explanation for this is that the increased AADT detour values creates speed reduction that results in better vehicle fuel economy and thus lower emissions. This continues until the optimum speed is achieved. Further speeds past the optimum level result in increased fuel consumption and increased emissions.

6. CONCLUSIONS

This study proposes a method to determine the amount of green house gas generated during the installation of a pipeline using open cut and trenchless construction methods. This method accounts for vehicles emissions resulting from construction induced traffic delays and heavy construction equipment use to install the pipeline. Using the proposed methodology open cut and trenchless green house gas emissions were determined for the installation of a new 250 metres long, 300mm diameter sewer pipe under a road way. Based on the results from three case studies (one for each traffic control plan) the following conclusions can be drawn:

- The use of trenchless construction methods for the installation of a pipeline under a roadway can result in 80 to 98 percent green house gas savings when compared with open cut.
- Trenchless green house gas savings are generated mainly by a reduction in user traffic delays, shorter project duration, and less usage of heavy construction equipment.
- User traffic delays are a major source of green house gas emissions especially on high traffic volume roads.

The amounts of CO₂ emissions determined in this study are considered to be conservative as the following additional greenhouse gas emissions were not calculated as part of this study:

- The production and transportation of trench restoration materials.
- Life cycle traffic delays resulting from pavement rehabilitation and maintenance.

6. ACKNOWLEDGEMENTS

We would like to acknowledge the British Columbia Chapter of the North American Society of Technology for providing financial support to complete this study.

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Jurrius, Stephanie

From: Allyson D'Ovidio <allyson.dovidio@mississauga.ca>
Sent: July 9, 2018 3:43 PM
To: kathryn.lockyear@peelregion.ca
Cc: Macintyre, Ava; Lockyer, Kathryn; Saito, Pat; Jurrius, Stephanie
Subject: RE: URGENT::::: Vision Zero joint logo - REgion agenda
Attachments: Resolution 0171-2018 - RSC-0027-0037-2018 Report 6 June 26, 2018.pdf

Good Afternoon Kathryn,

Further to the correspondence below, the following recommendations from the Road Safety Committee meeting held on June 26, 2018 were adopted by Council on July 4, 2018 under resolution #0171-2018. For your reference, please find attached, a copy of the resolution.

RSC-0028-2018

1. That the Road Safety Committee endorses the Vision Zero logo.
 2. That the Vision Zero logo be referred to Council for information.
- (RSC-0028-2018)

Councillor Saito kindly asks Clerks to include the item on the agenda for information or correspondence just for receipt.

If you have any further questions or concerns, please feel free to contact me.

Thank you,



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RESOLUTION NO.: 0171-2018 Page 1 of 1

Date: July 4, 2018

Moved by: Pat Saito

Seconded by: [Signature]

That Recommendations RSC-0027-2018 to RSC-0037-2018 inclusive contained in the Road Safety Committee Report 6 - 2018 dated June 26, 2018, be approved.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	✓			
Councillor D. Cook	✓			
Councillor K. Ras	✓			
Councillor C. Fonseca	✓			
Councillor J. Kovac	✓			
Councillor C. Parrish	✓			
Councillor R. Starr			✓	
Councillor N. Iannicca	✓			
Councillor M. Mahoney	✓			
Councillor P. Saito	✓			
Councillor S. McFadden	✓			
Councillor G. Carlson	✓			

Carried (11,0,1-Absent)

Carried

 Mayor

Colour logo



CMYK
(27M/100Y)



PANTONE
(PMS 124)

Black and white logo



Reverse logo



Minimum Size





**ITEMS RELATED TO
HEALTH**

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DATE: July 3, 2018

REPORT TITLE: **PARAMEDIC SERVICES 2019 RESPONSE TIME FRAMEWORK**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the recommended Response Time Framework for Peel Regional Paramedic Services for the year 2019, as described in the report of the Commissioner of Health Services, titled “Paramedic Services 2019 Response Time Framework,” be approved.

REPORT HIGHLIGHTS

- Land ambulance delivery agents are required to set response time standards for their municipality each year and to communicate them to the Ministry of Health and Long-Term Care (Ontario Regulation 267/08, July 30, 2008).
- Based on provincial legislation, Regional Council has input into and approves the response time standards for Paramedic Services for the coming year.
- Canadian Triage Acuity Scale (CTAS) 1 and 2 response times are the most critical calls. For 2017 CTAS 1 and 2 are over target.
- Response times are impacted by call volume, offload delay, and the triage and dispatch of calls by Mississauga Central Ambulance Communications Centre, which is operated by the Ministry of Health and Long-Term Care.
- To assist in achieving the 2019 response times, staff recommendations in the 2019 budget will include two additional ambulances (24/7) to maintain service levels with the projected increase in call volume.
- The recommended 2019 Response Time Framework is unchanged from 2018.

DISCUSSION

1. Background

Land ambulance delivery agents are required to set response time standards for their municipality each year and to communicate them to the Ministry of Health and Long-Term Care (Ontario Regulation 267/08, July 30, 2008).

Regional Council has input into and approves the response time standards for the coming year and, through Paramedic Services, reports on compliance with the six call severity categories to the Ministry of Health and Long-Term Care. The six call categories are based on two types of calls:

14.1-2

PARAMEDIC SERVICES 2019 RESPONSE TIME FRAMEWORK

- Sudden Cardiac Arrest – This is the amount of time from notification of call to when a defibrillator is at the side of a patient. The clock stops when a bystander, emergency responder or paramedic first applies the defibrillator to the patient.
- Canadian Triage Acuity Scale (CTAS) – This scale is a standard medical triage system that divides patients into five categories (Table 1). CTAS is currently used by paramedics and at all hospitals. Response time is measured from when the paramedic is notified (assigned a call) to when they complete their initial assessment of the patient and determine the appropriate CTAS level.

A large body of historical data including Peel's overall call volume, response timeframes and cardiac arrest data (based on evidence from our Fire Services and Public Access Defibrillation program) forms the foundation for the response time targets. Data from the first four months of the current year (2018) supplements the historic data and helps determine if any modifications should be made to the response time framework.

2. Findings - 2018 Response Times

Getting to a sudden cardiac arrest quickly is paramount to the survival outcome of the patient. Having a bystander or first responder start CPR and apply a defibrillator prior to paramedic arrival enhances their chance of survival. Paramedic Services continues to exceed the 6 minute time line above 70 per cent and does not recommend any change to this measure.

CTAS 1 and 2 response times are the most critical calls for which paramedics need to respond and provide care. Together, these times and the sudden cardiac arrest response time account for approximately 25 per cent of total transports to hospital. The 2017 CTAS 1 response time is 30 seconds over our target of 8 minutes and CTAS 2 response time is 61 seconds over our target of 10 minutes. The 2018 data (January to April) also shows a slightly higher trend (Table 1).

CTAS 3 calls account for the majority of total transports to hospital (approx. 66 per cent) and Paramedic Services are within the current framework. The same is true for CTAS 4 and 5 transports that represent approx. 9 per cent of activity. These measures remain within Council approved targets.

PARAMEDIC SERVICES 2019 RESPONSE TIME FRAMEWORK

Table 1
2017 and January to April 2018 – Actual Performance

Level of Acuity (Targets for Sudden Cardiac Arrest and CTAS 1 are set by Ministry of Health and Long-Term Care)	2017 Council Approved Target Time	2017 Council Approved Target %	2017 Actual %	2017 Actual Time	2018 Actual %	2018 Actual Time
Sudden Cardiac Arrest* (Patient has no vital signs)	6:00	70%	73%	5:45	*	*
CTAS 1 (Critically ill or have potential for rapid deterioration)	8:00	75%	68.3%	8:30	68.2%	8:39
CTAS 2 (Potential to life, limb or function, requiring rapid medical intervention, controlled acts)	10:00	90%	84.4%	11:01	83.3%	11:15
CTAS 3 (May progress to serious problem. Associated with significant discomfort or affecting ability to function)	13:00	90%	94%	11:35	93.5%	11:45
CTAS 4 (Conditions that would benefit from intervention or reassurance)	14:00	90%	94.7%	12:07	93.2%	12:41
CTAS 5 (Non urgent, chronic, without evidence of deterioration)	14:00	90%	94.7%	12:08	93.6%	12:20

*This data not available until year end for 2018.

Factors that impact response time by paramedic services include:

- Increase of call volume - Over the past ten years the average call volume growth rate has been 5.1 per cent and this forms the basis for planning. Most recent years (2016 and 2017) have been at record high levels, 9.3 per cent and 8.7 per cent respectively. 2018 call volume increases are trending at 8.3 per cent. These volume increases are comparable to other Paramedic Services in the Greater Toronto Hamilton Area.
- Offload delay continues to affect the program though there have been significant improvements over the past number of years through partnership with our three area hospitals. The Ministry of Health and Long-Term Care has extended the 'offload nursing program' funded at 100% into early 2019. Staff will continue to monitor hospital and Paramedic Services offload targets are being met.
- Triage of emergency calls by the Ministry of Health and Long-Term Care operated dispatch system is not aligned with the CTAS criteria. In the absence of a robust, evidence based triage tool the dispatch centre continues to send a large portion of call responses out as 'life threatening' (over 70 per cent in 2017). Required by legislation to respond without delay, these calls place a high demand on the system.

PARAMEDIC SERVICES 2019 RESPONSE TIME FRAMEWORK**3. Proposed Direction – 2019 Response Time Framework Recommendation**

No changes are recommended for the response time framework for 2019 (see **Table 2**). While Canadian Triage Acuity Scale 1 and 2 targets set for 2018 have not been fully met, staff will continue to strive to meet these targets and to monitor response times ongoing.

Paramedic Services continue to seek out strategies to address the highest acuity level (greatest patient need). Modifications and adjustments to our deployment strategy are ongoing. This work guides dispatch to optimally position ambulance resources where the call demand is likely to occur. In addition, staff work to maintain a one-minute reaction time (from call notification to depart station) for the most urgent calls (red lights and sirens).

Tiered response agreements with our partners Fire and Emergency Services are in place for sudden cardiac arrest and some CTAS 1 and 2 type calls, the management of other initiatives such as offload delay process improvements, patient diversion strategies and paramedic resource management (e.g. adjustments to deployment plan), the program will continue to work toward meeting these targets.

The proposed response time framework recommended for 2019 is:

Table 2
Recommended 2019 Standards

Level of Acuity	Time	Current %	Proposed %
Sudden Cardiac Arrest	6 minutes (fixed time)	70%	70%
CTAS 1	8 minutes (fixed time)	75%	75%
CTAS 2	10 minutes	90%	90%
CTAS 3	13 minutes	90%	90%
CTAS 4	14 minutes	90%	90%
CTAS 5	14 minutes	90%	90%

4. Dispatch Improvements

As detailed in the report presented to Regional Council on June 28, 2018 titled, “Update on Provincial Dispatch Reform”, the Region’s advocacy position with the Ministry of Health and Long-Term Care has resulted in a commitment to modernize the triage tool and communications technology at the Mississauga Central Ambulance Communications Centre. These changes have the potential to positively impact response times.

Until these changes are fully implemented and the system has time to adapt and adjust, impacts are not known. Staff will continue to monitor response times through the remainder of 2018 and early 2019 and, if necessary, will bring an update report to Regional Council regarding any implications to the response time framework.

**PARAMEDIC SERVICES 2019 RESPONSE TIME FRAMEWORK
FINANCIAL IMPLICATIONS**

To assist in achieving the 2019 response times, staff recommendations in the 2019 budget will include two additional ambulances (24/7) to maintain service levels with the projected increase in call volume, with 50 per cent of the costs eligible for provincial funding.

Staff will monitor the financial impacts of dispatch reform and system improvements, which will support requests for additional ambulances in 2020 and beyond.

CONCLUSION

As quality response times lead to good health outcomes for the residents of Peel, it is recommended that Council approve the proposed response time standards for 2019 as they are based on best available call information and medically based practices currently utilized in Peel.

Staff will continue to monitor response times and growth impacts and if required will report back to Council with recommendations to address these trends in 2019.

Paramedic Services remains committed to delivering the highest standard of care in Ontario despite the system pressures and continues to implement process improvements and strategies to meet Council approved response times.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Peter F. Dundas, Chief, Peel Regional Paramedic Services, Peter.Dundas@PeelRegion.ca, Ext 3921.

Authored By: Lincoln Bryant, Program Support Analyst, Peel Regional Paramedic Services

Reviewed in workflow by:

Financial Support Unit

For Information

DATE: July 3, 2018

REPORT TITLE: **DIABETES IN PEEL**

FROM: Nancy Polsinelli, Commissioner of Health Services
Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

OBJECTIVE

To provide an overview of diabetes in Peel, including the extent of the issue, risk factors, the associated health conditions, and Region of Peel - Public Health's approach to chronic disease prevention.

REPORT HIGHLIGHTS

- Diabetes is a chronic disease that has long-term negative health effects.
- In 2015, 15 per cent of Peel's population was living with diabetes, with the majority of cases categorized as type 2 diabetes.
- The percentage of people with diabetes in Peel and Ontario has more than doubled between 1996 and 2015, with Peel percentages being consistently higher than Ontario.
- Diabetes, similar to other chronic diseases, has several risk factors ranging from broad social and environmental factors to individual level factors.
- Public Health's approach to preventing chronic disease, including diabetes, is comprised of programs, policy and infrastructure to create supportive environments for healthy living across settings including childcare centres, schools, workplaces, the community and the built environment.

DISCUSSION
1. Background

During the January 11, 2018 Regional Council meeting (Item 13.1), the Medical Officer of Health was requested to provide an update to Regional Council on matters related to the status of diabetes in Peel, and to provide information on any connection between thyroid issues and diabetes.

Chronic diseases are long-term diseases that progress slowly over time. While chronic diseases can often be controlled, cures are rarely available. Worldwide chronic diseases, including diabetes, are the leading cause of death and disability.¹

¹ Ministry of Health and Long-Term Care. Preventing and Managing Chronic Disease: Ontario's Framework. 2007 [cited 2018 Apr 24]. Available from: http://www.health.gov.on.ca/en/pro/programs/cdpm/pdf/framework_full.pdf

DIABETES IN PEEL

Diabetes is a chronic disease in which the body cannot produce and/or properly use insulin. Insulin regulates glucose levels in the blood. High blood glucose levels can damage organs, blood vessels and nerves.² Figure 1 describes the three types of diabetes.

Type 2 diabetes is of public health concern because of the increasing rates, resulting in increasing financial and health burden on society, and the fact that many cases could be prevented through reducing risk factors. . Public health uses an upstream approach to diabetes prevention. By targeting modifiable risk factors (e.g., the built environment, eating patterns, physical activity levels), public health aims to prevent diabetes throughout the population.

Figure 1. Types of Diabetes

Type	Description
Type 1 Diabetes	<ul style="list-style-type: none"> • An autoimmune disease in which the body does not produce enough insulin • Typically develops in childhood or youth, but can also develop in adulthood.² • Not preventable
Type 2 Diabetes	<ul style="list-style-type: none"> • A metabolic disorder in which the body cannot effectively use the insulin it produces or does not produce enough insulin.² • Approximately 90-95 per cent of people with diabetes have type 2 diabetes.³ • Typically develops in adults over the age of 40 • Largely preventable
Gestational Diabetes	<ul style="list-style-type: none"> • Occurs during pregnancy, when high glucose levels develop due to the body's improper use of insulin.² • Having gestational diabetes a risk factor for developing type 2 diabetes • Largely preventable

2. Rates of Diabetes in Peel

Diabetes is one of the fastest growing chronic diseases in Canada.⁴ In 2016, approximately 2.1 million Canadians (7 per cent) aged 12 years and older, reported being diagnosed with diabetes.⁵

In 2015, across all age groups, there were 161,342 Peel residents (15 per cent) living with diabetes, including 11,045 newly diagnosed cases.⁶ Between 1996 and 2015 the

² Public Health Agency of Canada. Diabetes in Canada. Her Majesty the Queen in Right of Canada. 2017 [cited 2018 Mar 20]. Available from: <https://www.canada.ca/en/public-health/services/publications/diseases-conditions/diabetes-canada-highlights-chronic-disease-surveillance-system.html>

³ Region of Peel. Diabetes Atlas for the Region of Peel. 2013 [cited 2018 Mar 18]. Available from: <https://www.peelregion.ca/health/resources/diabetes-atlas.htm>

⁴ Government of Canada. Type 2 Diabetes [Internet]. 2015 [cited 2018 Mar 19]. Available from: <https://www.canada.ca/en/public-health/services/diseases/type-2-diabetes.html>

⁵ Statistics Canada. Health Fact Sheets: Diabetes, 2016. 2017 [cited 2018 Mar 21]. Available from: <https://www.statcan.gc.ca/pub/82-625-x/2017001/article/54859-eng.htm>

DIABETES IN PEEL

percentage of people living with diabetes more than doubled in Peel (7 to 16 per cent) and Ontario (6 to 13 per cent), with Peel being consistently higher compared to Ontario during this time.

It is estimated that in 10 years there will be between 204,902 and 217,400 (12 to 13 per cent) people living with diabetes in Peel.⁷ As the number of people with diabetes increases, there is a greater burden placed on the economy and healthcare system. In 2010, the direct and indirect costs of diabetes in Ontario were estimated at approximately \$4.9 billion.³ If no changes are made to influence risk factors for disease (e.g., physical activity), the health care costs associated with diabetes is estimated to be approximately \$689 million over 10 years (2014 to 2024) in Peel alone.⁷

3. Factors Related to Developing Type 2 Diabetes

Type 2 diabetes results from multiple risk factors influencing health over time. Appendix I includes a model from the American Diabetes Association that illustrates the various levels and sectors of influence on diabetes risk, including:

a) Sectors of Influence

Sectors that influence the population level risk for type 2 diabetes includes the government, public health, health care, media, land use and transportation, agriculture, industry (e.g., food industry, recreation and entertainment), and education.⁸ At this level, policies (e.g., *The Healthy Menu Choices Act, 2015*) and initiatives can be implemented to impact the health of the population and reduce the risk for developing type 2 diabetes.

b) Settings

The settings in which people spend the majority of their time can influence their health (e.g., eating patterns and activity levels), including the risk of developing type 2 diabetes. These settings include the home, childcare, schools, workplaces and communities.⁸ Programs, policies and infrastructure improvements within these settings that promote healthy eating and physical activity among individuals can decrease risk factors for developing type 2 diabetes.

c) Individual Factors

Demographics (e.g., age, ethnicity, socioeconomic status), psychosocial factors, gene-environment interactions influence the risk for developing type 2 diabetes at the individual level.⁸ Some individual factors are modifiable (e.g., physically inactive, unhealthy diet, body weight, and tobacco use), while others are not (e.g., having a genetic predisposition). The demographic makeup of Peel is of particular interest when

⁶ Region of Peel Public Health. Peel Public Health Population Health Assessment: Diabetes. 2017 [cited 2018 Mar 21]. Available from: <http://www.peelregion.ca/health/statusdata/ChronicDiseases/diabetes.asp> .

The data used in this publication came from the Ontario Diabetes Database 1996-2015, Institute for Clinical Evaluative Sciences [Data provided by special request May, 2017].

⁷ Region of Peel. Diabetes in Peel: Looking Forward, Using the Diabetes Population Risk Tool to Predict Diabetes in Peel Region, 2017 Update. 2017

⁸ Hill, J.O. et al. Scientific Statement: Socioecological Determinants of Prediabetes and Type 2 Diabetes. 2013.

Diabetes Care 2013 Aug; 36(8): 2430-2439 [cited 2018 May 10]. Available from: <https://doi.org/10.2337/dc13-1161>

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understanding diabetes throughout the region. Visible minorities, such as those of African, Caribbean, Hispanic or South and East Asian descent all have a greater predisposition to diabetes compared to those of European descent.³ In 2011, 57 per cent of Peel's population identified as a visible minority.³ South Asians were the most prominent visible minority group, accounting for 28 per cent of the population.⁹

The levels and sectors of influence interact to impact individual food intake and movement (i.e., sleep, sedentary behaviour and physical activity), and overall risk for developing type 2 diabetes.

4. Complications Associated with Diabetes

Diabetes is a significant risk factor for developing other chronic diseases and/or health complications, including cardiovascular disease, vision loss, kidney disease, nerve damage, complications during pregnancy, oral disease, and depression.¹⁰

a) Diabetes and Thyroid Disease

i) *Type 1 Diabetes*

Autoimmune thyroid diseases (AITD) (which causes several forms of thyroiditis ranging from hyperthyroidism to hypothyroidism) and diabetes can occur together. AITD occurs in 15 per cent to 30 per cent of individuals with type 1 diabetes.

Hyperthyroidism occurs more frequently in those with type 1 diabetes than in the general population. Hypothyroidism is most likely to develop in girls during puberty, so early detection and treatment are recommended to prevent growth failure and related symptoms.

Women with type 1 diabetes are also at risk for postpartum thyroid dysfunction. Screening during pregnancy and at three months postpartum is recommended for this population.¹¹

ii) *Type 2 Diabetes*

There is a connection between type 2 diabetes and thyroid disorders; however, this connection is less established in the literature than type 1 diabetes. Reports have indicated a higher prevalence of thyroid disorders in those with type 2 diabetes than

⁹ Peel Public Health. Health Status Data: Ethnicity and Visible Minority. 2013. [cited 2018 May 22]. Available from: <http://www.peelregion.ca/health/statusdata/SocioDemographics/ethnicity.asp>

¹⁰ Diabetes Canada. Diabetes Dictionary [Internet]. 2017/2018 [cited 2018 Apr 23]. Available from: <http://www.diabetes.ca/about-diabetes/diabetes-dictionary#autoimmune-thyroid-disease>

¹¹ Diabetes Canada Clinical Practice Guidelines Expert Committee. Diabetes Canada 2018 Clinical Practice Guidelines for the Prevention and Management of Diabetes in Canada. Can J Diabetes. 2018;42(Suppl 1):S1-S325. [cited 2018 May 29]. Available from: <http://guidelines.diabetes.ca/docs/CPG-2018-full-EN.pdf>

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the general population, with hypothyroidism being the most common disorder.¹² It is important to screen for thyroid dysfunction in those with diabetes.¹³

5. Public Health Approach

Public Health takes a population-level preventative approach to diabetes by creating supportive environments for healthy living in which the healthy choice (e.g., healthy eating and active living) is the easy choice, thereby influencing the risk factors for developing diabetes. Public Health is mandated through the Ontario Public Health Standards to reduce the burden of chronic diseases of public health importance, including diabetes. Recognizing the complexity of chronic disease prevention at the population level, Public Health works in partnership with other Regional departments, local municipalities, community organizations, school boards, childcare centres, and the Local Health Integration Networks (LHINs) to develop and implement programs, policies and infrastructure improvements to create supportive environments for healthy living that focus on healthy eating and movement. Public Health works across various settings including child care centres, schools, workplaces, community (e.g., recreation centres, places of worship) and the built environment.

Examples of programs, policies and infrastructure supports lead by Public Health include:

a) Programs

The **School Travel Planning (STP)** program is a five-step program for elementary schools to address transportation-related issues and promote walking and cycling to and from school. The aim of the program is to increase physical activity, reduce traffic congestion and increase school and community engagement. Since the 2016/17 school year, 41 elementary schools have committed to the STP program (31 Peel District School Board and 10 Dufferin Peel Catholic District School Board; 10 in Mississauga, 27 in Brampton and 4 in Caledon). As schools complete their third year of the STP program, an evaluation will be conducted by school year to determine the impact on student and parent perceptions and behaviours towards active transportation to and from school since full phase implementation in 2016/17.

The **Healthy Community Initiative (HCI)** was developed in partnership with the Central West LHIN, City of Brampton and William Osler Health System as a comprehensive intervention to mobilize a community in northeast Brampton to prevent diabetes by empowering its residents to make healthy decisions and lifestyle changes. HCI implements comprehensive physical activity and healthy eating interventions in northeast Brampton through community collaboration with local businesses, schools, health service providers, community partners, and members of the public who are committed to a mandate of integrating healthy eating and active living within the broader population. As part of this intervention, the Public Health School Health team works with 25 schools in northeast Brampton to improve physical activity and healthy eating

¹² Wu, P. Practical Pointers: Thyroid Disease and Diabetes. *Clinical Diabetes* 2000; 18(1). [cited 2018 May 31] Available from: <http://journal.diabetes.org/clinicaldiabetes/v18n12000/pg38.htm>

¹³ Wang C. The Relationship between Type 2 Diabetes Mellitus and Related Thyroid Diseases. 2013 [cited 2018 Apr 23]. Review Article. *Journal of Diabetes Research*. Vol. 2013 Available from: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3647563/pdf/JDR2013-390534.pdf>

DIABETES IN PEEL

behaviours of children and youth. Of these 25 schools, the most commonly implemented interventions were Healthy Beverages (21), Active Transportation initiatives (11) and Healthy Fundraising (11) initiatives.

The **Nurturing the Next Generation Strategic Priority**, provides upstream programming in the early years that supports the prevention of diabetes. Focused work on infant feeding, partnerships to promote healthy eating and physical activity in licensed child care centres, and the Healthy Babies Healthy Children home visiting program are a few examples. In 2017, 178 child care providers participated in the ABCs of Physical Literacy workshop and public health provided 11,529 consultations to support breastfeeding in clinics, homes and by telephone.

b) Policies

Regional Official Plan Amendment 27 – “Health and the Built Environment, Age-friendly Planning, and Technical and Administrative Updates” came into effect on September 1, 2017. The purpose of the amendment was to implement the Healthy Development Framework (HDF) to achieve: healthier communities; increased physical activity through transit use, walking and cycling as forms of active transportation; improved health outcomes and social connectivity; and reduced risk of chronic disease and its added costs on health care.

Public Health has provided input into **Health Canada’s Healthy Eating Strategy** as part of the stakeholder consultation process. The Healthy Eating Strategy includes policies that will improve the food environment, such as restrictions on marketing to children and provision of front-of-package labelling.

Public Health has engaged with stakeholders, including local municipalities, school boards, schools and community agencies (e.g., places of worship) to apply nutrition standards to food and beverages offered and/or sold to improve the food environment and to make the healthy choice the easier choice.

c) Infrastructure

In October 2017, Public Health launched the Healthy Living Supports Program pilot to provide funding and consultation support to community organizations for infrastructure improvements that promote healthy eating and physical activity.

The **Active Living Design Elements in Affordable Housing** initiative provides funding to housing providers to purchase and install active design elements (e.g., outdoor exercise equipment, stairwell improvements) to promote physical activity among residents.

CONCLUSION

Chronic diseases, including diabetes, are leading causes of disabilities and death locally and globally. While diabetes is complex with a multitude of risk factors contributing to its development, there are opportunities at the population level to reduce the risk. Public Health takes a population-level preventative approach to create supportive environments for healthy living through programming, policy and infrastructure interventions. Public Health will continue to monitor diabetes rates in Peel, as well as various risk factors associated with developing

DIABETES IN PEEL

diabetes. A continued collaborative effort between Public Health and stakeholders is required to create supportive environments for healthy living (i.e., healthy eating and movement) to prevent diabetes and support those living with diabetes.



Nancy Polsinelli, Commissioner of Health Services



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

Approved for Submission:



D. Szwarc, Chief Administrative Officer

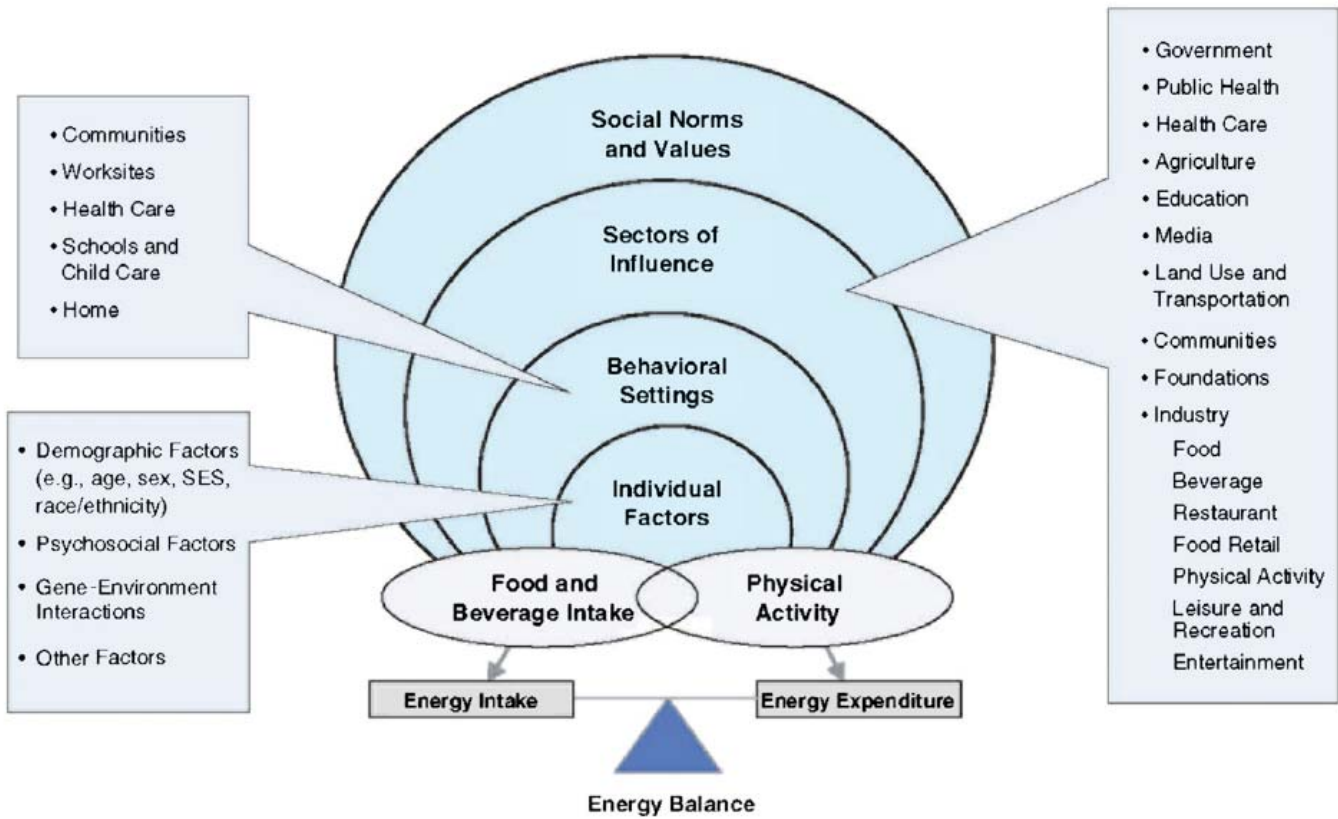
APPENDICES

Appendix I - Levels and Sectors of Influence on Diabetes Risk

For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, ext. 2013.

Authored By: Nadine Khan, Public Health Nutritionist, Chronic Disease and Injury Prevention

Levels and Sectors of Influence on Diabetes Risk



Source : Hill, JO. et al. Scientific Statement: Socioecological Determinants of Prediabetes and Type 2 Diabetes. 2013. Diabetes Care 2013 Aug; 36(8): 2430-2439 [cited 2018 May 10]. Available from: <https://doi.org/10.2337/dc13-1161>

DATE: July 4, 2018

REPORT TITLE: **REVIEW OF THE REGION OF PEEL PROJECT LIFESAVER PROGRAM**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the Region of Peel makes wandering prevention technology accessible to more clients and caregivers in Peel by phasing out the Project Lifesaver Peel program (the Program) and transitioning all Program funds to two community agencies within the region that already provide community support to residents with diagnoses that make them prone to wandering;

And further, that a Request for Proposal (RFP) process be conducted to select the community agencies that will receive the Program funds.

REPORT HIGHLIGHTS

- Project Lifesaver is a tracking technology used to locate missing persons who have wandered, using a radio-wave transmitter wrist band.
- Project Lifesaver Peel (the Program) is currently administered by the Region of Pee, whereby clients are enrolled, provided with a Project Lifesaver radio-wave transmitter wrist band and offered subsidy if needed. If a client wanders, local police use Project Lifesaver technology to attempt to locate the missing resident.
- The Aging Population Term of Council Priority Steering Committee recommended that a review of the Program be conducted. This review was completed in 2017.
- The Program serves approximately 150 individuals out of more than 26,000 of Peel's population at risk for wandering (0.5 per cent).
- The current radio-wave transmitter technology used for the Program is outdated and is not effective in locating missing residents in cities like Brampton and Mississauga where large building structures interfere with signal transmission.
- Community agencies that work with individuals with a diagnosis that puts them at risk of wandering are best suited to proactively assist clients to find tailored wandering detection technologies, provide subsidy if needed, and deliver preventive education before wandering occurs.
- Residents currently enrolled in the Program will be individually supported to transition to these community agencies for more fulsome case management, individualized wandering technology solutions, and wandering prevention subsidy.
- Staff will provide, monitor and evaluate this annual financial support to the designated community organizations for two years at which time an evaluation will be completed and recommendations reported back to Council.

REVIEW OF THE REGION OF PEEL PROJECT LIFESAVER PROGRAM**DISCUSSION****1. Background**

In 2006, Project Lifesaver began as a pilot program in Caledon. A parent with an autistic child required help managing her child's wandering behaviour. Her concern prompted the need to bring Project Lifesaver to Peel, a tracking technology to locate missing persons who have wandered using a radio-wave transmitter wrist band. In 2009, the administration and coordination of the Caledon pilot program shifted to the Region of Peel. In 2010, Project Lifesaver expanded to the entire Region and became Project Lifesaver Peel (the Program) and financial assistance to subsidize enrollment in the Program was added. The Program, now administered by the Region of Peel, enrolls clients, provides them with a Project Lifesaver radio-wave transmitter wrist band and offers subsidy if needed. Case management is not provided. If a client wanders, local police use Project Lifesaver technology to attempt to locate the missing resident.

In 2014, the Aging Population Term of Council Priority Steering Committee recommended a review of the Program be conducted to assess the current state and to determine the appropriate future role for the Region of Peel. That review was completed in 2017.

2. Findings of Program Review**a) Number of People Served**

The Program currently serves approximately 150 individuals out of more than 26,000 of Peel's population at risk for wandering (0.5 per cent). All enrolled participants are residents who have been identified at risk of wandering. Current participants include individuals living with dementia (59 per cent), children with autism spectrum disorders (25 per cent), and people with neurological disorders or traumas. Program participants must reside with a caregiver who is responsible for maintaining the transmitter and who will alert police to begin a search in the event their loved one goes missing. This creates inequity and limits enrollment to the Program.

b) Project Lifesaver Technology Limitations

Between January 2014 and November 2016, Peel Regional Police conducted 1,272 Project Lifesaver Peel missing person searches. Up until 2016, Ontario Provincial Police Caledon Detachment (OPP) had conducted two Project Lifesaver Peel missing person searches.

Police report that the Project Lifesaver technology has been successful in locating missing persons only one per cent of the time. Almost all of the missing persons wearing the Project Lifesaver technology were located using traditional policing methods, not Project Lifesaver technology.

The current radio-wave transmitter technology used for the Program is outdated and is not effective in locating missing residents in cities like Brampton and Mississauga where large building structures interfere with signal transmission.

REVIEW OF THE REGION OF PEEL PROJECT LIFESAVER PROGRAM**c) Preventive Approach**

Referrals to the Program are most often made by police or hospitals after a person has gone missing at least once. As such, the Program serves as a reactive solution and does not prevent participants from wandering.

The residents of Peel at risk of wandering require a preventive approach. Community agencies that work with individuals with a diagnosis that puts them at risk of wandering are best suited to proactively assist clients to find tailored wandering detection technologies, provide subsidy if needed, and deliver preventive education before wandering occurs. Available tracking solutions are numerous, and an effort must be made to find the right solution for each individual, based on their case histories.

d) Results of Project Lifesaver Surveys**i) Police Survey**

Both Peel Regional Police and Caledon OPP were surveyed to understand the experiences of police who have used Project Lifesaver equipment within the past six months. Both indicated that the top two challenges with Project Lifesaver were the outdated technology and limited tracking radius of the equipment.

ii) Caregiver Survey

In November 2017, 51 current Program participant caregivers were asked to complete a telephone survey. Results indicated that caregivers would like the ability to remotely monitor their loved one's location using individually tailored technological solutions. This capability is available through GPS and other technologies. They would appreciate the ability to locate their loved one as soon as possible without involving the police. In exit interviews, participants and caregivers indicated they found the wrist band bulky, easy to cut off and the range of the tracking radius to be limited.

All stakeholders have indicated support for evolving and expanding a program beyond Project Lifesaver technology in the community that would support increased wandering prevention education and tailored technological solutions to a larger number of clients.

3. Proposed Direction

Community agencies that support those with diagnoses that make them prone to wandering are best suited to proactively identify clients in need of wandering solutions, assist in finding tailored technologies, provide subsidy if needed, and deliver preventive education before someone wanders. As such, it is recommended that the Region of Peel makes wandering prevention technology accessible to more clients and caregivers in Peel by phasing out the Project Lifesaver Peel program and transitioning all Program funds to two community agencies within the region that already provide community support to residents with diagnoses that make them prone to wandering;

These two community agencies would be chosen through a Request for Proposal (RFP) process to provide wandering prevention education, tailored technology options and subsidy

REVIEW OF THE REGION OF PEEL PROJECT LIFESAVER PROGRAM

for residents when needed. Details for the transition of the subsidy are provided under financial implications.

Residents currently enrolled in the Program will be individually supported to transition to these community agencies for more fulsome case management, individualized wandering technology solutions, and wandering prevention subsidy. By making this change, more residents at risk of wandering and their families will be identified, educated on wandering prevention, and will have the option for a tailored technological wandering detection solution.

RISK CONSIDERATIONS

There is a risk of community perception that clients who wander will be left with no support if the Region of Peel discontinues Project Lifesaver Peel. A risk response strategy will include the following:

- An RFP will be issued to transition funds to two community agencies already supporting clients at risk of wandering to raise awareness of wandering prevention and available detection technologies.
- Chosen community agencies will be trained and supported by the Region of Peel during the Program transition.
- The Region of Peel will meet with every current client and their caregiver to provide a guided transition to the community agency they will be transferred to.
- Agencies that frequently refer clients to the Program will receive communication on the Program changes.
- Key messages will be used that highlight the benefits of community agency oversight (including more funds available for subsidy to an increased number of clients).

FINANCIAL IMPLICATIONS

The budget for Project Lifesaver Peel in 2018 is \$165,444. The operating budget is used for equipment, subsidies, and a coordinator position. This amount does not include the cost of Peel Regional Police and Ontario Provincial Police Caledon Detachment to conduct Project Lifesaver Peel missing person searches and annual Program training. Technology and monitoring costs have led to the need to subsidize 70 per cent of participants in the Program.

An RFP will be tendered and two agencies will be awarded a contract to support program costs including subsidies allocated to clients. Sixty-five per cent (\$107,538) will be awarded to an agency working with adults/seniors and thirty-five per cent (\$57,906) will be awarded to an agency working with children. These amounts are based on the current Program user proportions. The Region of Peel will continue to provide, monitor and evaluate this annual financial support to the designated community organizations for two years. An evaluation will be conducted and recommendations reported back to Regional Council.

CONCLUSION

The Region of Peel is dedicated to meeting the needs of our local population. With the number of residents at risk of wandering on the rise, especially with the aging population, the need to provide proactive education and tailored technological solutions for those at highest risk is

REVIEW OF THE REGION OF PEEL PROJECT LIFESAVER PROGRAM

critical. Community agencies that work with individuals with a diagnosis that puts them at risk of wandering will provide upstream education, proactive and broader identification of clients who need wandering prevention strategies and/or tailored technological solutions, and financial assistance as required.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Donna Kern, Director, ext. 2647, donna.kern@peelregion.ca.

Authored By: Tracy Coffin, Seniors Services Development

*Reviewed in Workflow:
Financial Support Unit*

DATE: July 4, 2018

REPORT TITLE: **PROVINCIAL BASE FUNDING FOR REGISTERED NURSES IN LONG TERM CARE HOMES**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the 2018 Long Term Care operating budget be amended to include provincial base funding, to support the Registered Nurses in Long Term Care Homes initiative, to hire a registered nurse for every Region of Peel long term care home, for a total annualized budget of \$506,000, provided through the Central West and Mississauga Halton Local Health Integration Network.

REPORT HIGHLIGHTS

- Recognizing the needs of individuals living in long term care are becoming more complex, the province is investing \$50 million in 2018/19 to hire an additional registered nurse for every long term care home in the province.
- As part of the Registered Nurses in Long Term Care Homes initiative, the Region of Peel's five long term care homes have been approved by the Central West and Mississauga Halton Local Health Integration Networks (LHIN's) to receive annualized base funding, for the total amount of \$506,000.
- Building nursing capacity within each home, the registered nurses will work collaboratively with the interdisciplinary care team to provide safe, effective and person-centred care, ensuring the Region's ongoing compliance with legislative requirements under the *Long Term Care Homes Act, 2007*.
- Investments like these strengthen the Region's capacity to deliver a higher level of care for residents with medically complex needs, minimizing risks and ensuring continued safety and quality of care in Peel Long Term Care centres.

DISCUSSION

1. Background

As announced in the 2018 Budget, and as part of Ontario's Action Plan for Seniors, the Ministry of Health and Long-Term Care is investing \$300 million over three years in new funding to support seniors, starting with \$50 million in 2018/19 to hire a registered nurse for every long term care home. Recognizing that the needs of individuals living in long term care are becoming more complex, this investment will increase capacity across the long term care sector to provide residents in Ontario's long term care homes with the highest quality care.

PROVINCIAL BASE FUNDING FOR REGISTERED NURSES IN LONG TERM CARE HOMES

2. Increasing Nursing Capacity in Peel Long Term Care

The Region of Peel's five long term care homes have been approved by the Central West and Mississauga Halton Local Health Integration Networks (LHIN's) to receive annualized base funding to create a position for a permanent full-time equivalent registered nurse.

Building nursing capacity within each home, these registered nurses will work collaboratively with members of the interdisciplinary care team to provide safe, effective and person-centred care that minimizes risks and ensures continued safety and quality of care. This includes assessing the health needs of residents, developing individualized care plans and delivering direct care in compliance with the *Long Term Care Homes Act, 2007*. These additional resources will also provide guidance and leadership to the nursing department that will support professional development and growth, ongoing continuous quality improvement and the delivery of evidence-based care.

Anticipated outcomes of the additional registered nurse include reductions in transfers to hospital for minor conditions that can be treated within the home, better medication management, reduced falls or restraints use, and reduced number of people experiencing pain or depression.

FINANCIAL IMPLICATIONS

The Central West and Mississauga Halton LHIN have approved a total annualized based funding of \$506,000 that will support the salary and benefits of five full-time equivalent nurses. One full time equivalent will be located in each of the five Peel Long Term Care Centres. For the initial year, there will be no net tax impact for these positions.

Like many provincial programs, this type of funding has not included any increases for annual inflation.

CONCLUSION

Recognizing that the needs of long term care residents are becoming more complex, the province is investing in more staffing and support to ensure that residents in Ontario's long term care homes receive the highest quality of care. Investments like these strengthen the Region's capacity to deliver a higher level of care for residents with medically complex needs, minimizing risks and ensuring continued safety and quality of care in Peel Long Term Care centres.



Nancy Polsinelli, Commissioner of Health Services

PROVINCIAL BASE FUNDING FOR REGISTERED NURSES IN LONG TERM CARE HOMES

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Cathy Granger, Director, Long Term Care via email at Cathy.Granger@peelregion.ca.

Authored By: Khanh Dang, Research and Policy Analyst, Long Term Care

Reviewed in workflow by:

Financial Support Unit

DATE: July 4, 2018

REPORT TITLE: **SHERIDAN VILLA'S SPRUCE LANE UNIT (SPECIAL BEHAVIOUR SUPPORT UNIT)**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the 2018 Long Term Care operating budget be amended to include gross \$115,000 (net \$0) provincial base funding, provided through the Mississauga Halton Local Health Integration Network, to support the operations of Spruce Lane unit (formerly known as the Special Behaviour Support Unit).

REPORT HIGHLIGHTS

- Since opening in 2010, demand for Spruce Lane unit (formerly known as the Special Behaviour Support Unit) has grown, with the number of referrals increasing by almost four-fold. Care needs have also risen in complexity, increasing major concerns related to safety for people living, visiting, and working in the unit.
- To address this, through Resolution 2016-846, in 2016 Council approved an increase in temporary staff hours and resources to support the operation of Spruce Lane until a comprehensive internal review of the unit was complete.
- These changes led to improved lived experiences for people living and visiting the unit, a safer environment for staff and better system flow, with a higher number of admissions and discharges than ever before.
- Results of the internal review, completed in 2017, were shared with the Mississauga Halton Local Health Integration Network (LHIN), resulting in LHIN approval and commitment to fund a permanent social worker for Spruce Lane.
- To further enhance the Region's ability to deliver person-centred care and to ensure positive changes implemented during Spruce Lane's internal review are maintained, in 2019 Spruce Lane will be transformed into the Region's third Butterfly Home.

DISCUSSION

1. Background

On September 15, 2010, the Ministry of Health and Long-Term Care ("the Ministry") and the Mississauga Halton LHIN provided approval and funding for Spruce Lane Unit (formerly known as the Special Behaviour Support Unit) at Sheridan Villa Long Term Care Centre. Spruce Lane is a 19-bed transitional unit designated for people living in the advanced stages of dementia who exhibit behaviours that are unmanageable in a regular long term

SHERIDAN VILLA'S SPRUCE LANE UNIT (SPECIAL BEHAVIOUR SUPPORT UNIT)

care setting. The goal of the unit is to provide specialized behavioural support services that will stabilize individuals' behaviours to a point where they can return to their normalized long term care setting or alternate care setting.

Since opening in 2010, demand for Spruce Lane has grown, with the number of referrals increasing by almost four-fold. Care needs have risen significantly in complexity, resulting in major safety concerns for people living, visiting and working in the unit; system flow in and out of the unit has also been a challenge. To address this, through Resolution 2016-846, Council approved an increase in temporary staff hours and resources to the operation of Spruce Lane until a comprehensive internal review of the unit was complete (refer to "Sheridan Villa's Special Behaviour Support Unit" report presented to the Health System Integration Committee on October 20, 2016). It was proposed in the report that the 2017 Budget would add \$0.317M funding for these resources from the Mississauga Halton Local Health Integration Network to ensure consistency with the 100 per cent funding agreement for this program. Part of the internal review led to the renaming of the unit, from the Special Behaviour Support Unit to Spruce Lane, to promote a supportive and restorative environment for people living, visiting and working within Spruce Lane, and to remove stigmas associated with the transitional behavioural unit.

2. Findings

The addition of temporary staff included a registered nurse to triage and support the admissions and acclimatization of new residents, an additional activation therapist to deliver one to one daily social activities and enhance therapeutic programming, and a dedicated social worker to develop and enhance effective relationships with families and provide transitional support for new and discharged residents. Since this staffing change, the unit has experienced better system flow than ever before, with 40 admissions to Spruce Lane in 2017, compared to 27 admissions in the previous year. When people living within Spruce Lane are ready for discharge, they are now given the first opportunity to internally transfer within Sheridan Villa (in 2017 over 60 per cent of discharges were internal transfers to Sheridan Villa). This has improved the unit's ability to transition individuals to a regular long term care setting faster, opening vacancies for those on the Spruce Lane waiting list. Having a dedicated social worker to provide transitional support to families and staff, as people transferred into Spruce Lane or out of Spruce Lane and onto other home areas within Sheridan Villa, supports a seamless integrated process to maintain resident quality of life and ensure behaviours were stabilized throughout the transitions.

Learnings from the Butterfly model of care at Malton Village were used to create a more home-like environment which has supported improved performance in areas related to quality of life and experience for people living, visiting and working in Spruce Lane. While we are starting to see a reduction in the proportion of people taking antipsychotic medication without a diagnosis of a psychosis (34.3 per cent in 2017 from 70.6 per cent in 2016), the implementation of a complete Butterfly Model will assist in reducing this number even further by training staff in using more non-pharmacologic interventions to support people with dementia.

3. Next Steps

As per Council direction, in May 2017, positive results of Spruce Lane's internal review were shared with the Mississauga Halton LHIN. In response to ongoing demand and community need for specialized transitional behavioural support services, the Mississauga Halton LHIN

SHERIDAN VILLA'S SPRUCE LANE UNIT (SPECIAL BEHAVIOUR SUPPORT UNIT)

has approved and committed to 100 per cent funding for a permanent social worker for Spruce Lane. The funding for the other two temporary staff will not continue beyond December 2018, as the unit will be transitioning into a Butterfly Home, and the staffing model currently in place for Spruce Lane will be sufficient to support this work. This will be the second of two units in Sheridan Villa transforming into a Butterfly home.

As demonstrated in the 2017/18 pilot at Malton Village (refer to “Dementia Butterfly Care Model” report presented to Regional Council on May 10, 2018), implementing the Butterfly Care Model at Spruce Lane will support positive outcomes for people living in the advanced stages of dementia, including improved behaviours, reduced use of antipsychotic medication for those without a diagnosis of a psychosis, and a safer, more home-like experience for people living and working on the unit. In partnership with the Mississauga Halton LHIN, these changes will maintain the Region’s ability to provide specialized support services for the community, especially for individuals in crisis and requiring transitional behavioural supports within a long term care home setting.

FINANCIAL IMPLICATIONS

The approved 2018 Budget for Long Term Care included \$317,000 for the temporary enhanced staffing resources with the expectation it would be fully funded by the Mississauga Halton LHIN as other similar programs are fully funded. With the Mississauga Halton LHIN confirming that they will be providing funding for one permanent social worker, it is recommended that the other two temporary positions be funded by savings within the overall 2018 Region of Peel budget.

Like many other provincial programs, this type of funding has not included any increase for annual inflation.

CONCLUSION

Sheridan Villa’s Spruce Lane Unit contributes towards Peel Long Term Care’s complex care model and ability to provide person-centred care to improve the lives of our residents with the most complex needs, particularly with regards to dementia. Spruce Lane is part of the Region’s continuum of care to provide quality and sustainable services for seniors within the Region of Peel.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Swarc, Chief Administrative Officer

14.5-4

SHERIDAN VILLA'S SPRUCE LANE UNIT (SPECIAL BEHAVIOUR SUPPORT UNIT)

*For further information regarding this report, please contact Cathy Granger,
Director, Long Term Care via email at Cathy.Granger@peelregion.ca.*

Authored By: Khanh Dang, Research and Policy Analyst, Long Term Care

Reviewed in workflow by:

Financial Support Unit

DATE: July 4, 2018

REPORT TITLE: **INTERIM CANNABIS REVENUE SHARING AGREEMENT BETWEEN THE REGION OF PEEL, THE CITY OF BRAMPTON AND THE CITY OF MISSISSAUGA**

FROM: Nancy Polsinelli, Commissioner of Health Services
Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

That the Region of Peel be authorized to enter into an agreement with the City of Brampton and the City of Mississauga for the allocation of cannabis revenue, as outlined in the report of the Commissioner of Health Services and the Medical Officer of Health titled, “Interim Cannabis Revenue Sharing Agreement Between the Region of Peel, the City of Brampton and the City of Mississauga”;

And further, that an interim cannabis revenue sharing agreement, on legal terms satisfactory to the Regional Solicitor, be executed by the duly authorized signing officers of the Regional Corporation;

And further, that a copy of the signed agreement be sent to the Province of Ontario.

REPORT HIGHLIGHTS

- Bill C-45 received Royal Assent on June 21, 2018 and recreational cannabis is expected to become legal on October 17, 2018.
- In December 2017, the federal government reached an agreement with the provinces and territories to share the cannabis excise duty revenue over a two-year period.
- The Province of Ontario is expected to receive an estimated \$100 million for the first two years of which \$40 million will be distributed to municipalities, including 50 per cent of any excise duty surplus above \$100 million.
- To ensure that the distribution of revenue incurred from cannabis legalization matches as closely as possible to the associated expenditures, the Region of Peel, the City of Brampton and the City of Mississauga have entered into an agreement whereby revenue allocated to Peel from the province is split 75/25, respectively.
- The interim agreement will be effective for a two-year period and revenue will be reconciled against actual expenditures.

INTERIM CANNABIS REVENUE SHARING AGREEMENT BETWEEN THE REGION OF PEEL, THE CITY OF BRAMPTON AND THE CITY OF MISSISSAUGA

DISCUSSION

1. Background

Bill C-45, referred to as the *Cannabis Act*, received Royal Assent on June 21, 2018. Recreational cannabis is expected to become legal on October 17, 2018. The federal government will continue to work with provinces and territories, including indigenous communities, during the transition period. The province has developed a legislative framework that sets out the parameters governing how, where and who can purchase, possess and consume cannabis in Ontario. At present, it is uncertain whether the new provincial government would change Ontario's proposed legislative framework.

In December 2017, the federal government reached an agreement with the provinces and territories to share the cannabis excise duty revenue over a two-year period. Under this agreement, revenues will be split 25/75 per cent between the federal and provincial/territorial governments, respectively. The federal portion will be capped at \$100 million and anything above will be redistributed to the provinces and territories. The federal government has committed to reviewing the agreement at the end of two years post legalization. Estimations indicate that the predicted revenue will not meet or exceed expected future municipal costs.

2. Ontario's Share

The province expects to receive an estimated \$100 million for the first two years. On March 9, 2018, the previous provincial government announced that it will distribute \$40 million to municipalities, in addition to 50 per cent of any excise duty surplus revenue above \$100 million. Funding will be allocated on a per household basis, adjusted to ensure that each municipality receives no less than \$10,000. Half of the \$40 million is expected to be distributed prior to legalization to provide municipalities with upfront assistance and the other half on the first anniversary of legalization to help municipalities manage additional costs related to cannabis legalization over the next two years. The province has also acknowledged that the funding will be insufficient to fully cover the additional municipal and provincial costs associated with legalization.

As set out by the province, in a regional government structure funds will be shared 50/50 between the two levels of government, unless an alternate arrangement is agreed upon. The provincial distribution between the Region and local municipalities, while equal, does not recognize that the Region will bear most of the associated municipal costs.

3. Peel's Share

Based on Regional staff's preliminary analysis of the provincial funding announcement, Peel (Region and local municipalities) is estimated to receive approximately \$3 million for the first two years. According to the Federation of Canadian Municipalities, the two main drivers of municipal costs arising from the legalization of cannabis are police and municipal administration. While the full financial impact of legalization is not yet clear, it is expected in most jurisdictions that policing and public health could experience the greatest impact. To ensure that the distribution of cannabis revenue matches as closely as possible to expenditures, an interim agreement has been developed with this principle. While the exact costs to local municipal governments will vary, the Association of Municipalities of Ontario (AMO) has anticipated that future costs could include an increase in workload for municipal

INTERIM CANNABIS REVENUE SHARING AGREEMENT BETWEEN THE REGION OF PEEL, THE CITY OF BRAMPTON AND THE CITY OF MISSISSAUGA

by-law officers to respond to nuisance and public consumption complaints and an increase in municipal court administration costs resulting from infractions under provincial cannabis legislation.

INTERIM CANNABIS REVENUE SHARING AGREEMENT

Staff from the Region of Peel, City of Brampton, Town of Caledon, and City of Mississauga engaged in discussions to develop an interim cannabis revenue sharing agreement. An interim agreement has been reached between the Region of Peel, the City of Brampton and the City of Mississauga where the Region will be allocated 75 per cent and the cities will share the remaining 25 per cent for two years on a household basis. There is agreement to reconcile revenue against actual expenditures at the end of the first two year allocation period to ensure equity and accountability in the distribution of funds. The interim agreement will be effective until October 17, 2020, and may be renewed for a further two-year period upon agreement of all parties.

NEXT STEPS

Upon Regional Council approval, the Region of Peel, the City of Brampton and the City of Mississauga will execute terms of the interim agreement in preparation for cannabis revenue funding. Regional and municipal staff will continue monitoring and reporting resource implications over the two-year period.



Nancy Polsinelli, Commissioner of Health Services



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

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Jessica Hopkins, Medical Officer of Health, Ext.2856, Jessica.hopkins@peelregion.ca.

Authored By: Sharn Khinda, Jaspreet Kaur Singh, Kathryn Kitka, Teresa Wan and Giancarlo Cristiano

June 7, 2018

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Ms. Kathryn Lockyer
Regional Clerk
The Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RECEIVED
June 7, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer:

Re: Implementation of Fair Workplaces, Better Jobs Act, 2017

The Central West LHIN will rescind the Fair Workplaces, Better Job Act, 2017 letter of June 5, 2018 and replace it with this letter. The Regional Municipality of Peel (Region of Peel) is approved for funding of up to \$7,066 related to the implementation of Fair Workplaces, Better Job Act, 2017 in fiscal year 2017-18. This one-time funding is being provided to offset transition cost incurred during the fourth quarter (Q4) of the 2017-18 fiscal year related to the Community Support Services Sector implementation of the Fair Workplaces, Better Job Act, 2017(FWBJA), which came into effect on January 1, 2018. This funding will enable employers to comply with the legislation while minimizing impact on patient care. Details of the Funding and the terms and conditions on which it is provided (the "Terms and Conditions") are set out in Schedule A.

In accordance with the *Local Health System Integration Act, 2006* the LHIN hereby gives notice that, subject to Region of Peels' agreement, it proposes to amend the Multi-Sector Service Accountability Agreement, between Region of Peel and the LHIN (the "MSAA"), with effect as of the date of this letter.

Please indicate Region of Peels' acceptance of the Funding on the Terms and Conditions as well as the agreement to the amendment of the M-SAA by signing below and returning one copy of this letter to Shellean Alman at (cwdocuments@lhins.on.ca) by **June 18, 2018**.

If you have any questions or concerns please contact Alan Hernandez, Manager, LHIN Operations at (905) 452-6982.

Sincerely,



Brock Hovey
Vice President, Corporate Services, Accountability and Quality

Encl. Schedule A

c: Carmine Domanico, Board Chair, Central West Local Health Integration Network
Donna Kern, Acting Director Senior Services Development, The Regional Municipality of Peel

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

June 7, 2018

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Ms. Kathryn Lockyer
Regional Clerk
Davis Centre
c/o Peel Housing Corporation (Vera M Davis Nursing Home)
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RECEIVED**June 7, 2018**

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer:

RE: 2018/19 Additional Registered Nurses (RN) in the Long-Term Care Home Sector (LTCH)

I am pleased to advise you that Davis Centre has been approved to receive base funding in the amount of \$79,552 in fiscal year 2018/19 annualized to \$106,000 (2019/20) to create and fill a net new RN FTE position. The objective of this funding is to increase specialized care and the direct care hours provided to LTC residents. You will have a phase in period of two years, starting July 1, 2018 to create and fill this new RN FTE position. Details of the funding and the terms and conditions on which it is provided are set out in Schedule A.

In accordance with the *Local Health System Integration Act, 2006* the LHIN hereby gives notice that, subject to Davis Centre's agreement, it proposes to amend the Long Term Care Homes Service Accountability Agreement, between Davis Centre and the LHIN (the "LSAA"), with effect as of the date of this letter.

Please indicate Davis Centre's acceptance of the proposed Funding on the Terms and Conditions as well as Davis Centre's Agreement to the amendment of the L-SAA by signing the enclosed sign back and returning a copy to Shellean Alman at cwdocuments@lhins.on.ca by **June 20, 2018**.

If you have any questions or concerns please contact Brock Hovey, Vice President, Corporate Services, Accountability and Quality at (905) 452-6975.

Sincerely,



Brock Hovey
Vice President, Corporate Services, Accountability and Quality

Encl. Schedule A

cc: Carmine Domanico, Board Chair, Central West LHIN
Liezle Trinidad Administrator, Davis Centre
Cathy Granger, Director of Long Term Care, The Regional Municipality of Peel

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED



Ontario
Local Health Integration
Network
Réseau local d'intégration
des services de santé

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June 7, 2018

Electronic Delivery Only

Ms. Kathryn Lockyer
Regional Clerk
Malton Village Long Term Care Centre
c/o The Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RECEIVED
June 7, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer:

RE: 2018/19 Additional Registered Nurses (RN) in the Long-Term Care Home Sector (LTCH)

I am pleased to advise you that Malton Village Long Term Care Centre (Malton Village) has been approved to receive base funding in the amount of \$79,552 in fiscal year 2018/19 annualized to \$106,000 (2019/20) to create and fill a net new RN FTE position. The objective of this funding is to increase specialized care and the direct care hours provided to LTC residents. You will have a phase in period of two years, starting July 1, 2018 to create and fill this new RN FTE position. Details of the funding and the terms and conditions on which it is provided are set out in Schedule A.

In accordance with the *Local Health System Integration Act, 2006* the LHIN hereby gives notice that, subject to Malton Villages' agreement, it proposes to amend the Long Term Care Homes Service Accountability Agreement, between Malton Village and the LHIN (the "LSAA"), with effect as of the date of this letter.

Please indicate Malton Villages' acceptance of the proposed Funding on the Terms and Conditions as well as Malton Villages' Agreement to the amendment of the L-SAA by signing the enclosed sign back and returning a copy to Shellean Alman at cwdocuments@lhins.on.ca by **June 20, 2018**.

If you have any questions or concerns please contact Brock Hovey, Vice President, Corporate Services, Accountability and Quality at (905) 452-6975.

Sincerely,



Brock Hovey
Vice President, Corporate Services, Accountability and Quality

Encl. Schedule A

cc: Carmine Domanico, Board Chair, Central West LHIN
Jessica Altenor, Administrator, Malton Village Long Term Care Centre
Cathy Granger, Director of Long Term Care, The Regional Municipality of Peel

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



Ontario
Local Health Integration
Network
Réseau local d'intégration
des services de santé

June 7, 2018

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Electronic Delivery Only

Ms. Kathryn Lockyer
Regional Clerk
Peel Manor Home
c/o The Regional Municipality of Peel
500-10 Peel Centre Drive, Suite A
Brampton, ON
L6T 4B9

RECEIVED
June 7, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer:

RE: 2018/19 Additional Registered Nurses (RN) in the Long-Term Care Home Sector (LTCH)

I am pleased to advise you that Peel Manor Home has been approved to receive base funding in the amount of \$79,552 in fiscal year 2018/19 annualized to \$106,000 (2019/20) to create and fill a net new RN FTE position. The objective of this funding is to increase specialized care and the direct care hours provided to LTC residents. You will have a phase in period of two years, starting July 1, 2018 to create and fill this new RN FTE position. Details of the funding and the terms and conditions on which it is provided are set out in Schedule A.

In accordance with the *Local Health System Integration Act, 2006* the LHIN hereby gives notice that, subject to Peel Manor Homes' agreement, it proposes to amend the Long Term Care Homes Service Accountability Agreement, between Peel Manor Home and the LHIN (the "LSAA"), with effect as of the date of this letter.

Please indicate Peel Manor Homes' acceptance of the proposed Funding on the Terms and Conditions as well as Peel Manor Homes' Agreement to the amendment of the L-SAA by signing the enclosed sign back and returning a copy to Shellean Alman at cwdocuments@lhins.on.ca by **June 20, 2018**.

If you have any questions or concerns please contact Brock Hovey, Vice President, Corporate Services, Accountability and Quality at (905) 452-6975.

Sincerely,



Brock Hovey
Vice President, Corporate Services, Accountability and Quality

Encl. Schedule A

cc: Carmine Domanico, Board Chair, Central West LHIN
Susan Griffen-Thomas, Administrator, Peel Manor Home
Cathy Granger, Director of Long Term Care, The Regional Municipality of Peel

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED



Ontario
Local Health Integration
Network
Réseau local d'intégration
des services de santé

June 7, 2018

199 County Court Blvd.
Brampton, ON L6W 4P3
Tel: 905-796-0040
Toll Free: 1-888-733-1177
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199, boul. County Court
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www.rlisscentre-ouest.on.ca

Electronic Delivery Only

Ms. Kathryn Lockyer
Regional Clerk
Tall Pines LTC
c/o The Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RECEIVED
June 7, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer:

RE: 2018/19 Additional Registered Nurses (RN) in the Long-Term Care Home Sector (LTCH)

I am pleased to advise you that Tall Pines LTC (Tall Pines) has been approved to receive base funding in the amount of \$79,552 in fiscal year 2018/19 annualized to \$106,000 (2019/20) to create and fill a net new RN FTE position. The objective of this funding is to increase specialized care and the direct care hours provided to LTC residents. You will have a phase in period of two years, starting July 1, 2018 to create and fill this new RN FTE position. Details of the funding and the terms and conditions on which it is provided are set out in Schedule A.

In accordance with the *Local Health System Integration Act, 2006* the LHIN hereby gives notice that, subject to Tall Pines' agreement, it proposes to amend the Long Term Care Homes Service Accountability Agreement, between Tall Pines and the LHIN (the "LSAA"), with effect as of the date of this letter.

Please indicate Tall Pines' acceptance of the proposed Funding on the Terms and Conditions as well as Tall Pines' Agreement to the amendment of the L-SAA by signing the enclosed sign back and returning a copy to Shellean Alman at cwdocuments@lhins.on.ca by **June 20, 2018**.

If you have any questions or concerns please contact Brock Hovey, Vice President, Corporate Services, Accountability and Quality at (905) 452-6975.

Sincerely,



Brock Hovey
Vice President, Corporate Services, Accountability and Quality

Encl. Schedule A

cc: Carmine Domanico, Board Chair, Central West LHIN
Rejane Dunn, Administrator, Tall Pines LTC
Cathy Granger, Director of Long Term Care, The Regional Municipality of Peel

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Region of PeelCode of Conduct Complaint by Peel Regional Police Services BoardAgainst Regional Councillor ParrishRecommendation ReportIntroductory Comments

- [1] Principles Integrity was appointed the Integrity Commissioner for the Region of Peel in January 2018. We are also privileged to serve as Integrity Commissioner for a number of Ontario municipalities. The operating philosophy which guides us in our work with all of our client municipalities is this:

The perception that a community's elected representatives are operating with integrity is the glue which sustains local democracy. We live in a time when citizens are skeptical of their elected representatives at all levels. The overarching objective in appointing an integrity commissioner is to ensure the existence of robust and effective policies, procedures, and mechanisms that enhance the citizen's perception that their Council (and local boards) meet established ethical standards and where they do not, there exists a review mechanism that serves the public interest.

- [2] The Region of Peel has as part of its ethical framework a Code of Conduct which is the policy touchstone underlying the assessments conducted in this report. It represents the standard of conduct against which all members of Council are to be measured when there is an allegation of breach of the ethical responsibilities established under the Code of Conduct.
- [3] Integrity commissioners carry out a range of functions for municipalities (and their local boards). They assist in the development of the ethical framework, for example by suggesting content or commentary for codes of conduct. They conduct education and training for members of council and outreach for members of the community. One of the most important functions is the provision of advice and guidance to members to help sort out ethical grey areas or to confirm activities that support compliance. And finally, they investigate complaints that a Member has fallen short of compliance with the municipality's ethical framework and where appropriate they submit public reports on their findings, and make recommendations, including recommending sanctions, that council for the municipality may consider imposing in giving consideration to that report.
- [4] It is important that this broad range of functions be mentioned at the outset of this investigation report. Our goal, as stated in our operating philosophy, is to help members of the Peel community, indeed the broader municipal sector, to appreciate that elected and appointed representatives generally carry out their functions with integrity. In cases where they do not, there is a proper process in place to make fair assessments. In every case,

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
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including this one, the highest objective is to make recommendations that serve the public interest, if there are recommendations to be made.

Background and Context

- [5] The Peel Regional Police have struggled over the past few years to overcome a public perception of lack of diversity of the force, racism, and systemic discrimination in its promotion practices. As the third largest police force in Canada, the Peel Regional Police has wrestled with public criticism that it fails to adequately reflect the diversity of its communities among its senior officers.
- [6] In April 2017, the Ontario Human Rights Tribunal dealt with a complaint about whether race was an issue in the failure to recommend a Staff Sergeant for promotion to Inspector in 2013, finding that race was a factor. The case before the Human Rights Commission did not make findings of systemic discrimination within the Police Service. Nevertheless, even before the decision was issued, the Police Service implemented changes to their promotional process, reflecting a commitment to equitable hiring and promotion practices.
- [7] These are criticisms that the Police Services Board has taken seriously.
- [8] In June 2016, the Police Services Board (“the Board”) called for an independent audit of the force’s diversity and equity practices. It had been reported in the media, that in 2010, fewer than 13% of the force’s uniform officers were visible minorities, while only 5% of senior officers were visible minorities. This against a backdrop where 60% of the population of the cities served were visible minorities.
- [9] The Board retained the Canadian Centre for Diversity and Inclusion (CCDI) to conduct an equity, diversity and inclusion audit of the Peel Regional Police. The report, the Current State Inclusivity Assessment or Diversity, Equity and Inclusion Audit, is anticipated to provide an overview of what learnings and observations can be gained from the review of documentation and widespread consultations undertaken by the CCDI. The CCDI Report is due to be presented to the Board this summer.
- [10] The 2017-2019 Police Strategic Plan “A Safer Community Together” sets out this specific objective:
- PROVIDE AN INCLUSIVE AND EQUITABLE POLICE SERVICE
We are dedicated to providing an inclusive and equitable police service that our employees and community can be proud of. A consultant will conduct an independent equity audit to review recruiting, hiring and promotional practices and ensure our police service attracts and retains skilled employees who are reflective of our community. To that end, we have met and exceeded standards set by Excellence Canada, and provided bias-free training programs to inform and educate our employees to recognize their own biases.
- [11] It is important to understand our report against the backdrop of the Board working to overcome perceptions of systemic racism on the force and institutionalized discrimination in its promotional practices.

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The Complaint

[12] On April 6, 2018 we received a complaint filed by the Peel Police Services Board (“the Board”) requesting an investigation into whether alleged conduct by Regional Councillor Parrish contravened the Peel Code of Conduct.

[13] The complaint from the Police Services Board is as follows:

During the course of its promotion process for Deputy Chief, the Regional Municipality of Peel Police Services Board was made aware of a series of text messages that Councillor Carolyn Parrish sent to Board Chair Sue McFadden regarding then-Superintendent Ingrid Berkeley-Brown. The content of the messages brought into question the character, ability and reputation of Ms. Berkeley-Brown as well as the process by which Peel Regional Police hires and/or promotes officers.

It is the Board’s opinion that these messages were inappropriate and defamatory, accusing the Board of racial bias in its promotion practices and, more importantly, disparaging and discriminating against newly-appointed Deputy Chief Berkeley-Brown based on her race and gender.

The Board has considered this matter to be of a serious nature and is obligated to pursue it further. The Board is requesting an investigation by the Integrity Commissioner to determine if the actions of Councillor Parrish are in contravention of the Region of Peel’s Code of Conduct.

[14] The complaint included five screen shots of the text messages in issue which had been sent from Regional Councilor Parrish to Board Chair McFadden. The five screen shots actually contain three separate text messages, with the two additional screen shots included in order not to cut off parts of the messages. Only one text message discloses the time and date of the message. The three text exchanges in issue are as follows¹:

Text A. “Friday, February 16, 9:13 Quite a protest in Malton last night re the closing of the Community police station at Westwood and the re-purposing of it. I had to defend the change because the black female Superintendent is awful! Terrible answers. Weak.”

Text B. [“...with the Chief”] “No. Leave it. Just keep it in the back of your mind. It seems being black and female qualifies people for promotion which is dead wrong. Her last name is hyphenated, something I didn’t catch ending in Brown. Very weak. Will...”

Text C. “... 7:30 tonight. The Deputy Chief appointments blew my mind. Ingrid Berkeley-Brown isn’t the brightest person I’ve ever listened to. Stumbles, bumbles and uses poor grammar at our public meetings. Very poor responding to the public questions...”

Summary of Findings

¹ Neither Chair McFadden or the Respondent retained the original text messages, aside from these screen shots, on their respective devices nor were the conversations preserved in hard copy.

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- [15] We find that the statements in the text messages discredit and disparage the character and ability of Deputy Chief Berkeley-Brown, suggesting her promotion was based on race and gender rather than her ability, experience and character.
- [16] We find that the statements in the text messages impugn the hiring and promotion practices of the Board.
- [17] We find that the statements made by Regional Councillor Parrish in her text messages to Board Chair McFadden constitute discrimination under the Human Rights Code.
- [18] We find that the statements are in breach of the Peel Code of Conduct.

Process Followed for the Investigation

- [19] In conducting this investigation, Principles *Integrity* applied the principles of procedural fairness. This fair and balanced process includes the following elements:
- Reviewing the Complaint to determine whether it is within scope and jurisdiction and in the public interest to pursue, including giving consideration to whether the Complaint should be restated or narrowed, where this better reflects the public interest
 - Notifying the Respondent Regional Councillor Parrish of the Complaint and seeking her response
 - Reviewing the Peel Code of Conduct, Peel Regional Police Policies, including the Peel Regional Police Violence and Harassment in the Workplace Policy
 - Interviewing witnesses including members of the Peel Police Services Board
 - Providing the Respondent with an opportunity to review and provide comments regarding the draft findings of the Integrity Commissioner.
- [20] In accordance with the foregoing, on May 29, 2018 we provided Councillor Parrish with our preliminary findings and invited her to provide a response by June 6, 2018.
- [21] On June 6, 2018, Councillor Parrish amongst other things requested an extension for reply to July 29, 2018.
- [22] We responded to Councillor Parrish the same day, noting that the last scheduled Regional Council meeting prior to summer hiatus was July 12, 2018. In accommodating her request for additional time to respond, and also to ensure that any final report that might result could be prepared and submitted to her and to the Regional Clerk by the agenda deadline for the July 12th meeting of Regional Council, we were able to extend the deadline for receiving her response to Tuesday June 26, 2018.
- [23] On June 14, 2018, we received a seven-page letter from Councillor Parrish's solicitor which voiced preliminary concerns to our findings report and requested additional information be provided prior to the submission of a substantive response.

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- [24] Our response to the June 14, 2018 letter was delivered the next day.
- [25] In it, we responded to the preliminary concerns and reiterated our request that any substantive comments or response be received by June 26, 2018. We also explained why additional information would not be provided.
- [26] On June 26, 2018, we received the substantive response from Councillor Parrish's solicitor, which included a sworn affidavit from the Councillor.
- [27] The process of providing a preliminary findings report, seeking comments, and reflecting upon those comments prior to finalizing a report to Council is a helpful aspect of our process. In this instance it clarified for us that certain findings in our report were being read with an emphasis which was not intended. In addition, some phraseology was being read as inflammatory, which too was not intended. We revisited our report with this in mind.

The Facts Giving Rise to the Complaint:

Deputy Chief Promotion Process

- [28] In the fall of 2017, the Peel Regional Police undertook a process to fill the position left vacant by the retirement of a Deputy Chief. The Board determined that it would conduct an internal search for candidates eligible for promotion.
- [29] The Peel Police Service is a hierarchical organization, headed up by a cadre of Senior Officers, 'the Command', which includes the Chief, Deputy Chiefs, Staff Superintendents, Superintendents and Inspectors. The next ranks include Staff Sergeants and Detective Sergeants, Sergeants and Detectives, and Constables.
- [30] Progression through the ranks beyond the rank of Constable is always a competitive process, based on experience, skills and aptitude of the individual. The Service has detailed policies on the criteria for promotion. The process includes selecting candidates who meet the basic eligibility criteria based on experience; an assessment of the individual's core competencies of leadership, mentoring and interpersonal skills; and an interview.
- [31] On February 9, 2018, the Board conducted interviews of four candidates. All members of the Board, except for one who was unavailable that day, participated in the interviews. Also present were Chief Evans, and the Executive Director of the Board, Robert Serpe.
- [32] At the conclusion of the interviews, the panel agreed that there were two clear front-runners among the candidates. An impromptu discussion ensued among the those present. The Board saw an opportunity to capitalize on the situation by creating an additional Deputy

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Chief position, re-aligning functions among what would be four, instead of three, Deputy Chiefs.

- [33] On February 9th, immediately following the interviews, the decision was made to promote both Superintendent Marc Andrews and Superintendent Ingrid Berkeley-Brown to Deputy Chief.
- [34] The Board decision was to be kept confidential among the Board members, the Chief and key executive, until publicly announced February 23rd.

Westwood Community Meeting

- [35] In the fall of 2017, a decision was made to close the under-utilized Westwood Community police station in Malton. The Westwood Community police station is located within 21 Division. At that time, Deputy Chief Berkeley-Brown was the Superintendent for 21 Division.
- [36] The closure decision followed the same process as eight previous similar community police station closures. A community meeting was convened for the evening of February 15, 2018 to respond to community concerns about the closure. Both Superintendent Berkeley-Brown and Councillor Parrish were in attendance to respond to questions from the community.
- [37] At the meeting, an estimated 40 people were in attendance. There were concerns raised about a lack of public consultation/communication with the community in regard to the closure. The under-utilization was explained to residents, as well as the opportunity for redeployment of police resources. Arrangements were made with the Westwood Mall for officers to continue using space for breaks, and in this way the community was assured that the continued presence of officers and cruisers would ensure a visible police presence in the community.
- [38] As is noted below, Councillor Parrish assessed then-Superintendent Berkeley-Brown's performance at the February 15, 2018 meeting to be severely lacking. In her view, which was supported by Councillor Carlson who was also in attendance, the Superintendent was unprepared to answer questions from the community, and gave answers which in her view aggravated those in attendance.

The Text Messages

- [39] Regional Councillor Sue McFadden is a member, and the Chair, of the Police Services Board.
- [40] On February 16, 2018, the morning following the Westwood Community meeting, Councillor Parrish sent text messages to Councillor McFadden. The text message exchange reads as follows:

Text A. **"Friday, February 16, 9:13** Quite a protest in Malton last night re the closing of the Community police station at Westwood and the re-purposing of it. I had to defend

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the change because the black female Superintendent is awful! Terrible answers. Weak.”

Text B: “[...with the Chief]” “No. Leave it. Just keep it in the back of your mind. It seems being black and female qualifies people for promotion which is dead wrong. Her last name is hyphenated, something I didn’t catch ending in Brown. Very weak. Will...”

- [41] In the course of our investigation, it was suggested that Text B was not part of the same conversation as Text A, but rather was part of a different conversation.
- [42] We conclude on the balance of probabilities that they were part of the same conversation. Although there may be components to that conversation of which we are unaware (for example we have not been able to review the beginning of the message ending with the words ‘with the Chief’ which appears at the beginning of Text B) in our view Text B only makes sense in the context of referencing the Westwood Community meeting at which, from Councillor Parrish’s perspective, Superintendent Berkeley-Brown performed inadequately.
- [43] Upon reading these texts, Chair McFadden made the assumption that Councillor Parrish must have found out about the decision to promote Berkeley-Brown.
- [44] At the time Chair McFadden received the text messages on February 16, she was aware that the Board had decided to promote Superintendent Berkeley-Brown as one of two new Deputy Chiefs. Although the decision had been made, it was being kept confidential. Only the members of the Board, the Chief, and two other Deputy Chiefs were aware (these two needed to know, due to some organizational changes required to implement an additional Deputy Chief position). Even the candidates themselves were unaware until the date of the public announcement.
- [45] With this in mind, Chair McFadden concluded that Councillor Parrish was attempting to influence the selection process. Councillor Parrish unequivocally denies knowing that a promotional process for Deputy Chief was underway at the time.
- [46] Neither Councillor was able to provide us with screen shots of any of the text messages which were sent immediately before or after the text messages we reviewed.^{2,3} and the service provider has advised that they do not retain the content of text messages. In any event, we are satisfied that no response or further exchange could mitigate the statements in the texts provided.

² The deleted portions of the text exchanges are not retrievable directly by the Region or the City of Mississauga because they were never in their custody on the information technology systems maintained by them. Only the service provider has the capability of retrieving the messages, and it has advised that they do not remain on its systems.

³ In our view the texts, in that they dealt with Regional business, should have been retained by both Councillor Parrish and Chair McFadden, and only discarded in accordance with the Region of Peel Records Retention By-law.

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- [47] It is Councillor Parrish's recollection that Chair McFadden did not take issue with Councillor Parrish's comments in the exchange of texts; did not suggest that Councillor Parrish express her views through other channels; did not reject Councillor Parrish's views regarding Superintendent Berkeley-Brown's performance; and did not comment or inquire as to how Councillor Parrish might have learned about a confidential promotion process.
- [48] Without access to all of the texts it is not possible to fully assess Councillor McFadden's responses. The absence of those texts has placed some limitation on our ability to be certain of the full conversation.
- [49] Councillor Parrish's explanation for the texts is that she was upset following what she perceived as the mishandling and fumbling by Superintendent Berkeley-Brown of the Westwood Community Meeting, and sent Texts A and B in a moment of anger. We understood her to say that she is outspoken, and quick with her comments but she believes she is entitled to speak her mind bluntly, even if it sometimes upsets or offends. We understood her view that, although the comment could be seen as racist and offensive, she does not perceive herself as racist. We also conclude she had no idea Councillor McFadden was going to share her comments with anybody, much less the entire Police Services Board or Deputy Chief Berkeley-Brown.
- [50] The last line of the preceding message (to Text B) from Chair McFadden to Councillor Parrish ends with the words "with the Chief." This was, as we understand from Chair McFadden, the last line of the responding text from Chair McFadden which offered to have a conversation with the Chief in regard to the comments about the Westwood Community meeting. The opening line of Text B is: "No. Leave it. Just keep it in the back of your mind".
- [51] In reading Text B, regardless of Councillor Parrish's intention, it was not unreasonable for Chair McFadden to conclude that the sender was aware of the possibility, if not the fact, that Superintendent Berkeley-Brown was in line for promotion to Deputy Chief. The comment "Just keep it in the back of your mind" suggests this was the case.
- [52] What follows is the comment that disparages and discredits the Board's hiring and promotion process: "It seems being black and female qualifies people for promotion which is dead wrong."
- [53] While all three text messages are disparaging of Superintendent (now Deputy Chief) Berkeley-Brown's abilities, Text B by being disparaging of the Board's promotional process, discredits the Board, and suggests that a female candidate of colour who gets promoted at the Peel Regional Police, has only achieved this as a result of racial- and gender-biased promotional practices, and not on merit or ability.
- [54] The sentiment expressed in Text B cannot be excused as simply intemperate language. It reflects an accusation against the Board, and a smear against every female officer of colour that she has not earned her rank.

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- [55] It has been suggested that the text messages were confidential, intended only as part of a private conversation. We note that texts sent between Councillors are subject to retention and potentially disclosure under provincial legislation, and would be considered business records of the municipality.
- [56] The texts were not intended by Councillor Parrish to be shown by Chair McFadden to others. However, the text messages, arriving in the midst of a recruit, disturbed Chair McFadden who perceived them as evidence of a leak which established in her mind an obligation to share the communication with her fellow Board members.
- [57] On February 23, before the 10:00 a.m. Board meeting at which the Deputy Chief promotions would be publicly announced, the text messages, Texts A and B, were shared by Chair McFadden with the members of the Board present at the time. The initial concern about a perceived leak was quickly replaced around the table with shock and disgust at the disparaging, racist and discriminatory significance of the comments.
- [58] Chair McFadden advised the Board that she had, that same day, shared the texts with the new Deputy Chief Berkeley-Brown. Deputy Chief Berkeley-Brown was shocked and appalled at the comments.
- [59] Deputy Chief Berkeley-Brown has earned a reputation as a solid leader, through her abilities, experience, and character, in a career that spans 32 years at the Peel Regional Police. She is by all accounts smart, knowledgeable and hard-working, and we have no reason not to conclude she won the promotion on her merit, through a broad-based competition.
- [60] Regardless of her intention, the text messages sent by Councilor Parrish cast aspersions on the basis of the Superintendent's performance at a single community meeting. The Board's decision to promote the Superintendent was based on the broad-based assessment of the Chief and the Board.
- [61] In any event, once they knew of the text messages, the Board recognized that the situation required appropriate action, not only on behalf of the Deputy Chief whose reputation was disparaged, but on behalf of the members of the Police Service whose achievements the comments diminished, and also the Board, whose members have been working hard to reverse the public perception of the Peel Regional Police as an employer who turns a blind eye to discrimination.
- [62] This is how a brief text exchange between Council colleagues resulted in an integrity commissioner's investigation and the making of this public report.

Peel Code of Conduct and Policy Framework

- [63] In determining whether sending the text messages constitutes a breach of the Code of Conduct, the following provisions are relevant:

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A. Application and Purpose:

ii. The Peel Regional Council Code of Conduct (hereinafter after known as the Code) is Council's statement governing the conduct of its Chair and Members of Council in the performance of their official functions and reflects Council's commitment to meet the community's expectations of transparent, accountable and ethical conduct.

iv. The purpose of the Code is to provide the basis upon which any person, including other Members of Regional Council, may promote high standards of ethical conduct of the Regional Chair and Members of Council through a direct referral, or recourse to public opinion.

C. Guiding Principles

vi. The Regional Chair and Members of Council will be fair and respectful of differences and have a duty to work together for goodwill, the common good and the public interest.

E. Legislative Environment

i. **Federal and Provincial Legislative Requirements and Municipal By-laws**

Federal and provincial laws and municipal by-laws outline legal authorities, obligations and unlawful activity. The Regional Chair and Members of Council are responsible under this Code to be aware of and to understand the legal obligations affecting them as individual office holders.

The Regional Chair and Members of Council are governed individually or collectively by federal and provincial legislation including:

- Ontario Human Rights Code

J. Relations with the Corporation, Council and Staff

iv. The Regional Chair and Members of Council will not defame the reputation of the Region, its Council, its collective administration or its employees on any basis which the member is not willing and prepared to substantiate to the Council sitting in open session.

v. The Regional Chair and Members of Council will conduct themselves with decorum demonstrating respect towards colleagues and staff and avoid behavior that could be interpreted as bullying and/or harassment.

[64] Included by reference in the Code of Conduct, the Ontario Human Rights Code is also applicable.

[65] Under the Human Rights Code, every person has the right to be free from racial discrimination and harassment in their place of employment. Racial harassment and discrimination can arise from a behaviour or comment which has a negative effect on an individual or group because of personal characteristics, in particular those grounds protected under the Human Rights Code (race, creed, colour, sex...) unrelated to the person's abilities.

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- [66] As noted, the overarching objective in appointing an integrity commissioner is to ensure the existence of robust and effective policies, procedures, and mechanisms that enhance the citizen's perception that their Council (and local boards) meet established ethical standards and where they do not, there exists a review mechanism that serves the public interest. Our primary focus is therefore always the public interest. Where the Peel Regional Police have been making significant efforts to improve their reputation, and the Police Services Board is trying so hard to turn around the public perception of systemic racism and institutionalized discrimination, Members of Council ought to recognize that words matter.
- [67] If this were simply a minor indiscretion, an intemperate comment, it might be resolved with an apology and a commitment to govern oneself more carefully. But the sentiments expressed in Text A and Text B are not easily amenable to such a resolution. The categorical discounting of the Board's promotional process, the implication that women of colour who are promoted have not earned it, are far more than merely indiscreet or intemperate language. The comments cut to the core of the very changes the Board is seeking to implement. If an apology were contemplated, to whom would the apology be offered? To the Board? to the Police force? To Deputy Chief Berkeley-Brown? Or to the people of the community, who look to their elected representatives not only for leadership and wisdom, but for integrity, respect and compassion.
- [68] The Board has felt, and we agree, that the matter is serious enough to warrant action.

Findings

- [69] We find that the statements made by Regional Councillor Parrish in her text messages to Board Chair McFadden constitute discrimination under the Ontario Human Rights Code, and in breach of the Peel Code of Conduct.
- [70] In particular, the comment "It seems being black and female qualifies people for promotion which is dead wrong" is disparaging of the subject, Superintendent Berkeley-Brown. The statement suggests that she was promoted because of racially and gender-biased promotional policies, and not for her abilities. We find that the statement has a negative effect on an individual and on a group because of personal characteristics unrelated to the person's abilities. We find this constitutes discrimination under the Human Rights Code.
- [71] We find that the statement targets not only Superintendent (now Deputy Chief) Berkeley-Brown, but also other women of colour within the Police Service, and the Board's promotional practices. We find that this contravenes the Code of Conduct, in particular Part I, paragraphs i, Ontario Human Rights Code We find that the statements in the text messages impugn the hiring and promotion practices of the Board, and are in breach of the Peel Code of Conduct.

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- [72] Members of the Police Service are also employees of the Regional Municipality of Peel, and as such, Members of Regional Council have an obligation under the Code of Conduct to cultivate a respectful workplace. This includes not disparaging members of the workforce through callous, disrespectful and inappropriate comments.
- [73] We find that the statements in the text messages discredit and disparage the character and ability of Deputy Chief Berkeley-Brown, suggesting her promotion to Superintendent (and subsequently to Deputy Chief) was based on race and sex rather than her ability, experience and character, and are in breach of the Peel Code of Conduct.
- [74] We find that the statements, taken together, contravene the Code of Conduct, in particular, Part J, paragraphs iv and v as cited above.

Concluding Remarks and Recommendations

- [75] An Integrity Commissioner's investigation report is not simply the conclusion of a technical exercise to determine whether there has been a breach of codified standards of behaviour. This report is not simply the sum total of analysis of fact and policy. We are not simply assigned the duty of bringing adjudication to grievances between individuals.
- [76] The proper function of an integrity commissioner's report is to illustrate, if there have been transgressions, where the behaviour of elected officials has fallen below the accepted standard. The integrity commissioner is required to administer a fair process to draw findings from relevant evidence, to articulate clearly how the findings and evidence relate to the public interest, and to act as a proxy for the 'Reasonable Person' to conclude whether the community's standards have been breached and if so, to recommend what should be done about it. The integrity commissioner is not simply in place to find fault (or to find that there has been no fault). The role is as much about education as it is about adjudication, so that municipal government can function better, and that members of the public are able to gain confidence that their municipal council is operating with integrity.
- [77] The integrity commissioner may recommend that certain sanctions be imposed when a complaint has been sustained. The purpose of a sanction is to reinforce Council's ethical framework. In other words, the Code of Conduct must have 'teeth'.
- [78] Not every circumstance of a sustained complaint results in a recommendation of a sanction.
- [79] Regardless of whether Councillor Parrish was aware of it, the text exchange occurred in the midst of a promotional process under which Superintendent Berkeley-Brown was being considered for Deputy Chief. That circumstance influenced Chair McFadden to bring Councillor Parrish's texts to the attention of the Police Services Board, and influenced the Board to submit a formal complaint to the Integrity Commissioner.

Principles *Integrity*

- [80] Having made the findings we did at paragraphs [69] to [74], the question becomes, what is the appropriate remedy in these circumstances?
- [81] Boiled down to its most essential components, regardless of motivation or justification, Councillor Parrish's choice of words used in reference to the performance and status of Deputy Chief Berkeley-Brown was offensive. This is especially so in the context of the background beginning at paragraph [5] in this report which describes the efforts Peel Regional Police have made to overcome a perception of lack of diversity of the force, racism, and systemic discrimination in promotional practices.
- [82] What then, is the appropriate remedy?
- [83] As we noted at the outset (paragraph [4] of this report) "In every case... the highest objective is to make recommendations that serve the public interest, if there are recommendations to be made."
- [84] There is little to guide integrity commissioners in the formulation of recommended sanctions. Though the *Municipal Act* contemplates a reprimand or the suspension of pay for up to 90 days, those options on their own seem inadequate to remedy the matter at hand.
- [85] A monetary penalty, although not remedial, can have a salutary effect and serve as a deterrent. In this regard, we would admonish the Councillor to be more mindful of blunt, and intemperate comments.
- [86] We are of the view that the offensive text messages were so unacceptable that regardless of the motive or intention, a penalty is warranted to clearly send the message that such behaviours fall below the standard expected of the community's elected representatives.
- [87] Recognizing the principles of progressive discipline which are applied when employees are sanctioned for violating policies in the course of their employment, we feel it appropriate that a nominal penalty be imposed for this violation.
- [88] In this case we recommend a 5-day suspension of pay.
- [89] More importantly, we believe that this investigation highlights the need for a greater understanding on the part of Councillor Parrish, and perhaps other Regional councillors, that if ever it was in some circles tolerable, it is no longer acceptable to even casually undermine the accomplishments of persons on the basis of their colour, sex, or any other prohibited grounds.
- [90] Much as the coffee chain Starbucks has done in response to a single incident, and as a preventative measure, we therefore also recommend that Peel Regional Council engage a qualified person to provide sensitivity training which includes exploration of sex- and race-based biases.

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Summary of Recommendations:

[91] It is recommended:

1. That the remuneration paid to Carolyn Parrish as a Member of Peel Regional Council be suspended for a period of five (5) days; and
2. That Peel Regional Council engage a qualified person to provide sensitivity training to Councillor Parrish, and at their option other members of Peel Regional Council, which training at minimum includes the subjects of sex- and race- based biases.

--

[92] We wish to conclude by publicly thanking everyone who was asked to participate in our investigation. We express genuine appreciation for the sharing of time, knowledge and opinions by everyone concerned. Our task would have been much more difficult had there been a reluctance to contribute.

[93] We will be pleased to be in attendance when this report is considered to answer any questions Council may have relating to its contents.

Issue Date: Tuesday July 3, 2018

**RECEIVED**

July 3, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

July 3, 2018

Carolyn Parrish Councillor Ward 5

Members of Regional Council,

The Integrity Commissioner's report levies serious allegations, relies heavily on assumptions, distorts facts and omits key details while exaggerating the significance of others. It demands a strong response. I have therefore included my legal counsel's submission and my sworn affidavit, which were prepared following a review of the draft report.

The most serious allegation is that I attempted to influence a police board promotion through private texts to Councillor McFadden. Let me be very clear - I was not aware of any police promotion process, much less any specific promotions when I sent the texts in question. The report stated that the decision to promote Ms. Berkley Brown was made on February 9 yet alleges my text message sent on February 16 was an attempt to influence the process. How could I influence a process that had already been completed? In fact, the Final Report does not conclude that I was aware of the process.

As for my comments themselves, these have to be put in proper context. You all know I have been a strong advocate for the Malton community and I have fought hard to keep the Westwood police station open. The first and so far, only time I interacted with then-Superintendent Berkley Brown was February 15 at the Westwood Community meeting. This meeting was organized by the Malton Community Building Project, a group of concerned citizens who were seeking clarification on the decision to close the police station. Some 100 people attended this meeting, not 40 as suggested in the report. Ms. Berkley Brown was there as a representative of the Police and was unable to satisfactorily explain the rationale behind the decision to my constituents or, as importantly the agreed plan to maintain a police presence at Westwood Square. Understandably, I was very frustrated.

After the meeting, I vented to a colleague, and in frustration used language not becoming of a Councillor. These messages were to remain private, between myself and Councillor McFadden. While, my choice of words was regrettable, reading any text messages in isolation obscures both meaning and intent. I was criticizing Ms. Berkeley Brown's performance at the community meeting. At no point was I "disparaging" her character. This would have been clear had the entire conversation been included in the report.

We all know text conversations are dialogues that involve at least two people. My responses clearly reference Councillor McFadden's texts. Omitting Councillor McFadden's messages as the report does, takes my remarks out of context. Anyone aware of the entire conversation would see I was clearly only concerned with Ms. Berkeley Brown's performance at the meeting. In fact, I explicitly told Councillor McFadden to "leave it", implying I did not wish for the messages to be considered formal or part of our professional relationship. This process removed my texts from their proper context, blew the matter far out of proportion, and has undoubtedly caused a great deal of undeserved stress.

I want to take this moment to apologize to Ms. Berkeley Brown. I, of course, completely understand that it is and would always be wrong to judge anyone's career on their performance at one meeting. That said, I think it is equally wrong to judge a person's intent from one half of a text message conversation. The leaps in logic, rushes to judgement, and convenient omissions in this report lead to levying serious allegations without substance.

Sincerely,

Carolyn Parrish

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED

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June 26, 2018

Via Email

Ms. Janice Atwood-Petkovski
Integrity Commissioner for the Region of Peel
Principles *Integrity*

Dear Commissioner:

Re: Investigation of Complaint Under Region of Peel Code of Conduct (040918.1) - Councillor Carolyn Parrish

We are in receipt of your correspondence of June 15, 2018. We write to: (i) provide our substantive response to your draft report regarding the investigation of the complaint, dated April 6, 2018, by the Regional Municipality of Peel Police Services Board (“Peel Police Board”) concerning certain text messages sent by Councillor Parrish to Board Chair, and Councillor, Sue McFadden; (ii) provide a sworn affidavit from Councillor Parrish that substantiates the facts to which she attests; and (iii) identify our ongoing concerns with respect to the lack of procedural fairness afforded to Councillor Parrish throughout this investigation.

This response is provided without prejudice to Councillor’s Parrish’s right to judicially challenge your final report based, among other things, on breaches of procedural fairness.

I. Executive Summary

As a woman who has been actively involved in the Canadian political scene for 33 years, Councillor Parrish understands and strongly supports the need for greater diversity in the public and private institutions of this country. In addition, she has been very supportive of the role of Integrity Commissioners, but has serious concerns about the “process”, or rather lack thereof (unlike in other municipalities) prevailing in this case. Councillor Parrish is looking forward to making contributions to discussions regarding the Integrity Commissioner framework when it is reviewed by Peel Region this fall.

Councillor Parrish believes that the lack of a prescribed, clear and fair process to be followed by the Peel Region Integrity Commissioner has led to the totally unfounded conclusions contained in the draft report. Among other concerns detailed below, the Integrity Commissioner’s uncritical and improper reliance on selective text message exchanges provided by Councillor McFadden;

which exchanges troublingly exclude Councillor McFadden's contribution to the conversation that would show her as sympathetic to Councillor Parrish - stands out. Indeed, it demonstrates a worrisome willingness to rely on unstable foundations to draw unjustified and injurious conclusions.

In fact, based on the detailed sworn affidavit provided by Councillor Parrish, it is clear that:

- (i) With respect to the allegation that Councillor Parrish sought to interfere with the promotion process: **Councillor Parrish could not and never did intend to interfere in the confidential selection process for Deputy Chief, a process of which she was utterly unaware;**
- (ii) With respect to the allegation that Councillor Parrish used an improper channel of communication: **as she was entitled to do, Councillor Parrish communicated a genuine concern to Councillor McFadden, the representative of Mississauga Council on the Peel Police Board, as others had routinely done. Councillor McFadden never responded with any disapproval of the means chosen or the nature of the messages she received;** and,
- (iii) With respect to the words used by Councillor Parrish: **Councillor Parrish acknowledges that her words could be perceived as insensitive and intemperate. However, they were uttered in a private communication which, against Councillor Parrish's request Councillor McFadden chose to publicize. The text messages were based on a genuine assessment of then-Superintendent Berkeley-Brown's wanting performance at a very important public event and reflected Councillor Parrish's long-standing views about the need to ensure that merit should always be the key selection criterion in employment.**

Councillor Parrish regrets that her words were reported to Deputy Chief Berkeley-Brown and that they have been hurtful - especially since Councillor McFadden chose to share Councillor Parrish's feedback even when specifically asked to keep it to herself by Councillor Parrish, and when Councillor McFadden indicated no discomfort whatsoever with Councillor Parrish's conduct but essentially agreed with it.

In any event, nothing in Councillor Parrish's text messages constitutes discrimination or harassment under the law (including the Ontario *Human Rights Code*) or relevant policies or violates the Peel Code of Conduct which binds Councillor Parrish.

II. The Draft Report

A. *Background and Context Related to Peel Regional Police Lack of Diversity*

The Draft Report Contains Background and Context not Probative to the Complaint

The "Background and Context" section of your draft report (paragraphs 5-11) outlines what you describe as the struggle of the Peel Regional Police to "overcome a public perception of lack of diversity of the force, racism and systemic discrimination in its promotion practice." Similar references are made elsewhere in your report (e.g. paragraphs 52 and 55). You justify the references to these issues on the basis that it is important to understand your report "against the

backdrop of the Board working to overcome perceptions of systemic racism on the force and institutionalized discrimination in its promotional practices”.

This Background and Context is Largely Irrelevant

This background and context is largely irrelevant to proving the allegations against Councillor Parrish: whether or not the Peel Regional Police has historical issues with respect to discrimination has no bearing on whether or not Councillor Parrish breached the Peel Code of Conduct in the specific circumstances alleged. Specifically, this background cannot be relevant to establishing the allegations of whether Councillor Parrish sought to intervene in the promotion process which, as demonstrated in her sworn affidavit, she was unaware of and therefore could not have intervened in. In any event, as attested in her sworn affidavit, Councillor Parrish was not aware of the specifics of Peel Regional Police’s efforts to address discrimination in its promotion practices, or other policies regarding internal discrimination.¹ Nowhere in the draft report do you identify how Councillor Parrish would have been aware of them.

AMENDMENT 1: Despite the historical diversity issues faced by the Peel Regional Police, we find this background and context is largely irrelevant to our assessment of whether or not Councillor Parrish breached the Peel Code of Conduct. Councillor Parrish had no knowledge of these issues generally, or the promotional practices of the Peel Regional Police in particular. Moreover, as we find that Councillor Parrish was unaware of the promotion process in which then-Superintendent Berkeley-Brown was involved, this context is therefore of little, if any, relevance.

B. Community Meeting Regarding Westwood Square Community Police Station

The Draft Report Mischaracterizes the Details of the Community Meeting

At paragraphs 27 through 29 of your draft report, you provide an incomplete and inaccurate description of the community meeting held on February 15, 2018.

The Significance of the Community Meeting to Councillor Parrish’s Constituents

What transpired at the meeting regarding the community police station at Westwood Square on February 15, 2018 is the very background and context that your report should be focused on, as it is this event that gave rise to Councillor Parrish’s text messages which form the basis of the complaint in this investigation. Your description of the meeting omits key factual information, including that (i) the neighborhood of Malton has a history of above-average crime; (ii) Councillor Parrish’s interventions regarding this matter at meetings of the Regional Council on October 12 and December 14, 2017; (iii) the meeting was called by the Malton Community Building Project, a local action group, to address citizen’s concerns over the process resulting in the closure; and (iv) there were approximately 100 members of the community in attendance at the meeting. These facts are addressed in the sworn evidence of Councillor Parrish.²

¹ Affidavit of Carolyn Parrish, sworn June 26, 2018 (“Parrish Affidavit”), at para. 17.

² Parrish Affidavit, at paras. 3-12.

Without this context, the draft report fails to appreciate the gravity of what was at stake for the Malton community with the closure of the police station, why Councillor Parrish advocated so strongly for her constituents in this specific instance, and her corresponding frustration when then-Superintendent Berkeley-Brown did nothing to allay their concerns at the meeting. At the meeting, Councillor Parrish believed that then-Superintendent Berkeley-Brown was unprepared to answer questions from the community member attendees. Councillor Parrish believed that then-Superintendent Berkeley-Brown placed excessive emphasis on the fact that the closure of the community police station would result in a \$500,000 budget savings for the Peel Regional Police, which Councillor Parrish viewed as a rationale that was aggravating to the community members in attendance. Councillor Parrish also observed that then-Superintendent Berkeley-Brown failed to mention that Westwood Square would continue to have an ongoing police presence in the form of a sub-office. Councillor George Carlson also attended the meeting, and agreed with Councillor Parrish's evaluation of the performance of then-Superintendent Berkeley-Brown.³

Councillor Parrish's Opinion of What Transpired at the Meeting is Uncontradicted

Furthermore, it is not clear through which witnesses you received the account of the meeting you rely on, or if you interviewed any witnesses (other than Councillor Parrish and Councillor Carlson whose account of the meeting is inconsistent with your own) who were actually present at the time. Notwithstanding the apparent absence of evidence contrary to that of Councillor Parrish, you reject outright the possibility that Councillor Parrish's text messages were for the purpose of providing Councillor McFadden with legitimate feedback about the performance of then-Superintendent Berkeley-Brown, which feedback, as indicated above, was agreed with by Councillor Carlson. Councillor Parrish was clearly entitled to that view, which was based on her honest assessment of then-Superintendent Berkeley-Brown's performance on that occasion. You have put forth no evidence whatsoever that this opinion was unfair or unjustified.

AMENDMENT 2: Westwood Square is in Malton, a neighbourhood with historically higher-than-average crime. The community meeting was called by the Malton Community Building Project, a local action group, as a result of significant public concerns regarding the closure of the police station. More than 100 members of the public attended the meeting, which was held at the Malton Community Centre. Both Councillor Parrish and then-Superintendent Berkeley-Brown were asked by Marcia Glasgow, the chair of the Malton Community Building Project, to attend the meeting to address questions from the public. It was Councillor Parrish's honest and justified view that then-Superintendent Berkeley-Brown was not effective in answering questions from the public, and did nothing to assuage their concerns about losing the police presence in the mall. Councillor Carlson shared Councillor Parrish's view of then-Superintendent Berkeley-Brown's performance at the meeting. There is no evidence that this view was not justified in the circumstances

³ Parrish Affidavit, at paras. 9-12.

C. Text Messages Between Councillor Parrish and Councillor McFadden

The Draft Report's Allegations are Unsupported by Evidence

The section of your report addressing the text messages sent from Councillor Parrish to Councillor McFadden (paragraphs 30 to 52) sets out a series of unsupported assumptions regarding (i) what Councillor Parrish knew of the Peel Regional Police promotion process; and (ii) Councillor Parrish's motivation for sending those messages. You state that the decision to promote then-Superintendent Berkeley-Brown was only known internally to certain members of the Peel Police Board and was otherwise confidential. Despite the latter, you find that upon reading the text messages from Councillor Parrish, Councillor McFadden concluded that Councillor Parrish must have found out about the decision to promote Berkeley-Brown, and that it is "understandable" that Councillor McFadden believed that Councillor Parrish was attempting to influence the selection process. You further find that if the purpose of the text was to correct deficiencies in the performance of Berkeley Brown, that there were more appropriate channels for doing so. In the alternative, you find that if the purpose of sending the text was not to correct performance, then one can only conclude it was to tarnish Berkeley-Brown's reputation for the current or future promotion process.

This section of your report is replete with unverified assumptions, and presents an uncritical acceptance of a one-sided, selective version of events. As a result, this section of the draft report is highly prejudicial to Councillor Parrish and requires significant revision.

The Draft Report Uncritically Accepts a One-Sided, Selective Version of Events

You express no concern over the fact that you have been presented with a one-sided version of events as a result of the selective presentation of the text messages in question. You take no issue with the fact that the complainant (which we note you appear to interchangeably reference in your report as either the Peel Police Board, the Peel Regional Police or Councillor McFadden) presented the text messages without Councillor McFadden's responses. There is no explanation provided for why Councillor McFadden – Councillor Parrish's accuser and the principal source of "evidence" upon which the draft report relies – only retained and presented partial portions of the text messages which, oddly, exclude her own responses. How it is that Councillor McFadden can have kept only Councillor Parrish's text messages, and not her contemporaneous responses to them, is wholly unexplained, and indeed highly suspicious. You also conclude without any justification that "no response or further exchange could mitigate the statements in the texts provided." That conclusion is wholly at odds with the universally accepted principle, including by the Supreme Court of Canada, that all words should always be read in their entire context.

In fact, the sworn evidence of Councillor Parrish reveals that Councillor Mc Fadden's reaction to Councillor Parrish's messages is pivotal in assessing the propriety of her conduct. This evidence shows, not only that Councillor Parrish was utterly unaware of the promotion process, but also that Councillor McFadden:

- (i) did not take issue with Councillor Parrish's comments;
- (ii) did not suggest that Councillor Parrish express her concerns through other channels;

- (iii) did not reject Councillor Parrish's views regarding then-Superintendent Berkeley-Brown's performance; and,
- (iv) did not inquire as to how Councillor Parrish might have learned about the promotion process, or suggest that Councillor Parrish appeared to be in possession of confidential information she should not know.

These facts completely undermine Councillor McFadden's version of events on which the draft report heavily relies.

Councillor Parrish Sent the Text Messages Through the Proper Channels, to the Right Person who never Objected to Receiving Them or their Contents

Your assumptions regarding why Councillor Parrish sent the text messages are completely unsubstantiated, and in fact, are completely contradicted by Councillor Parrish's sworn evidence. As referenced above, you reject the possibility that Councillor Parrish sent the text messages for the legitimate purpose of identifying her concerns about then-Superintendent Berkeley-Brown's ability to answer the questions raised at the community meeting and manage the crowd. You conclude that if that was the case, that "there are proper channels for criticizing employee performance", but never identify what those proper channels are. You make this finding despite that: (i) Councillor McFadden never took issue with the fact that Councillor Parrish's feedback was being presented by way of text message, or the fact that it was addressed to her, as a representative of Mississauga Council on the Peel Police Board; and (ii) you find in the draft report that the last line of the responding text message from Councillor McFadden was an offer "to have a conversation with the Chief in regard to the comments about the Westwood Community meeting [held at the Malton Community Centre]" (at paragraph 40). This offer to escalate Councillor Parrish's concerns to the chief of police indicates that Councillor Parrish's text messages were an appropriate method to initiate feedback.

Councillor Parrish was Utterly Unaware of the Confidential Promotion Process

You also make several assumptions regarding the intentions of Councillor Parrish at the time she sent the text messages to Councillor McFadden. Notwithstanding that you find that the Peel Police Board's selection process and decision to promote then-Superintendent Berkeley-Brown was confidential and only known to the few people involved in that process, you state that "Chair McFadden concluded that Councillor Parrish must have found out about the decision to promote Berkeley-Brown". You fail to substantiate your suggestion that this information was "leaked" to Councillor Parrish. You also find that it was "understandable that Chair McFadden believed that Councillor Parrish was attempting to influence the selection process". This is an unreasonable extrapolation from the text message sent by Councillor Parrish, which merely reflected her views of then-Superintendent Berkeley-Brown's inadequate presentation at the community meeting. Your draft report appears to assume that Councillor Parrish was aware of the confidential selection process on the basis that Councillor McFadden made the same assumption, and yet, you exercise no independent judgment to evaluate the reliability of that assumption. Indeed, the text messages demonstrate that Councillor Parrish was not even aware of then-Superintendent Berkeley-Brown's full name. Furthermore, the sworn evidence of Councillor Parrish stipulates that she was not aware of the promotion process, and that nobody on the Peel Police Board

communicated with her about the process.⁴ The assumption that Councillor Parrish was attempting to interfere with the promotion process is also logically inconsistent with the chronology of events set out in your report: how could you find that Councillor Parrish was attempting to influence the selection process with the text messages dated February 16, 2018 when you find that the Peel Police Board had made its decision as of February 9, 2018?

In order to draw the conclusion that Councillor Parrish was nonetheless seeking to influence the promotion process, you would have to assume that Councillor Parrish was generally aware that the confidential process was underway, but unaware that a confidential decision had been made. Such assumptions take us into a world of unfounded speculation: you are relying on Councillor McFadden's own assumption, without her messages; which assumptions she never sought to verify with Councillor Parrish; and which are entirely contradicted by Councillor Parrish. Whatever discretion an Integrity Commissioner may enjoy as a matter of administrative law, it cannot be consistent with procedural fairness and the rules of natural justice to rely on such palpably flawed "evidence".

The Draft Report Draws Unsubstantiated Conclusions and Makes Unnecessarily Inflammatory Remarks

The draft report also makes assumptions regarding the mental state of various individuals. For instance, you find that Councillor McFadden was "**no doubt** disturbed" by the text messages (paragraph 47: emphasis added), and that Councillor McFadden shared the texts with the new Deputy Chief Berkeley-Brown "**presumably** to enable Deputy Chief Berkeley-Brown to better meet the challenges of her new role" (paragraph 49: emphasis added). You draw these speculative and surprising conclusions without providing any evidence to justify them. If Councillor McFadden was so disturbed, how can one explain that she never expressed this sentiment to Councillor Parrish, but instead chose to make unwarranted assumptions, disregard Councillor Parrish's request that the messages remain confidential and broadcast the private messages to a number of other people? Why did Councillor McFadden not say to Councillor Parrish that her messages were inappropriate and that she should not have sent them to her?

The inflammatory comments in this section of the draft report are also highly prejudicial. For instance, you write that the sentiment in the text messages "cannot be excused as simply intemperate language" and that it reflects "a smear against every female officer of colour that she has not earned her rank" (paragraph 45). This is a grossly unfair extrapolation from what was intended to be privately communicated feedback regarding the performance of a single police officer in a specific circumstance. While Councillor Parrish has acknowledged that she used intemperate language in these text messages, they were made in a private communication that she explicitly requested be kept private, and she was entitled to express her view, based on the evidence before her, that promotion should be based on merit.

AMENDMENT 3: The hiring process of the Peel Regional Police is confidential. Councillor Parrish is not a member of the Peel Police Board, and had no knowledge of Superintendent Berkeley-Brown's impending promotion at the time the text messages were sent. Moreover, the decision to promote Superintendent Berkeley-Brown was made on February 9, 2018,

⁴ Parrish Affidavit, at para. 17.

several days before the community meeting. Accordingly, there is no evidence that Councillor Parrish was attempting to interfere with the promotion process by alerting Councillor McFadden to Superintendent Berkeley-Browns' performance at the meeting. We find that Councillor Parrish was simply providing Councillor McFadden, in her role as the local councillor on the Peel Police Board, with feedback about this certain police officer. Councillor McFadden did not raise any concerns about Councillor Parrish bringing forth these concerns over text message, or otherwise disagree or object to them.

D. Deputy Chief Berkeley-Brown's Qualifications

Councillor Parrish Was Entitled to Express her Views of then-Superintendent Berkeley-Brown's Performance

At paragraphs 15 and 50 of your draft report you make findings regarding the qualifications of Deputy Chief Berkeley-Brown. Specifically, you find that: "Deputy Chief Berkeley-Brown has by all accounts earned a reputation as a solid leader, through her abilities, experience, and character, in a career that spans 32 years at the Peel Regional Police. She is by all accounts smart, knowledgeable and hard-working, and we have no reason not to conclude she won the promotion on her merit, through a broadbased competition."

As indicated in Councillor Parrish's sworn evidence, Councillor Parrish did not know of the Peel Regional Police's promotion process, nor was she aware of then-Superintendent Berkeley-Brown's alleged record. Your draft report fails to explain the basis of these findings and how Councillor Parrish could have known about this seeing as she did not sit on the Peel Police Board and did not have access to Deputy Chief Berkeley-Brown's personnel file.⁵ In any event, Councillor Parrish was entitled to critically evaluate then-Superintendent Berkeley-Brown's public performance, and to express the view that merit should always be the factor that entitles anyone to hold any position. Whatever Deputy Chief Berkeley-Brown's record may be, it does not follow that she performed adequately at the community meeting in question.

AMENDMENT 4: Whether or not Deputy Chief Berkeley-Brown was qualified for promotion is irrelevant to the question of whether or not Councillor Parrish breached the Peel Code of Conduct.

E. Peel Police Board Policy

Your draft report makes repeated references to the Regional Municipality of Peel Police Services Board Policy AI-003 "Violence and Harassment in the Workplace", which you state is incorporated by reference to the Peel Regional Council Code of Conduct (paragraphs 17, 54, 58-60). You find that the statements made by Councillor Parrish in her text messages to Councillor McFadden constitute discrimination under that policy.

You provide no justification for your references to this policy. Councillor Parrish is not subject to the policies of the Peel Police Board, and she had no knowledge of this specific policy. There is

⁵ Parrish Affidavit, at para. 17.

no reference in the Peel Regional Council Code of Conduct to this particular policy, or any other policies of the Peel Police Board. The only policy incorporated by reference into the Code of Conduct that in any way relates to the Peel Police is the “Region of Peel Purchasing By-Law, Peel Living Resolution, Peel Regional Police Policy”, which addresses with the authority and process for the purchase of goods and services by the Region and Peel Police, which policy is irrelevant to the present investigation. Not only is the Peel Police Board Policy not expressly incorporated by reference, but it is illogical that such a Policy would apply to individuals who have no official role with the police or Peel Police Board.

Whenever the Code of Conduct sought to incorporate by reference another law, by-law or policy, it does so by explicit reference. Notably absent is the Peel Police Board Policy you seek to rely on. There are no provisions incorporating by reference this particular Policy.

AMENDMENT 5: We find that the Peel Police Services Board Policy AI-003 “Violence and Harassment in the Workplace” is not incorporated by reference into the Peel Code of Conduct, and does not apply to Councillor Parrish. Accordingly, Councillor Parrish cannot be found in breach of that policy.

F. No Violation of the Human Rights Code or Code of Conduct

Your draft report states that Councillor Parrish’s conduct contravenes the Peel Police Board policy and the Ontario *Human Rights Code*, and therefore the Peel Code of Conduct.

Even if Councillor Parrish were bound by the Peel Police Board Policy, which is expressly denied for the reasons given above, Councillor Parrish’s text messages do not amount to discrimination on any prohibited ground under the said Policy or the Ontario *Human Rights Code*.⁶ The test for discrimination under the *Human Rights Code* requires a complainant to experience differential treatment on the basis of a protected ground. In these circumstances, Deputy Chief Berkeley-Brown has not experienced any differential treatment as a result of Councillor Parrish’s comments that were critical of her performance. Indeed, as per above, Councillor Parrish was not interfering with the promotion process, and could not have interfered with the process seeing as she was not aware of its existence and, in any event, the process was completed by the time she sent the text messages to Councillor McFadden.

Nor do Councillor Parrish’s text messages amount to harassment within the meaning of the Peel Police Board Policy or *Human Rights Code*. As indicated above, the text messages were intended to be privately communicated feedback to the representative of Mississauga Council on the Peel Police Board regarding the performance of a single police officer in a specific circumstance. To the extent that Councillor Parrish’s text messages had effects beyond their original audience, it was due to the unilateral, unauthorized actions of Councillor McFadden, who decided, against Councillor Parrish’s express instructions that the text messages be kept private, to share the selective excerpts of her communications with Councillor Parrish with the Police Service Board and Deputy Chief Berkeley-Brown.

⁶ R.S.O. 1990, c. H.19 (“*Human Rights Code*”).

G. Conclusion

In sum, we submit that the following allegations have not been established, and in any event, do not amount to discrimination or harassment under any policy or the *Human Rights Code*, and therefore do not constitute a violation of the Peel Code of Conduct:

- (i) Councillor Parrish was not interfering with the promotion process. As the sworn evidence of Councillor Parrish explains, she was not a member of the Peel Police Board, nor was she ever informed about the promotion process or of then-Superintendent Berkeley-Brown's eligibility for promotion. Moreover, as stated by your draft report, by the time the text messages were sent, the decision to promote then-Superintendent Berkeley-Brown had already been made, so there was no promotion process for Councillor Parrish to interfere with at that time;
- (ii) Councillor Parrish was not using an improper channel to communicate feedback. Councillor McFadden never took issue with the fact that Councillor Parrish's feedback was being presented by way of text message, or the fact that it was addressed to her, as a representative of Mississauga Council on the Peel Police Board. Nor did Councillor McFadden advise Councillor Parrish that she ought to have communicated her feedback through other means; and,
- (iii) The purpose of Councillor Parrish's comments was justifiable feedback regarding a specific incident where an individual failed to perform her public duties adequately. While Councillor Parrish acknowledges she used inappropriate, intemperate language in the text messages in question, she did not intend to discriminate against then-Superintendent Berkeley-Brown. Councillor Parrish's text messages to Councillor McFadden were honest feedback about Councillor Parrish's views of how then-Superintendent Berkeley-Brown performed at the community meeting. The context of that meeting is vitally important to understanding Councillor Parrish's frustration with the circumstances, given the issues at stake for her constituents and their community. Councillor Parrish also did not intend to impugn the hiring practices of the Peel Regional Police more generally.

III. Continuing Concerns Regarding Procedural Fairness

In our letter of June 14, 2018, we requested certain information from you in order for Councillor Parrish to respond to the allegations made against her and to be afforded a fair opportunity to answer them. In your responding letter of June 15, 2018, you categorically denied our request for information on the basis of your obligation to maintain secrecy over the matters learned of during the course of investigation, and that there should be no expectation that Councillor Parrish is entitled to additional materials or explanations. We reject your assertion that procedural fairness has been accorded in the circumstances. We maintain that many of the assertions in your draft report are unsubstantiated, and that you were required to furnish additional information to Councillor Parrish in order to afford her the opportunity to respond, which you fail to do. Clearly, the obligation of "secrecy", upon which you rely, is not absolute, since you have included some information in your draft report. But you have also, for unexplained reasons, chosen to withhold other information, or have chosen to make findings, in the absence of any information. It cannot be that any obligation of "secrecy" you may have goes so far as to disentitle a person who is the

object of serious accusations to all relevant and pivotal information upon which the Commissioner relies to arrive at her conclusions.

In our letter of June 14, 2018, we also requested an opportunity to review your final report before it is tabled at Regional Council. In your responding letter of June 15, 2018, you denied this request. We respectfully renew this request given the number of issues with the draft report, as outlined above. We would be willing to accept the final report the day before it is tabled, and undertake not to disclose it to anybody until it is circulated to members of the Regional Council.

Yours truly,



For
Guy J. Pratte

Encl. Affidavit of Carolyn Parrish, sworn June 26, 2018

c. Councillor Carolyn Parrish

REGION OF PEEL
CODE OF CONDUCT COMPLAINT BY PEEL POLICE SERVICES BOARD
AGAINST REGIONAL COUNCILLOR PARRISH

AFFIDAVIT OF CAROLYN PARRISH

I, CAROLYN PARRISH, of the City of Mississauga, in the Province of Ontario, MAKE OATH AND SAY:

1. I am the City Councillor for Ward 5 of the City of Mississauga and the Regional Municipality of Peel, and the subject of a complaint made to the Integrity Commissioner for the Region of Peel (the “Integrity Commissioner”). As such, I have knowledge of the matters hereinafter deposed to, except for those matters that are stated to be based on information and belief, and where so stated, I have provided the source of the information and verily believe the same to be true. I swear this affidavit to respond to the allegations advanced in the draft complaint findings report (the “draft report”) provided to me by the Integrity Commissioner.

Background

2. From 1993 to 2006, I was a member of the House of Commons, first as a Liberal Party Member of Parliament, and then subsequently as an independent. I left federal politics in 2006, and became the City Councillor for Ward 6 in Mississauga that same year. While I lost the next municipal election for that ward in 2010, I won the 2014 municipal election and became the Councillor for Ward 5. Throughout my career, I have, like many women involved in politics and virtually any other occupation, observed and experienced discrimination based on gender.

However, I have always taken the view that the need to promote women to the positions they deserve should always be based on merits, not their gender, or any other characteristic.

The Community Meeting at the Malton Community Centre on February 15, 2018

3. The events referred to in the Integrity Commissioner's draft report arose out of a meeting regarding the closure of a community police station at Westwood Square, a shopping centre located in Malton, a neighbourhood in northeastern Mississauga. Malton is a community with serious economic problems and a history of higher than average crime. I am the local Councillor for Malton.

4. The Peel Regional Police operated a community police station at Westwood Square. On October 3, 2017, I was advised by Chief Jennifer Evans of the Peel Regional Police that the local community police station at Westwood Square (which had an annual lease cost of \$15,430) would be closed at the end of February. At the October 12, 2017 meeting of Regional Council, I was critical of the process leading to this announcement, as there was no consultation with me, as the local Councillor, or the community.

5. Following the announcement, several of my constituents advised me that they were upset about the closure. Specifically, I spoke with the management of Westwood Square – namely, Mr. Matthew West of Fieldgate Commercial – who advised me that they were concerned about the closure because the police presence in the mall had worked to deter crime. Mr. West further advised me, and I verily believe, that because they had been told the closure was an economic decision, they offered free rent to the Peel Regional Police to remain in the mall, which offer I shared with Chief Evans at a meeting further discussed below.

6. Due to the concerns raised by various members of the Malton community, I requested a meeting with Chief Evans. At our meeting on October 18, 2018, Chief Evans explained that the resources spent on the community police station would be redeployed to mobile patrols in the broader community. Chief Evans also suggested a modified presence at Westwood Square in the form of a police sub-office, where officers could attend for their breaks and to draft reports. I was encouraged by this compromise.

7. However, I was advised by my constituents, and verily believe, that various notices posted at Westwood Square and police officers in the community station still stated that the police station would be closing, and gave no indication that a sub-office would remain on the premises. I sent multiple emails to Chief Evans asking that the continuation of police presence in the form of a sub-office be shared with the population, to no avail.

8. At the December 14, 2017 meeting of Regional Council, I raised this issue of the Peel Regional Police's failure to communicate the operation of the sub-office at Regional Council, and specifically asked Councillor McFadden to have the police clarify it would not be a total closure. The Regional Chair undertook, on my behalf, to follow up with the Chief of Peel Regional Police regarding the community police station and the ongoing commitment of a police presence at the Westwood Square.

9. Due to residents' concerns about the closure, a public meeting was called by Malton Community Building Project ("MCBP"), a local action group. I was invited to attend the meeting and to sit on a panel to address questions from the community by Marcia Glasgow, the chair of the MCBP. The meeting took place on February 15, 2018 at the Malton Community Centre. Councillor George Carlson also attended the meeting, as did my executive assistant, Mr. Danny

Singh. Contrary to what is asserted at paragraph 29 of the draft report, approximately 100 members of the community attended. On the panel with me was a Peel Regional Police officer with whom I was unfamiliar at the time.

10. Once we began answering questions from the community member attendees, I began to feel that this police officer was unprepared for the meeting, and could do little to assuage the concerns of the community. In answering questions, I felt that the police officer placed excessive emphasis on the fact that the closure of the community police station would result in \$500,000 in budget savings for the Peel Regional Police, a rationale I perceived to be aggravating to members of the community in attendance. In particular, it did not address the community's real concerns with ongoing criminality, and the need for an ongoing police presence. As a result, I had to interject to explain that the \$500,000 would result in more mobile patrols out in the community, and clarify that it was not a "savings" but a redeployment of funds.

11. I also felt that the police officer was not fully apprised of the situation at hand or the concerns of the community more broadly. Indeed, the police officer never mentioned that Westwood Square would continue to have an ongoing police presence in the form of a sub-office. That left me to explain the continued police presence at the mall, and Chief Evans' agreement to that alternative use. Due to the quality of the answers given by the police officer panelist, I felt that I had to step in and justify the Peel Regional Police's decision to close the station.

12. Immediately following the meeting, Councillor Carlson informed me, and I verily believe, that he shared my views of the police officer's performance at the meeting.

The Text Messages

13. On February 16, 2018, the day after the meeting at the Malton Community Centre, I sent two text messages to Councillor Sue McFadden regarding what transpired the prior evening. I knew Councillor McFadden was the Chair of the Peel Regional Police Services Board (the “Board”), and I wanted to express my concerns regarding the police officer panelist’s inability to address the questions and concerns of the Malton community in this specific circumstance. I viewed Councillor McFadden as the appropriate individual to report my concerns to, as she was the representative of Mississauga Council on the Board. In my experience, it is common for councillors to discuss the Region’s business over the phone, through email and text messages. I have never in the past been advised that using such a channel of communication was in any way inappropriate, and nor did Councillor McFadden advise me that this was her view at any time before or in response to the text messages that apparently triggered this complaint.

14. I admit that I used a poor choice of words in the text messages sent to Councillor McFadden. I did not intend for these comments to be discriminatory in any manner. I never anticipated that the text messages would be disclosed to anybody else, let alone shared with the police officer in question. I recognize however that this did not justify the words I used. I was simply trying to convey my longstanding general view that people should not be recognized or elevated on the basis of their creed, sex, race or any other characteristic, but on their merit alone. As I explain further below, I had no awareness whatsoever at this time of the Peel Police Service’s promotion process, and my comment regarding eligibility for promotion was made only as a general proposition. However, I understand why these messages could be hurtful and insensitive, and I acknowledge that I erred in judgment to use the words that I did.

15. Nevertheless, I believe it is important for these text messages to be viewed in the appropriate context. While I have been unable to retrieve both the text messages I sent and Councillor McFadden's responses to them from my mobile device (as discussed further below), for her part, Councillor McFadden appeared to have only provided a truncated version of our communication, whereby she provided my text messages, but not her responses to them. However, to the best of my recollection, Councillor McFadden, in her text responses, did not disagree with my comments. Nor did Councillor McFadden indicate that she considered my comments were inappropriate and in violation of the Region of Peel Code of Conduct and policies, or that any comments regarding this police officer's performance should be advanced through some other channel. Nor did Councillor McFadden inquire as to how I could have learned about the promotion process and who might have leaked the information to me, or suggest that I was in possession of confidential information I should not know or disagree with my comments about the police officer's performance or otherwise defend her merit. Councillor McFadden never indicated to me that she was disturbed in any way by the text messages. In fact, I recall that Councillor McFadden empathized with my frustration about the closure of the community police station at Westwood Square.

16. Indeed, after the police officer's promotion was announced, I recall sending a third text message to Councillor McFadden, expressing my surprise with the promotion of the police officer, to which Councillor McFadden responded that the Board had limited applications for the Deputy Chief position. Councillor McFadden's text messages, had she chosen to include them as part of the complaint, would show that they are totally inconsistent with her purported views as reported in the draft report at paragraphs 33, 36, and 47. The sole basis for my comments was

what I considered an incompetent handling of a very sensitive issue affecting my constituents upon which I felt an obligation to comment.

17. The draft report suggests that I sent these text messages to Councillor McFadden in an attempt to influence the promotion of the police officer, and to discredit the Board's promotional processes more generally. These suggestions are categorically untrue. I am not a member of the Board, and have no insight into their internal hiring and promotion practices. I had no discussions with any members of the Board regarding the promotion process or what transpired during that process. I had no knowledge of the police officer, her past performance, or her impending promotion. Indeed, from the text messages, it is clear that I did not know her full name, rank or promotional status. Nor was I aware of the specifics of the Board's efforts to combat discrimination in its promotion practices, or other policies regarding internal discrimination.


18. Upon being notified of the complaint made against me, I attempted to retrieve the text messages from Councillor McFadden that were sent in response to the text messages at issue in this investigation. My mobile phone is a BlackBerry Bold, and the service provider is Rogers. Rogers instructed my executive assistant, Mr. Singh, on how to retrieve text messages on my BlackBerry. I am advised by Mr. Singh, and verily believe, that he was able to recover messages up until February 13, 2018 and after February 24, 2018, but all the messages in between (not only the exchange of text messages with Councillor McFadden which are the subject of this investigation) could not be recovered. Through Rogers billing, I also requested an annotated back billing of 6 months for texts sent and received, but was only able to get April 2018 and May 2018. The representative from Rogers advised me that the four months prior to April and May 2018 were "grayed out" and she could not access them.

19. In summary:

- (1) Contrary to the allegations contained in the draft report, I had absolutely no knowledge that the officer who was the subject of my comments was a candidate for promotion within the Peel Regional Police, nor did I have any knowledge of a promotion process being underway. Any allegation or suggestion to the contrary is categorically false;
- (2) At no time was I ever made aware that it would be inappropriate for me to comment on any officer's performance directly to the Chair of the Board, by Councillor McFadden herself, or anyone else; and,
- (3) It follows that my mistake – and I accept it as such – was to use inappropriate language to make a point I feel strongly needs to be made, and that I, as a woman, am entitled to make, namely, that while increasing diversity in both the public and private sector is very important, merit should always be the only criterion that justifies one's hiring and promotion.

20. I swear this affidavit to respond to the allegations in the draft report, and for no other or improper purpose.

Sworn before me in the City of Mississauga)
 in the Province of Ontario this)
 26th day of June, 2018.)



 A Commissioner for Oaths and Affidavits)
 Alannah Fotheringham



 CAROLYN PARRISH



Resolution

Moved By: Councillor Saito	Date: July 12, 2018
Seconded By: Councillor	Item Number 17.1

That the matter of the Peel Anaerobic Digestion Facility to be located at 7500 Danbro Crescent in Mississauga as in Resolution 2017-975 be re-opened for discussion on July 12, 2018 to enable the Ward Councillor to share critical information.

CARRIED	LOST	REFERRED	
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Chair



Resolution

Moved By: Councillor Saito	Date: July 12, 2018
Seconded By: Councillor Crombie	Item Number 17.2

Whereas in September 2015, Regional Council passed Resolution 2015-742 approving a plan to develop a 12,000 tonne per year Anaerobic Digestion Facility with co-located Transfer Station;

And whereas, on September 15, 2017, Regional Council subsequently acquired a property located at 7500 Danbro Crescent for the purpose of developing the Anaerobic Digestion Facility and Transfer Station;

And whereas, subsequent to the above it has recently come to the attention of the Ward Councillor and Mayor that the property located immediately adjacent and south at 7600 Danbro Crescent is occupied by a key life sciences company that employs over 400 full-time employees in Mississauga;

And whereas, this company commercially develops, manufactures, packages, and tests, pharmaceutical liquid and semi-solid drug products for ultimate human consumption, primarily for export to the global pharmaceutical market;

And whereas, this company operates as a certified Good Manufacturing Practices or GMP facility and is therefore subject to audits and inspections by regulatory authorities including Health Canada, the United States Food and Drug Administration, the European Union, and also audits by its customers which are top pharmaceutical companies like Roche, Glaxo Smith Kline, and others that are also located in Mississauga;

And whereas, the company has advised that proximity to the proposed Anaerobic Digestion Facility and Transfer Station will demand extensive and costly mitigation strategies in an attempt to maintain strict quality control;

And whereas, the Ward Councillor has met with the company along with staff from the Region of Peel Waste Management and the City of Mississauga Economic Development Office to discuss the potential harmful impacts of the Region's facility on the company operations and to determine how the Region could meet the requirements to mitigate fully the concerns;

And whereas, Region of Peel staff have advised the Ward Councillor that they cannot meet these requirements at this site;

And whereas, the impact of the facility on the clean operations of the adjacent company could be as extreme as to cause the company to be unable to continue their operations thus impacting hundreds of jobs;

And whereas, the life sciences sector in Mississauga employs over 24,000 people with 43 per cent of those jobs residing in the vicinity of Danbro Crescent;

And whereas, the Region of Peel is still in the process of tendering the contract for the operation of the Anaerobic Digestion Facility and Transfer Station which could be applied to another site;

17.2-2

Therefore be it resolved, that the Council of the Regional Municipality of Peel directs staff to not proceed with the development of the Anaerobic Digestion Facility and Transfer Station at 7500 Danbro Crescent in light of the above information;

And further, that Region of Peel staff commence the search for a more suitable location for the Anaerobic Digestion Facility and Transfer Station.

CARRIED	LOST	REFERRED	
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Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 40-2018

A by-law to stop-up, close, and deprive of its character as part of the public highway those lands described as Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel and Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel, known as Regional Road 4 (Dixie Road).

WHEREAS, the lands described in Schedule "A" to this by-law ("Subject Lands") are part of the Regional Road System and the Regional Corporation has jurisdiction over the Subject Lands pursuant to Section 52(3) of the *Municipal Act, 2001*, S.O. 2001, c.25 ("*Municipal Act*");

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 12th day of July, 2018 determined that the Subject Lands may be closed;

AND WHEREAS, the closure of the Subject Lands does not require any of the consents in Section 34(2) of the *Municipal Act*;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That those parts of the public highway described in Schedule "A" attached hereto, being the Subject Lands, are hereby stopped-up, closed, and deprived of their character as a public highway or street.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

SCHEDULE "A" TO BY-LAW NUMBER 40-2018

Being a by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel and Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel, known as Regional Road 4 (Dixie Road).

Description of the Subject Lands

Part of Lots 219, 220, 223, 224, 226, 227 and 259 on Plan of Subdivision M-338, designated as Parts 10, 11, 14, 15, 17, 18 and 19 on Reference Plan 43R-8275, City of Brampton, Regional Municipality of Peel.

Part of Lot 2 on Plan of Subdivision M-338, designated as Part 2 on Reference Plan 43R-8896, City of Brampton, Regional Municipality of Peel.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 41-2018

A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly the Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047, known as Regional Road 9 (King Street).

WHEREAS, the lands described in Schedule "A" to this by-law ("Subject Lands") are part of the Regional Road System and the Regional Corporation has jurisdiction over the Subject Lands pursuant to Section 52(3) of the *Municipal Act, 2001, S.O. 2001, c.25* ("*Municipal Act*");

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 12th day of July, 2018 determined that the Subject Lands may be closed;

AND WHEREAS, the closure of the Subject Lands does not require any of the consents in Section 34(2) of the *Municipal Act*;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That those parts of the public highway described in Schedule "A" attached hereto, being the Subject Lands, are hereby stopped-up, closed, and deprived of their character as a public highway or street.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

SCHEDULE "A" TO BY-LAW NUMBER 41-2018

Being a by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047, known as Regional Road 9 (King Street).

Description of the Subject Lands

Part of PIN 14259-0202(LT)

Part of the Original Road Allowance between Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-38047.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 42-2018

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Mississauga Road) in the Town of Caledon.

WHEREAS, The Estate of Jewel Ethel Lyons, the registered owner of the lands and premises described as Part of Lots 27 and 28, Concession 5 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-19304, save and except Parts 1 and 3 on Reference Plan 43R-22501, Part 1 on Reference Plan 43R-22499 and Part 1 on Reference Plan 43R-22608, has requested permission to maintain and use certain structures or improvements upon the public highway adjacent to the described lands (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 12th day of July, 2018 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That The Estate of Jewel Ethel Lyons is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 1 (Mississauga Road), in accordance with the terms and conditions contained in the Encroachment Agreement between The Regional Municipality of Peel and The Estate of Jewel Ethel Lyons and as shown on a drawing titled Encroachment Sketch, dated May 8, 2018 and retained in file PF-17073.00.
2. That the Encroachment Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 43-2018

A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748, known as Regional Road 50 (Highway 50).

WHEREAS, the lands described in Schedule "A" to this by-law ("Subject Lands") are part of the Regional Road System and the Regional Corporation has jurisdiction over the Subject Lands pursuant to 52(3) of the *Municipal Act, 2001*, S.O. 2001, c.25 (the "*Municipal Act*");

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 12th day of July, 2018 determined that the Subject Lands may be closed;

AND WHEREAS, the closure of the Subject Lands does not require any of the consents in Section 34(2) of the *Municipal Act*;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That those parts of the public highway described in Schedule "A" attached hereto, being the Subject Lands, are hereby stopped-up, closed and deprived of its character as public highway or street.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

SCHEDULE "A" TO BY-LAW NUMBER 43-2018

Being a by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748, known as Regional Road 50 (Highway 50).

Description of the Subject Lands

Part of PIN 14317-0021(R)

Part of Lot 9, Concession 6, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-30748.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 44-2018

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 50 (Queen Street South) in the Town of Caledon.

WHEREAS, 1732115 Ontario Inc., the registered owner of the lands and premises described as Firstly: Part of Lot 6, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-21788; Secondly: Part of Lot 6, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-5790 and Part 2 on Reference Plan 43R-6728, save and except Parts 1 and 2 on Reference Plan 43R-31692; Thirdly: Part of Lot 6, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-31944 has requested permission to maintain and use certain structures or improvements upon the public highway adjacent to the described lands (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 12th day of July, 2018 authorized the enactment of a by-law authorizing the encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That 1732115 Ontario Inc. is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 50 (Queen Street South), in accordance with the terms and conditions contained in the Encroachment Agreement attached as Schedule "A" between The Regional Municipality of Peel and 1732115 Ontario Inc. and shown on drawing A0.1 Site Plan last revised April 18, 2018, L1 Tree Inventory and Preservation Plan last revised April 18, 2018, L2 Landscape Plan April 18, 2018 and L3 Details Notes and Specifications last revised April 18, 2018 and retained in file ENC-18047.
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law.
3. That the Encroachment Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

ENCROACHMENT AGREEMENT

BETWEEN:

THE REGIONAL MUNICIPALITY OF PEEL
(hereinafter called "the Region")

OF THE FIRST PART

-AND-

1732115 ONTARIO INC.
(hereinafter called "the Owner")

OF THE SECOND PART

WHEREAS the Owner is the registered owner of the lands being legally described on Schedule "A" attached hereto (hereinafter referred to as the "Owner's Lands");

AND WHEREAS in accordance with site plan SP-17-044C, the Owner has requested the Region to permit two pylon signs (north and south of the subject property), snow storage, curbing, two partial parking spaces, trees (T43 and T44 – canopy and trunk) and trees (T37, T38, T40, T41 and T46 – canopy only) (hereinafter referred to as the "Encroachment") to encroach upon the widened limits of Queen Street South (Regional Road 50) as shown on drawings A0.1 Site Plan last revised April 18, 2018, L1 Tree Inventory and Preservation Plan last revised April 18, 2018, L2 Landscape Plan April 18, 2018 and L3 Details Notes and Specifications last revised April 18, 2018 and retained in file ENC-18047 with the Region (hereinafter referred to as the "Region Road");

AND WHEREAS pursuant to sections 9 and 11 of the *Municipal Act, 2001*, c.25, the Region has agreed to permit the encroachments subject to the terms and conditions herein;

NOW WITNESSETH that in consideration of the mutual covenants and agreements hereinafter set out, the parties agree as follows:

1. The recitals herein are true and accurate.
2. Subject to the provisions hereinafter set out, the Region permits the Owner to have the Encroachment remain in perpetuity, commencing on June 1, 2018 (hereinafter referred to as the "Term").
3. The Owner agrees to pay the Region the following:

(a) Administration fee (one time)	\$500.00, plus applicable taxes
(b) Registration fee (Registry Office)	\$75.63, includes applicable taxes
(c) Annual fee (each year throughout Term)	\$300.00, plus applicable taxes
4. The Owner is the owner of the Encroachment.
5. Notwithstanding Section 2, this Agreement may be terminated at any time by either party upon sixty (60) days written notice to the other party. The Owner agrees to remove the Encroachment at the Owner's sole expense within sixty (60) days of any such notice of termination. The Owner shall restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the early termination of this Agreement.
6. At the end of the Term, the Owner shall, at their sole cost and expense, remove the Encroachment and restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the termination of this Agreement.
7. The Owner agrees and covenants that it will bear all costs associated with the Encroachment. The Owner agrees and covenants that the Encroachment is now in a good and workmanlike condition and in compliance with all municipal by-laws and the laws of the Province of Ontario and shall be maintained in a good and workmanlike condition throughout the Term of this Agreement.
8. The Owner agrees not to hold the Region responsible in any way for any loss, accident, or damage or injury to person or persons on the Region Road resulting from the

Encroachment. The Region shall not in any event whatsoever be liable or responsible in any way for any kind of liability, suit, claim, demand, fine, action, or proceeding of any kind for which the Owner, or those for whom they are in law responsible, may become liable or suffer by reason of the Encroachment, including any breach of or non-performance by the Owner of any provision of this Agreement, saving and excepting therefrom the sole gross negligence by the Region, or those for whom it is in law responsible. The Owner agrees to indemnify and save harmless the Region of and from all liabilities, fines, damages, suits, claims, demands, actions, and cost for such actions for which the Region may become liable or suffer by reason of the Encroachment, its use and or removal. Without restricting the generality of the foregoing, the Owner shall indemnify and save harmless the Region of and from all damages to persons or properties as a result of such Encroachment and its use and/or removal. This provision shall apply and survive the termination of this Agreement with respect to any act or omission that occurred during the Term of this Agreement.

9. The Owner agrees that there shall not be any addition, vertically, horizontally or otherwise, to the Encroachment. In the event that the Encroachment is being added to or materially altered, it will be relocated within the Owner's Lands. Upon such removal or relocation, this Agreement will be terminated.
10. The Owner further acknowledges and agrees that, in the event the Region exercises its right to enter onto the Region Road or the widened limits thereof for any type of construction, installation, alteration, removal, replacement, reconstruction, repair, maintenance and/or inspection to the Region Road or any of the Regional infrastructure therein the Region shall not be responsible for repairing or replacing the Encroachment and the Owner shall assume any and all costs and responsibilities relating to the replacement of same.
11. Nothing in the Agreement shall be construed to mean that the Region by virtue of this Agreement has assumed the responsibility of such compliance or any compliance with any municipal by-laws. The Owner covenants to fully comply with any order, by-law, law, regulation, and direction of any lawful authority, including the municipal, provincial, or federal governments or their respective agents with respect to the Encroachment.
12. The parties acknowledge and agree that the rights conferred by this Agreement shall be assignable to any purchaser of the Owner's Lands or to any successor corporation of the Owner, with the prior written consent of the Region, which consent will not be unreasonably withheld provided that any such assignee pays to the Region the appropriate fees for encroachments on Regional easements and further that any such assignee, upon assuming ownership of the Owner's Lands, agrees to assume the obligations of the Owner under this Agreement and provide written notice of such assumption to the Region.
13. In the event that such assignee is a condominium corporation the assignee shall execute the Undertaking and Consent to Registration set out in Schedule "B" herein. The Owner covenants to include full, complete and accurate information within the condominium declaration and disclosure statement as to the obligations contained in this Agreement in accordance with the *Condominium Act, 1998*, S.O. 1998, c.19, as amended.
14. Any notice to be given or document to be delivered to the Owner or the Region shall be sufficiently given or delivered if delivered personally or if sent by facsimile transmission or ordinary prepaid mail to the following addresses:

If intended for the Owner, at:

**1732115 Ontario Inc.
19 Amy Croft Drive, Suite 201
Lakeshore, ON
N9K 1C7
Fax: 519-735-0052**

and if intended for the Region, at:

**The Regional Municipality of Peel
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9**

**Attention: Manager of Real Estate
905-791-7800, Extension 7636
Fax: 905-791-3645**

Or to such other address or fax number as either party may from time to time notify the other. Any notice or other communication given by personal delivery shall be conclusively deemed to have been received by the party to which it is addressed on the day of actual delivery thereof, or if given by Fax, on the first business day following the transmittal thereof. Any notice sent by prepaid first class mail shall be deemed to have been delivered on the fifth (5th) business day following the date of mailing thereof provided that the postal services have not been interrupted in which case notice shall only be given by personal delivery or Fax as aforesaid.

15. The Owner consents to the registration of this Agreement on the title to the Owner's Lands and shall execute any or all such documents for such purposes.
16. The Owner shall obtain and maintain throughout the Term a comprehensive insurance policy with a minimum liability coverage of FIVE MILLION DOLLARS (\$5,000,000) per occurrence, covering the Encroachment to protect the Owner and the Region, and those for whom the Region is in law responsible, from any and all claims for damages, personal injury including death, and for claims from property damage which may arise from the Owner's use and/or removal or in relation to the Encroachment under this Agreement, including the use or maintenance or removal of the Encroachment or any act or omission of Owner's contractors, agents or employees while engaged in the work of placing, maintaining, renewing or removing the Encroachment, and such coverage shall include all costs, charges and expenses reasonably incurred with any injury or damage. The insurance policy shall extend to cover the contractual obligations of Owner as stated within this Agreement, shall be in the name of the Owner and shall name The Regional Municipality of Peel as an additional insured thereunder. The policy shall provide that it cannot be cancelled, lapsed or materially changed without at least thirty (30) days' notice to the Region by registered mail. Evidence of insurance satisfactory to the Region shall be provided prior to the execution of this Agreement, and annually thereafter.
17. This Agreement, when executed by the said parties shall constitute a binding agreement.

REMAINDER OF PAGE LEFT INTENTIONALLY BLANK.

IN WITNESS WHEREOF the Owner has on the 20th day of JUNE, 2018 affixed its corporate seal attested by the hands of the duly authorized officer(s).

1732115 ONTARIO INC.
PER: [Signature]
Name: Rocco Tullio
Title: Director

I/We have the authority to bind the Corporation.

IN WITNESS WHEREOF The Regional Municipality of Peel has on the _____ day of _____, 2018 affixed its name under the hands of its signing officers in that behalf.

THE REGIONAL MUNICIPALITY OF PEEL

PER: _____
Name: Kathryn Lockyer
Title: Regional Clerk

I have the authority to bind the Regional Corporation.

REAL ESTATE TEAM
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9
905-791-7800

Realty File No.: ENC-18047
Legal File No.: *
Date: *
Project #: *
Revision Date: June 15, 2018

SCHEDULE "A" – Legal Description

Schedule "A" forms an integral part of this Agreement between The Regional Municipality of Peel and 1732115 Ontario Inc.

Legal Description:

PIN 14253-0097 (LT)

**Firstly: Part of Lot 6, Concession 7,
Town of Caledon (formerly Township of Albion)
Regional Municipality of Peel Designated as Part 1 on 43R-21788**

**Secondly: Part of Lot 6, Concession 7,
Town of Caledon (formerly Township of Albion)
Regional Municipality of Peel
Designated as Part 1 on 43R-5790 and Part 2 on 43R-6728,
Save and Except Parts 1 and 2 on 43R-31692**

**Thirdly: Part of Lot 6, Concession 7,
Town of Caledon (formerly Township of Albion)
Regional Municipality of Peel
Designated as Part 1 on 43R-31944**

SCHEDULE "B" – Undertaking and Consent to Registration

Schedule "B" forms an integral part of this Agreement between The Regional Municipality of Peel and *****

To: THE REGIONAL MUNICIPALITY OF PEEL (the "Region")

I/WE _____(the "New Owner")

having received a Transfer/Deed of the lands described in PIN ***** (LT) from *****

(the "Former Owner") HEREBY CONSENT(S) to the registration of:

- I. The Encroachment Agreement (the "Agreement") attached to the said Application made between the Former Owner and the Region, dated the _____ day of _____, 20 .

The New Owner, in consideration of the Region hereby agreeing to be bound by and to honour the terms of the said Agreement with respect to the New Owner in the same manner as if the New Owner was an original party thereto, and other good and valuable consideration and the sum of Ten (\$10.00) Dollars now paid by the New Owner to the Region, the receipt of which is hereby acknowledged, the New Owner COVENANTS AND AGREES to be bound by and to be subject to the terms of the said Agreement in the capacity of owner as if the New Owner was an original party thereto.

IN WITNESS WHEREOF this Undertaking has been executed by the New Owner this day of _____, 20 .

Print New Owner Name:

Per: _____ c/s
Print Name:
Print Office:

Per: _____ c/s
Print Name:
Print Office:

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 45-2018

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

WHEREAS it is deemed prudent to accept and assume lands described in Schedule "A" attached hereto and forming part of this by-law received from various owners and dedicate same for Highway purposes pursuant to Section 31 of the *Municipal Act, 2001*, S.O. 2001, c.25;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

That part of the lands described in Transfers of Land to The Regional Municipality of Peel and Expropriation Plans, listed in Schedule "A" attached hereto and forming part of this by-law, more particularly described in Schedule "B" attached hereto and forming part of this by-law, be accepted, and the said lands are assumed and dedicated as part of the Public Highway adjacent thereto.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

Schedule "A" to By-law 45-2018

Page 1

Date Registered	Instrument Number	Municipality	From
(a) November 2, 2017	PR3230064	Town of Caledon (formerly Township of Caledon)	Credit Valley Conservation Authority Olde Base Line Road (Regional Road No. 12) Part Lot 1, Concession 2 East of Hurontario Street
(b) November 8, 2017	PR3233130	Town of Caledon (formerly Township of Chinguacousy)	Kerri Christman and Herb Wittig Winston Churchill Boulevard (Regional Road No. 19) Part Lot 32, Concession 6 West of Hurontario Street
(c) April 7, 2017	PR3108045	Town of Caledon (formerly Township of Albion)	9623523 Canada Inc. Highway 50 (Regional Road No. 50) Part Lot 2, Concession 7
(d) January 18, 2011	PR1950543	Town of Caledon (formerly Township of Albion)	Maur-AI Building Management Inc. Firstly: Highway 50 (Regional Road No. 50) Secondly: Emil Kolb Parkway (Regional Road No. 150) Part Lot 13, Concession 6
(e) November 20, 2017	PR3239157	Town of Caledon (formerly Township of Albion)	King Station Facility Inc. King Street West (Regional Road No. 9) Part Lot 8, Concession 6
(f) November 16, 2017	PR3236964	City of Mississauga	9727426 Canada Inc. Derry Road West (Regional Road No. 5) Part Block 1, Plan 43M-1704

Schedule "A" to By-law 45-2018

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(g) August 11, 2005	PR904490	City of Mississauga (formerly Township of Toronto)	Derrydale Golf Course Limited Derry Road West (Regional Road No. 5) Part Lot 11, Concession 1 West of Hurontario Street
(h) December 14, 2017	PR3254131	Town of Caledon (formerly Township of Caledon)	882510 Ontario Limited Winston Churchill Boulevard (Regional Road No. 19) Part Lot 1, Concession 6 West of Hurontario Street
(i) January 12, 2018	PR3269004	City of Mississauga (formerly Township of Toronto)	6257 Airport Toronto Hospitality Inc. Airport Road (Regional Road No. 7) Part Block H, Plan 734
(j) January 31, 2018	PR3278570	Town of Caledon (formerly Township of Albion)	Barile Group Inc. Highway 50 (Regional Road No. 50) Part Lot 26, Concession 7
(k) February 6, 2018	PR3281228	Town of Caledon (formerly Township of Albion)	Tarpa Construction Co. Ltd. Mayfield Road (Regional Road No. 14) Part of Lot 1, Concession 4
(l) February 8, 2018	PR3282108	Town of Caledon (formerly Township of Caledon)	Kimberley Leanne Foster Winston Churchill Boulevard (Regional Road No.19) Part Lot 33, Concession 6 West of Hurontario Street
(m) February 8, 2018	PR3282494	Town of Caledon (formerly Township of Albion)	2295943 Ontario Inc. Queen Street South (Regional Road No. 50) Part Lot A, Block 3, Plan Bol-7

Schedule "A" to By-law 45-2018

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(n)	February 9, 2018	PR3282582	City of Brampton of (formerly Township Chinguacousy)	TJMT Enterprise Limited Steeles Avenue East (Regional Road No. 15) Part Block A, Plan 676
(o)	January 30, 2001	PR39718	City of Brampton	1276806 Ontario Inc. Steeles Avenue East (Regional Road No. 15) Part Block A, Plan 676
(p)	February 22, 2018	PR3287595	City of Brampton (formerly Township of Chinguacousy)	Maple Lodge Farms Ltd. Winston Churchill Boulevard (Regional Road No. 19) Part Lot 2, Concession 6 West of Hurontario Street
(q)	February 22, 2018	PR3287596	City of Brampton (formerly Township of Chinguacousy)	John Wesley May, Margaret Elizabeth May, Robert Joseph May Winston Churchill Boulevard (Regional Road No. 19) Part Lot 2, Concession 6 West of Hurontario Street
(r)	March 21, 2018	PR3298848	Town of Caledon (formerly Township of Albion)	Robert Murray Ogilvie and Robin Elizabeth Ogilvie The Gore Road (Regional Road No. 8) Part Lot 29, Concession 3
(s)	April 16, 2018	PR3310513	Town of Caledon (formerly Township of Albion)	2033665 Ontario Limited Highway 50 (Regional Road No. 50) Part of Lot 1, Concession 7
(t)	September 15, 2010	PR1891128	Town of Caledon (formerly Township of Albion)	2033665 Ontario Limited Highway 50 (Regional Road No. 50) Part Lot 1, Concession 7

Schedule "A" to By-law 45-2018

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(u)	June 27, 2014	PR2555583	Town of Caledon	The Corporation of the Town of Caledon Coleraine Drive (Regional Road No. 150) Part Block 6, Plan 43M-1744 D-15004619E
(v)	April 4, 2018	PR3305442	City of Mississauga	2209449 Ontario Inc. Derry Road East (Regional Road 5) Part Lot 10, Concession 1 East Hurontario Street
(w)	June 20, 1989	LT1019734	City of Mississauga	The Hanson-Needler Corporation Derry Road East (Regional Road 5) Part 0.30m Reserve Block 33, Plan 43M-922
(x)	May 1, 2018	PR3317894	Town of Caledon (formerly Township of Albion)	Cancian Construction Limited King Street (Regional Road No. 9) Part Lot 4, Plan Bol-7
(y)	April 26, 2018	PR3314699	City of Mississauga (formerly Township Toronto)	Julien Di Ciano Dixie Road (Regional Road No. 4) Part Lot 5, Concession 1, South Dundas Street
(z)	April 2, 2004	PR616683	City of Brampton (formerly Township of Chinguacousy)	Highway 410 & Steeles Professional Centre Inc. Steeles Avenue East (Regional Road No. 15) Part Block A, Plan 676

THE REGIONAL MUNICIPALITY OF PEEL
SCHEDULE "B" to BY-LAW NUMBER 45-2018

(a) INSTRUMENT NUMBER PR3230064

Part Lot 1, Concession 2 East of Hurontario Street, Town of Caledon (formerly Township of Caledon) Regional Municipality of Peel designated as Parts 1, 2, 3, 4, 5 and 11 on Reference Plan 43R-37595

(b) INSTRUMENT NUMBER PR3233130

Part Lot 32, Concession 6 West of Hurontario Street, Town of Caledon (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Part 4 on Reference Plan 43R-20038

(c) INSTRUMENT NUMBER PR3108045

Part Lot 2, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Part 4 on Reference Plan 43R-37023

(d) INSTRUMENT NUMBER PR1950543

Firstly:

Part Lot 13, Concession 6, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Parts 9 and 10 on Reference Plan 43R-34679

Secondly:

Part Lot 13, Concession 6, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Part 11 on Reference Plan 43R-34679

(e) INSTRUMENT NUMBER PR3239157

Part Lot 8, Concession 6, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Part 2 on Reference Plan 43R-37807

(f) INSTRUMENT NUMBER PR3236964

Part Block 1, Plan 43M-1704, City of Mississauga, Regional Municipality of Peel designated as Part 6 on Reference Plan 43R-37899

(g) INSTRUMENT NUMBER PR904490

Part Lot 11, Concession 1 West of Hurontario Street, City of Mississauga (formerly Township of Toronto) Regional Municipality of Peel designated as Part 2 on Reference Plan 43R-30221

(h) INSTRUMENT NUMBER PR3254131

Part Lot 1, Concession 6 West of Hurontario Street, Town of Caledon (formerly Township of Caledon) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-37852

(i) INSTRUMENT NUMBER PR3269004

Part Block H, Plan 734, City of Mississauga (formerly Township of Toronto) Regional Municipality of Peel designated as Part 4 on Reference Plan 43R-37957

(j) INSTRUMENT NUMBER PR3278570

Part Lot 26, Concession 7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-37689

(k) INSTRUMENT NUMBER PR3281228

Part Lot 1, Concession 4, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Part 2 on Reference Plan 43R-37959

(l) INSTRUMENT NUMBER PR3282108

Part Lot 33, Concession 6 West of Hurontario Street, Town of Caledon (formerly Township of Caledon) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-37854

(m) INSTRUMENT NUMBER PR3282494

Part Lot A, Block 3, Plan Bol-7, Town of Caledon (formerly Township of Albion) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-37981

(n) INSTRUMENT NUMBER PR3282582

Part Block A, Plan 676, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel, designated as Parts 6, 7, 10, 11 and 12 on Reference Plan 43R-36869

(o) INSTRUMENT NUMBER PR39718

Part Block A, Plan 676, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel, designated as Parts 4, 5 and 6 on Reference Plan 43R-25024

(p) INSTRUMENT NUMBER PR3287595

Firstly:

Part Lot 2, Concession 6 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Part 1 on Reference Plan 43R-38028

Secondly:

Part Lot 2, Concession 6 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Parts 5, 6, 7, 12, 13 and 14 on Reference Plan 43R-31895

(q) INSTRUMENT NUMBER PR3287596

Firstly:

Part Lot 2, Concession 6 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Parts 2, 3, 4 and 14 on Reference Plan 43R-38028

Secondly:

Part Lot 2, Concession 6 West of Hurontario Street, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Parts 2, 3, 4, 8, 10 and 11 on Reference Plan 43R-31895

(r) INSTRUMENT NUMBER PR3298848

Part Lot 29, Concession 3, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 3 and 5 on Reference Plan 43R-37992

(s) INSTRUMENT NUMBER PR3310513

Firstly:

Part Lot 1, Concession 7, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 on Reference Plan 43R-37913

Secondly:

Part Lot 1, Concession 7, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Parts 28 and 29 on Reference Plan 43R-37913

(t) INSTRUMENT NUMBER PR1891128

Firstly:

Part Lot 1, Concession 7, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 2 on Reference Plan 43R-33446

Secondly:

Part Lot 1, Concession 7, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 14 on Reference Plan 43R-33446

(u) INSTRUMENT NUMBER PR2555583

Part Block 6, Plan 43M-1744, Town of Caledon, Regional Municipality of Peel designated as Part 3 on Reference Plan 43R-32519

(v) INSTRUMENT NUMBER PR3305442

Part Lot 10, Concession 1 East Hurontario Street, City of Mississauga, Regional Municipality of Peel designated as Parts 2 and 22 on Reference Plan 43R-38108

(w) INSTRUMENT NUMBER LT1019734

Part 0.30m Reserve Block 33, Plan 43M-922, City of Mississauga, Regional Municipality of Peel designated as Part 25 on Reference Plan 43R-38108

(x) INSTRUMENT NUMBER PR3317894

Part Lot 4, Block 4, Plan Bol-7, Town of Caledon (formerly Township of Albion), Regional Municipality of Peel, designated as Part 3 on Reference Plan 43R-37604

(y) INSTRUMENT NUMBER PR3314699

Part Lot 5, Concession 1 South Dundas Street, City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel designated as Part 5 on Reference Plan 43R-38082

(z) INSTRUMENT NUMBER PR616683

Part Block A, Plan 676, City of Brampton (formerly Township of Chinguacousy) Regional Municipality of Peel designated as Parts 1, 2, 3 and 4 on Reference Plan 43R-36869

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 46-2018

A by-law to reduce the speed limits on Regional Road 50 (Highway 50) from 80km/h to 70km/h from Regional Road 15 (Steeles Avenue East) to 500 metres north of Regional Road 14 (Mayfield Road); and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

WHEREAS, the Council of the Regional Corporation on the 24th day of January, 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under the jurisdiction of the Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has passed a resolution on the 12th day of July 2018, authorized the enactment of a by-law to amend By-law 15-2013 to reduce speed limits on Regional Road 50 (Highway 50) from 80 km/h to 70 km/h from Steeles Avenue East to 500 metres north of Mayfield Road;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 14 of Schedule A of By-law 15-2013 is amended by deleting the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
50	Regional Road 15	500 metres north of Regional Road 14	Anytime

2. That Part 13 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
50	Regional Road 15	500 metres north of Regional Road 14	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of July, 2018.

Regional Clerk

Regional Chair

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**

FOR OFFICE USE ONLY

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

DATE SUBMITTED YYYY/MM/DD 2018/07/11
--

NAME OF INDIVIDUAL(S) Adrian Woolley
--

POSITION(S)/TITLE(S) President
--

NAME OF ORGANIZATION(S) Peel Regional Police Association
--

E-MAIL awoolley@peelpa.ca	TELEPHONE NUMBER	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To speak to Item 16.1 on the Regional Agenda: Report from Principles Integrity titled "Region of Peel – Code of Conduct Complaint by Peel Regional Police Services Board Against Regional Councillor Parrish – Recommendation Report"

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

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

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

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

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