

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, April 26, 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. April 12, 2018 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **CONSENT AGENDA**

7. **DELEGATIONS**

7.1. **Shelley White, Board Chair and Margo Hunnisett, Vice-Chair, Community Door Services Network**, Providing an Update Regarding the Community Door Initiatives (Related to 16.1) **(Presentation now available)**

~~7.2. **Kren Clause, Owner's Representative, JC Mini Storage Inc.; and Clare Riepma, President, Riepma Consultants Inc.**, Regarding Development Charges, 7865 King Street, Town of Caledon, Ward 4 (WITHDRAWN)~~

7.3. **Deb Henry, Retail Worker**, Regarding the Statutory Holidays for Retail Workers and the Holiday Shopping By-law in the Region of Peel (Related to 7.4)

7.4. **Corey Nilsson, Retail Worker**, Regarding the Holiday Shopping By-law in the Region of Peel (Related to 7.3)

7.5. **Justin Terry, Regional Economic Analyst, Transport Canada**, Regarding the Region of Peel Staff Report titled "Establishing the Smart Freight Centre - Working with a Collaborative Network to Improve Goods Movement in Peel Region" (Related to 12.4, 13.1 and 13.2) **(Presentation now available)**

7.6. **Don Given, Planner, Malone Given Parsons Ltd., on behalf of Mayfield West Phase 2-Stage 2 Landowners**, Regarding the Growth Management Reports on the Regional Council Agenda (Related to 8.1 to 9.7 inclusive)

8. GROWTH MANAGEMENT

(Items 8.1 to 9.4 inclusive were deferred from the April 12, 2018 Regional Council meeting under Resolutions 2018-269 and 201-270)

- 8.1. Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel (Oral) (Related to 7.6, 8.2 to 9.7 inclusive)
Presentation by Arvin Prasad, Director, Integrated Planning, and Steve Jacques, Director of Growth Management Strategy
- 8.2. Current Provincial Land Use Planning Context (Related to 7.6, 8.1 and 8.3 to 9.7 inclusive)
- 8.3. Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel (Related to 7.6 to 8.2 inclusive and 8.4 to 9.7 inclusive)
- 8.4. Implications on the Growth Management Work Plan as a Result of Provincial Policy Directions (For information) (Related to 7.6 to 8.3 inclusive and 8.5 to 9.7 inclusive)
- 8.5. GTA West Corridor/Northwest Greater Toronto Area Corridor Identification Study Update (For information) (Related to 7.6 to 8.4 inclusive and 9.1 to 9.7 inclusive)

9. COMMUNICATIONS

- 9.1. **Kathryn McGarry, Minister of Transportation**, Letter dated March 6, 2018, Providing an Update on the GTA West Environmental Assessment Study (Receipt recommended) (Related to 7.6 to 8.5 inclusive and 9.2 to 9.7 inclusive)
- 9.2. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated March 13, 2018, Providing a Copy of a City of Brampton Resolution Regarding GTA West Corridor (Receipt recommended) (Related to 7.6 to 9.1 inclusive and 9.3 to 9.7 inclusive)
- 9.3. **Graham Milne, Regional Clerk, Region of Halton**, Letter dated April 5, 2018, Providing a Copy of the Region of Halton Resolution and Report titled "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study (Receipt recommended) (Related to 7.6 to 9.2 inclusive, 9.4 to 9.7 inclusive)
- 9.4. **Kathryn McGarry, Minister of Transportation**, Letter dated March 27, 2018, Responding to a Letter from Regional Chair Dale Regarding the Mayfield West Phase Two Residential Development and its Proposed Connection to Highway 410 at the Valleywood Boulevard Interchange (Receipt recommended) (Related to 7.6 to 9.3 inclusive, 9.5 to 9.7 inclusive)
- 9.5. **Don Given, President, Malone Given Parsons Ltd.**, Letter dated April 11, 2018, Regarding Growth Management – Request for the Inclusion of the Mayfield West Phase 2 – Stage 2 Lands in the Regional Settlement Boundary (Receipt recommended) (Related to 7.6 to 9.4 inclusive and 9.6 and 9.7)

9.6. **Shawn Parry, Acting Regional Director, Municipal Services Office, Ministry of Municipal Affairs and Ministry of Housing**, Letter dated April 13, 2018, Regarding the Provincial Review Follow-up Comments to the Draft Regional Official Plan Amendment, Ninth Line Lands, City of Mississauga (Receipt recommended) (Related to 7.6 to 9.5 inclusive and 9.7)

9.7. **Terri Brenton, Legislative Coordinator, City of Brampton**, Email dated April 24, 2018, Providing a Copy of the City of Brampton Council Resolution Regarding Growth Management (Receipt recommended) (Related to 7.6 to 9.6 inclusive)

10. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

10.1. Update on Peel's Changing Economic Environment (For information) (Related to 10.2)

Presentation by Norm Lum, Director, Business and Financial Planning and Judith McWhinney, Economist

10.2. 2018 Annual Update on Region of Peel's Financial Condition (For information) (Related to 10.1)

10.3. Appointment of Deputy Clerks (Related to By-law 24-2018 and By-law 25-2018)

10.4. Amendments to the Records Retention By-law 1-2007 (Related to By-law 26-2018)

10.5. 2017 Annual Transparency and Accountable Government Report (For information)

10.6. Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2018) meeting held on April 12, 2018

11. COMMUNICATIONS

11.1. **Bill Mauro, Minister of Municipal Affairs**, Letter dated March 6, 2018, Advising of Approved Reforms to Municipal Eligible Investment Authorities to Provide Broader Investment Options (Referral to Finance recommended)

11.2. **Jeff Leal, Minister of Agriculture, Food and Rural Affairs and Minister Responsible for Small Business**, Letter dated March 23, 2018, Regarding Applications for the 2018 Award for the Agri-Food Innovation Excellence (Receipt recommended)

12. ITEMS RELATED TO PUBLIC WORKS

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

12.1. Watershed Planning Guidance for Land Use Planning Authorities

12.2. Provincial Natural Heritage System for the Growth Plan and Agricultural System for the Greater Golden Horseshoe (For information) (Related to 13.3)

- 12.3. Emergency Detour Route Plan for 400 Series Highways and King's Highways in the Region of Peel (Related to By-law 27-2018)
- 12.4. Establishing the Smart Freight Centre – Working with a Collaborative Network to Improve Goods Movement in Peel Region (Related to 7.4, 13.1 and 13.2)
- 12.5. New Ten-Year Agreement with the Ontario Clean Water Agency for the Management, Operations and Maintenance of the South Peel Water and Wastewater Facilities, Document 2018-324N

13. COMMUNICATIONS

- 13.1. **Dr. Elfaki Hassini, Professor and Chair, Operations Management, DeGroote School of Business, McMaster University; Dr. Brent Sleep, Professor and Chair, Department of Civil and Mineral Engineering, University of Toronto; and, Dr. Jit Sharma, Professor and Chair, Department of Civil Engineering, York University,** Letter dated April 16, 2018, Providing Support to the Region of Peel in Establishing the Smart Freight Centre (Receipt recommended) (Related to 7.4, 12.4 and 13.2)
- 13.2. **Antoine Belaieff, Director, Regional Planning, Metrolinx,** Letter dated April 18, 2018, Endorsing the Region of Peel's Efforts to Establish a Smart Freight Centre (Receipt recommended) (Related to 7.4, 12.4 and 13.1)
- 13.3. **Laura Dean, Aird and Berlis LLP, on behalf of Transmetro Properties Limited,** Letter dated April 24, 2018, Regarding Item 12.2 Report listed on the April 26, 2018 Regional Council Agenda titled "Provincial Natural Heritage System for the Growth Plan and Agricultural System for the Greater Golden Horseshoe" (Receipt recommended) (Related to 12.2)

14. ITEMS RELATED TO HEALTH

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

- 14.1. Smile with Confidence Pilot Adult Dental Program (For information)
- 14.2. 2017 Children's Oral Health Annual Report (For information)
- 14.3. Update on the Region of Peel's Preparedness Planning for the Aging Population (For information)
- 14.4. New Long Term Care Bed Capacity in Peel

15. COMMUNICATIONS

- 15.1. **Irene Ostrowski, Administrative Assistant - Policy, Association of Municipalities of Ontario (AMO),** E-mail dated February 21, 2018, Providing a Copy of a Letter sent to the Premier of Ontario, the Minister of Seniors Affairs and the Minister of Health and Long-Term Care, Regarding Commitments Made Through Aging with Confidence: Ontario's Action Plan for Seniors (Receipt recommended)

16. ITEMS RELATED TO HUMAN SERVICES

Chaired by Councillor M. Medeiros or Vice-Chair Councillor J. Downey

- 16.1. Community Door Funding Update (For information) (Related to 7.1)
- 16.2. Increased 2018 Federal/Provincial Funding and Priorities for Peel's Early Years and Child Care System (Related to 16.3)
- 16.3. Supply and Implementation of Public Sector Grants Management Technology Solution - Document 2017-724P (Related to Item 16.2)

17. COMMUNICATIONS

18. OTHER BUSINESS

19. NOTICE OF MOTION/MOTION

20. BY-LAWS

Three Readings

By-law 24-2018: A by-law to set out the duties of the Regional Clerk, and to appoint a Deputy Clerk, and to repeal By-law 8-97. (Related to Item 10.3 and By-law 25-2018)

By-law 25-2018: A by-law to designate a head of the Regional Municipality of Peel, and to appoint a Deputy Clerk, and to delegate the powers and duties of the head for the purposes of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. M. 56, as amended, and to repeal By-law 32-97. (Related to 10.3 and By-law 24-2018)

By-law 26-2018: A by-law to amend By-law 1-2007, titled the "Records Retention By-law". (Related to 10.4) **(A copy of Schedule A is available from the Office of the Regional Clerk for viewing)**

By-law 27-2018: A by-law to temporarily suspend Heavy Truck Restrictions on Regional Roads in the event an Emergency Detour Route is activated; and, to amend By-law 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel. (Related to 12.3)

21. IN CAMERA MATTERS

- 21.1. Closed Session Report of the ROPA 30 Appeals Oversight Committee (R30AOC-1/2018) meeting held on April 12, 2018

21.2. Workplace Safety and Insurance Board Proposed Settlement (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)

22. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

23. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
April 12, 2018**

Regional Chair Dale called the meeting of Regional Council to order at 9:32 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	G. Miles
J. Downey	E. Moore
C. Fonseca	M. Palleschi
G. Gibson	C. Parrish
A. Groves	K. Ras
N. Iannicca*	P. Saito
J. Innis	B. Shaughnessy
L. Jeffrey	J. Sprovieri
J. Kovac	A. Thompson

Members Absent: **R. Starr** **Due to illness**

Also Present: D. Szwarc, Chief Administrative Officer; L. Graham-Watson, 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; Dr. J. Hopkins, 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 - Nil

* See text for arrivals

◆ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. April 5, 2018 Regional Council meeting

Moved by Councillor McFadden,
Seconded by Councillor Ras;

That the minutes of the April 5, 2018 Regional Council meeting be approved.

Carried 2018-268

4. APPROVAL OF AGENDA

Councillor Saito advised that Councillors were not afforded sufficient time to review the reports related to Growth Management listed on the Revised Agenda for the April 12, 2018 Regional Council meeting. Councillor Saito requested that all items listed on the Growth Management section of the agenda be deferred to the next meeting of Regional Council.

In response to a question from Councillor Moore, Janette Smith, Commissioner of Public Works, advised that the Public Meetings for the Growth Management and Transportation Regional Official Plan Amendments were cancelled and put on hold as a result of the provincial announcement to cancel the GTA West Corridor Environmental Assessment Study. Subsequent to that announcement, the province released the Municipal Comprehensive Review Guidance Document (draft Guidance Document). The significance of the proposed Guidance Document requirements resulted in reports from Region of Peel staff having to be re-written. She noted that the draft Guidance Document, in its current form, would delay the draft Growth Management Regional Official Plan Amendment and related Public Meeting to 2021 or 2022.

The Commissioner of Public Works advised that comments on the draft Municipal Comprehensive Review Guidance Document are due to the Ministry of Municipal Affairs by May 7, 2018.

Moved by Councillor Saito,
Seconded by Councillor Parrish;

That the Growth Management related reports and communications listed on the April 12, 2018 Regional Council agenda, being items 8.2 to 9.4 inclusive, be deferred to the April 26, 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; S. McFadden; M. Medeiros; G. Miles; E. Moore; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri	Total 21
Opposed	M. Palleschi; A. Thompson	2
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	R. Starr	1

Carried 2018-269

Moved by Councillor Saito,
Seconded by Councillor Parrish;

That the presentation listed as Item 8.1 on the April 12, 2018 Regional Council agenda be deferred to the April 26, 2018 Regional Council meeting.

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

Carried 2018-270

Moved by Councillor Miles,
Seconded by Councillor Moore;

That section 5.4.11 of Region of Peel Procedure By-law 9-2018 be waived in order to permit Don Given, Planner, Malone Given Parsons Ltd., to delegate to both the April 12, 2018 and April 26, 2018 Regional Council meetings regarding the Growth Management Reports.

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; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 20
Opposed	C. Parrish; K. Ras; P. Saito	3
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	R. Starr	1

Carried by a 2/3 majority vote 2018-271

Moved by Councillor Parrish,
Seconded by Councillor Saito;

That that the agenda for the April 12, 2018 Regional Council meeting include a communication from the City of Brampton regarding Growth Management, to be dealt with under Items Related to Growth Management – Item 9.5;

And further, that the agenda for the April 12, 2018 Regional Council meeting include an oral item regarding the Council Expense Policy, to be dealt with under Other Business – Item 18.1;

And further, that the agenda for the April 12, 2018 Regional Council meeting be approved, as amended.

Carried 2018-272

Related to 2018-269 and 2018-270

Councillor Iannicca arrived at 9:37 a.m.

Councillor Crombie arrived at 9:39 a.m.

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

Item 7 was dealt with.

7. CONSENT AGENDA

Moved by Councillor Ras,
Seconded by Councillor Palleschi;

That the following matters listed on the April 12, 2018 Regional Council Agenda be approved under the Consent Agenda:

- 10.1. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 3 (Britannia Road) in the Area of Streetsville to Heartland, City of Mississauga, Wards 6 and 11
- 10.2. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement a Westbound Left Turn Prohibition in the Morning and Afternoon Peak Periods from Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road Intersection (Buses Excepted), City of Brampton, Wards 4 and 6
- 13.1. Dr. Helena Jaczek, Minister of Health and Long-Term Care, Letter dated March 22, 2018, Advising of Additional Funding to Support Public Health Programs and Services in the Peel Community
- 14.1. Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel
- 15.1. Sonya Pacheco, Legislative Coordinator, City of Brampton, Letter dated March 13, 2018, Regarding the Peel Affordable Transportation Program - Brampton
- 15.2. Michael Coteau, Minister of Community and Social Services, E-mail dated March 29, 2018, Responding to a Letter from Regional Chair Dale, Regarding Income Security Reform
- 16.1. 2018 Final Levy By-law
- 16.3. 2017 Capital Performance and Impact on Capital Reserves and Reserve Funds
- 16.4. Budget Policy and Reserve Management Policy Compliance Update - December 31, 2017
- 16.5. 2017 Region of Peel United Way Campaign
- 16.6. Municipal Access Agreement for Access to the Region of Peel Right-of-Ways
- 16.8. Report of the Debt Issuance Committee (DEBT-1/2018) meeting held on March 22, 2018
- 17.1. Dipika Damerla, Minister of Seniors Affairs, Letter dated March 2018, Regarding Nominations for the 2018 Senior of the Year Award
- 17.2. Robert Serpe, Executive Director, Peel Police Services Board, Letter dated March 26, 2018, Regarding 2017 External Funding Assistance – Public Police Programs

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; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 23
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	R. Starr	1

Carried 2018-273

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

10.1. **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 3 (Britannia Road) in the Area of Streetsville to Heartland, City of Mississauga, Wards 6 and 11**

Moved by Councillor Ras,
Seconded by Councillor Palleschi;

That the existing 60 kilometre per hour posted speed limit on Regional Road 3 (Britannia Road) be reduced to 50 kilometers per hour from 195 meters (640 feet) west of Tillsdown Road/ River Grove Avenue to 70 meters (230 feet) east of Creditview Road;

And further, that the existing 70 kilometre per hour posted speed limit on Regional Road 3 (Britannia Road) be reduced to 60 kilometres per hour from 70 meters (230 feet) east of Creditview Road to 70 meters (230 feet) east of Terry Fox Way / Silken Laumann Way;

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

And further, that the Peel Regional Police and the City of Mississauga be advised.

Carried 2018-274

Related to 2018-301

- 10.2. **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement a Westbound Left Turn Prohibition in the Morning and Afternoon Peak Periods from Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road Intersection (Buses Excepted), City of Brampton, Wards 4 and 6**

Moved by Councillor Ras,
Seconded by Councillor Palleschi;

That a westbound left turn prohibition be implemented on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods from Monday to Friday, buses excepted;

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

And further, that Peel Regional Police and City of Brampton be advised.

Carried 2018-275

Related to 2018-301

- 13.1. **Dr. Helena Jaczek, Minister of Health and Long-Term Care**, Letter dated March 22, 2018, Advising of Additional Funding to Support Public Health Programs and Services in the Peel Community

Received 2018-276

- 14.1. **Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel**

Moved by Councillor Ras,
Seconded by Councillor Palleschi;

That Stella Danos-Papaconstantinou be appointed as Ontario Works Administrator in accordance with Section 43 of the *Ontario Works Act, 1997*;

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

Carried 2018-277

- 15.1. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated March 13, 2018, Regarding the Peel Affordable Transportation Program - Brampton

Received 2018-278

- 15.2. **Michael Coteau, Minister of Community and Social Services**, E-mail dated March 29, 2018, Responding to a Letter from Regional Chair Dale, Regarding Income Security Reform

Received 2018-279

16.1. **2018 Final Levy By-law**

Moved by Councillor Ras,
Seconded by Councillor Palleschi;

That the Region of Peel, as an upper-tier municipality, adopt the property tax rate calculation adjustment, as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled "2018 Final Levy By-law", for the purpose of determining the tax revenue that is used to establish the allowable maximum 2018 revenue limit (2018 notional tax revenue);

And further, that the 2018 Operating Budget be adjusted to include the technical adjustment, as outlined in the subject report;

And further, that the necessary by-law be presented for enactment, to both adopt the property tax rate calculation adjustment, and apportion the 2018 Regional net levy requirement of \$1,040,087,710 to the Cities of Brampton and Mississauga and the Town of Caledon, in accordance with the Council-approved apportionment formula, attached as Appendix I to the subject report.

Carried 2018-280

Related to 2018-301

16.3. **2017 Capital Performance and Impact on Capital Reserves and Reserve Funds**

Received 2018-281

Related to 2018-298

16.4. **Budget Policy and Reserve Management Policy Compliance Update - December 31, 2017**

Received 2018-282

16.5. **2017 Region of Peel United Way Campaign**

Received 2018-283

16.6. **Municipal Access Agreement for Access to the Region of Peel Right-of-Ways**

Moved by Councillor Ras,
Seconded by Councillor Palleschi;

That The Regional Municipality of Peel enter into a Municipal Access Agreement with each telecommunications company with equipment in the Region's right-of-ways in a form that is satisfactory to the Regional Solicitor;

And further, that all telecommunications companies without existing telecommunications equipment in the Region's right-of-ways be required to enter into a Municipal Access Agreement prior to receiving a road occupancy permit;

And further, that staff be authorized to deny road occupancy permits to telecommunications companies that have not executed a Municipal Access Agreement;

And further, that the Region's duly authorized signing officers be authorized to execute all necessary agreements and any subsequent extension agreements.

Carried 2018-284

16.8. **Report of the Debt Issuance Committee (DEBT-1/2018) meeting held on March 22, 2018**

Received 2018-285

17.1. **Dipika Damerla, Minister of Seniors Affairs**, Letter dated March 2018, Regarding Nominations for the 2018 Senior of the Year Award

Received 2018-286

17.2. **Robert Serpe, Executive Director, Peel Police Services Board**, Letter dated March 26, 2018, Regarding 2017 External Funding Assistance – Public Police Programs

Received 2018-287

Moment of Silence for Victims of the Humboldt Broncos Tragedy

A moment of silence was observed in honour of the victims who lost their lives in the Humboldt Broncos tragedy that occurred in Saskatchewan on April 6, 2018.

Regional Chair Dale recognized Members of Regional Council who were wearing hockey jerseys in support of the Humboldt Broncos hockey team, their families and the Town of Humboldt.

Councillor Thompson paid tribute to Bill Rea, Editor of the Caledon Citizen, who passed away on Sunday, April 8, 2018, noting that as a journalist, Mr. Rea covered the Town of Caledon and Regional Council for many years and served his community well.

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

6. DELEGATIONS

6.1. **Michael Gyovai, Resource Development Manager, Abby Da Silva, Program Director and Jim Turner, Executive Director, Boys and Girls Club of Peel,** Providing an Introduction to the Boys and Girls Club of Peel, the Club’s Mission/Vision, Needs for 2018/2019 and Requesting a Working Collaboration with the Region of Peel

Received 2018-288

Related to 2018-289

Moved by Councillor Medeiros,
Seconded by Councillor Groves;

That the presentation by representatives of the Boys and Girls Club of Peel be referred to Human Services staff for report back to a future meeting of Regional Council on how other regional jurisdictions provide funding to Boys and Girls Clubs;

And further, that the future report include information on how funding for Boys and Girls Clubs are coordinated in other two-tier government jurisdictions;

And further, that the future report to Regional Council include details regarding the number of youth who participate in the Boys and Girls Club of Peel, how participants qualify for programs and the amount of funding provided by the Region of Peel.

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; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 23
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	R. Starr	1

Carried 2018-289

Related to 2018-288

Michael Gyovai, Resource Development Manager, Boys and Girls Club of Peel introduced Abby Da Silva, Program Director and Jim Turner, Executive Director, who shared information on the role of the Boys and Girls and Club in Peel and discussed opportunities for collaborating with future regional and local governments.

Abby Da Silva advised that in the Region of Peel, the Boys and Girls Club operates as a group that provides outreach programs in Brampton, Caledon and Mississauga, including after school programs that provide a safe space for children to go and receive homework support and healthy snacks and an introduction to physical literacy and youth leadership. The Boys and Girls Club of Peel has also partnered with Peel Living to offer programs in community rooms, including employment programs for youth.

Jim Turner noted the excellent relationships the Boys and Girls Club of Peel has with corporate sponsors and he described the financial pressures the Club is facing, such as being required to pay taxes on rent for office space secured through the City of Brampton. He provided information on how other jurisdictions provide support to their local Boys and Girls Clubs and stated that while the Region of Peel provides a sustainability grant to the Club, there is a need to explore opportunities that would enable Boys and Girls Club Peel to reduce the waitlist for programs to meet the needs of the community.

The delegates requested that Regional Council direct staff to research how other regional jurisdictions work with Boys and Girls Clubs and clarify how funding is coordinated in a two-tier government.

Councillor Groves advised that the Youth Centre in Bolton is run by volunteers who could assist the Boys and Girls Club program in Caledon to meet its adult/child supervision ratios and provide other needed resources.

Councillor Sprovieri requested that the future staff report include details regarding the number of youth who participate in the Boys and Girls Club of Peel, qualifications for participation and the amount of funding provided by the Region of Peel.

6.2. **Tammy Laporte, Retail Worker**, Regarding the Holiday Shopping By-law in the Region of Peel

Received 2018-290

Related to 2018-291

Janette Smith, Commissioner of Public Works, advised that in December 2017, provincial legislation was passed allowing municipalities to implement their own by-laws related to retail business holidays. Council subsequently directed Region of Peel staff to bring back a recommended approach for Peel. Staff have been conducting public consultations on the *Retail Business Holidays Act* and Staff will be reporting to Regional Council in June, 2018 with recommendations for a Region of Peel Retail Business Holidays By-law, based on input that has been received.

Tammy Laporte, Retail Worker, stated that currently, most retailers must remain closed on nine statutory holidays. She advised that local retail holiday by-laws could jeopardize those nine statutory closings which would affect approximately 60,000 retail workers in the Region of Peel. Tammy Laporte stated that in her opinion, most retailers should remain closed on the nine statutory holidays as they provide for valuable time for retailers to spend with their families.

In response to a question from Councillor Medeiros, Tammy Laporte advised that working on Sundays used to be voluntary and a premium was paid, however, Sundays are now considered to be part of the regular work week.

6.3. **Karen Lobb, Retail Store Bookkeeper**, Regarding the Holiday Shopping By-law in the Region of Peel

Received 2018-291

Related to 2018-290

Karen Lobb, Retail Store Bookkeeper, expressed concern regarding the potential for retail workers to be required to work on statutory holidays and lose time that is currently available for workers to spend with their families. She requested that members of Regional Council consider the impact to retail workers when implementing retail business holiday by-laws.

In response to a question from Councillor Parrish, Karen Lobb advised that, to the best of her knowledge, retail businesses that are open on statutory holidays do not make more money, rather, the money spent by patrons is spread over more days.

The Chief Administrative Officer stated that staff would research available literature to identify any empirical evidence related to the financial impact of retail establishments being open on statutory holidays.

Regional Chair Dale advised that there would be similar delegations on the subject of Retail Business Holidays appearing on the agenda for the next three Regional Council meetings.

6.4. **Don Given, Planner, Malone Given Parsons Ltd.**, on behalf of Mayfield West Phase 2-Stage 2 Landowners Regarding to the Growth Management Reports listed on the April 12, 2018 Regional Council Agenda

Received 2018-292

Related to 2018-271, 2018-293 and 2018-294

Moved by Councillor Medeiros;

That in accordance with section 5.4.9 of Region of Peel Procedure By-law 9-2018, the time for the delegation by Don Given, Planner, Malone Given Parsons Ltd., to present be extended.

Carried 2018-293

Related to 2018-292 and 2018-294

Moved by Councillor Downey,
Seconded by Councillor Thompson;

That the letter dated April 11, 2018, attached to the presentation of Don Given, Planner, Malone Given Parsons Ltd., be referred to staff for response to the questions contained therein at the April 26, 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; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; A. Thompson	Total 23
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	R. Starr	1

Carried 2018-294

Related to 2018-292 and 2018-293

Don Given, Planner, Malone Given Parsons Ltd., on behalf of the Mayfield West Phase 2 – Stage 2 landowners (MW2-2), requested that Regional Council direct staff to request that the Province advance the settlement boundary expansion for the MW2-2 lands independent of the Peel 2041 Growth Management Regional Official Plan Amendment (ROPA) to allow for the completion of the Mayfield West community, as planned.

Don Given presented a detailed history of growth projection changes and decisions in support of the request to Regional Council, noting that the settlement boundary for the MW2-2 lands is an extension of the ongoing Municipal Comprehensive Review to address future population and employment forecasts.

Councillor Groves requested that staff include an explanation of the 2031B growth forecast numbers at the April 26, 2018 Regional Council meeting.

Councillor Downey requested that the letter dated April 11, 2018, attached to the presentation of Don Given, Malone Given Parsons Ltd., be referred to staff and that staff provide a response to the questions raised in the letter at the April 26, 2018 Regional Council meeting.

8. GROWTH MANAGEMENT

8.1. Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel (Oral)

Presentation by Arvin Prasad, Director, Integrated Planning and Steve Jacques, Director, Growth Management Strategy

This item was deferred under Resolution 2018-269

8.2. Current Provincial Land Use Planning Context

This item was deferred under Resolution 2018-269

8.3. Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel

This item was deferred under Resolution 2018-269

8.4. Implications on the Growth Management Work Plan as a Result of Provincial Policy Directions

This item was deferred under Resolution 2018-269

8.5. GTA West Corridor/Northwest Greater Toronto Area Corridor Identification Study Update

This item was deferred under Resolution 2018-269

9. COMMUNICATIONS

9.1 Kathryn McGarry, Minister of Transportation, Letter dated March 6, 2018, Providing an Update on the GTA West Environmental Assessment Study

This item was deferred under Resolution 2018-269

9.2 Sonya Pacheco, Legislative Coordinator, City of Brampton, Letter dated March 13, 2018, Providing a Copy of a City of Brampton Resolution Regarding the GTA West Corridor

This item was deferred under Resolution 2018-269

9.3 Graham Milne, Regional Clerk, Region of Halton, Letter dated April 5, 2018, Providing a Copy of the Region of Halton Resolution and Report titled "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study"

This item was deferred under Resolution 2018-269

- 9.4. **Kathryn McGarry, Minister of Transportation**, Letter dated March 27, 2018, Responding to a Letter from Regional Chair Dale Regarding the Mayfield West Phase Two Residential Development and its Proposed Connection to Highway 410 at the Valleywood Boulevard Interchange

This item was deferred under Resolution 2018-269

- 9.5. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated April 11, 2018, Providing a Copy of the City of Brampton Resolution Regarding Growth Management

Received 2018-295

Related to 2018-294

10 **ITEMS RELATED TO PUBLIC WORKS**
Chaired by Vice-Chair Councillor A. Groves

10.3. **Amendments to the Region of Peel Area Weed Inspector By-law**

Moved by Councillor Ras,
Seconded by Councillor Parrish;

That the proposed revisions to the Region of Peel Area Weed Inspector By-law 73-75 as outlined in the report of the Commissioner of Public Works titled "Amendments to the Region of Peel Area Weed Inspector By-law", be approved;

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

In Favour	G. Carlson; D. Cook; 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; A. Thompson	Total 22
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; R. Starr	2

Carried 2018-296

Related to 2018-301

The Regional Solicitor was requested by Councillor Ras to report to a future meeting of Regional Council regarding the roles of the local and Regional Area Weed Inspectors to determine if there is duplication of responsibilities and any opportunities for delegation.

11. **COMMUNICATIONS - Nil**

12. **ITEMS RELATED TO HEALTH**

13. **COMMUNICATIONS**

This item was dealt with under Consent Agenda

14. **ITEMS RELATED TO HUMAN SERVICES**

This item was dealt with under Consent Agenda

15. **COMMUNICATIONS**

These items were dealt with under Consent Agenda

16. **ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES**

Chaired by Councillor C. Fonseca

16.2. **2017 Operating Financial Triannual Performance Report - Year End (Unaudited)**

Presentation by Norm Lum, Director, Business and Financial Planning

Received 2018-297

Moved by Councillor Ras,
Seconded by Councillor Parrish;

That the 2017 surplus management actions, as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled "2017 Operating Financial Triannual Performance Report – Year End (Unaudited)," be implemented.

In Favour	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; C. Parrish; K. Ras; P. Saito; J. Sprovieri; A. Thompson	Total 19
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	G. Carlson; D. Cook; M. Palleschi; B. Shaughnessy; R. Starr	5

Carried 2018-298

Related to 2018-281

Norm Lum, Director, Business and Financial Planning, presented the 2017 Financial Performance Update, highlighting budget variances in the tax supported operating budget and utility operating budget, and sufficient reserves for financial flexibility. Region of Peel management recommends that the Regional tax variance of \$17.4 M be utilized to reduce the debt that needs to be issued for the Peel Manor Seniors Health and Wellness Centre and the utility rate variance of \$7.1M be used to support the state of good repair of water and wastewater infrastructure.

Norm Lum highlighted that the operating variance is less than three per cent of the total budget; capital work is progressing as planned; and, the management of the surplus will improve financial flexibility and reduce the need to issue debt.

In response to a question from Councillor Ras, the Commissioner of Public Works undertook to investigate what was driving the additional waste tonnage collected in 2017.

16.7. Regional Chair Election Compliance Audit Committee

Moved by Councillor Ras,
Seconded by Councillor Iannicca;

That Regional Council establish a Peel Election Compliance Audit Committee for the Office of Regional Chair position only, according to Section 88.37 (1) of the *Municipal Elections Act, 1996*, as amended (the Act);

And further, that the Terms of Reference attached as “Appendix I” to the report of the Commissioner of Corporate Services, titled “Regional Chair Election Compliance Audit Committee”, be approved;

And further, that the Regional Clerk be delegated the authority to advertise for applicants, review applications, conduct interviews, and appoint members to the Committee;

And further, that the remuneration of \$175 per diem, plus mileage rate of \$0.55 cents per kilometer be approved for members of the Peel Election Compliance Audit Committee and follow the same process as outlined in the Business Expenses Accounts – Members of Council Policy Number F30-02.

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; S. McFadden; M. Medeiros; G. Miles; E. Moore; C. Parrish; K. Ras; P. Saito; J. Sprovieri; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	M. Palleschi; B. Shaughnessy; R. Starr	3

Carried 2018-299

In response to a question from Councillor Ras, the Regional Clerk advised that the total amount of per diems paid will depend on the number of audits that are required.

In response to a question from Councillor Iannicca, the Regional Clerk advised that Region of Peel staff are supporting local municipal Clerk’s staff where possible and are working to create as many efficiencies as possible relating to the municipal election.

17. COMMUNICATIONS

These items were dealt with under Consent Agenda

18. OTHER BUSINESS

18.1 Council Expense Policy (Oral)

Moved by Councillor Saito,
Seconded by Councillor Medeiros;

That staff report to a future meeting of Regional Council with a proposed fee for the use of mobile signs by Regional Councillors;

And further, that the future staff report include the consideration of fees for the placement of signs on arterial roads versus side streets, the requirements of sign permits, the use of permanent sign holders in approved locations and the use of permanent signs that could generate advertising revenue when not being used for Regional purposes.

In Favour	G. Carlson; D. Cook; B. Crombie; C. Fonseca; G. Gibson; 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; J. Sprovierj; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	J. Downey; A. Groves; B. Shaughnessy; R. Starr	4

Carried 2018-300

Councillor Saito stated that it was the understanding of members of the Council Expense Policy Review Committee that staff would be reporting to Regional Council with a proposed fee for the use of mobile signs and that Councillors would be retroactively charged for use of the signs, once a fee was approved by Regional Council. She stated that she received a charge of \$170 from the Region of Peel for the use of a mobile sign which is considerably higher than the fee charged by the City of Mississauga.

Councillor Medeiros requested that staff consider charging a lower fee for mobile signs that, due to safety concerns, must be placed on a side street, as opposed to on an arterial road.

Councillor Gibson requested that the future report to Regional Council include information related to the requirement of permits for the placement of mobile signs.

Councillor Parrish suggested that consideration be given to the installation of permanent sign holders in approved locations to reduce the number of signs that are blown over in windy conditions.

Councillor Palleschi suggested that consideration be given to utilizing permanent signs that could generate advertising revenue when they are not required for Regional purposes.

Councillor Saito requested that charges for mobile signs be removed from Councillor Expense Statements until such time as Council approves an appropriate fee.

19. NOTICE OF MOTION/MOTION - Nil

20. BY-LAWS

Three Readings

By-law 18-2018: A by-law to reduce the speed limits on Regional Road 3 (Britannia Road) from 70 km/h to 60 km/h from 70 metres east of Terry Fox Way/Silken Laumann Way to 70 metres east of Creditview Road, and from 60 km/h to 50 km/h from 70 metres east of Creditview Road to 200 metres west of Tillsdown Road/River Grove Avenue; and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

By-law 19-2018: A by-law to prohibit westbound left turn in the morning and afternoon peak periods Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection (buses excepted); and to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

By-law 20-2018: A by-law to amend By-law 73-75, being a by-law to appoint an Area Weed Inspector for The Regional Municipality of Peel.

By-law 21-2018: A by-law to adopt estimates of all sums required during the year 2018 for the purposes of the Regional Corporation and to provide a general levy and special levies on lower-tier municipalities, and to elect to adjust the total assessment for property in a property class with changes to the tax roll for 2017 resulting from various prescribed events.

Moved by Councillor Palleschi,
Seconded by Councillor Parrish;

That the by-laws listed on the Regional Council agenda, being By-laws 18-2018 to 21-2018 inclusive, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2018-301

Related to 2018-274 to 2018-296 inclusive and 2018-280

21. IN CAMERA MATTERS

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

- Commencement of 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)

21.1 **Commencement of 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)**

Moved by Councillor Kovac,
Seconded by Councillor Fonseca;

That expropriation proceedings be commenced regarding the construction of a 1500mm watermain along Burnhamthorpe Road from Cawthra Road to Grand Park Drive and a 1500mm sanitary sewer on Cawthra Road from Burnhamthorpe Road East to Dundas Street East said proceedings for the acquisition of a permanent easement or rights in the nature of a permanent easement on, over, under and through the lands described as Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, being more particularly identified as Part 2 on draft reference plan 17-B7059 (1), prepared by Young & Young Surveying Inc., for the purposes of construction, installation, operation, maintenance, inspection, alteration, removal, replacement, reconstruction, enlargement and repair of sanitary sewers, drains, watermains and related appurtenances and accessories thereto, and for the acquisition of a temporary easement or rights in the nature of a temporary easement, for a term of four (4) years commencing upon registration of the plan of expropriation, on, over, under and through the lands described as Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, being more particularly identified as Part 1 on draft reference plan 17-B7059 (1), prepared by Young & Young Surveying Inc., for the purposes of entering upon and occupying the lands on an exclusive basis with all necessary vehicles, machinery, equipment and material required to facilitate and complete the construction of sanitary sewers, drains, watermains and related appurtenances and works ancillary thereto;

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

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

Carried 2018-302

22. BY-LAWS RELATING TO IN CAMERA MATTERS

Three readings

By-law 22-2018: A by-law to authorize an Application for Approval to Expropriate Land being Part of Lot 5, Registered Plan A-24, City of Mississauga, Regional Municipality of Peel, being more particularly identified as Parts 1 and 2 on draft reference plan 17-B7059 (1) prepared by Young & Young Surveying Inc.

Moved by Councillor Kovac,
Seconded by Councillor Fonseca;

That the by-law relating to In Camera Item 21.1 being By-law 22-2018, 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 2018-303

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Mahoney,
Seconded by Councillor Moore;

That By-law 23-2018 to confirm the proceedings of Regional Council at its meeting held on April 12, 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 2018-304

24. ADJOURNMENT

The meeting adjourned at 11:49 a.m.

Regional Clerk

Regional Chair

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/26	MEETING NAME Regional 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 2018/03/29
--

NAME OF INDIVIDUAL(S) Shelley White; Margo Hunnisett
--

POSITION(S)/TITLE(S) Board Chair; Vice-Chair
--

NAME OF ORGANIZATION(S) Community Door Services Network

E-MAIL barbara.mackenzie@communitydoor.ca	TELEPHONE NUMBER (647) 237-1634	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To provide Council with a report on the impact of the grant you provided to the Community Door and to engage with you throughout our journey over the next three years. Community Door currently delivers on its value proposition to improve capacity, accessibility and quality of human services within the Region of Peel. Community Door 2.0 will improve the manner in which we are able to do these things, and therefore further improve both the experience and outcomes for clients and member agencies alike. Community Door 2.0 is the next generation of our community hub concept for the Region of Peel.

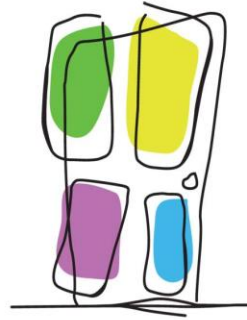
A formal presentation will accompany my delegation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input checked="" type="checkbox"/> Adobe File or equivalent (.pdf) <input type="checkbox"/> Picture File (.jpg)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

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

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

7.1-2



COMMUNITY door

Open for you.

Presentation to Regional Council

April 26, 2018

Shelley White

Community Door Board Chair

Community Door builds the **capacity**,
accessibility and **quality** of human services
in the Region of Peel.

Introduction



- Community Door was established in 2011
- Built by a volunteer Board and one part-time staff member
- Supported by the Region in 2015 with \$1M of funding, of which \$500k was advanced
- Funding was granted to invest in:
 - Income generation
 - Implementation of cost saving opportunities
 - Financial management
 - Operational oversight
- **Investment objective:** to create a thriving, sustainable human services hub for our community

What Happened **Next?**

We focused on the areas identified. By 2016 we had expanded to a second location.

We had made significant progress, but
we still had work to do!

2016-2018



COMMUNITYdoor

Open for you.

- Council approved an extension to the funding deadline to enable continued development with focus on:
 - Recruiting Business Development Director/Strategist to lead work on a long term sustainability plan
 - Service mix
 - Tenant mix
 - Location type(s)
 - Organizational excellence; client service excellence
 - Facilitated service integration
 - Tenant retention; marketing to attract new tenants
 - Physical improvements
 - Diversified revenue sources

Where are we **Today**?

We have been successful in creating **two** thriving, sustainable human service hubs within the region.

Where Are We Today?



COMMUNITYdoor

Open for you.

- Serving close to 100,000 Mississauga and Brampton residents every year
- Located in two clean, well-maintained facilities in transit-accessible areas
- Housing 11 service agencies
- Providing a range of human services such as
 - Training, employment and career development programs and services
 - Volunteer services
 - Newcomer assistance
 - Assistance for seniors, mental health, physical, and developmental disabilities for individuals and families
- Community Door has a \$2.4M revenue stream and continues to demonstrate sound and responsible financial management

The Challenges

We learned, as we built Community Door, that there are challenges associated with a shared service hub model:

1. **No two hubs are exactly the same**, even if they share the same banner and are within the same region
2. **While tenants say they would like to share** and collaborate, actual willingness to do so is very limited
3. **Attracting the skills & expertise** necessary to lead comprehensive strategic analysis is very difficult

In What areas do we still need to improve?



COMMUNITYdoor

Open for you.

- With assistance from tenant surveys and Environics research, key areas of focus for improvement were identified:
 - The need to develop a shared board vision of Community Door for after current lease period expires (“Community Door 2.0”)
 - Increasing tenant collaboration
 - Providing shared services in a variety of ways
 - Improving site layout/amenities fit with user profiles
 - Developing marketing and communications which will attract prospective tenants and the community
 - Lease renewal confirmations
 - Real estate requirements (Existing spaces vs. new/modified space)
 - New tenant acquisition

What will we do to ensure our hubs' **continued success** post 2020?



COMMUNITYdoor
Open for you.

Community Door 2.0

Project Start: 4/1/2018
Display Week: 2

TASK	PROGRESS	START	END	2018				2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
PHASE 1 - Determine Community Door 2.0 Agency and Program Mix	2%	4/1/18	12/4/18	█	█	█	█												
Analyze demographic trends	0%			█	█	█	█												
Analyze social service delivery needs	0%			█	█	█	█												
Conduct consultations with funders, agencies and other key stakeholders	2%			█	█	█	█												
PHASE 2 - Initiate Desired service delivery model and location	0%	1/5/19	1/7/20					█	█	█	█								
Engage current tenant members and new agencies to be members in Community Door 2.0	0%							█	█	█	█								
Confirm the best sites for Community Door 2.0	0%							█	█	█	█								
PHASE 3 - Design and Development	0%	1/8/20	1/12/21									█	█	█	█				
Work with tenant members to include shared services and integrated service delivery.	0%											█	█	█	█				
PHASE 4 - Open Community Door 2.0 in Brampton and Mississauga	0%	12/15/20	3/31/21													█	█	█	█
Newly configured Brampton Location	0%	12/15/20	3/31/21													█	█	█	█
Newly configured Mississauga Location	0%	4/13/21	11/30/21														█	█	█

How can **you** help?



- The Region's support will continue to be invaluable to Community Door
- In future, we hope you will continue to support us by:
 - Providing **Human services data** such as levels and type of services;
 - Providing **Demographic data** to enable us to identify emerging and future human services needs
 - Providing **Planning and real estate information** which might influence existing and/or future Community Door locations and footprint
 - Sharing the Region's vision** for human services and how Community Door can contribute to this.
 - Being a champion** for Community Door

Thank you.

We couldn't have done it without you.

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/26	MEETING NAME Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2018/02/26

NAME OF INDIVIDUAL(S) Kren Clause & Clare Riepma
--

POSITION(S)/TITLE(S) Owner's Representative & President

NAME OF ORGANIZATION(S) JC Mini Storage Inc. & Riepma Consultants Inc.
--

E-MAIL kclause@covergenet.biz	TELEPHONE NUMBER (905) 857-6000	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Regarding Development Charges for 7865 King Street, Town of Caledon

THIS ITEM WAS WITHDRAWN

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

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Request for Delegation

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

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/26	MEETING NAME Regional Council
---------------------------------------	----------------------------------

DATE SUBMITTED YYYY/MM/DD

April 4, 2018

NAME OF INDIVIDUAL(S)

Deb Henry

POSITION(S)/TITLE(S)

retail worker

NAME OF ORGANIZATION(S)

—

E-MAIL

[Redacted]

TELEPHONE NUMBER

EXTENSION

[Redacted]

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

statutory holidays are guaranteed days or rest for most retail workers, the holiday shopping by-law should remain the way it is. date requested: April 26

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt)

Adobe File or equivalent (.pdf)

Picture File (.jpg)

Video File (.avi, .mpg)

Other

Additional printed information/materials will be distributed with my delegation: Yes

No

Attached

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Request for Delegation

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Brampton, ON L6T 4B9
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E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
April 4, 2018

NAME OF INDIVIDUAL(S)
Corey Nilsson

POSITION(S)/TITLE(S)
retail worker

NAME OF ORGANIZATION(S)
retail workers

E-MAIL [REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION [REDACTED]
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
holiday shopping by-law in Peel Region

date requested: April 26, 18

A formal presentation will accompany my delegation Yes No

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

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

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MEETING DATE YYYY/MM/DD 2018/04/26	MEETING NAME Regional Council
--	---

DATE SUBMITTED YYYY/MM/DD 2018/04/18
--

NAME OF INDIVIDUAL(S) Justin Terry
--

POSITION(S)/TITLE(S) Regional Economic Analyst
--

NAME OF ORGANIZATION(S) Transport Canada
--

E-MAIL justin.terry@tc.gc.ca	TELEPHONE NUMBER (416) 952-1572	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To delegate regarding the report, "ESTABLISHING THE SMART FREIGHT CENTRE – WORKING WITH A COLLABORATIVE NETWORK TO IMPROVE GOODS MOVEMENT IN PEEL REGION".
--

A formal presentation will accompany my delegation Yes No

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

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

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Supply Chain Visibility Projects

Smart Freight Centre

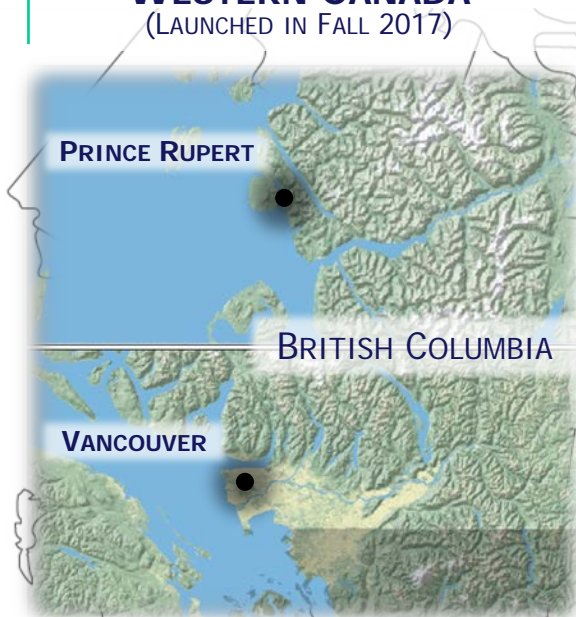
Peel Regional Council Meeting
April 26, 2018





WESTERN CANADA

(LAUNCHED IN FALL 2017)



PRINCE RUPERT

BRITISH COLUMBIA

VANCOUVER

CENTRAL CANADA

(IN PROGRESS)



QUÉBEC

MONTRÉAL

ONTARIO

TORONTO

EASTERN CANADA

(IN PROGRESS)



NOVA SCOTIA

HALIFAX

- Establish a multimodal program to provide greater visibility into end-to-end supply chain performance for all commodities moving through the West Coast
- Support the planning and prioritization of public/private infrastructure investment
- Pilot phase (Lower Mainland) launched in Fall 2017. Potential expansion of coverage to include entire West Coast gateway

- Focused on Seaway-Great Lakes-St Lawrence River corridor
- Key strategic manufacturing supply chains, E-commerce supply chain and movements between Port of Montreal and GTAA
- Build on existing partnerships:
 - SODES-MTQ on Strategie Maritime, Port of Montréal / Québec / Trois-Rivières
 - MTO-Peel, Academic Institutions

- Focused on the agri-food supply chain and increased visibility of truck movements in Halifax
- Partnerships with:
 - Port of Halifax
 - Shippers / Terminals
 - Airport / Airlines
 - Railways
 - Trucking



Greater Toronto Area

- The role of E-commerce in the process of globally integrating businesses has significantly increased over the past few decades, altering the B2B and B2C interactions
 - Consequently, altering and also straining current logistics and transportation networks
- At a strategic level, Transport Canada, Ministry of Transportation of Ontario and Peel Region have agreed to establish a pilot project focusing on the visibility of e-commerce supply chains
 - Focus on identifying strategic infrastructure needs and policy questions impacting the three levels of government
- Discussion Forum is planned for June 2018 in order to engage a strategic discussion with major stakeholders in the GTA
 - Pilot project would be launched in Summer 2018 in the GTA



Thank You

Request for Delegation

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MEETING DATE YYYY/MM/DD 2018/04/26	MEETING NAME Regional Council
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Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2018/04/16

NAME OF INDIVIDUAL(S)
Don Given

POSITION(S)/TITLE(S)
Planner

NAME OF ORGANIZATION(S)
Malone Given Parsons Ltd.

E-MAIL dgiven@mgp.ca	TELEPHONE NUMBER (905) 513-0170	EXTENSION 109
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Mr. Given is requesting delegation status to present at the April 26, 2018 Regional Council on behalf of the Mayfield West Phase 2 - Stage 2 Landowners. Mr. Given is requesting to speak to Items 8.1 to 8.5 (Growth Management) on the Council agenda.

A formal presentation will accompany my delegation Yes No

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

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

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GROWTH MANAGEMENT

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**APPROVED AT REGIONAL COUNCIL
April 12, 2018**

4. APPROVAL OF AGENDA

Moved by Councillor Saito,
Seconded by Councillor Parrish;

That the Growth Management related reports and communications listed on the April 12, 2018 Regional Council agenda, being items 8.2 to 9.4 inclusive, be deferred to the April 26, 2018 Regional Council meeting.

Carried

2018-269

Moved by Councillor Saito,
Seconded by Councillor Parrish;

That the presentation listed as item 8.1 on the April 12, 2018 Regional Council agenda be deferred to the April 26, 2018 Regional Council meeting.

Carried

2018-270



Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel

April 26, 2018

Arvin Prasad

Director, Integrated Planning
Region of Peel
arvin.prasad@peelregion.ca

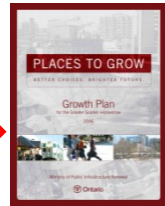
Steve Jacques

Director, Growth Management Strategy
Region of Peel
steve.jacques@peelregion.ca

Current Land Use Planning Context



History of Growth Plan Implementation



Growth Plan, 2006



Growth Plan, 2017

2006

2010

2013

2014-
2016

2017

October
26, 2017

February
2018

Spring
2018

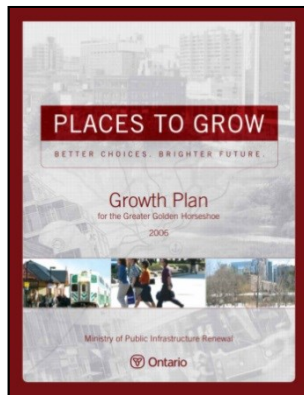
- Adoption of ROPA 24 and including 2031A growth targets
- Completion of Peel Regional Official Plan Review
- Revised 2031 forecasts (2031B)
- Establishment of new approach to growth management at the Region of Peel
- ROPAs 28, 29, 30* implement 2031 growth forecasts
- *ROPA 30 under appeal at the OMB
- Comprehensive Growth Management Strategy Report to Regional Council
- Regional Council authorized staff to proceed to statutory consultation on GM ROPA
- Growth Management Statutory Open Houses/PICs
- GTA West cancellation announcement
- Release of Provincial guidance on Growth Plan implementation
- *Building Better Communities and Conserving Watersheds Act* comes into effect

Municipal Comprehensive Review

Growth Plan, 2006

Policy Overview:

- Growth forecasts to 2031
- Local-led Municipal Comprehensive Review:
 - Settlement boundary expansion
 - Employment conversion



Growth Plan, 2017

Policy Overview:

Growth forecasts to 2041

- Region-led Municipal Comprehensive Review:
 - Growth forecasts (people and jobs) and density and intensification target implementation
 - Settlement boundary expansion
 - Employment area strategy, designation, conversion, and density requirements
 - Major transit station area and strategic growth area delineation
 - Natural heritage and agricultural systems mapping refinement



Provincial Guidance Documents

- Land Needs Assessment Methodology
- Municipal Comprehensive Review
- Application of Intensification and Density Targets
- Housing Strategy
- Watershed Planning
- Natural Heritage and Agricultural Systems Mapping
- Agricultural Impact Assessment
- Community Greenhouse Gas Emissions Reduction Planning

Draft Municipal Comprehensive Review Guidance

- All Growth Plan, 2017 Municipal Comprehensive Review policies must be implemented through a single amendment
- Integrated approach to planning for complete communities supports the Region's approach to planning and managing growth
- Concern that requiring single amendment will impede timely implementation of important community building policies and impact affordability, competitiveness, infrastructure planning and financing

Recommendation: Draft guidance be revised to allow for flexibility and permit a staged approach

New Appeals Process

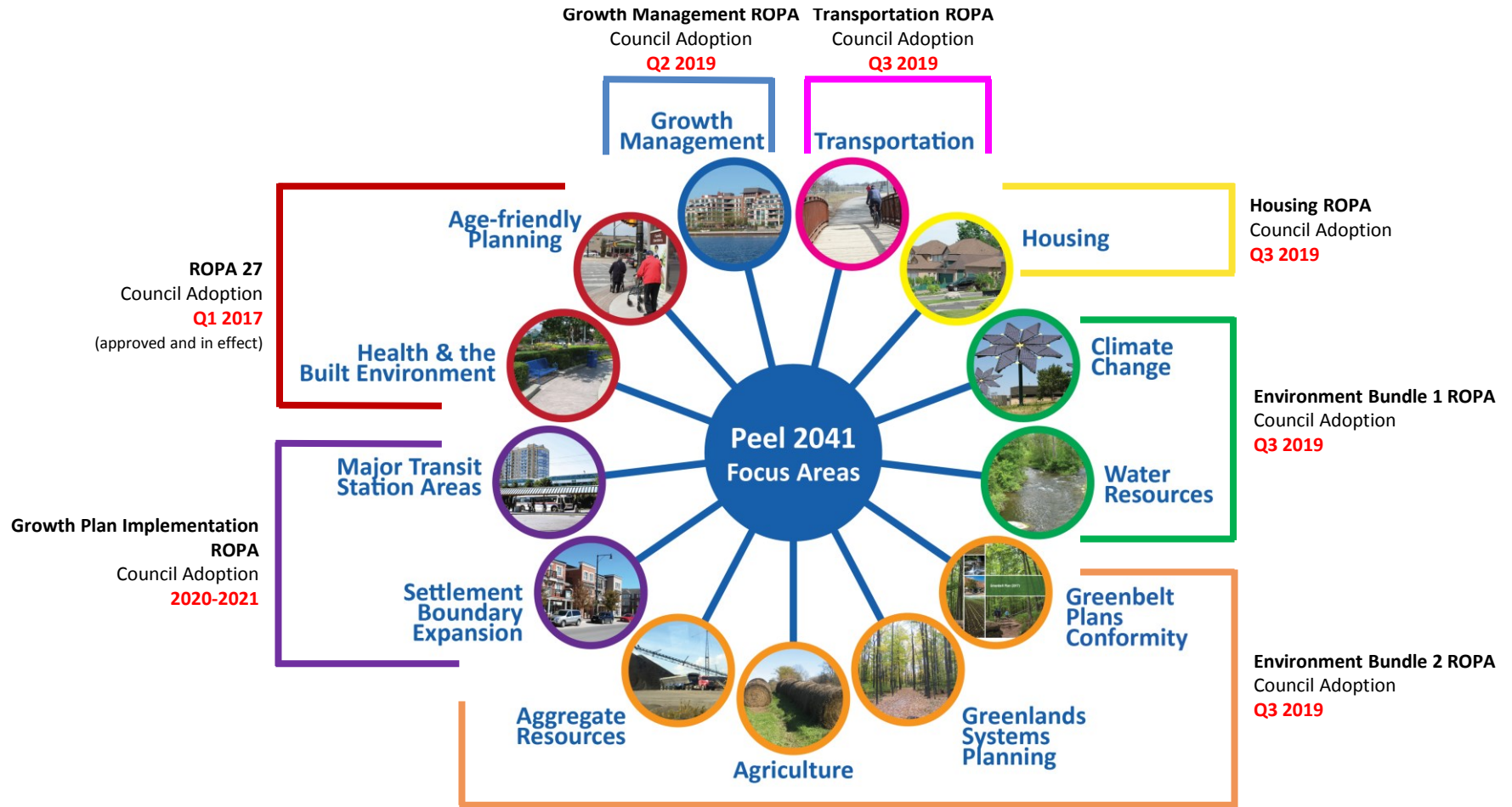
- *Building Better Communities and Conserving Watersheds Act* came into effect April 3, 2018
- The Ontario Municipal Board is replaced by the Local Planning Appeal Tribunal
- Conformity amendments through Peel 2041 no longer subject to appeal unless there is no decision by the Province
- Appeals to be assessed based on consistency and conformity with Provincial and relevant upper-tier plans
- Mandatory case management prior to hearing
- New evidence requirements
- Additional process changes

Impact on Regional Planning Initiatives



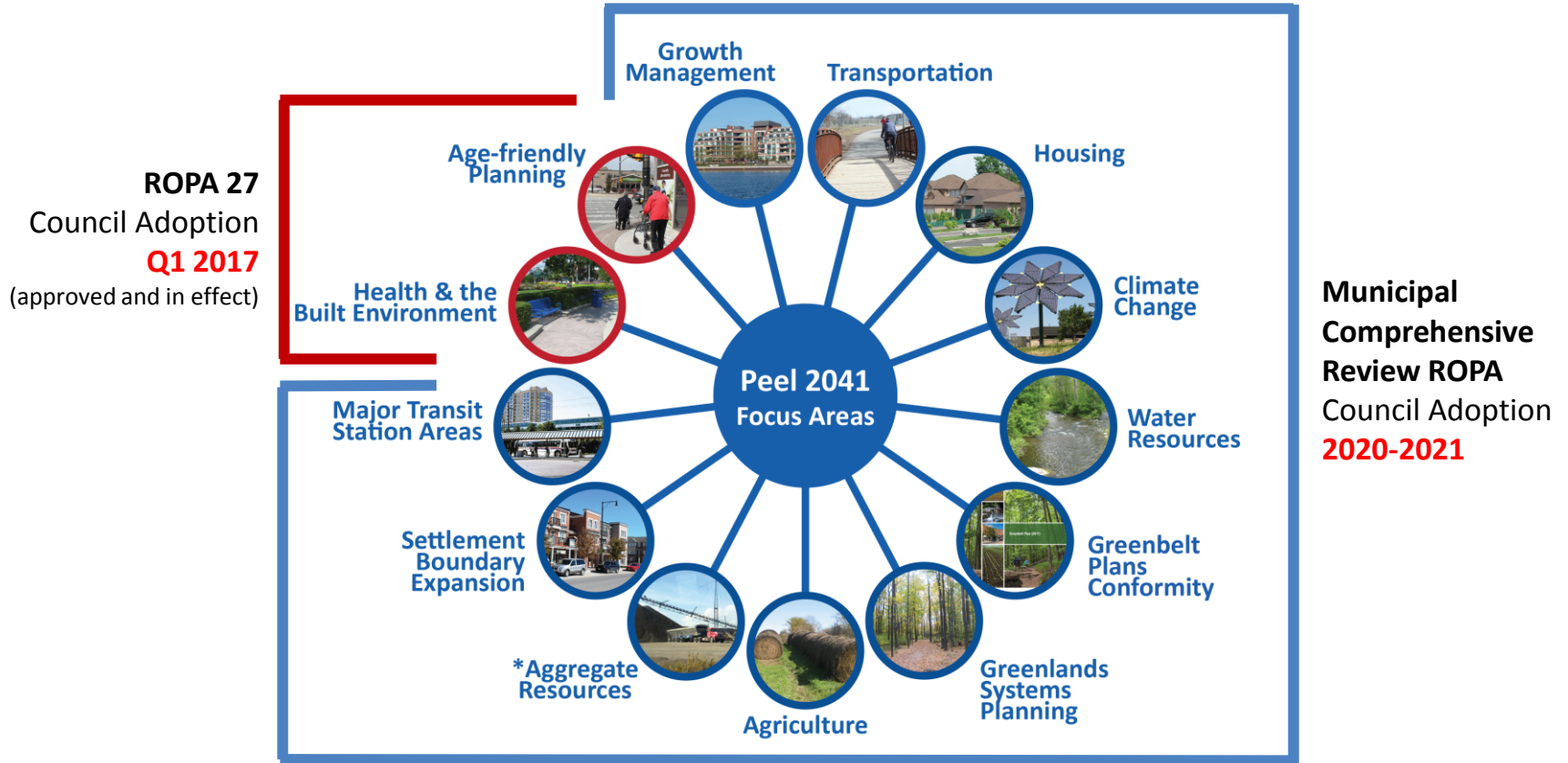
Amendment Adoption Schedule

(original work plan, staged approach)



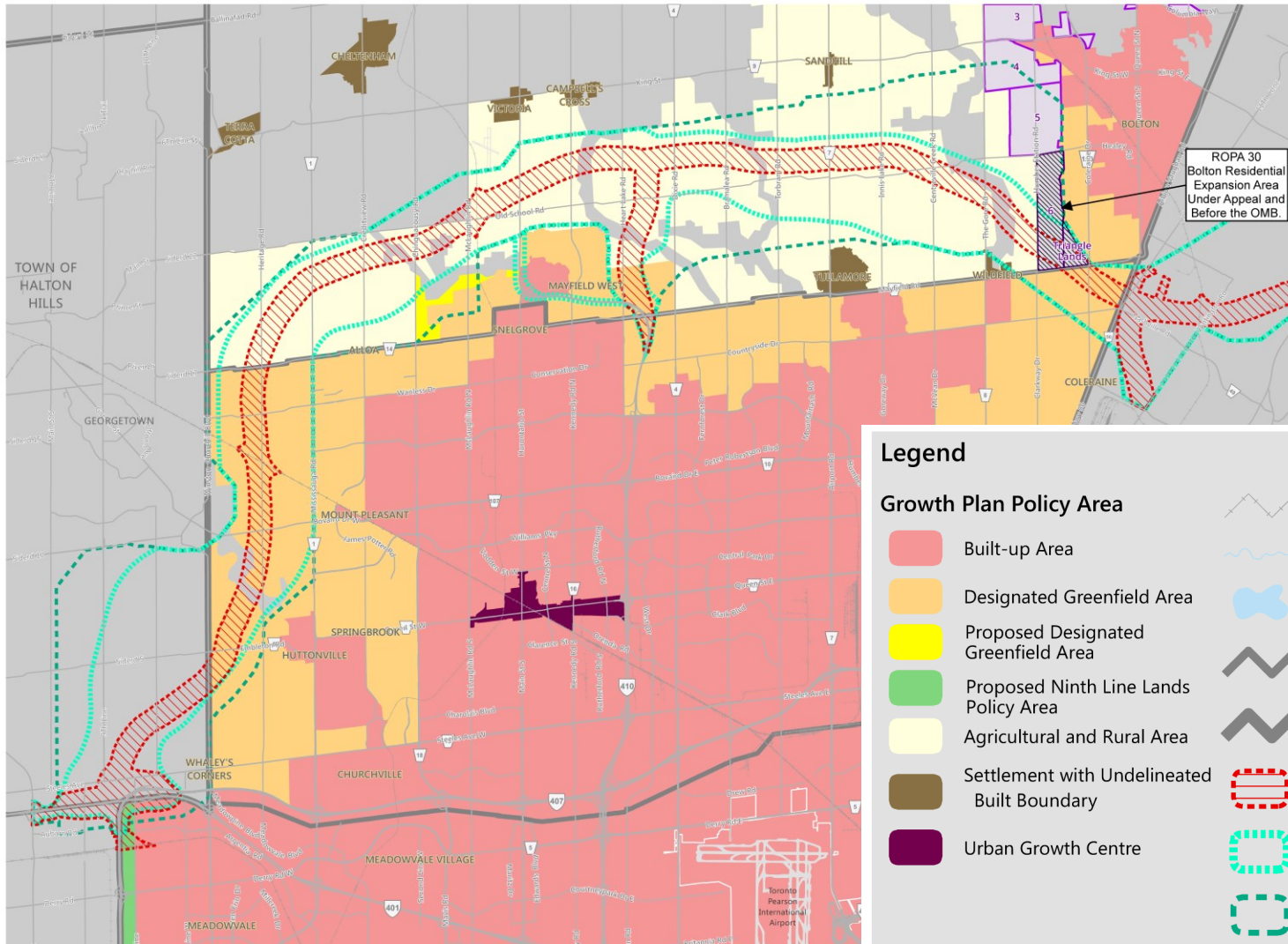
Amendment Adoption Schedule

(revised work plan, MCR ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

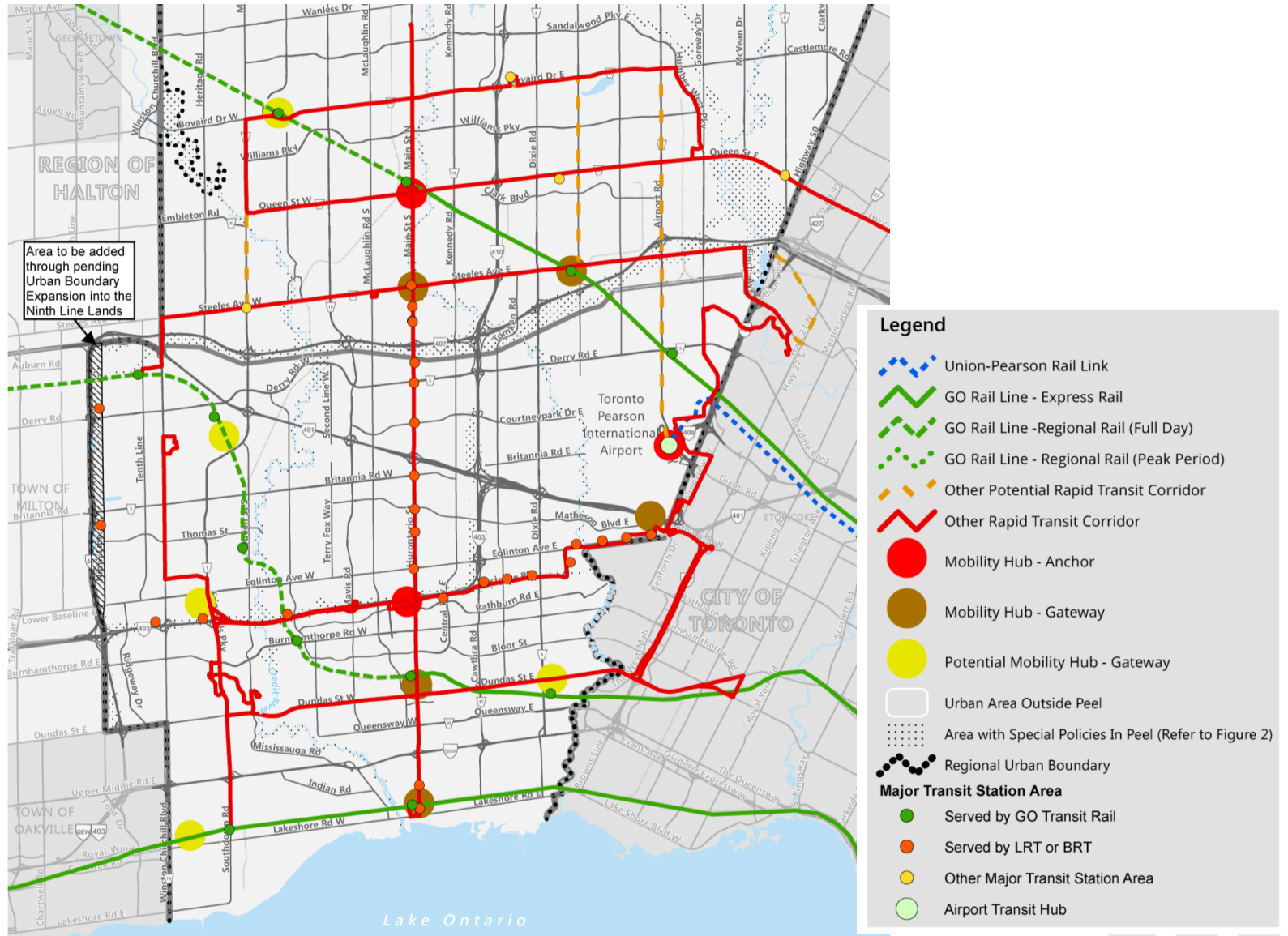
GTA West Corridor



Legend

	Built-up Area		Railway
	Designated Greenfield Area		Watercourse
	Proposed Designated Greenfield Area		Waterbody
	Proposed Ninth Line Lands Policy Area		Town / Township / City Boundary
	Agricultural and Rural Area		County / Region Boundary
	Settlement with Undelineated Built Boundary		Northwest GTA Identification Study Area
	Urban Growth Centre		GTA West Focused Analysis Area
			GTA West Study Area
			Bolton Residential Expansion Option
			BRES Lands Under Appeal

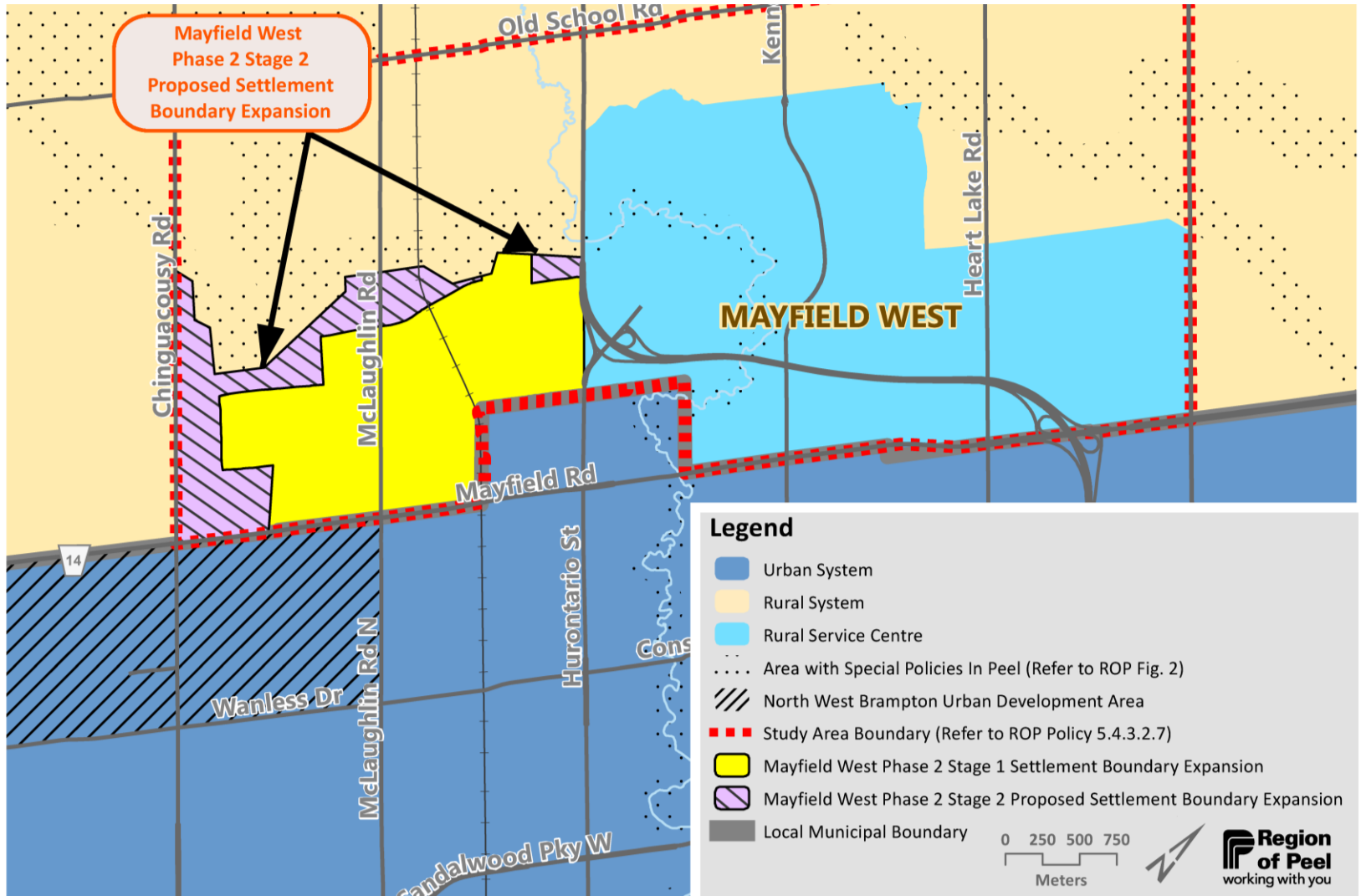
Major Transit Station Areas



Settlement Area Boundary Expansion

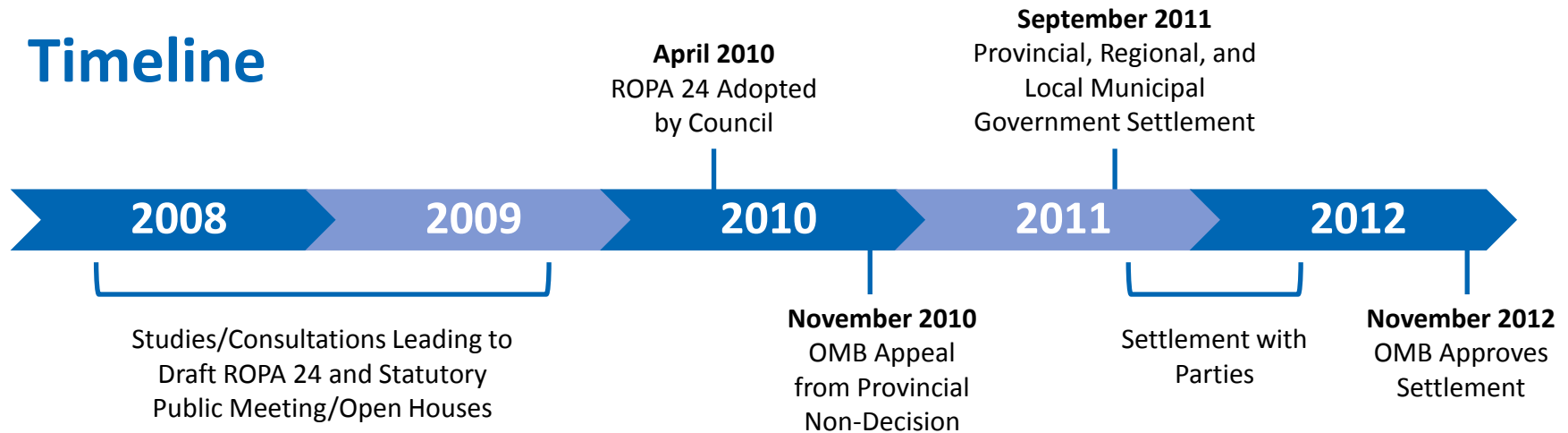
- Component of Municipal Comprehensive Review
- Expansions must occur in accordance with 2041 land needs assessment methodology and housing strategy
- Background studies required:
 - Water and wastewater master plan
 - Stormwater master plan
 - Watershed planning
 - Water resource and natural heritage assessment
 - Agricultural impact assessment
 - Transportation master plan
 - Demonstration of sufficient existing or planned public service facilities
 - Cultural heritage resource assessment
 - Planning justification report

Mayfield West Phase 2 Stage 2



ROPA 24 Implementation to 2031

Timeline



ROPA 24 Growth Implementation*				
	Pop	Emp	Area (ha)	Density (Pop & Jobs/ha)
ROPA 28 (Bolton Emp. Lands)	0	4,600	200	23
ROPA 29 (Mayfield West Phase 2)	10,300	3,800	207.5	68
ROPA 30 (Bolton Residential Expansion)	10,300	2,500	185	69
Villages (Alton) (not yet implemented)	800	0	16	50
Total ROPA 24 Expansion DGA	21,500	11,000	609	53
Total Caledon DGA**	40,000	21,500	1,474	42

- ROPA 24 land budget allocated 21,500 people and 11,000 jobs to Caledon through greenfield areas for settlement expansion on 609 ha
- Local conformity through OPA 226
- Implemented through ROPAs 28, 29, 30

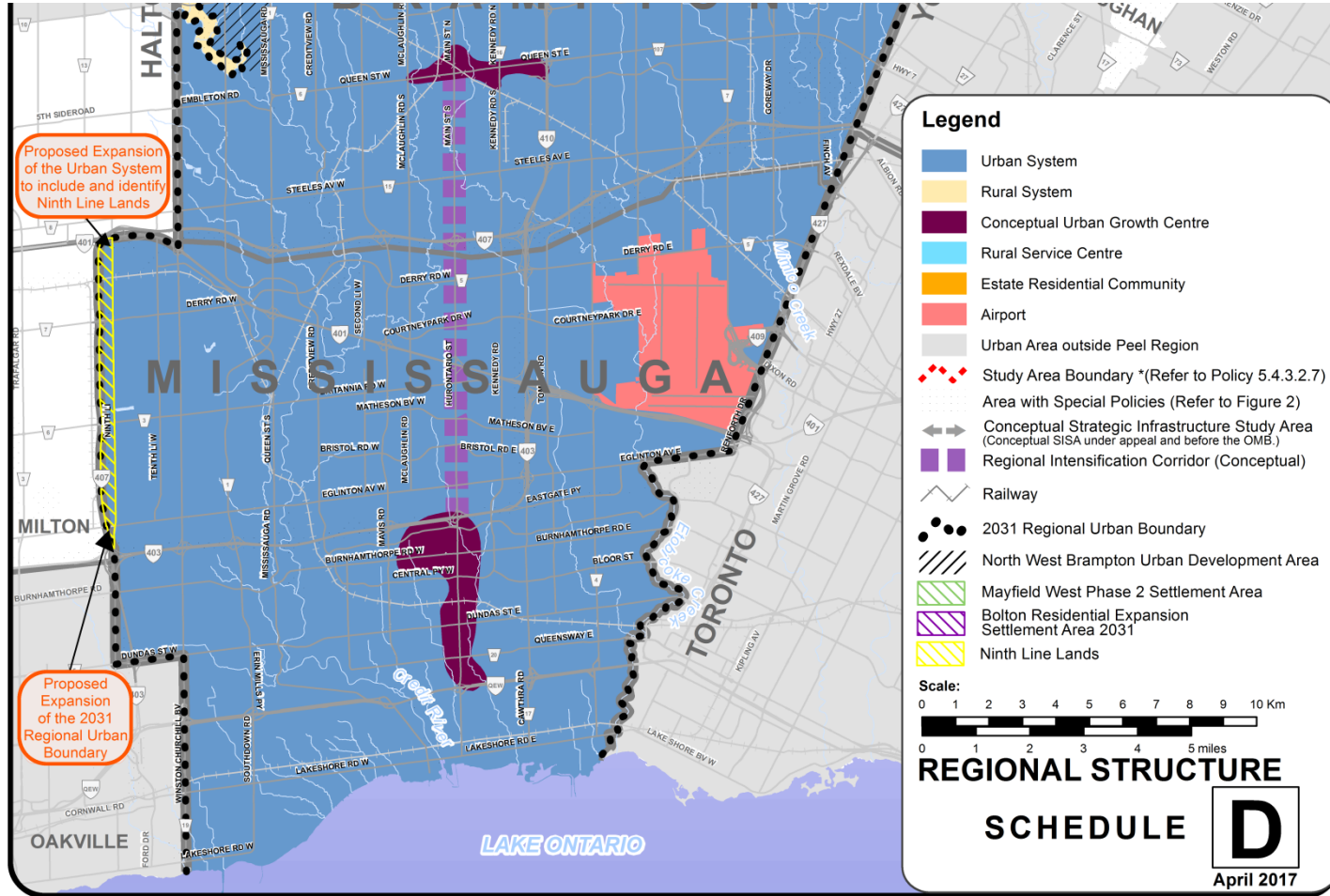
*Rounded figures for employment and population

** Includes Pre-2006 Growth Plan DGA

Approach to Advancing Mayfield West Phase 2 Stage 2

- Recommended to proceed as part of staged approach incorporated in an initial Growth Management OPA to implement allocation to 2041, subject to Province revising guidance to recognize a staged approach;
- Consistent with request to Province to allow flexibility for a staged implementation of Amendments undertaken in a manner that will continue to allow for an integrated approach to planning for complete communities, such as the approach currently underway in Peel;
- Mayfield West Phase 2 Stage 2 settlement expansion cannot proceed independently of the Growth Management ROPA since 2017 Growth Plan requirements tie settlement expansion to completion of a 2041 land needs assessment based on Provincial methodology as part of a Municipal Comprehensive Review.

Ninth Line Lands



Ninth Line Lands

- In its comment letter to the Region of Peel dated December 1, 2017, Province stated that it seemed premature to move forward with a Regional Urban Boundary expansion to include the Ninth Line Lands, pending completion of the 2017 Growth Plan requirements.
- Ninth Line Lands have unique planning history and status. In particular:
 - It implements the Region's 2031 population and employment forecasts through redistribution of Mississauga's existing population allocation.
 - It is a boundary adjustment through annexation from Halton/Milton to Peel/Mississauga. At the time when the lands were annexed in 2009, Halton's Official Plan included a policy framework for this area to support transit oriented development. Halton Official Plan policies continue to apply.
- Regional staff continues to work with Mississauga and Provincial staff to advance planning for Ninth Line Lands to implement 2031 planning horizon targets.

Environment Bundles

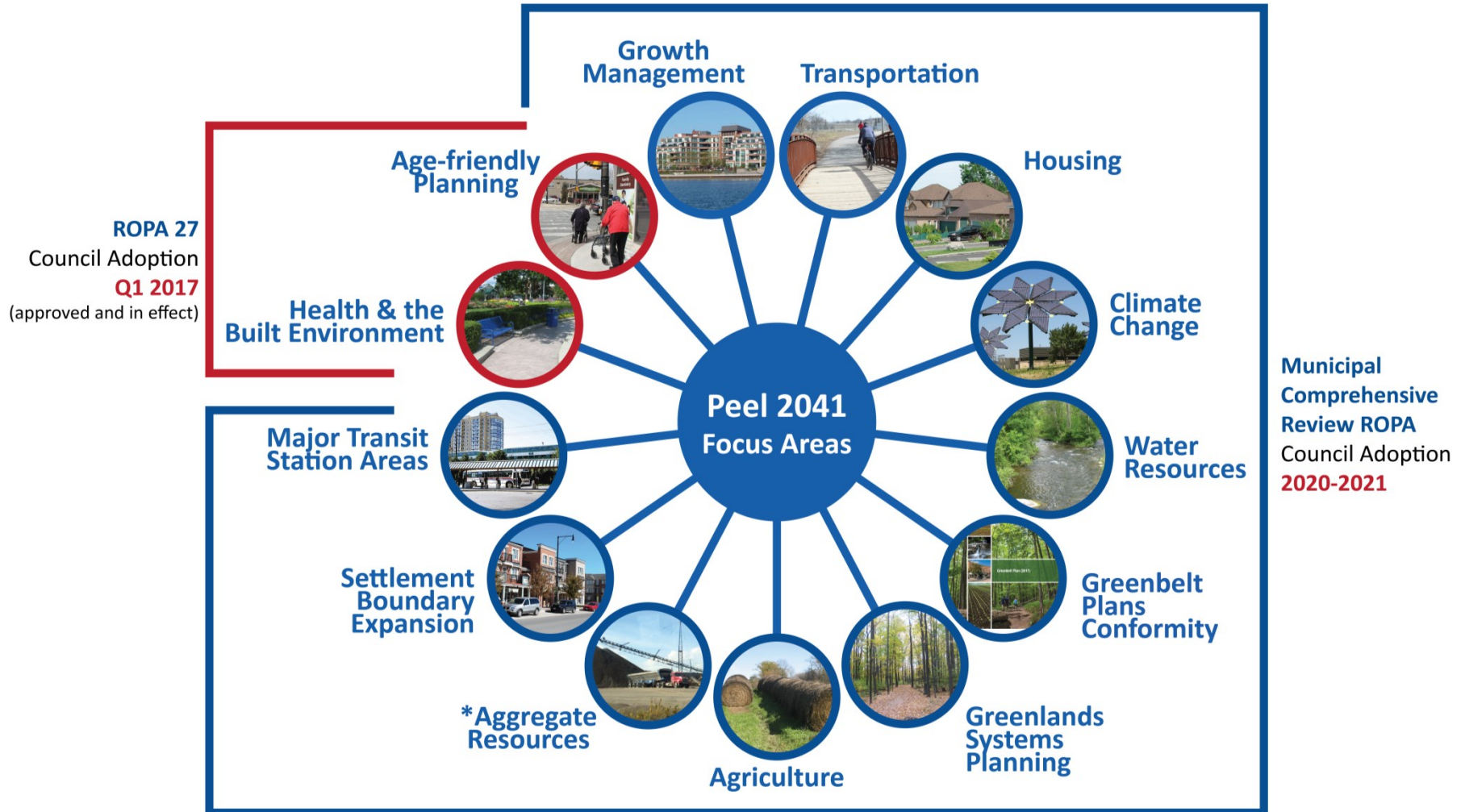
MCR Requirements:

- Greenlands Systems Planning (Natural Heritage System mapping)
- Agriculture (Agricultural System mapping)
- Water Resources (watershed and stormwater planning)



Amendment Adoption Schedule

(revised work plan, MCR ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

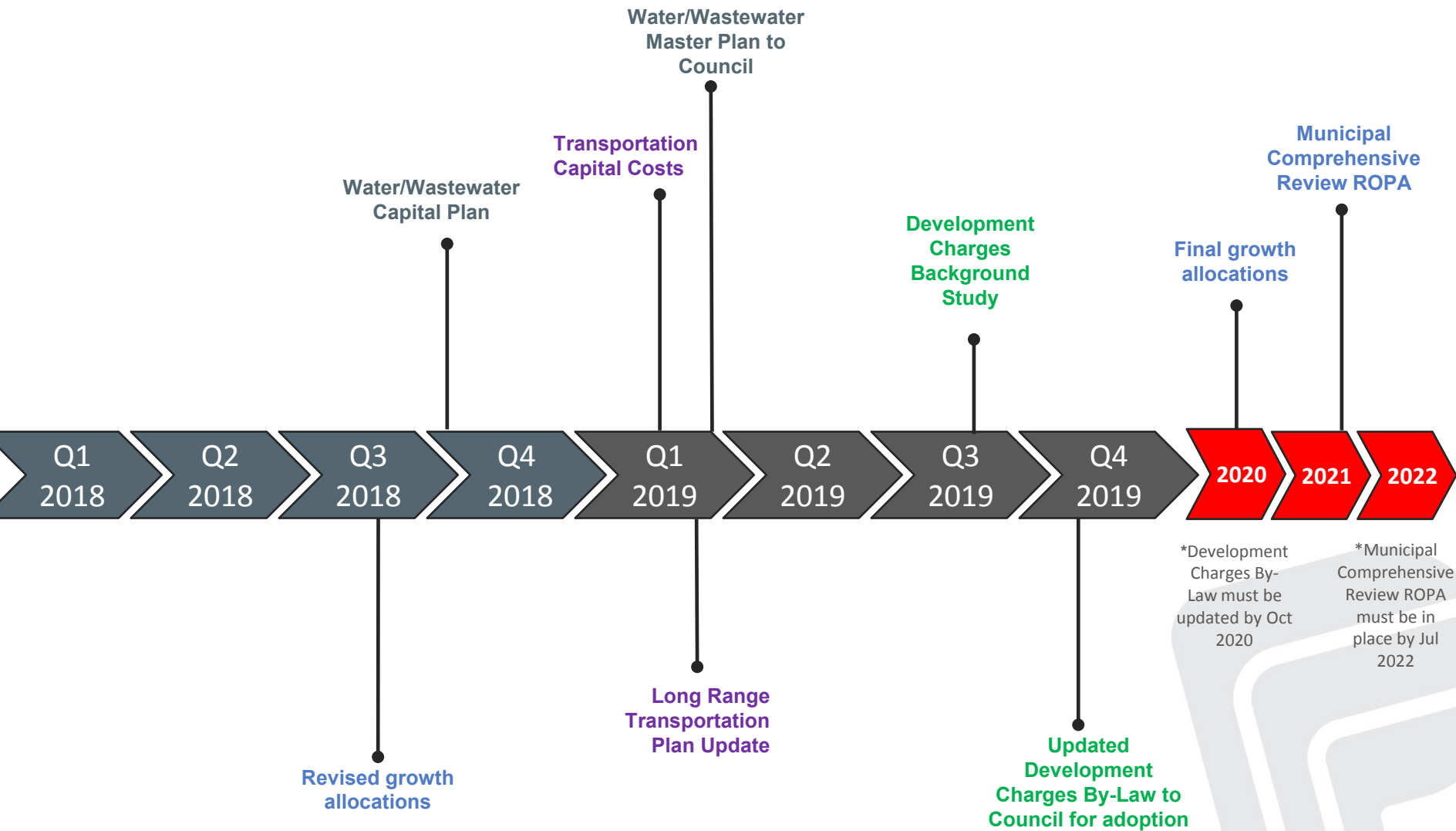
Growth Management Work Plan



New Approach to Growth



Revised Growth Management Timeline



Next Steps

- Comment on Provincial guidance documents
- Continue work on Peel 2041 focus areas
- Develop detailed scopes of work for Municipal Comprehensive Review requirements
- Evaluate the implications of the GTA West decision
- Continued engagement with stakeholders and monitoring of Provincial direction
- Report back to Council late 2018–early 2019
- **Statutory public meeting in early 2019 on Growth Management ROPA**



Thank you.

Arvin Prasad

Director, Integrated Planning

Region of Peel

arvin.prasad@peelregion.ca

Steve Jacques

Director, Growth Management Strategy

Region of Peel

steve.jacques@peelregion.ca

DATE: April 10, 2018

REPORT TITLE: **CURRENT PROVINCIAL LAND USE PLANNING CONTEXT**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That Regional Council recommend to the Provincial Government that the draft Provincial guidance on Municipal Comprehensive Reviews be revised to allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in the Region of Peel.

REPORT HIGHLIGHTS

- This report provides an overview of the current Provincial planning framework in place including the 2017 Growth Plan, Bill 139 implementing Ontario Municipal Board reform as well as emerging guidance on land needs assessment, Municipal Comprehensive Review requirements, Provincial mapping and application of targets.
- The 2017 Growth Plan came into effect on July 1, 2017, providing forecasts to 2041 and a new expanded policy framework for Municipal Comprehensive Reviews which now must be initiated by the Region and approved by the Province.
- Previously, Municipal Comprehensive Reviews applied only to employment conversions and settlement boundary expansions, could be initiated by local municipalities and did not require Provincial approval.
- The expanded Municipal Comprehensive Review policies require integrated planning to 2041, addressing a provincially mandated land needs methodology, built up areas, major transit station areas, employment areas, greenfield areas, settlement boundary expansions, natural heritage systems, agricultural systems, growth forecasts, and intensification and density targets.
- The draft Municipal Comprehensive Review guidance document released by the Province on March 21, 2018, directs that all Review elements must be completed at once, and must be packaged in one Official Plan Amendment. This would mean that current areas of the Peel 2041 work program such as the growth forecasts to 2041 and intensification and density targets, and some later areas of the work program such as Major Transit Station Area boundaries, full settlement boundary expansion work to 2041 and agricultural and environmental mapping must be incorporated into one Regional Official Plan Amendment.
- Provincial policy provides sole authority to single or upper-tier municipalities to initiate all Municipal Comprehensive Reviews and requires that such Reviews be Provincially approved.

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

- The direction from the Province in the 2017 Growth Plan and draft guidance documents target an integrated approach to planning for complete communities which supports Peel's new approach to planning and managing growth. However, regional staff has a concern with the draft provincial implementation guidance which would require a single amendment process that would impede the timely implementation of important community building policies and impact affordability, competitiveness, infrastructure planning and financing.
- It is recommended that the draft Provincial guidance be revised to allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in the Peel.
- Implications of the current Provincial planning legislative and policy framework on Peel's ongoing work plans is discussed in the companion report listed on the April 12, 2018 Regional Council agenda, titled "Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel".

DISCUSSION

1. Background

This report provides a brief summary of the 2006 Growth Plan context and an overview of the recent Provincial land use planning framework including the new 2017 Growth Plan and Ontario Municipal Board reform. A separate report listed on the April 12, 2018 Regional Council agenda, titled "Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel", will discuss implications of these changes on Peel's work plan going forward. A summary graphic of the Provincial land use planning framework evolution is provided in Appendix I.

2. Growth Plan for the Greater Golden Horseshoe, 2006

Regional planning is guided by legislation including the *Ontario Planning Act*, the Provincial Policy Statement and provincial plans. A major milestone in Provincial involvement in municipal planning occurred with the *2005 Places to Grow Act* which was the enabling legislation for The Growth Plan for the Greater Golden Horseshoe, 2006 (2006 Growth Plan). The 2006 Growth Plan provided extensive policies around managing growth and development including allocating population and employment growth forecasts to 2031 (now known as 2031A) to single- and upper-tier municipalities and setting minimum intensification and density targets.

Peel responded to the 2006 Growth Plan with several amendments to the Peel Official Plan including Regional Official Plan Amendment 24 (ROPA 24) which further allocated Regional 2031 population and employment growth forecasts to the local municipalities based on a land budget that demonstrated how the required intensification and density targets were to be achieved. The majority of ROPA 24 came into effect in 2012 except for the GTA West Corridor policies, which remain appealed. The local municipalities amended their respective official plans to ensure conformity with regional official plan targets as set out in the Growth Plan and the policies adopted in ROPA 24.

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

The land budget implemented through ROPA 24 provided for some growth to be accommodated through settlement boundary expansion in Caledon. This was later implemented through subsequent amendments to the Peel Official Plan initiated by the Town of Caledon including:

- ROPA 28 for Bolton Employment Lands (2016 in effect);
- ROPA 29 for Mayfield West Phase 2 (2015 in effect); and
- ROPA 30 for Bolton Residential Expansion (under Ontario Municipal Board appeal)

Settlement boundary expansion is also a part of the Ninth Line Lands draft amendment which is in the process of being finalized. Growth allocation for the Ninth Line Lands requires a redistribution of the 2031A allocation for the City of Mississauga and the land use planning history for those lands is associated with the Municipal boundary land exchange with Halton Region and the previous Halton Region Official Plan. Staff has targeted a report to Council regarding the draft Ninth Line Lands Amendment in May 2018, pending discussions with Provincial staff around Growth Plan implementation of the current 2031 forecasts.

a) Amendment 2 to the Growth Plan

The Province released Amendment 2 to the 2006 Growth Plan in 2013, which provided new population and employment forecasts to 2031 (known as 2031B), as well as extended the forecast period to 2041. Forecasts contained in existing Official Plans were categorized as 2031A.

Table 1. 2031A, 2041 Population and Employment Forecasts by local municipality*

Municipality	2031A (ROPA 24)		2041 October 2017 Draft Allocation	
	Population	Employment	Population	Employment
Brampton	727,000	314,000	890,000	325,000
Caledon	108,000	46,000	160,000	80,000
Mississauga	805,000	510,000	920,000	565,000
Peel	1,640,000	870,000	1,970,000	970,000

*Forecasts rounded to nearest 000's

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3. Outcomes of Provincial Co-ordinated Plans Review, 2017

The Provincial Co-ordinated Plans Review was completed and released on May 18, 2017. This Review included the Greenbelt Plan, Niagara Escarpment Plan, Oak Ridges Moraine Plan and the Growth Plan. The Plans are now more integrated and coordinated and provide more supportive policies to plan for complete and healthy communities. Of particular significance is the 2017 Growth Plan that came into effect July 1, 2017.

a) 2017 Growth Plan

The 2017 Growth Plan revised and added many new policies including:

- Continued 2041 population and employment growth plan forecasts from Amendment 2 as the basis for planning and settlement expansion (the 2031B forecasts are only to be used for calculating interim density and intensification targets and not settlement expansion);
- Increased density and intensification targets;
- Increasing the role of upper-tier municipalities in preparing an employment strategy and designating employment lands;
- Expanding requirements for Municipal Comprehensive Reviews, including providing sole authority to single or upper-tier municipalities to initiate all Municipal Comprehensive Reviews, expanded applicability of matters to be addressed as noted in the section below, and requiring that they be Provincially approved;
- Stronger integration of planning for land uses, infrastructure and finances; and
- Requiring that upper tier municipalities designate and delineate Major Transit Station Areas.

b) New Municipal Comprehensive Review Requirements

As noted above, the 2017 Growth Plan redefined a Municipal Comprehensive Review as a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the 2017 Growth Plan. Amendments under Section 26 of the *Planning Act* must be approved by the Province. Under the previous 2006 Growth Plan, Municipal Comprehensive Reviews applied only to employment conversions and settlement boundary expansions, could be initiated by local municipalities and did not require Provincial approval.

The following table summarizes key elements of the 2017 Growth Plan policies which are now to be completed as part of a Municipal Comprehensive Review (also see detailed table in Appendix II):

2017 Growth Plan Municipal Comprehensive Review (MCR) Requirements Summary		
Policy Area	Policy	Requirements
Where and How To Grow	Managing Growth	Integrated planning to manage growth to 2041 based on required Provincial land needs methodology.
	Delineated Built Up Areas	Minimum intensification targets of 50% from next MCR to 2031 and 60% between 2031 and 2041.
	Transit Corridors and Station Areas	Delineate and provide minimum densities for Major Transit Station Areas on priority transit corridors.

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2017 Growth Plan Municipal Comprehensive Review (MCR) Requirements Summary		
Policy Area	Policy	Requirements
	Employment	Develop an employment strategy, designate employment areas and establish employment density targets. Employment conversions only permitted through the full MCR.
	Designated Greenfield Areas	Plan for a minimum density of 80 people and jobs per hectare for new areas. Areas approved and in effect as of July 1, 2017 to be planned at a minimum of 60 people and jobs per hectare.
	Settlement Area Boundary Expansions	Settlement area boundary expansion may only occur through the MCR including a 2041 land needs assessment undertaken in accordance with approved Provincial methodology and subject to numerous specific policy assessments. Background studies that must be addressed or completed in an MCR for settlement expansion include: <ul style="list-style-type: none"> - wastewater and water master plan or equivalent - stormwater master plan or equivalent - watershed planning study prepared in accordance with provincial guidelines - assessment of water resource and natural heritage systems, features and areas - planned development in accordance with housing strategy - agricultural impact assessment prepared in accordance with provincial guidelines - transportation master plan or equivalent - Evidence to demonstrate that there is sufficient existing or planned infrastructure and public service facilities, and that what's required would be financially viable over the full life cycle of these assets - cultural heritage resource assessment - planning justification report
Protecting What is Valuable	Natural Heritage Systems	Implement Provincial Natural Heritage System mapping with refinements only permitted through the MCR
	Agricultural Systems	Implement Provincial Agricultural System mapping with refinements only permitted through the MCR.
Implementation and Interpretation	Coordination	Through the MCR, provide policy direction around intensification and density targets, strategic growth areas, employment areas and densities, and forecast allocation to local municipalities.
	Growth forecasts	Through the MCR, apply the growth forecasts to 2041 in the Growth Plan The forecasts in the Growth Plan can only be applied through an MCR on a region-wide basis, and cannot be applied to specific geographies in the Region for approving or refusing proposals e.g. MW Phase 2 Stage 2.
	Targets	Changes to minimum density and intensification targets can only occur through MCR Through the MCR, required to delineate built up areas, urban growth centres, major transit station areas, and other strategic growth areas.

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT**c) Draft Provincial Guidance for 2017 Growth Plan Implementation**Provincial Land Needs Assessment Methodology

The 2017 Growth Plan requires the Minister of Municipal Affairs to approve guidance in the form of a land needs assessment methodology. The land needs assessment guidance is mandatory and an amendment to the Regional Official Plan can only proceed in compliance with the land needs assessment methodology which is to be approved by the Minister. On December 19, 2017, the Ministry of Municipal Affairs released a Discussion Paper on a Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe.

The draft methodology represents a positive initiative in providing comprehensive guidance around land needs that reflects a consistent and transparent approach and best practices including the approach used by Peel Region and local municipalities. However, Peel Region has commented on issues including the following:

- Concerns with the proposed inclusion of the land area for Undelineated Built-up Areas (i.e. Hamlets and Villages) as part of the Designated Greenfield Areas minimum density target calculation, which are partially addressed through proposed new transition regulations;
- Clarity regarding the timing and requirements for detailed implementation planning in strategic growth areas such as Major Transit Station Areas;
- Concerns with mandated employment floor space vacancy rate assumptions;
- Uncertainty regarding the remaining guidance to come from the Province on supporting materials such as an Intensification Strategy, a Housing Strategy, and an Employment Strategy; and
- Flexibility to recognize ongoing Municipal Comprehensive Review work within the 2031 timeframe that will support overall 2041 objectives such as the Ninth Line lands planning process underway.

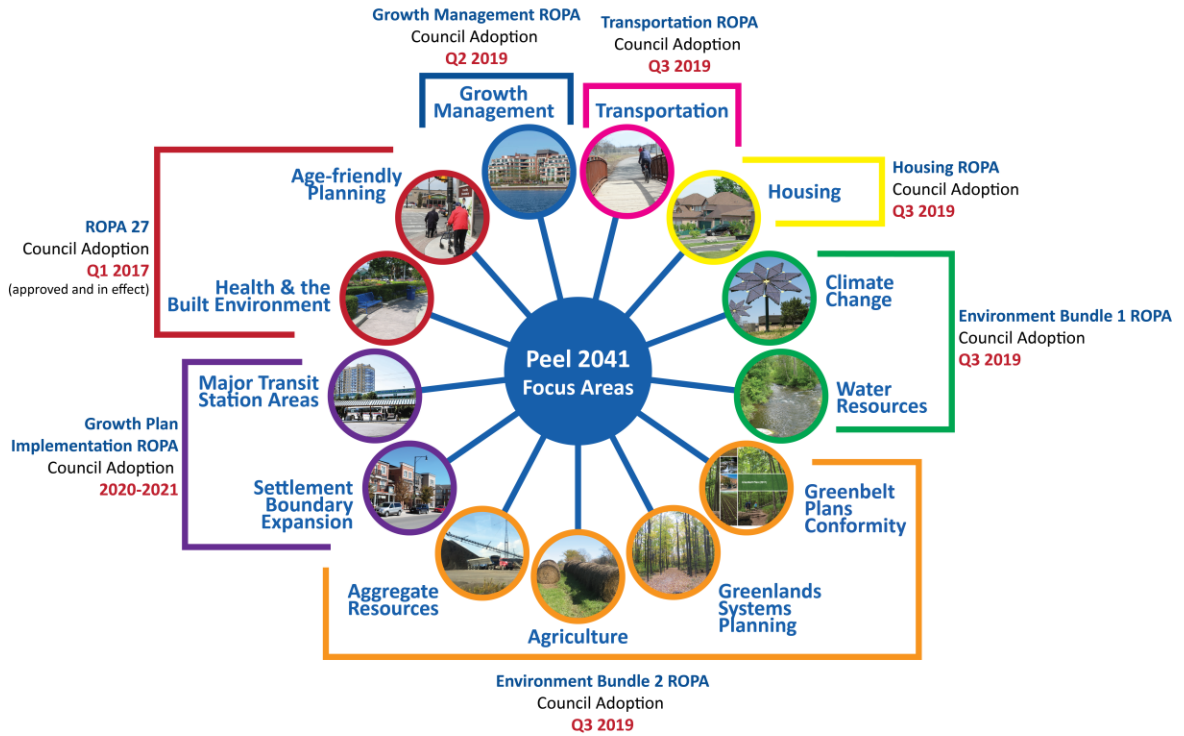
It is not expected that the Proposed Land Needs Assessment Methodology will result in significant changes required to the overall draft Regional growth allocations. However, some minor adjustments to calculations will be needed (e.g. to address specific guidance on persons per unit methodology). It is expected that a final land budget methodology required for 2041 allocations will be approved by the Minister later this Spring.

Provincial Municipal Comprehensive Review Guidance

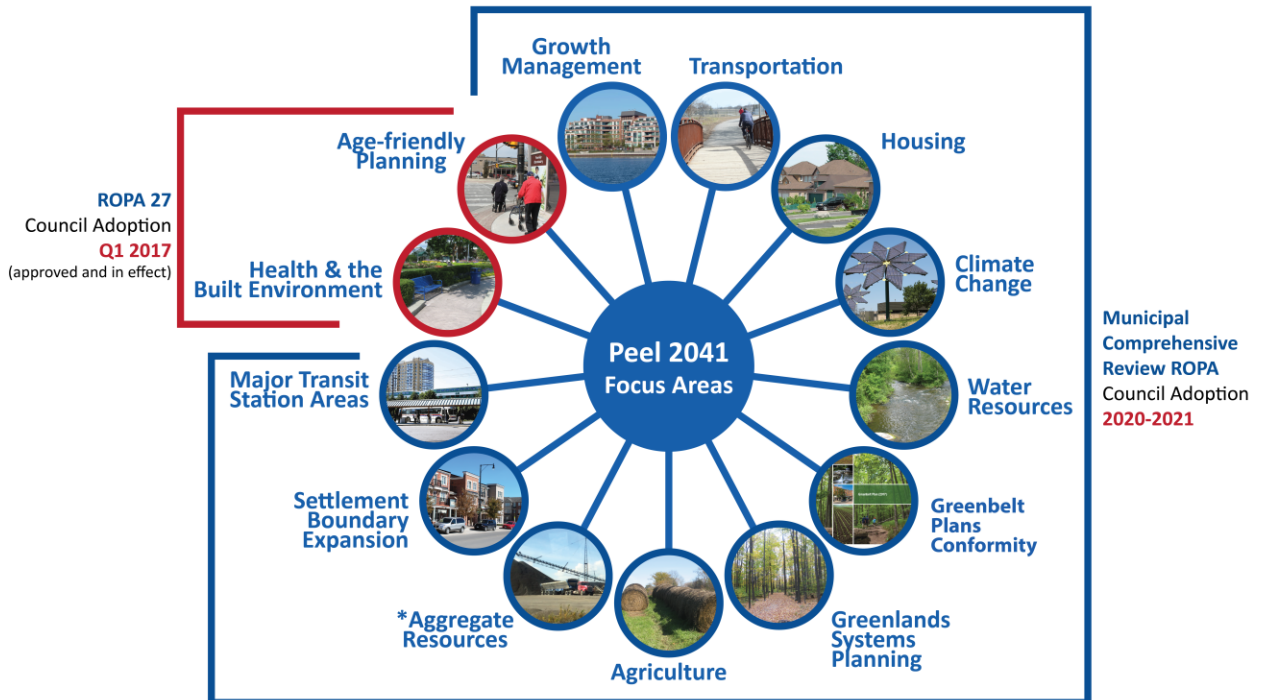
The Province released draft Municipal Comprehensive Review guidance on March 21, 2018 with comments due by May 7, 2018. The draft document now indicates that the Municipal Comprehensive Review elements discussed above cannot be implemented independently and must be implemented in an integrated manner through the same official plan or official plan amendment.

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Peel 2041 Council Adoption Schedule
(original work plan, staged approach)



Peel 2041 Council Adoption Schedule
(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

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As a result of this direction, elements of the Peel 2041 work program such as Major Transit Station Area boundaries, full settlement expansion work and agricultural and environmental mapping would need to be completed as a comprehensive and integrated exercise and incorporated into one amendment in order to facilitate Provincial approval and demonstrate conformity with the Growth Plan. The current work plan had envisioned these elements being implemented through several phased amendments implemented over several years as the more detailed work is undertaken.

The Region supports the overall direction from the Province on draft Municipal Comprehensive Review guidance for an integrated approach to planning for complete communities. The overall direction also supports Peel's integrated approach to planning and managing growth currently underway. However, Regional staff is concerned with the single amendment process, as it will impede the timely implementation of important community building and growth management policies.

Regional staff recommends that Council request that the Province allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that will continue to allow for an integrated approach to planning for complete communities, such as the approach currently underway in Peel. Peel's approach would allow for major findings of policy work such as the land budget, Regional structure and employment area policies to be put in place first, thereby allowing important community building initiatives to proceed, while detailed implementation such as further settlement expansions and agricultural mapping follows when the technical work is completed. Peel staff continue to advance the position to the Provincial staff that they should consider revising the draft Municipal Comprehensive Review guidance to recognize that a staged consideration of settlement boundary expansion could be an appropriate process given clear circumstances such as Mayfield West Phase 2 Stage 2 expansion and the substantial body of supporting technical work already completed.

The single amendment approach would result in some unintended consequences. For example, lands that have been demonstrated as appropriate for employment land conversions would be held up for several years and community building initiatives such as portions of Inspiration Lakeview could be prevented from advancing in a timely manner. The overall delay in planning for new growth may accelerate land speculation for existing designated lands. It may also delay new housing supply, impact housing affordability and delay implementation of employment strategies intended to respond to a rapidly changing economic and employment landscape.

Regional staff will prepare comments on the draft Provincial Municipal Comprehensive Review guidance document in support of an overall integrated approach to planning for complete communities, but will advise the Province of the Region's concern with its approach to require a single amendment process. Regional staff will forward comments to the Province before the May 7, 2018 commenting deadline.

Provincial Application of Targets Guidance

The Province also released draft guidance titled, "Application of Intensification and Density Targets", on March 21, 2018, with comments also due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in

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accordance with the policies of the 2017 Growth Plan. The document is applicable to the following policy areas:

- Designated Greenfield Area density target;
- Intensification target;
- Employment area density target;
- Urban Growth Centre density targets;
- Major Transit Station Area density targets; and
- Other Strategic Growth Area density targets.

The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. In general, the guidance validates the comprehensive, integrated and collaborative approach undertaken by Peel, however, more detailed documentation may be required.

The document also provides guidance on the processing of development applications as it relates to targets prior to a municipality completing its Municipal Comprehensive Review. This would mean that when processing development applications within an area to which a target applies, municipalities should consider the objective of the target and ensure that any approval of an application would not preclude or hinder achievement of the target overall.

4. Other Provincial Land Use Planning Initiatives

a) Ontario Municipal Board Reform

On April 3, 2018, the *Building Better Communities and Conserving Watersheds Act* (Bill 139) came into effect to replace the Ontario Municipal Board with the Local Planning Appeal Tribunal and establish new rules around the appeal of planning related matters. Local Planning Appeal Tribunal members are appointed by the Lieutenant Governor in Council. It is anticipated that existing Ontario Municipal Board (Board) members will be appointed as the initial Local Planning Appeal Tribunal (Tribunal) members.

Key distinctions between the Board and Tribunal include the following:

- Once proclaimed and in effect, Provincial conformity amendments introduced through Peel 2041 are no longer subject to appeals unless there is no decision from the Province. The time for Provincial decision is 210 days which may be extended for up to 90 additional days.
- Appealed applications will not be subject to appeal just on the basis of any matters related to good planning as in the past. Instead appeals will be assessed by the Tribunal on the basis of consistency and conformity with Provincial and relevant upper-tier plans and policies;
- Appeals considered by the Tribunal will first be referred to mandatory case management to provide an opportunity for resolution outside of a hearing process;

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- Hearings will primarily be undertaken on the basis of written submissions with oral hearings held only by exception;
- 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. This is a significant consideration as this may potentially impact Regional work processes and necessitate additional Council meetings;
- In the event of a non-decision, or refusal to change a decision, a second hearing is undertaken at the Tribunal; and,
- The Tribunal can substitute its decision for that of the original approval authority in a second hearing.

Implications of the *Building Better Communities and Conserving Watersheds Act* on municipal business processes are still being evaluated. However, indications are that staff reports, available information and the process leading to municipal decision-making on planning matters must now be more comprehensive as the Local Planning Appeal Tribunal will only hear appeals using evidence that informed a Council's decision under challenge. This may require the inclusion of additional planning and related technical reports to be brought forward as part of a Council report, as new information cannot be added during an appeal process.

CONCLUSION

The Provincial land use planning framework affecting Peel has changed with the new 2017 Growth Plan and Ontario Municipal Board reform in particular. The Provincial land use planning framework continues to evolve as new Provincial guidance is released and this changing context will affect the Peel 2041 Official Plan Review and Growth Management Program work plans going forward. A separate report listed on the April 12, 2018 Regional Council agenda, titled "Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel", will discuss implications of these changes.

The direction from the Province targets an integrated approach to planning for complete communities which supports Peel's integrated approach to planning and managing growth currently underway. However, Regional staff has a concern with the draft provincial implementation guidance which would require a single amendment process that would impede the timely implementation of important community building policies and impact affordability, competitiveness, infrastructure planning and financing. It is recommended that the draft guidance be revised to allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in Peel.

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Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - New Regional Official Plan Review Planning Process

Appendix II - 2017 Growth Plan Municipal Comprehensive Review Requirements

*For further information regarding this report, please contact Arvin Prasad,
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Authored By: Adrian Smith, Liliana da Silva

New Regional Official Plan Review Planning Process

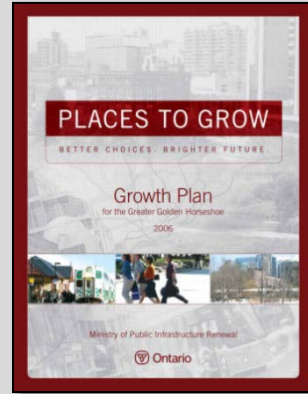
PROVINCIAL PLANNING

REGIONAL PLANNING

Growth Plan, 2006

Growth Plan Policy Overview:

- Growth forecasts to 2031
- Local-led Municipal Comprehensive Review:
 - Settlement area boundary expansion
 - Employment lands conversion



Regional Conformity to the Growth Plan, 2006:
Peel Regional Official Plan Review (PROPR)



PROPR included staged implementation through 8 Regional Official Plan Amendments (ROPAs)

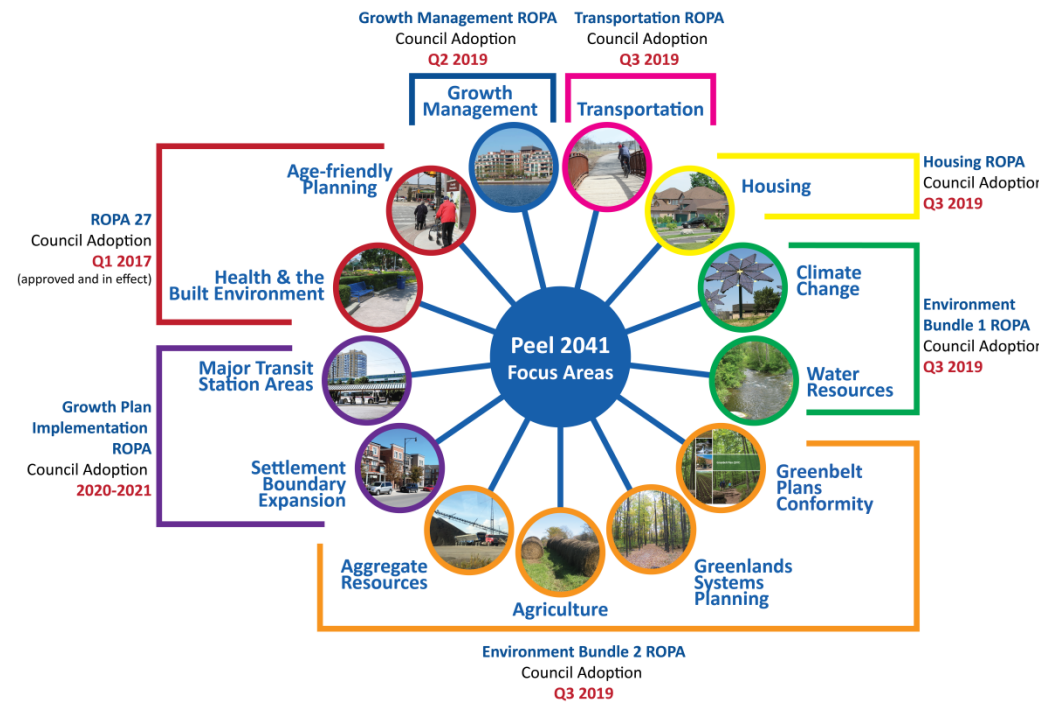
Growth Plan, 2017

Growth Plan Policy Overview:

- Growth forecasts to 2041
- Region-led Municipal Comprehensive Review:
 - Growth forecasts (people and jobs) and density and intensification target implementation
 - Settlement area boundary expansions in accordance with 2041 land needs assessment methodology and housing strategy
 - Employment strategy, designation, density targets, and conversion requirements
 - Major transit station area and strategic growth area delineation
 - Natural heritage and agricultural systems mapping refinement



Regional Conformity to the Growth Plan, 2017:
Peel 2041: Regional Official Plan Review (original work plan)



Peel 2041 originally planned for staged implementation through 7+ ROPAs

Provincial Guidance and Recent Initiatives

Growth Plan, 2017 Guidance Documents:

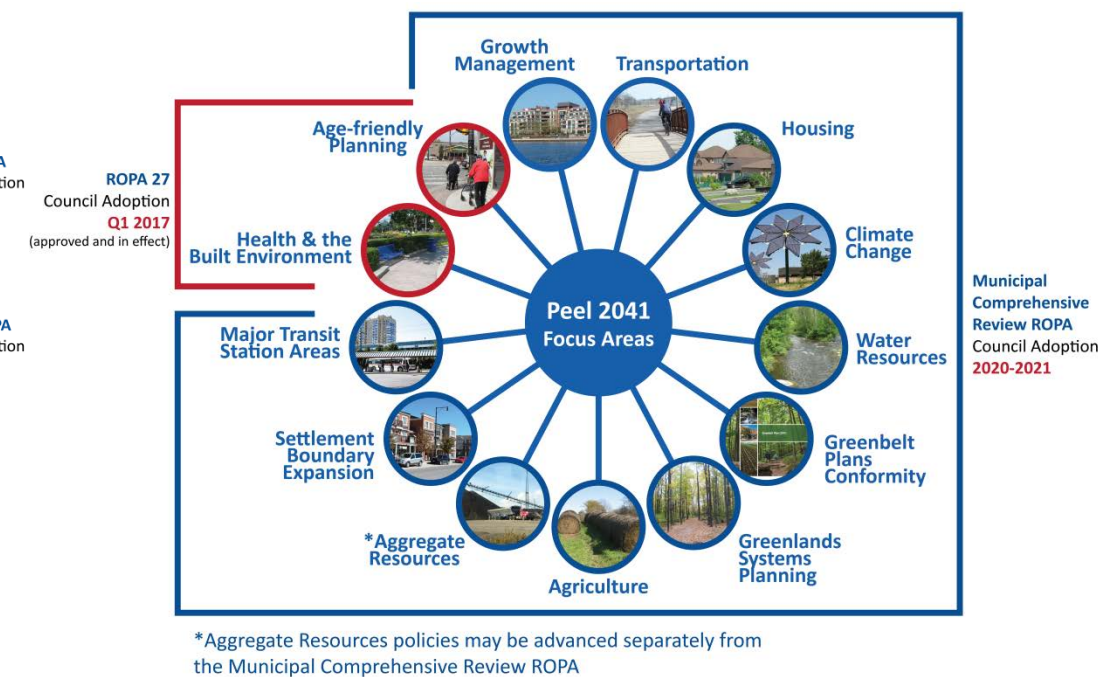
- Land Needs Assessment Methodology
- Municipal Comprehensive Review Process
- Intensification and Density Targets
- Housing Strategy
- Watershed Planning
- Natural Heritage and Agricultural Systems Mapping
- Agricultural Impact Assessment
- Community Greenhouse Gas Emissions Reduction Planning

Recent Provincial Initiatives:

- GTA West Corridor Highway Cancellation
- New Appeals Process and OMB Replacement – Bill 139



Regional Response to Provincial Guidance and Recent Initiatives: Revised Peel 2041 work plan



Single **integrated** Municipal Comprehensive Review ROPA

2017 Growth Plan Municipal Comprehensive Review (MCR) Requirements Summary

Policy Area	Policy	Requirements
Where and How to Grow	Managing Growth	Integrated planning to manage growth to 2041 based on required Provincial land needs methodology and housing strategy.
	Delineated Built Up Areas	Minimum intensification targets of 50% from the next MCR to 2031 and 60% between 2031 and 2041.
	Transit Corridors and Station Areas	Delineate and provide minimum densities for major transit station areas on priority transit corridors.
	Employment	Develop an employment strategy, designate employment areas and establish employment density targets. Employment conversions only permitted through the full MCR.
	Designated Greenfield Areas	Plan for a minimum density of 80 people and jobs per hectare for new areas. Areas approved and in effect as of July 1, 2017, to be planned at a minimum of 60 people and jobs per hectare.
	Settlement Area Boundary Expansions	Settlement area boundary expansion may only occur through the MCR including a 2041 land needs assessment undertaken in accordance with approved Provincial methodology and subject to numerous specific policy assessments.
Protecting What is Valuable	Natural Heritage Systems	Implement Provincial Natural Heritage System mapping with refinements only permitted through the MCR.
	Agricultural Systems	Implement Provincial Agricultural System mapping with refinements only permitted through the MCR.
Implementation and Interpretation	Coordination	Through the MCR, provide policy direction around intensification and density targets, strategic growth areas, employment areas and densities, and forecast allocation to local municipalities.
	Growth Forecasts	Through the MCR, apply the growth forecasts to 2041 in the Growth Plan. The forecasts in the Growth Plan can only be applied through an MCR on a region-wide basis, and cannot be applied to specific geographies in the Region for approving or refusing proposals, e.g. Mayfield West Phase 2 Stage 2.
	Targets	Changes to minimum density and intensification targets can only occur through the MCR. Through the MCR, required to delineate built up areas, urban growth centres, major transit station areas, and other strategic growth areas.

Municipal Comprehensive Review Requirements (MCR) Summary Provincial Growth Plan 2017		
		Peel 2041
Growth Plan, 2017 Policy Summary		Draft Growth Management ROPA
Policy 2.2.1	Managing Growth	
Where and How to Grow	<p>Undertake integrated planning to manage forecasted growth to 2041 including:</p> <ul style="list-style-type: none"> • hierarchy of settlement areas, and of areas within settlement areas, • supported by planning for infrastructure and facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term; • direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form; • support the environmental and agricultural protection and conservation; • implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities. <p>The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan (2041).</p>	<p>Yes</p> <p>Note the mandatory land needs methodology not yet approved by Minister</p>
Policy 2.2.2.	Delineated Built-up Areas	
Where and How to Grow	<p>By 2031, and for each year thereafter, a minimum of 60 per cent intensification target required.</p> <p>By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent intensification target required.</p> <p>upper- and single-tier municipalities may request an alternative to the intensification targets subject to criteria.</p>	<p>Yes</p>

Policy 2.2.4	Transit Corridors and Station Areas	
<p>Where and How to Grow</p>	<p>For major transit station areas on priority transit corridors or subway lines, delineate the boundaries of major transit station areas</p> <p>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of</p> <ul style="list-style-type: none"> • 200 residents and jobs combined per hectare for those that are served by subways • 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or • 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network; <p>upper- and single-tier municipalities may request an alternative to the intensification targets subject to criteria.</p>	<p>Yes</p> <p>Location of MTSA’s identified with framework for further work required to set boundaries and densities for each MTSA</p>
Policy 2.2.5	Employment	
<p>Where and How to Grow</p>	<p>Upper- and single-tier municipalities, develop an employment strategy that establishes:</p> <ul style="list-style-type: none"> • a minimum density target for all employment areas, • type and scale of employment that characterizes the employment areas • opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and • will be implemented through a municipal comprehensive review, including official plan policies and designations and zoning by-laws. <p>Upper- and single-tier municipalities, will designate all employment areas, including any prime employment areas, in official plans and protect them for appropriate employment uses over the long-term</p> <p>Conversion of employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review subject to specific criteria for conversion.</p> <p>Any change to an official plan to permit new or expanded opportunities for major retail in an employment area may occur only through a municipal comprehensive review.</p>	<p>Yes</p> <p>Minimum employment density target policy was not included in draft ROPA but the information is readily available from land budget work and will be included</p>

<p>Policy 2.2.7</p>	<p>Designated Greenfield Areas</p>	
<p>Where and How to Grow</p>	<p>The designated greenfield area of each upper- or single-tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.</p> <p>The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding natural heritage features and areas, natural heritage systems and floodplains, infrastructure rights of way, employment areas and cemeteries.</p> <p>For upper- and single-tier municipalities in the inner ring, new density target does not apply to designated greenfield areas identified in official plans that are approved and in effect as of July 1, 2017, and, through the next municipal comprehensive review, these lands will be planned to achieve within the horizon of this Plan, a minimum density target that will not be less than 60 residents and jobs combined per hectare.</p> <p>Upper- and single-tier municipalities may request an alternative to the intensification targets subject to criteria.</p>	<p>Yes</p>
<p>Policy 2.2.8</p>	<p>Settlement Area Boundary Expansions</p>	
<p>Where and How to Grow</p>	<p>Settlement area boundaries will be delineated in official plans.</p> <p>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:</p> <ul style="list-style-type: none"> • based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with Provincial methodology, sufficient opportunities to accommodate forecasted growth to 2041 are not available through intensification and in the designated greenfield area; • the proposed expansion will make available sufficient lands not exceeding 2041; and • the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets and other policies of the Growth Plan. <p>Where the need for a settlement area boundary expansion has been justified in accordance with policy, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p> <ol style="list-style-type: none"> a) there are existing or planned infrastructure and public service facilities to support the achievement of complete communities; b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue generation analyses; c) the proposed expansion would align with a water and wastewater master plan completed in accordance with 	<p>NO</p> <p>Current GM ROPA only addresses partial settlement expansion of Mayfield West Phase 2 Stage 2 not full expansion to 2041</p>

Where and How to Grow

- the policies;
- d) the proposed expansion would align with a **stormwater master plan** completed in accordance with the policies;
- e) **watershed planning** has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including the quality and quantity of water;
- f) key hydrologic areas and the **Natural Heritage System** should be avoided where possible;
- g) for settlement areas that receive their water from or discharge their sewage to inland lakes, rivers, or groundwater, a completed environmental assessment;
- h) prime agricultural areas should be avoided where possible. An **agricultural impact assessment** will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper- or single-tier municipality in accordance with the following:
- i. expansion into specialty crop areas is prohibited;
 - ii. reasonable alternatives that avoid prime agricultural areas are evaluated; and
 - iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;
- i) the settlement area to be expanded is in compliance with the **minimum distance separation formulae**;
- j) any adverse **impacts on agricultural operations and on the agri-food network** from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;
- k) the policies of Sections 2 (**Wise Use and Management of Resources**) and 3 (**Protecting Public Health and Safety**) of the PPS are applied;
- l) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and
- m) within the Protected Countryside in the **Greenbelt Area**:
- i. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;
 - ii. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;
 - iii. the proposed expansion would support the achievement of complete communities or the local agricultural economy;
 - iv. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;
 - v. the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and
 - vi. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.

When a *settlement area* boundary has been expanded through a *municipal comprehensive review* in accordance with the policies in subsection 2.2.8, the new *designated greenfield area* will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.

4.2.2.	Natural Heritage System	
Protecting What is Valuable	<p>The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region’s natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement area boundaries that were approved and in effect as of July 1, 2017.</p> <p>Municipalities will incorporate the Natural Heritage System as an overlay in official plans, and will apply appropriate policies to maintain, restore, or enhance the diversity and connectivity of the system and the long-term ecological or hydrologic functions of the features and areas as set out in the policies.</p> <p>In implementing the Natural Heritage System, upper- and single-tier municipalities may, through a municipal comprehensive review, refine provincial mapping with greater precision in a manner that is consistent with this Plan.</p>	<p>No</p> <p>Current GM ROPA does not address Provincial NHS mapping released February 2018</p>
4.2.6	Agricultural System	
Protecting What is Valuable	<p>The Province will identify an Agricultural System for the GGH.</p> <p>Prime agricultural areas, including specialty crop areas, will be designated in accordance with mapping identified by the Province and these areas will be protected for long-term use for agriculture.</p> <p>In implementing the Agricultural System, upper- and single-tier municipalities may, through a municipal comprehensive review, refine or augment provincial mapping in a manner that is consistent with this Plan and any implementation procedures issued by the Province.</p>	<p>No</p> <p>Current GM ROPA does not address Provincial Ag System mapping released February 2018</p>
5.2.3	Coordination	
Implementation and Interpretation	<p>Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:</p> <ul style="list-style-type: none"> • identifying minimum intensification targets for lower-tier municipalities based on the capacity of delineated built-up areas including the applicable minimum density targets for strategic growth areas in this Plan, to achieve the minimum intensification target in this Plan; • identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan; • identifying minimum density targets for employment areas; • identifying minimum density targets for the designated greenfield areas of the lower-tier municipalities, to achieve the minimum density target for the upper- or single-tier municipality; • allocating forecasted growth to the horizon of this Plan to the lower-tier municipalities in a manner that would 	<p>Yes</p> <p>One exception is employment area density targets which can be readily added from available information</p>

APPENDIX II
CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

	<p>support the achievement of minimum intensification and density targets in this Plan; and</p> <ul style="list-style-type: none"> addressing matters that cross municipal boundaries. 	
5.2.4	Growth Forecasts	
Implementation and Interpretation	<p>All upper- and single-tier municipalities will, through a <i>municipal comprehensive review</i>, apply the forecasts in Schedule 3 for planning and managing growth to the horizon of this Plan.</p> <p>The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 to 2041 and those forecasts are approved and in effect in the upper- or single-tier official plan.</p> <p>All upper- and single-tier municipalities will, through a municipal comprehensive review, apply the forecasts in Schedule 3 for planning and managing growth to the horizon of this Plan (2041).</p> <p>Outside of a municipal comprehensive review, the forecasts in Schedule 3 (Greater Golden Horseshoe) and Schedule 7 (Barrie, Orillia and Simcoe) cannot be applied on a site-specific scale as the basis for approving or refusing proposals for development that would otherwise conform with all the policies of this Plan.</p>	Yes
5.2.5	Targets	
Implementation and Interpretation	<p>The minimum intensification and density targets in this Plan or established pursuant to this Plan will be identified in upper- and single- tier official plans. Any changes to the targets established pursuant to this Plan may only occur through a municipal comprehensive review.</p> <p>For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable:</p> <ul style="list-style-type: none"> delineated built-up areas; urban growth centres major transit station areas other strategic growth areas for which a minimum density target will be established each portion of the designated greenfield area that is subject to a specific density target; and excess lands <p>Any alternative target permitted by the Minister will be revisited through each municipal comprehensive review.</p>	<p>Yes</p> <p>Location of MTSA's identified with framework for further work required to set boundaries and densities for each MTSA</p>

DATE: April 10, 2018

REPORT TITLE: **IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That revisions to the Peel 2041 Official Plan Review (Peel 2041) planning process be undertaken in response to the evolving Provincial planning context as set out in the report of the Commissioner of Public Works titled, “Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel”.

REPORT HIGHLIGHTS

- This report outlines the impact of the evolving Provincial planning context on Peel’s land use planning work program including impact on the overall Peel 2041 Official Plan review (Peel 2041), population and employment allocations to 2041, employment conversions, proposed settlement boundary expansion to Mayfield West Phase 2 Stage 2, the Ninth Line Lands and planning for Northwest Brampton.
- As outlined in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context”, the 2017 Growth Plan establishes increased planning responsibilities for the Region including an expanded policy framework for Municipal Comprehensive Reviews, which now must be initiated by the Region and approved by the Province.
- Draft Municipal Comprehensive Review guidance released by the Province would require substantial work to be completed and approved in a single Regional Official Plan Amendment including planning for Major Transit Station Area boundaries, full settlement expansion work to 2041, agricultural and natural heritage systems mapping, watershed planning, and integration of water, wastewater and stormwater master plans. This work requires significant study and planning, and does not accord with the Region’s plans to complete progressive policy area reviews in a staged fashion over time.
- Cancellation of the GTA West Highway will require re-evaluation of employment and transportation strategies, employment allocations, transportation infrastructure to service growth and municipal finances.
- The evolving Provincial planning context result in a revised work program for Peel 2041 whereby all the policy focus areas must be combined into a single Regional Official Plan Amendment. Final detailed revised study scope and timelines will be worked out in discussions with provincial staff and stakeholders but the work is not expected to be complete until at least 2020 and possibly 2021.

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IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

- Consultant contracts will need to be extended as appropriate to assist in the completion of this work and planning and growth management capital budgets for technical studies may require adjustments in the future. Further consideration of resource implications will occur through the 2019 budget process.
- It has been requested that Peel consider advancing the Mayfield West Phase 2 Stage 2 settlement expansion independently of the Growth Management Regional Official Plan Amendment (ROPA). However, the 2017 Growth Plan requirements tie settlement expansion to broader aspects of planning for 2041, including completion of land needs in accordance with required Provincial methodology and completion of a full Municipal Comprehensive Review. This new policy context prevents settlement expansion using 2041 growth forecasts from proceeding independently.

DISCUSSION

1. Background

The purpose of this report is to discuss how the changing provincial land use planning context impacts major planning initiatives currently underway. This includes impacts on the Peel Official Plan Review work program, including growth forecasts to 2041, settlement boundary expansions to 2041, employment land conversions, and the environment themed bundle work related to water resources, agricultural and natural heritage systems resource planning. Draft Ninth Line lands Regional Official Plan Amendment and the planning for Northwest Brampton and Mayfield West Phase 2 Stage 2 are also impacted.

Key provincial planning policy changes include the 2017 Growth Plan, draft Provincial guidance on land needs assessment and Municipal Comprehensive Reviews, Bill 139 *Building Better Communities and Conserving Watersheds Act* (Ontario Municipal Board Reform – which came into effect on April 3, 2018), and the cancellation of the Greater Toronto Area (GTA) West Corridor Environmental Assessment. Details of these changes are highlighted in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context” on the same agenda. Furthermore, provincial housing policy changes have also been proposed which impact land use planning. A February 22, 2018, Regional Council report on draft inclusionary zoning regulations addressed specific matters related to the evolving housing policy context.

2. Peel 2041 Official Plan Review Work Program

The *Planning Act* requires that every five years, a municipality must undertake comprehensive review of its official plan and ensure conformity with Provincial policies and plans. If a municipality adopts a new official plan, then a review is not required for 10 years. The Peel 2041 process is the required five year conformity exercise. Peel 2041 had been planned to be completed through a series of policy reviews resulting in approximately seven amendments, each of which would require Provincial approval. The individual amendments that make up the Peel 2041 Official Plan Review were to be completed over a number of years through several amendments to ensure that important policy matters, such as ROPA 27 addressing healthy communities, were able to be introduced into the official plan as soon as the work was completed, instead of waiting for other policy work to also be completed.

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In December, 2013, Regional Council approved a work program as the basis for the Peel 2041 Official Plan Review. The work program included nine focus areas. Additions to the work program were endorsed by Council in 2015 to address changes made to the Provincial Policy Statement in 2014 (Figure 1).

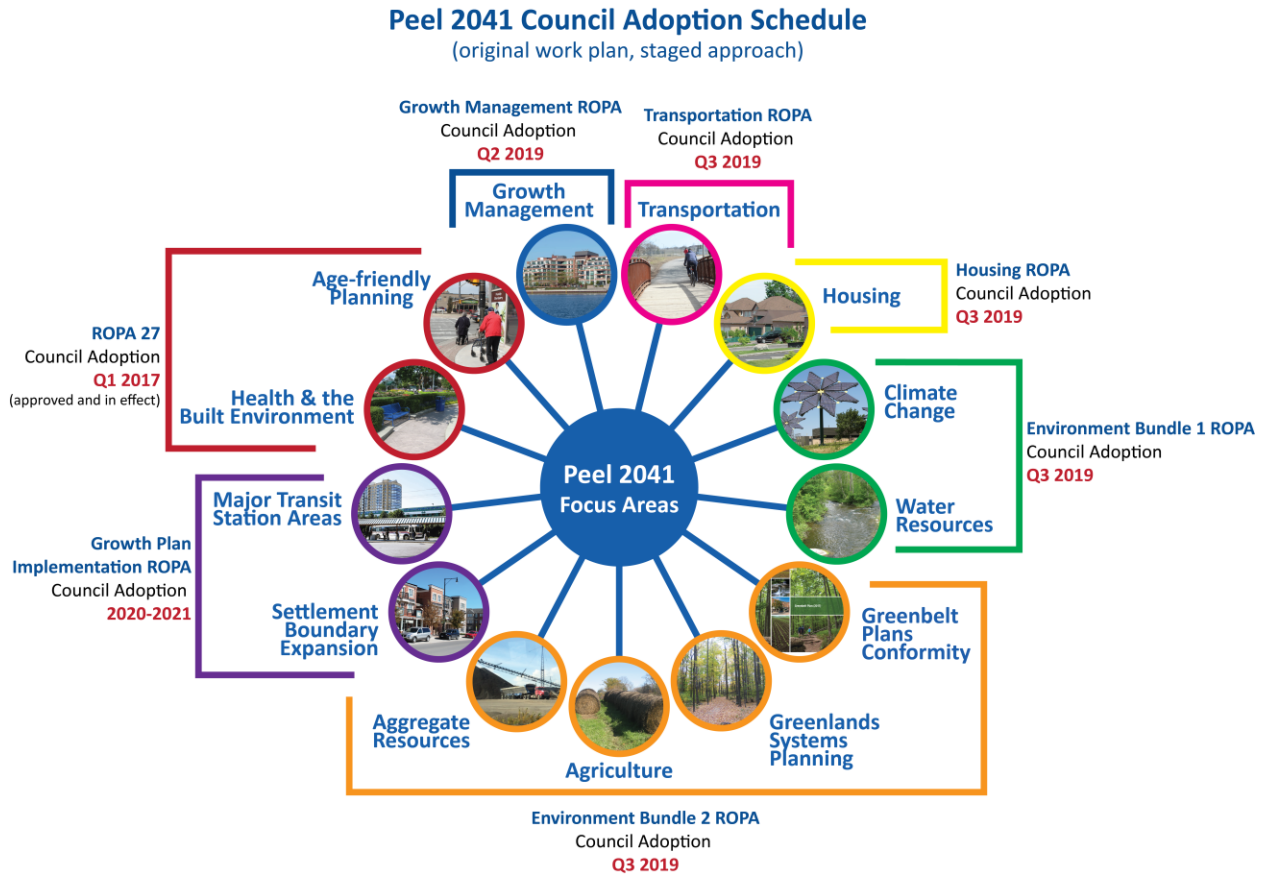


Figure 1. Peel 2041 Focus Areas

Significant work has been undertaken to advance the current focus areas. Appendix II provides a status update on each focus area.

As outlined in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context”, the 2017 Growth Plan conveyed increased responsibilities on the Region regarding land use planning including an expanded policy framework for Municipal Comprehensive Reviews which now must be initiated by the Region and approved by the Province. Additionally, the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018, now requires upper-tier municipalities to require elements of the Peel 2041 work program such as Major Transit Station Area boundaries, full settlement expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and integration of water, wastewater and stormwater master plans, to be incorporated in one amendment rather than several amendments implemented over several years as had been planned.

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

a. Growth Plan Forecasts to 2041

As previously reported to Council, Peel's integrated approach to managing growth has included draft allocations of population and employment forecasts to 2041 and minor adjustments will be required in response to the Draft Land Needs Assessment Methodology released by the Province. A Final Minister approved methodology is expected in the Spring 2018.

The Province also released draft guidance on application of intensification and density targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis and documentation of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

In addition, Regional staff will assess the impacts of the Province's decision to not proceed with the GTA West Highway including further studies and supportive policies that may be required. Staff plans to undertake the following work:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that Council directed staff to prepare in support of the Growth Management ROPA and Growth Management Strategy Work Plan;
- Revisit implications on transportation infrastructure plans including any potential infrastructure needed in lieu of a highway including goods movement and an increased emphasis on transit and other modes in collaboration with York and Halton Regions;
- Consider the strong body of evidence and analysis that exists to demonstrate the need for major road based infrastructure to facilitate planned urban residential and employment growth in Northwest Brampton and commitments made by affected municipalities through the Halton-Peel Boundary Area Transportation Study Memorandum of Understanding;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new and revised infrastructure costs and potential revenue changes as a result of revised non-residential growth allocations and increased risks of realising non-residential growth.

The Region's growth management work already completed provides a solid foundation to support this further work. The revised growth allocations considering the GTA West announcement would provide input into the integrated streams of work that make up the

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

Growth Management Strategy including infrastructure master plans and a Development Charges Background Study at that time. However, as noted below, a Growth Management Official Plan Amendment and final growth allocations would be delayed further because of Provincial direction eliminating the option of staging Municipal Comprehensive review requirements.

b. Major Transit Station Areas

Major Transit Station Area boundaries and applicable densities and associated policies must be incorporated into the Regional Official Plan. The current draft Growth Management and Transportation Amendments identify the general location of known Major Transit Station Areas and establish a framework for further detailed work. This further detailed work to establish boundaries and specific density objectives for each area had been proposed to be undertaken through Peel 2041 in a later Official Plan Amendment.

Work has begun with area municipalities to address the new requirements for Major Transit Station Area planning for the Region and the requirements for detailed implementation planning (i.e. land use and community design) to be undertaken by the local municipalities. The draft Provincial Municipal Comprehensive Review guidance requires completion of this process as part of a single amendment implementing a Municipal Comprehensive Review which eliminates the ability to phase the work.

c. Settlement Boundary Expansions to 2041

In accordance with the 2017 Growth Plan, the Region must now initiate all Municipal Comprehensive Reviews, including settlement expansion, whereas settlement expansion amendments in the past have been initiated by area municipalities. Regional staff will be working with Town of Caledon staff on conducting the required technical work and extensive public consultation. This exercise will take into consideration the results of the 2041 land needs assessment work based on the Provincial Land Needs Assessment Methodology. Addressing the full settlement boundary requirements to 2041 (currently estimated at approximately 565 hectares of community planning lands and 650 hectares of employment area) will require significant technical work, resources and consultation.

Mayfield West Phase 2 Stage 2

The draft Growth Management Amendment had included a proposed settlement expansion known as Mayfield West Phase 2 Stage 2. It was included in the draft Growth Management Amendment since much of the specific technical work to support the expansion has been completed and the settlement expansion represents a logical expansion to complete the community. The delay in proceeding with the Growth Management Amendment, due primarily to new Provincial policy guidance requiring all aspects of Municipal Comprehensive Reviews to be implemented in one amendment, also affects the timing of proceeding with decision making for the Mayfield West Phase 2 Stage 2 settlement expansion.

It has been requested that Peel consider advancing the Mayfield West Phase 2 Stage 2 settlement expansion independently of the Growth Management ROPA. However, the

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IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

2017 Growth Plan and the draft Municipal Comprehensive Review guidance documents tie settlement expansion to broader aspects of planning for 2041, including the required Provincial 2041 land needs assessment methodology and other Municipal Comprehensive Review requirements. This new policy context prevents settlement expansion using 2041 growth forecasts such as Mayfield West Phase 2 Stage 2 from proceeding independently.

Peel staff continue to advance the position to the Province that they should consider revising the draft Municipal Comprehensive Review guidance to recognize that a staged consideration of settlement boundary expansion could be an appropriate process, given clear circumstances, such as Mayfield West Phase 2 Stage 2 and the substantial body of supporting technical work already completed.

d. Employment Land Conversions

One area of work that will be impacted by extended timelines is implementation of the employment land conversions in Brampton and Mississauga. Technical work completed by local municipalities has been included in the Peel Growth Management Amendment Municipal Comprehensive Review elements as required by the 2017 Growth Plan. This includes conversions of several small employment areas in Brampton, a portion of the Inspiration Lakeview lands in south Mississauga, and a small piece of conversion land adjacent to the Malton Neighbourhood Area. Regional staff has worked with local municipal staff to ensure the technical work is appropriately undertaken and documented to support employment conversions and has incorporated outcomes of the analyses in the Region's work in an employment strategy and the draft Growth Management Amendment. However, since the draft Provincial Guidance requires a Municipal Comprehensive Review to be undertaken as one amendment, implementation of employment conversions will also be delayed for some time as the larger scope of work is undertaken.

e. Environment Themed Bundles (Greenlands Systems Mapping, Agriculture, Water Resources)

The timing of the environment themed bundles will also need to be adjusted as result of the release of the draft Municipal Comprehensive Review guidance document so that components that are required elements of a Municipal Comprehensive Review are integrated and addressed in the growth management work as one amendment. The guidance document makes it clear that natural heritage systems and agricultural systems mapping, watershed planning and stormwater master plans or equivalent must now be brought under one amendment along with all the other growth management components mentioned earlier in this staff report. The Municipal Comprehensive Review guidance document requires upper-tier municipalities to incorporate the Provincial Agricultural System and Natural Heritage System mapping that were released by the Province as input into the Region's growth management and settlement expansion planning analysis. As well, upper-tier municipalities are now required to consider development of stormwater master plans or equivalent as part of Regional infrastructure plans including water and wastewater master plans and integrate them into watershed planning as input into Regional settlement boundary expansion to 2041. Regional staff will bring forward two staff reports to a future Regional Council meeting, which will provide further analysis on the Provincial mapping.

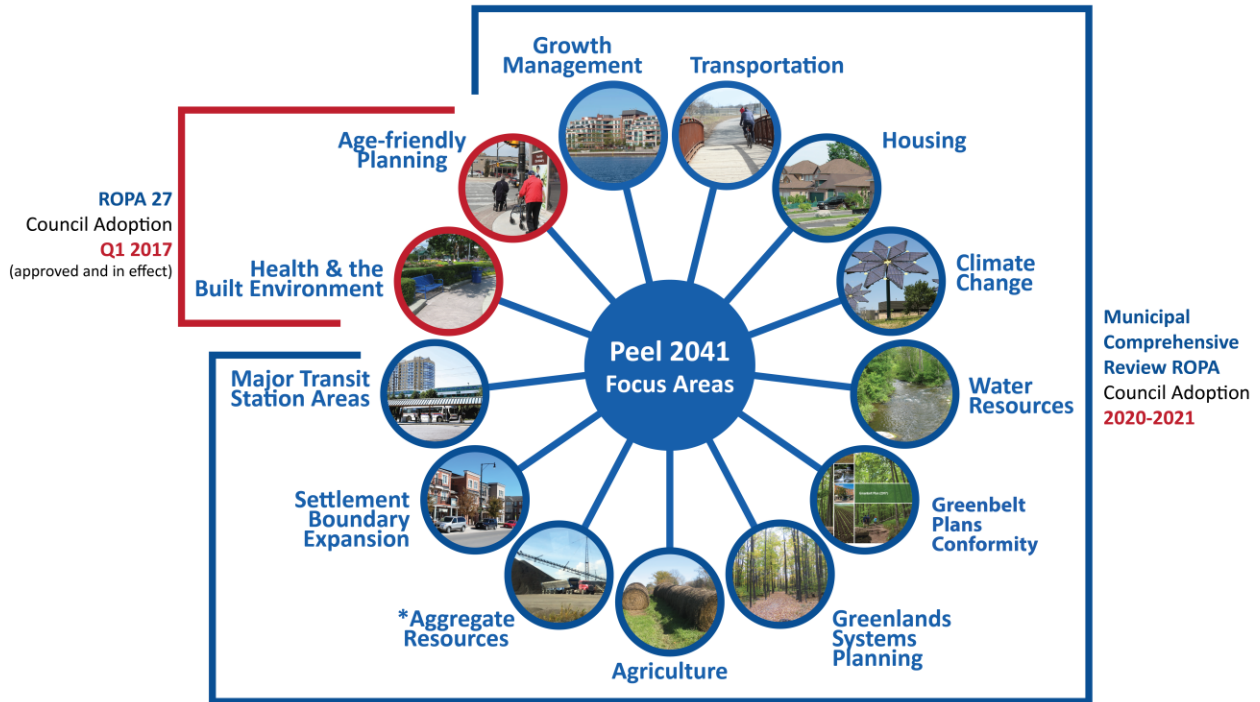
IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

f. Revised Peel 2041 Work Program Timelines

As discussed above, the evolving Provincial planning context will result in a revised work program for Peel 2041 whereby all the policy focus areas except possibly aggregate resources, must be combined into a single Regional Official Plan Amendment (Figure 2). This will have the effect of delaying the timelines until all the technical work and consultation for all aspects of each focus area is completed. Final detailed revised study scopes and timelines will need to be worked out in discussions with provincial staff and stakeholders but the work is not expected to be complete until at least 2020 and possibly 2021 (see Appendix I). In particular, requirements for full settlement expansion to 2041, subwatershed planning and the integration of water, wastewater and stormwater master plans, major transit station area delineation and implementation of Provincial natural heritage system and agricultural system mapping are expected to require the most time to complete. The Province requires completion of the Municipal Comprehensive Review and conformity with Provincial Plans by July 1, 2022 for upper-tier municipalities and lower-tier municipalities must complete their conformity within one year of the upper-tier amendment taking effect.

Peel 2041 Council Adoption Schedule

(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

Figure 2. Revised Peel 2041 Work Program

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

3. Draft Ninth Line Lands ROPA

The major impact impeding the advancement of the draft Ninth Line Lands ROPA is that the Province, in its comment letter to the Region of Peel dated December 1, 2017, stated that it seemed premature to move forward with a Regional Urban Boundary expansion to include the Ninth Line Lands, pending completion of the 2017 Growth Plan requirements, including demonstrating that the land is needed to accommodate growth allocations to 2041.

While the draft Ninth Line Lands ROPA is including the lands in the Region's Official Plan, the draft ROPA is different from the proposed settlement boundary expansion of Mayfield West Phase 2 Stage 2. The draft Ninth Line Lands ROPA implements the Region's 2031 population and employment forecasts through redistribution of Mississauga's existing population allocation. The draft Ninth Line Lands ROPA is not a typical settlement boundary expansion exercise, but rather, an exercise of boundary adjustment through annexation. At the time when the lands were annexed to the Region of Peel and City of Mississauga in 2009, Halton's Official Plan included a policy framework for this area to support transit oriented development. Had the lands continued to develop based on Halton's Official Plan policies for Ninth Line Lands Corridor, the Province's 2006 Growth Plan would have captured those lands and included them in its delineated built boundary.

For reasons noted above, Regional staff continues to work with Mississauga and Provincial staff to advance the draft Ninth Line Lands ROPA to implement 2031 planning horizon targets. Staff plans to bring forward a staff report on the Ninth Line Lands draft Official Plan Amendment later this Spring.

4. Northwest Brampton

Development in Northwest Brampton beyond Phase One which has largely been developed as the Mount Pleasant community is contingent on satisfying specific policies in Section 5.3.4 of the Region of Peel Official Plan established as part the settlement implementing ROPA 15. Policies regarding protection of shale resources are being addressed through a Shale Study being undertaken by Peel following the 10 year moratorium on shale protection. Regional staff is finalizing that study and plan to report to Council in June 2018. Resolution of the shale policy issues will be critical to planning for growth in Brampton and Peel to 2041.

The policy framework also requires that alignment, jurisdiction and financing mechanisms of a viable north-south transportation corridor are in place to the Region's satisfaction before development can proceed. Cancellation of the GTA West Corridor Environmental Assessment means that the results of the long dormant Halton-Peel Boundary Area Transportation Study to plan for a north-south transportation corridor in the area will need to be revisited. Regional staff is gathering information to develop a terms of reference for future studies which would include evaluation of the long term transportation infrastructure needs for Northwest Brampton.

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**CONCLUSION**

As result of the evolving Provincial planning context, timelines for an initial Peel Regional Official Plan Amendment dealing with growth management matters will be delayed. This new scope and timeline for Peel 2041 will impact Peel planning staff work plan priorities, resource and budget requirements for technical and consultant support. Further consideration of resource implications will occur through the 2019 budget process.



Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Peel 2041 Work Program Revised Timelines
Appendix II: Status of Existing Peel 2041 Focus Areas

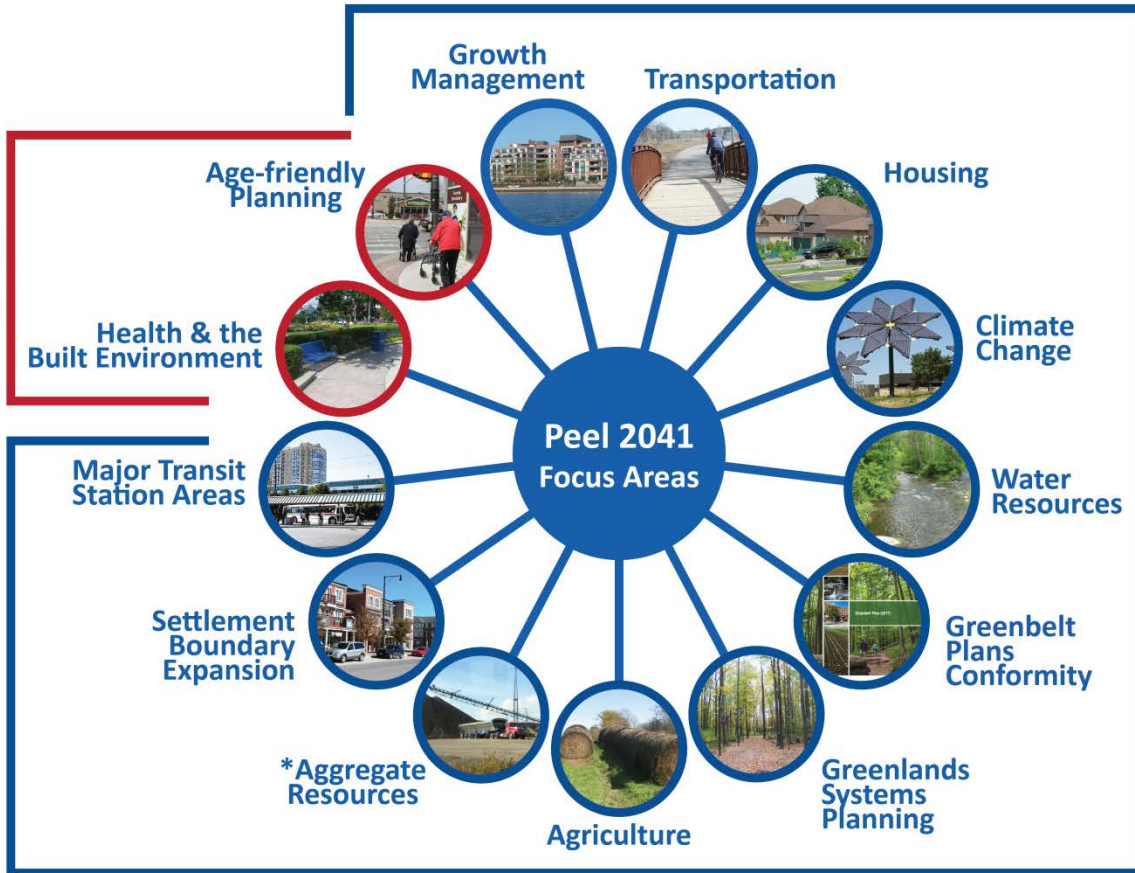
For further information regarding this report, please contact Arvin Prasad, arvin.prasad@peelregion.ca, ext. 4251.

Authored By: Adrian Smith, Liliana da Silva

APPENDIX I
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Peel 2041 Work Program Revised Timelines

Peel 2041 Amendment Adoption Schedule
(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

Appendix II

Status of Existing Peel 2041 Focus Areas

For details, visit peelregion.ca/officialplan or

contact John Yeh, 905-791-7800 x. 4037, john.yeh@peelregion.ca

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Status of Existing Peel 2041 Focus Areas

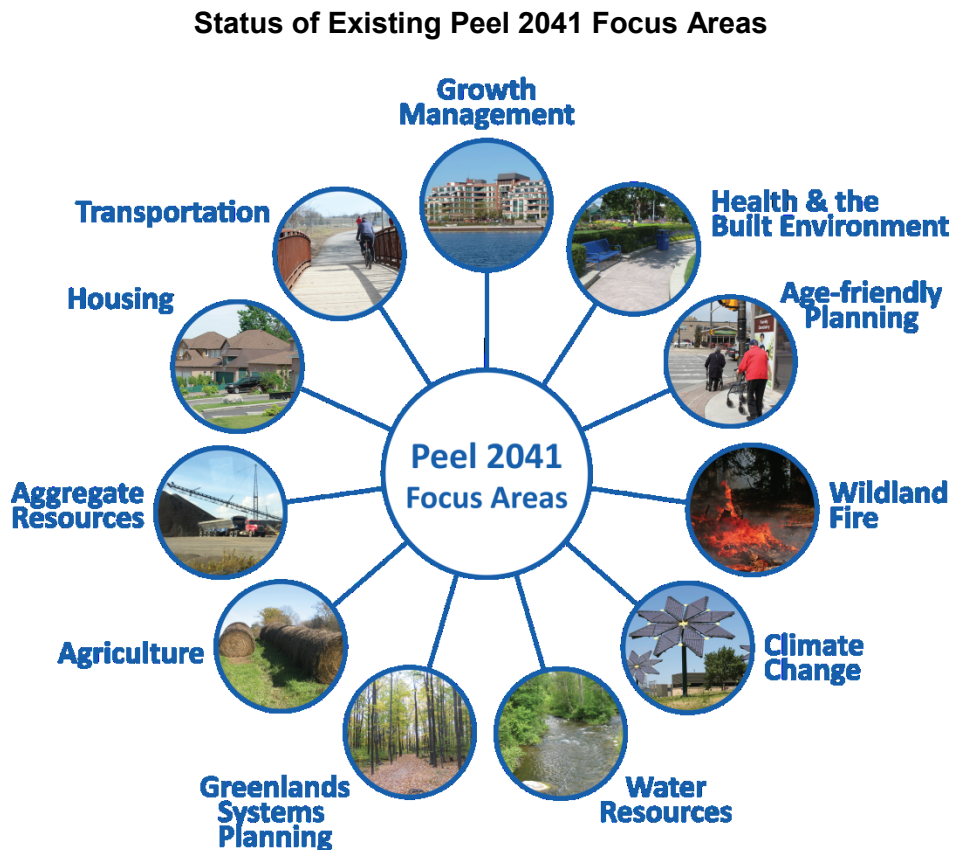


Figure 1. Existing Peel 2041 Work Program Focus Areas

This appendix provides a status update on all focus areas under the existing Peel 2041 work program (Figure 1). The sequencing of work of the current Peel 2041 work program is now impacted by the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018. The MCR guidance document now requires upper-tier municipalities to bring Major Transit Station Area boundaries, full settlement area boundary expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and stormwater master plans, into one amendment. The Peel 2041 work program, which contemplates several amendments implemented over several years, will have to be adjusted based on this new direction.

a) ROPA 27 – Age-Friendly Planning, Health and the Built Environment (Approved and in effect)

ROPA 27, which revises and adds policies in the Regional Official Plan related to age-friendly planning and health and the built environment, was adopted by Regional Council on February 23, 2017, and approved by the Province with no provincial modifications on September 8, 2017. The health and the built environment focus area added policies to require health assessments be undertaken as part of the development application

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process. Municipal Councils are also to be informed of the outcomes of the health assessment to support the creation of healthy communities.

The age-friendly planning focus area introduced policies in the areas of aging within the community, universal accessibility in the built environment including public service facilities, and creating better environments for active aging. Additional policies related to technical and administrative updates arising from the research and consultation undertaken are also included in ROPA 27.

b) Growth Management Focus Area

Growth Management is a key component of Peel 2041 and will address greater population growth than originally forecasted to 2031 as well as extending the planning horizon for both population and employment forecasts to 2041.

Regional staff, under direction from the Council, through the Growth Management Committee, established an integrated and collaborative approach to managing growth in Peel. A key aspect to this new approach is integrating financing and servicing considerations into planning decisions early in the process along with enhanced consultation.

The 2017 Growth Plan 2017 also further shaped draft growth management work including the following key policy directions:

- Increasing the density and intensification targets;
- Requiring upper-tier municipalities to have an employment strategy to establish density targets, intensification opportunities and support active transportation;
- Increasing the role of upper-tier municipalities in designating employment lands and major transit station areas;
- Expanding requirements for municipal comprehensive reviews including a greater upper-tier role, expanded applicability, and requiring that they be Provincially approved; and,
- Stronger integration of planning for land uses, infrastructure and finances.

On October 26, 2017, Regional staff brought forward a draft Growth Management ROPA for public consultation in accordance with the *Planning Act*. The draft reflected a number of the municipal comprehensive review elements related to growth management including: allocation of growth to the local municipalities, establishing density and intensification targets, revising the planning horizon, as well as identifying employment areas, strategic growth areas and major transit station areas.

Additional studies and subsequent official plan amendments had been intended to implement the remaining Peel 2041 policy reviews and further growth management details such as delineation of major transit station area boundaries, employment use conversions to other uses, and additional geographical settlement expansions required to accommodate growth to 2041.

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Regional staff also commented on the draft mandatory land needs assessment methodology that was released in December 2017 in a staff report to Regional Council on February 22, 2018. Regional land budget work is consistent with the draft methodology, with some minor adjustments to be made.

On February 9, 2018, the Province announced that it will not be moving forward with a highway for the Greater Toronto Area West Corridor. The Environmental Assessment process is to be replaced by a narrower corridor now known as the Northwest Greater Toronto Area Identification Study Area. The narrower corridor is approximately one-third the size of the analysis area of the environmental assessment, and will be protected from development while the province assesses what infrastructure, such as transit or utilities, will be needed to support the growing region. This work will be undertaken through the Greater Golden Horseshoe Transportation Plan, and will take approximately 9-12 months to complete.

In light of that announcement, the statutory public meeting planned for February 22, 2018 was deferred. Regional staff has been assessing the impacts of the cancellation of the Corridor on the overall draft growth management work. For a detailed analysis of the implications on the entire growth management work program, please refer to the staff report on the same agenda titled "Growth Management Strategy Status Update".

The growth allocation, employment strategy, transportation strategy, policy development, mapping, transportation strategy and transportation infrastructure plans behind the Growth Management and Transportation Amendments all included an assumption that planning for the GTA West Highway would continue through the planning period and that the planned provision of the highway would affect outcomes. The Provincial announcement will result in a clear need to revisit the work, in particular the following:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that staff were directed to prepare in support of the ROPA's and Growth Management Work Plan;
- Revisit implications on transportation infrastructure plans in included any potential Regional infrastructure needed in lieu of a highway and other infrastructure that may be needed as a result including goods movement and an increase emphasis on transit and other modes in collaboration with York and Halton Regions;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new / revised infrastructure costs and potential revenue changes as a result of revised non-residential growth and increased risks of realising non-residential growth.

The Province released draft guidance on application of Intensification and Density Targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have

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to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

It is anticipated that work on the growth management focus area will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

c) Transportation Focus Area

Key deliverables for the transportation focus area of Peel 2041 include a revised set of transportation policies, Schedules and Figures for the Regional Official Plan, and an updated Long Range Transportation Plan. Draft policies are informed by Regional initiatives including the Regional Road Characterization Study, the Strategic Goods Movement Network Study, Freight Transportation Demand Management Study, and Active Transportation Study. Draft policies have also been informed by studies undertaken as part of the Growth Management Strategy. In addition to the 2017 Growth Plan, transportation related provincial initiatives including the Metrolinx Regional Transportation Plan also factors into the formulating of its policies.

Work to update the Long Range Transportation Plan, is being undertaken concurrent with the draft Transportation Regional Official Plan Amendment. Transportation staff, in collaboration with local municipal staff and stakeholders, assessed the impacts of growth against the transportation system efficiency and other transportation-related matters such as, environment, economy, and health. The transportation strategy will identify road improvements and promote sustainable modes of transportation (i.e. encouraging transit, carpooling, walking/cycling). For details and status update on the Transportation Plan, visit letsmovepeel.ca.

The Plan is targeting a 50 per cent sustainable mode share by 2041 to support achievement of healthy and complete communities. The target of a 50 per cent modal split by 2041 will mean that approximately half the number of trips in the Region during the morning peak period would be made through sustainable transportation modes such as walking, cycling, carpooling, and transit. This 50 per cent sustainable mode share target has been a key input into the planning of long range transportation and evaluating transportation servicing needs to support growth to 2041.

A draft employment strategies paper to support employment growth was also added to the Regional Official Plan Amendment, per direction of Regional Council on February 9, 2017. The Strategy recommended the following:

- Multi-modal transportation access to support employment growth. More employees commuting by modes other than single occupancy vehicles helps with less localized congestion around employment areas.
- A high quality rapid transit network with mobility hubs and major transit station areas connecting the Region's Urban Growth Centres, major employment areas,

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Status of Existing Peel 2041 Focus Areas

and emerging high density communities. Station areas and mobility hubs that are targeted for employment growth could be prioritized.

- A complete streets approach in and around employment areas and the development of a connected network of high quality cycling facilities.
- Programming focused on behaviour changes in order to influence travel decisions to and from work.
- Maximizing the number of people that can be moved along a road corridor.
- Prioritizing access to the highway system, which is critical for many employment uses.
- Alternatives to single occupancy vehicle travel to maintain road capacity for the efficient and safe movement of goods and services, and to support employment lands, employment growth, and the overall economy.

One significant new requirement from the 2017 Growth Plan is to identify Major Transit Station areas boundaries. This requirement is addressed in the draft Transportation ROPA and co-ordinated with the Growth Management ROPA by establishing a policy framework and identifying general locations of MTSA's to guide future work. The Growth Plan requires the delineation of boundaries for major transit station areas and application of specific densities to those boundaries. Addressing this requirement will involve further technical, urban design, and land use work, along with land owner and neighbourhood consultation. This work was proposed to be addressed as a separate and new addition to the Peel 2041 work program and is described in further detail in the next section of this staff report.

The cancellation of the Greater Toronto Area West Corridor will also have an impact on the work plan and timing of completion of the draft transportation ROPA. Regional staff will be assessing the impacts of the cancellation of the Corridor on the overall draft transportation work. Regional transportation staff will be bringing forward a forthcoming staff report to advise Regional Council on the implications of the Provincial decision on the overall transportation planning work plan.

It is anticipated that work on the transportation focus area includes MTSA detailed work will need to be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

d) Housing Focus Area

The Peel 2041 housing focus area builds on previous work, including the 2010 Region of Peel Housing Strategy and Regional Official Plan housing policies related to the supply of affordable housing, affordable housing targets, retention of existing rental housing stock, energy efficient housing, housing options for persons with special needs and diverse populations, and barriers to accessing housing.

Draft housing policies introduced under this focus area will be framed by the following Regional and Provincial initiatives:

- Legislative changes to the *Planning Act*, introduced through the *Strong Communities through Affordable Housing Act, 2011 (Bill 140)* and *Promoting Affordable Housing Act, 2016 (Bill 7)*
- Regional Council's September 11, 2014 resolution (2014-721); and

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IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR
PLANNING INITIATIVES**

Status of Existing Peel 2041 Focus Areas

- Provincial Policy Statement and 2017 Growth Plan mandated, establishment and implementation of Regional affordable housing targets
- Consistency with 2017 Growth Plan by developing of Regional housing OP policy that is informed by a housing strategy which including identifying mechanisms and tools, alignment with the housing and homelessness plan and considers the appropriate range and mix of housing to accommodate a diverse range and mix of housing options.
- Peel Housing and Homelessness Plan Refresh to be considered by Regional Council by April 5, 2018.

An Affordable Housing Background Paper was released in 2017 to capture research and analysis undertaken to inform a future Regional Official Plan Amendment. The background paper includes potential housing policy directions consistent with Provincial legislation, policy and Peel Council direction. It also includes results of measurement and monitoring of housing stock, including affordability thresholds and estimation of second units in Peel, an overview of legislative and policy frameworks and tools, best practices and case studies for affordable housing.

Regional staff reported to Regional Council on February 22, 2018, and commented on the draft regulation associated with inclusionary zoning as per the Promoting Affordable Housing Act, 2016. Regional staff strongly encouraged the Province to revisit elements of the draft regulations that are outlined in the report.

Regional staff has undertaken on an Affordable Housing Needs and Strategies project with the aim of updating the Peel Housing and Homelessness Plan and bringing forward a Regional Official Plan Amendment with draft housing policies based on input received from all the work. Specifically, the draft ROPA will include consideration for a potential inclusionary zoning approach for Peel and updates to housing targets. Regional staff is also currently undertaking a strategic analysis of affordable housing targets, incentives and tools, aligned with the Housing and Homelessness Plan refresh and 2017 Growth Plan requirements. A housing strategy is also required as part of a Municipal Comprehensive Review. As part of the analysis, staff will advocate for funding opportunities from the Province.

e) Environment Themed Bundle – Bundle 1 – Climate Change, Water Resources, Wildland Fires; Bundle 2 – Agriculture, Greenlands System Planning, Aggregate Resources

Environment and resources policy themes are also being addressed in Peel 2041 through an Environment Themed bundle which will proceed in phases. The first phase (Environment Bundle 1) will include a Water Resources Policy Review, Climate Change Policy Review and a Wildland Fire Policy Review. It is proposed that this first phase will be followed by a second phase (Environment Bundle 2), encompassing the Agricultural Policy Review, Greenlands System Policy Review and Aggregate Resources Policy Review.

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

Environment Bundle 1

- i) **Water Resources Policy Review** – the key objectives of the Water Resources policy review is to ensure consistency with the Provincial Policy Statement 2014, and Growth Plan 2017 and to incorporate policies contained in approved source protection plans as required under the Clean Water Act 2006. It will also include revisions to mapping to identify a water resources system for the Region of Peel.
- ii) **Climate Change Policy Review** – the objectives of the Climate Change policy review is to ensure consistency with the Provincial Policy Statement 2014 and Growth Plan 2017 with emphasis on reducing greenhouse gas emissions, and incorporating climate change policy on mitigation and adaptation in the Regional Official Plan.
- iii) **Wildland Fire Policy Review** – the objectives of the Wildland Fire Policy Review is to outline how wildland fire hazards can be addressed in municipal land use planning, consistent with the direction in the Provincial Policy Statement 2014.

Draft Discussion Papers have been prepared and circulated among targeted stakeholders for Water Resources, Climate Change and Wildland Fire. Targeted stakeholder consultations have taken place with area municipal staff, provincial staff and the conservation authorities. Additional initial stakeholder consultations have taken place with the Peel Federation of Agriculture, Peel Agricultural Advisory Working Group and the Peel Chapter of the Building Industry and Land Development Association.

Environment Bundle 2

- iv) **Agriculture Policy Review**- the objectives include ensuring conformity with the Provincial Policy Statement 2014 and the Provincial Agricultural System policies in the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. Provincial Agricultural System land base mapping has now been finalized and released by the Province and will need to be refined and updated in the Regional Official Plan including identification of updated prime agricultural area mapping along with more flexible policies for agriculture, agriculture-related and on-farm diversified uses.

A draft Agricultural Discussion paper is being prepared and will be circulated to targeted stakeholders as a precursor to it being finalized for wider distribution and follow-up consultations and discussion.

- v) **Waste Management Policy Review** – the objectives of the policy review is to ensure conformity with provincial policies, including Provincial Policy Statement 2014, Waste-Free Ontario Act, 2016, and the Food and Organic Waste Framework. This policy review will update and add new waste management policies to the Regional Official Plan.

**APPENDIX II
IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR
PLANNING INITIATIVES**

Status of Existing Peel 2041 Focus Areas

- vi) **Greenlands System Planning Policy Review** – the objectives of the policy review includes ensuring conformity with the Provincial Policy Statement 2014, and the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. It will include updated Greenlands System policies and mapping of a regional natural heritage system, with appropriate policies to maintain, restore or enhance the diversity and connectivity of the system.
- vii) **Aggregate Resources Policy Review** – the objectives of the policy review includes updating the Regional Official Plan policies to incorporate provincial policies related to comprehensive rehabilitation and to promote aggregate recycling within operations. In addition, the amendment will update the Official Plan’s High Potential Mineral Aggregates Resources Area mapping to incorporate changes to provincial information.

It is anticipated that targeted consultation with local municipal staff will occur through Summer/Fall of 2018 as the technical scope of work for the Greenbelt and Aggregates Resources Policy Reviews are further defined and developed.

It is also anticipated that some of the focus areas in the environmental themed bundles (water resources policy review, greenlands system planning policy review, agriculture policy review) that deal with agricultural and natural heritage systems mapping, watershed planning and stormwater master plans will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

For Information

DATE: April 9, 2018

REPORT TITLE: **IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS**

FROM: Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

OBJECTIVE

To provide Regional Council with an update on the timing of the deliverables related to the Growth Management Strategy as a result of the recent Provincial direction on GTA West Corridor and the draft guidance provided for Municipal Comprehensive Reviews.

REPORT HIGHLIGHTS

- This report provides a restated timeline for the key work areas related to the Growth Management Strategy integrated work plan resulting from the Province's GTA West decision and the new Draft Municipal Comprehensive Reviews guidance.
- Staff continues to place a high priority on revising and advancing the Growth Management work. It has been determined that additional work will need to be undertaken related to employment and transportation strategies, employment planning and transportation infrastructure, water and wastewater capital plans, populations and employment allocations and assessment of financial implications for the Region of Peel.
- The overall timelines for the Growth Management Strategy integrated work plan will require an extension into late 2020 or beyond.
- Development Charges By-law will also be delayed to due to the input requirements of the above revised work. The timing for a new Regional Development Charges By-law is anticipated by late 2019 to early 2020.

DISCUSSION
1. Background

The GTA West Corridor was fundamental to the assumptions used by the Region in the Peel 2041 Official Plan and Growth Management work.

Using an integrated growth management approach in collaboration with area municipalities, the development industry and other stakeholders, the Region developed an integrated work plan in 2016 (See Appendix I - Original Timeline). The work plan consisted of a series of

8.4-2

IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS

consultations and reports being finalized throughout 2017 and being brought before Council in the fall of 2017. The October 26, 2017 report contained the comprehensive Growth Management Strategy Reports which detailed the integrated work underway. All component work plan items were on target to meet their respective timelines as well as have the associated Regional Official Plan Amendments to Council for approval in April 2018. In addition, an updated interim Development Charges By-law would have gone to Council for approval by July of 2018. Anticipation of some minor delays due to the timing of Provincial feedback was anticipated and built into the timelines.

Impact of Provincial Direction and Guidance on Growth Management Plan Timelines

The Province's decision not to proceed with the GTA West Highway Corridor and the issuance of its draft guidance on Municipal Comprehensive Reviews (please refer to the companion report listed on the April 12, 2018 Regional Council agenda, titled "Current Provincial Land Use Planning Context" for greater detail) will have major implications on the timing associated with the Growth Management integrated work plan. It should be noted that staff continues to place a high priority on revising and advancing the Growth Management work and continues to work with stakeholders on all project areas.

The immediate implication is the requirement to reassess/update the allocations related to population and employment which feed into all the other bodies of work listed below. These revised assumptions will require additional time and resources and will impact the timing of all related work. (See Appendix II - Revised Timeline) The implications on the work plan items are as follows.

- Revise the population and employment growth allocations, specifically, the employment by type and location. This work will commence mid Q2 2018. The results of this work are an essential input to the work detailed below.
- Revise the integrated Employment and Transportation Strategy as well as the Transportation Capital Costing based on the revised assumptions noted above. This revised work will delay the timing of the Transportation ROPA for Council approval.
- Revise the Water and Wastewater infrastructure needs. Any changes from the revised population and employment allocations will need to be reflected in an updated Water and Wastewater Capital Plan. Depending on the extent of the revisions required this work may delay the implementation of the Water and Wastewater Master Plan.
- The Development Charges (DC) By-law relies on the revised input from all the above work. Staff will continue to scope the bodies of work and associated timelines to inform the timing of a new DC By-law. It should be noted that the current Regional DC By-law is in force until 2020. Staff will continue to work with area municipalities and the development industry to bring greater consistency to the policies and technical aspects of all four DC By-laws.
- The greatest timing impact will be on the Growth Management Regional Official Plan Amendment (ROPA). This is due to guidance related to Municipal Comprehensive Reviews (please refer to the companion report listed on the April 12, 2018 Regional Council agenda, titled "Current Provincial Land Use Planning Context"). Under the new draft guidance, a revised ROPA which complies with the Municipal Comprehensive Reviews (MCR) guidance is not anticipated until late 2020 or beyond.

IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS

RISK CONSIDERATIONS

Staff is in the process of identifying the scope of work along with the new key milestones required to complete all updates to the Growth Management integrated work plan. Staff is also identifying the bodies of work which require external expertise to complete and the availability of those experts.

A new draft timeline has been generated based on what is known to-date and is incorporated in this report as Appendix II.

FINANCIAL IMPLICATIONS

The revisions to the assumptions and analysis of the Growth Management Strategy integrated work program as well as the new Draft MCR requirements will have significant implications for both the human and financial resources required to complete the work. The specific details of the scope of the proposed studies to support the MCR and the ROPA will be determined through further discussion among Regional Staff and municipal partners. Staff will scope the studies and will seek funds through the 2019 capital budget.

CONCLUSION

The current planning context along with the Province's decision regarding the GTA West Corridor has resulted in significant revisions to all aspects of the Growth Management Strategy integrated work plan as well as significant new work to be completed to comply with the draft MCR guidelines. The result is the overall work plan timeline has been pushed into late 2020 or beyond.



Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Original Timeline (October 26, 2017)

Appendix II - Revised Timeline (April 12, 2018)

For further information regarding this report, please contact Steve Jacques, Director, Growth Management Strategy, extension 4625, email at steve.jacques@peelregion.ca

Authored By: Steve Jacques

Original Timeline:

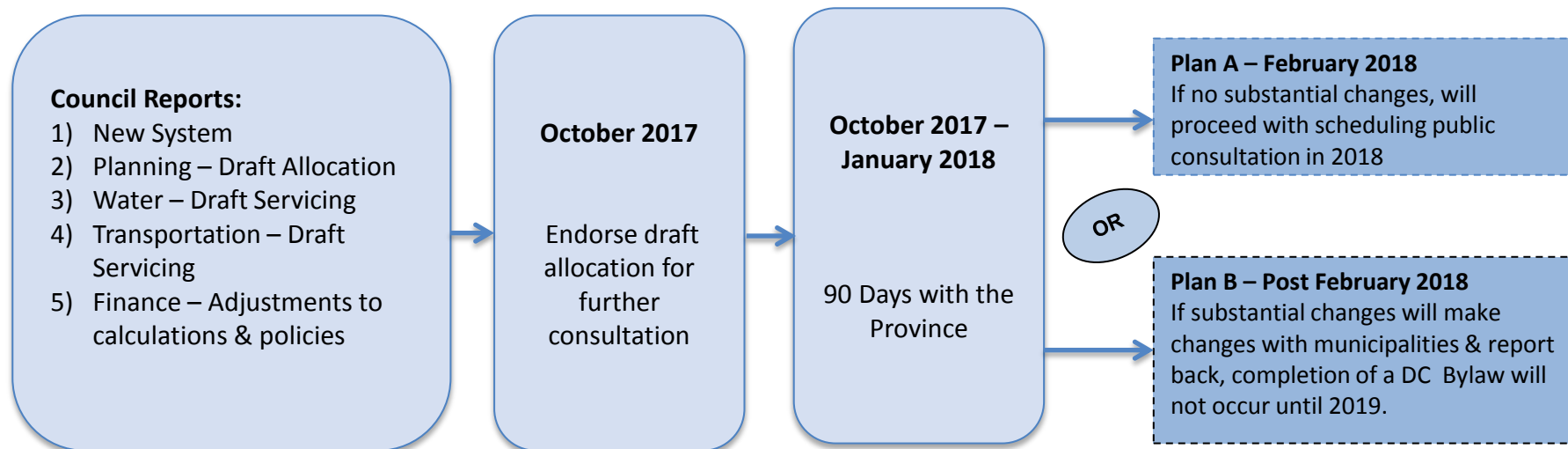
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April 2016 – October 2017

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Draft Allocation

Regional, Municipalities & BILD good position to adjust draft plans as further Provincial direction received



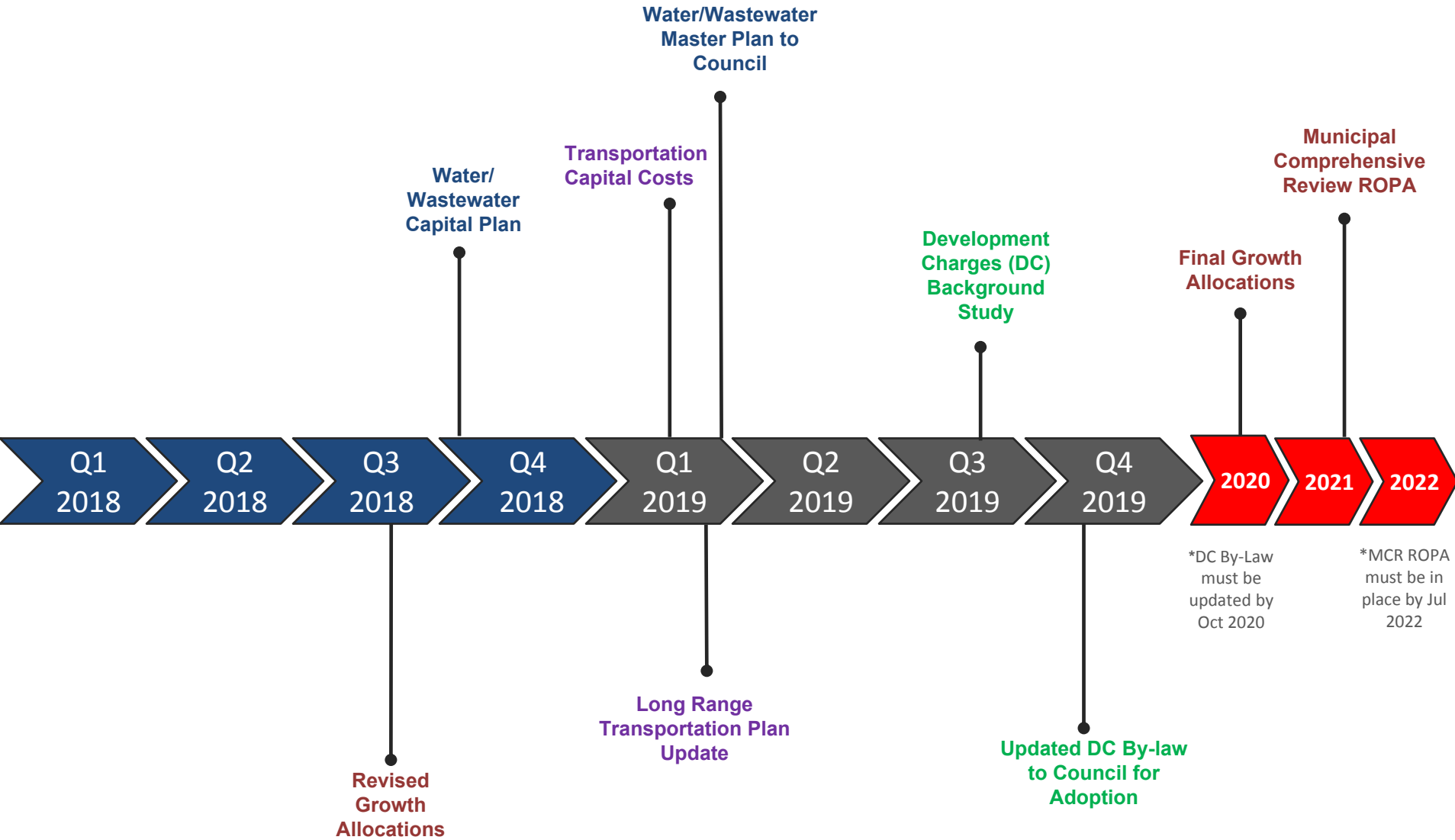
Provincial Direction:

1. Land Budget Methodology (Dec/17)
2. Major Transit Station Areas (Local Municipalities and Region to work together to determine location surrounding density, etc.).

APPENDIX II - IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS

Growth Management Revised Timeline (2018 – 2022)

8.4-5



For Information

DATE: April 10, 2018

REPORT TITLE: **GTA WEST CORRIDOR/NORTHWEST GREATER TORONTO AREA CORRIDOR IDENTIFICATION STUDY UPDATE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To update Regional Council on the status of the GTA West Corridor Environmental Assessment Study and provide information on the Northwest GTA Corridor Identification Study.

REPORT HIGHLIGHTS

- On February 9, 2018, the Minister of Transportation announced the cancellation of the GTA West Corridor Environmental Assessment Study.
- A new study known as the Northwest GTA Corridor Identification Study (Study) was initiated in December 2017. Its purpose is to “identify a narrow corridor of lands in the northwest GTA to protect for future linear infrastructure.”
- The Study is anticipated to be completed in nine to 12 months with a study area approximately one third the size of the GTA West Focused Analysis Area.
- Staff are in the process of obtaining further information on the Study to resolve localized impacts of the cancellation of the GTA West Environmental Assessment Study wherever possible and develop Terms of Reference for future studies.

DISCUSSION
1. Background

In 2008, the Ontario Ministry of Transportation (the Ministry) initiated an Environmental Assessment study to examine long term transportation problems and opportunities and to consider alternative solutions to provide better linkages between Urban Growth Centres in the Greater Toronto Area as identified in the *Places to Grow Plan*. This study came to be known as the GTA West Corridor Environmental Assessment Study.

Stage 1 of the GTA West Corridor Environmental Assessment Study concluded in 2012 with the release of the Transportation Development Strategy (the Strategy). The Strategy confirmed that in addition to new and expanded non-road transportation infrastructure and widening or improvements to existing roadways, a new freeway from Highway 400 in Vaughan, with connections to Highways 427 and 410, and north-south along the Halton-Peel boundary, with a connection to Highway 401 and potentially Highway 407 in Halton Region, would be necessary to serve growth to 2031.

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

Stage 2 of the Environmental Assessment was initiated in early 2014. A range of alternatives and a Focused Analysis Area was released for public consultation in late 2014. The GTA West Corridor Environmental Assessment Project Team was working towards identifying a single preferred alternative and alignment for the corridor by 2018. On December 4, 2015, the Ministry issued a study update advising that planned Public Information Centres would not go ahead as more time was needed. Following this, on December 16, 2015, the Minister of Transportation announced that work on the GTA West Corridor Environmental Assessment Study was suspended pending a review to be concluded by Spring, 2016. The need to examine the project in light of climate change commitments and emerging technologies were some of the reasons cited for the suspension.

An Advisory Panel was subsequently appointed to conduct a strategic assessment of the GTA West Corridor Environmental Assessment Study. The Panel reviewed trends, emerging technologies and provincial policy, and also conducted scoped consultation with affected municipalities, including the Region of Peel.

2. Cancellation of the GTA West Corridor Environmental Assessment Study and Initiation of Northwest GTA Corridor Identification Study

The Minister of Transportation released a statement on February 9, 2018 advising that the GTA West Corridor Environmental Assessment Study had been cancelled. The Advisory Panel report was also released to the public.

The Advisory Panel recommended that:

- The GTA West Corridor Environmental Assessment Study be stopped and that the Ministry of Transportation lead the development of a single transportation plan for the Greater Golden Horseshoe;
- That the Ministry make the GTA West Corridor Environmental Assessment Study data available and easily accessible online, including relevant information about the data sources, collection methods and timing, to ensure that users can tap into the full potential of the data; and,
- The Ministry not continue to protect the corridor that was identified as preferred in the GTA West Corridor Environmental Assessment Study.

The Minister of Transportation further announced that a new study, known as the Northwest GTA Corridor Identification Study, had been initiated jointly by the Ministry and Independent Electrical Safety Operator. The new study area would be focused within a narrow portion of the original GTA West Corridor Environmental Assessment Study area. The new study area is approximately 600 metres (1967 feet) wide and releases much of the land previously “frozen” by the GTA West Corridor Environmental Assessment Study.

The new study aims to, “identify a narrow corridor of land in the Northwest GTA to protect for future linear infrastructure,” and is anticipated to take nine to 12 months to complete. This study is not conducted as an environmental assessment, and any infrastructure development in the area would require the completion of an applicable environmental assessment. Ministry staff have confirmed that they will release protection of the larger GTA West Corridor lands, and pursue protection of the Northwest GTA Corridor Identification

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

Study lands. Staff have requested terms of reference of the Northwest GTA Corridor Identification Study and have expressed interest in being actively engaged.

Specific mapping details of the Northwest GTA Corridor have not been provided, with Ministry staff noting that they will not be releasing this information to municipalities. Instead, a pdf format “map book” is available. Consultations will still be required with the Ministry to confirm if specific properties are in or out of the study area.

Provincial staff held an information session for municipal staff, during which they advised that the Northwest GTA Corridor will function similarly to the Parkway Belt West Corridor shown in Appendix I, which was identified by the province as a multi-purpose corridor and was preserved for decades while uses were identified and studied. The 407 Transitway is currently being implemented in portions of that protected corridor.

Peel has long commented to Provincial staff that the typical 20-year horizon for planning necessary transportation infrastructure is wholly inadequate due to development pressures on scarce land, and the length of time required to complete studies for these projects.

In 2016, the Ministry commenced the Greater Golden Horseshoe Transportation Plan which is expected to be completed in 2019. The study aims to develop a multi-modal transportation system to the year 2051 and a long term vision to 2071. Peel staff have actively participated in the study and are pleased that the Province has understood this concern and are taking steps to mitigate challenges for the future. The Ministry’s information sessions have noted that the Greater Golden Horseshoe Transportation Plan is intended to consider inputs from the Northwest GTA Corridor Identification Study in recommending a way to move forward for planning for transportation and other infrastructure needs in this area. Staff are engaged in the development of the Greater Golden Horseshoe Transportation Plan. However, this initiative does not resolve the concerns that the Region currently faces with respect to managing growth in Peel, and planning around the uncertain use of the Northwest GTA Corridor.

3. Preliminary Identification of Implications for Peel Region

Impacts to the Region of Peel Integrated Growth Management Strategy

The cancellation of the GTA West Corridor Environmental Assessment Study and initiation of the Northwest GTA Corridor Identification Study has implications for the integrated Growth Management Strategy that the Region is leading. The proposed GTA West Highway was a fundamental input to the transportation assumptions to support growth to 2041. The now uncertain use of the corridor will require staff to revisit the transportation assumptions and inputs that formed the transportation component of the integrated Growth Management Strategy and work plan. Further information about broader implications of the GTA West Corridor Environmental Assessment Study cancellation can be found in the companion report listed on the April 12, 2018 Regional Council agenda, titled “Implications of the GTA West Cancellation and Current Planning Requirements on Growth Management Work Plan”.

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

Impacts to the Halton-Peel Boundary Area Transportation Study

In 2007, the City of Brampton, Town of Caledon, Town of Halton Hills, Halton Region, and the Region of Peel initiated an Environmental Assessment study known as the Halton-Peel Boundary Area Transportation (HPBAT) Study. The purpose of the study was to identify transportation network requirements to facilitate growth in the area. The information and recommendations of the study were ultimately deferred to the Province when the GTA West Corridor Environmental Assessment Study area overlapped with the HPBAT study area shown in Appendix I.

As a result of the GTA West Corridor Environmental Assessment Study cancellation and initiation of the Northwest GTA Corridor Identification Study, discussions are currently underway with the HPBAT Study partners to address long term transportation and planning issues in the area. The commitments made through the HPBAT Study Memorandum of Understanding will also be considered.

Impacts to Specific Land Use and Transportation Planning Matters

In 2012, Regional Council endorsed three “priority areas” for the GTA West Study, where significant planning challenges exist. These areas were: Mayfield West (Caledon), Heritage Heights (Brampton), and Secondary Plan Area 47 (SP 47, Brampton), and are identified in Appendix I.

In Mayfield West and SP 47, Brampton some developments that were impacted by the GTA West Corridor study area continue to be impacted by the Northwest GTA Corridor Identification Study Area, while other lands will be released once the matters have been formally resolved at the Ontario Municipal Board. In addition, other developments physically located outside of the Northwest GTA Corridor Identification Study Area in Mayfield West are dependent on servicing that is required to cross the Northwest GTA Corridor Identification Study Area. Peel and Caledon staff are engaged in discussions with Provincial staff on resolving this matter.

The Regional Policy framework requires the alignment, jurisdiction and financing of a viable north-south corridor to be completed to the Region’s satisfaction prior to development in Northwest Brampton (Heritage Heights). To this end, extensive local and Regional planning efforts have been undertaken in the area, as part of the Halton-Peel Boundary Area Transportation Study (HPBATS). That study confirmed the need for a north-south transportation corridor with connections to Highways 401 and 407 in Halton Region. The study also recommended a number of other improvements in the Halton-Peel boundary area. The Ministry of Transportation’s Transportation Development Strategy resulted in the locally identified north-south corridor largely coinciding with the GTA West Corridor.

A subsequent analysis led by the original HPBATS Study partners (Halton Region, Peel Region, the City of Brampton, and Towns of Caledon and Halton Hills) and involving an examination of best practices and precedents, discussions with key staff from the Ministries of Transportation and the Environment, independent legal and Environmental Assessment advice, and staff and consultant input, concluded that it was not feasible to continue local planning efforts to implement the Halton-Peel Freeway, given the concurrent GTA West Corridor Environmental Assessment.

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

A lack of clarity regarding the location of the GTA West Corridor had prevented secondary planning in Heritage Heights from advancing, which will ultimately impact the Region of Peel's ability to accommodate population and employment as allocated in the Province's *Places to Grow* Plan. In light of the decision to cancel the GTA West Corridor Environmental Assessment Study and commence the Northwest GTA Corridor Identification Study, staff will need to obtain further information and consult with various agencies in determining the path forward.

On March 13, 2018, the City of Brampton passed a resolution to commence a transportation study, in consultation with the Region of Peel, to confirm the long term transportation infrastructure needs for Northwest Brampton in parallel to the Northwest GTA Corridor Identification Study.

In addition to the three priority areas endorsed by Regional Council, staff has noted that in the Ninth Line Lands area, the Northwest GTA Corridor Identification Study Area is slightly larger than the previous GTA West Focused Analysis Area (Appendix I). However, the larger lands were protected under the Parkway Belt West Corridor protection policies.

Staff are working with legal counsel to address the outstanding appeals related to the GTA West Corridor and to ensure protection for the Northwest GTA Corridor Protection Area, and will report back to Council on specific appeals and status at a future date.

Impacts to Goods Movement Planning in Peel Region

The Region of Peel has long supported the GTA West Corridor, both as a means to provide transportation capacity to support future population growth as outlined in the Province's own *Places to Grow* Plan, as well as acting as a catalyst for economic development, specifically for the already strong goods movement industry in Peel. Goods movement related industries account for 43 percent of the jobs in the Region of Peel, and goods movement industries contributed \$49 billion of Gross Domestic Product to Peel's economy in 2014. The implications of the GTA West cancellation will need to be revisited in the Region's ongoing development of the Goods Movement Long Term Plan.

4. Risks to the Region of Peel

In addition to the implications mentioned above, the primary risk to the Region of Peel pertains to the challenges in accommodating for population and employment growth due to the uncertain use and location of the corridor. By 2041, the Region of Peel is expected to grow by 600,000 additional residents and 300,000 additional jobs. This growth translates to an increase in the number inter- and intra-regional trips also resulting in significant capacity implications. The uncertain use of the corridor makes transportation planning and planning for the anticipated growth particularly challenging for the Region of Peel and local municipalities.

**GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR
IDENTIFICATION STUDY UPDATE**

CONCLUSION

Regional staff are currently in the process of gathering information from the Ministry of Transportation as their Northwest GTA Corridor Identification Study progresses. This information will enable staff to develop a comprehensive work plan on how to proceed with addressing the Region's anticipated growth and transportation demands. In the interim, Regional staff are conducting preliminary analyses to understand the impact of the cancellation of the GTA West Corridor Environmental Assessment Study and infrastructure required in the lieu of a provincial corridor.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

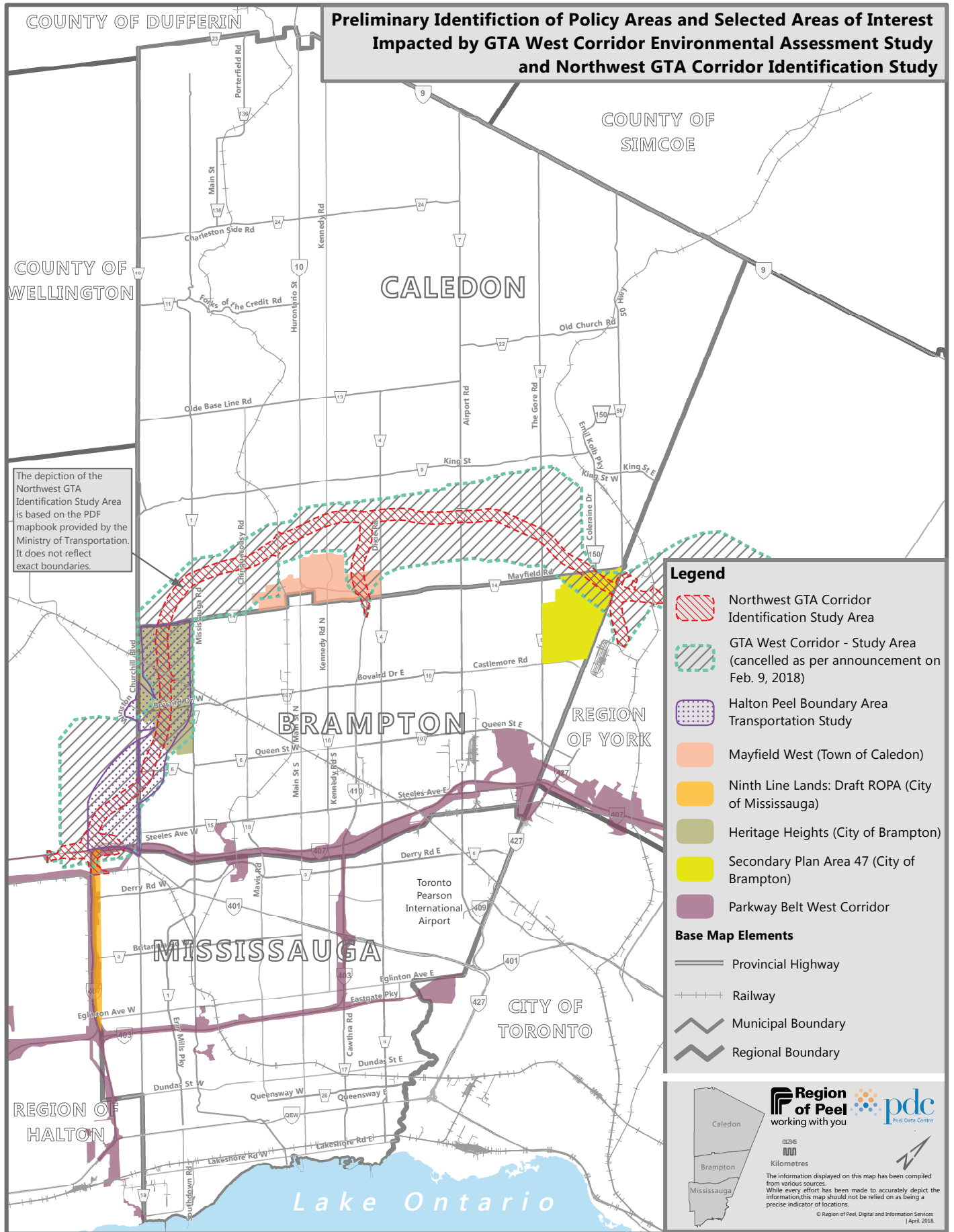
Appendix I – Preliminary Identification of Policy Areas and Selected Areas of interest Impacted by GTA West Corridor Environmental Assessment Study and Northwest GTA Identification Study

For further information regarding this report, please contact Sabbir Saiyed, Manager, Transportation System Planning, extension 4352, Sabbir.Saiyed@peelregion.ca.

Authored By: Tina Detaramani, Principal Planner, Transportation System Planning; and Richa Dave, Planner, Transportation System Planning

Reviewed in workflow by:

Financial Support Unit



Ministry of
Transportation

Ministère des
Transports

Office of the Minister

Bureau de la ministre

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www.ontario.ca/transportation

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Toronto ON M7A 1Z8
416-327-9200
www.ontario.ca/transports



RECEIVED

March 8, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

M2018-926

MAR 06 2018

Mr. Frank Dale
Chair
The Regional Municipality of Peel
10 Peel Centre Drive
Brampton ON L6T 4B9

Dear Mr. Dale:

As you are aware, on November 27, 2017, the Ministry of Transportation (MTO) committed to providing an update about the future of the GTA West Environmental Assessment (EA) Study within 60 days.

In 2016, a panel was appointed to review the GTA West EA Study. The panel was asked to conduct a strategic assessment of potential alternative approaches to meet future needs for moving people and goods throughout the GTA West corridor, including how recent policy changes and new transportation technologies could impact the project going forward.

On February 9, 2018, I announced that MTO will not proceed with an EA for a proposed highway in the GTA West corridor. We have consistently invested in highway infrastructure where it makes sense, but we now know that for the GTA West corridor, a highway is not the best option.

The government recognizes the importance of continuing to protect a corridor in this rapidly growing part of the region to explore other infrastructure needs, including utility, rail, and other transit options. On December 6, 2017, MTO and the Independent Electricity System Operator (IESO) initiated a joint planning study to identify lands for a multipurpose linear infrastructure corridor. Based on the expected growth and infrastructure need in the area, the continued protection of a corridor remains essential to ensure that the ongoing urbanization of the northwest GTA does not preclude future infrastructure, such as utilities, transit or other transportation modes.

The study area for the new joint planning study as identified in the enclosed map is almost entirely within the Focused Analysis Area of the previous GTA West EA Study. The discontinuation of the EA and initiation of the new joint planning study will release approximately 68 per cent of the lands previously protected under the EA. A letter has been sent to your city clerk to advise them of the municipality's responsibility to provide notice of Planning Act applications within or adjacent to the boundary of the NW GTA Corridor Identification Study Area.

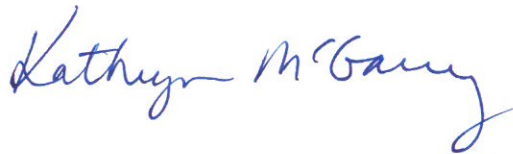
REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

.../2

Given MTO's cancellation of the GTA West EA Study, notice is no longer required for Planning Act applications related to lands within the previous GTA West EA study area.

All municipalities that were engaged during the GTA West EA study will continue to be engaged as part of this new study. Any questions regarding the new study can be directed to Tija Dirks, Director, Transportation Planning Branch, at tija.dirks@ontario.ca or (416) 585-7238.

Sincerely,

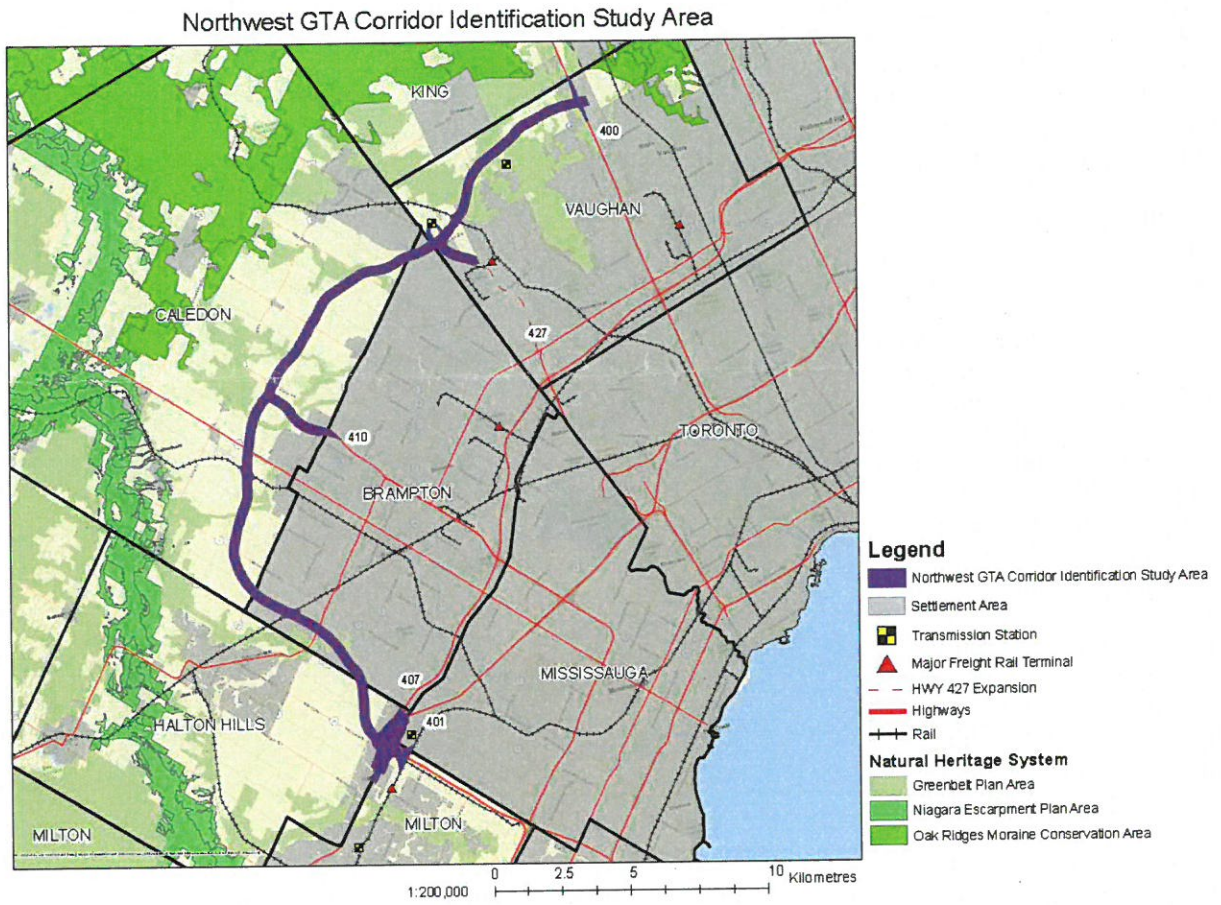
A handwritten signature in blue ink that reads "Kathryn McGarry". The signature is written in a cursive, flowing style.

Kathryn McGarry
Minister

Enclosure

- c. The Honourable Bill Mauro, Minister of Municipal Affairs
Laurie LeBlanc, Deputy Minister of Municipal Affairs
Serge Imbrogno, Deputy Minister of Energy
Terry Young, Vice President of Policy, Engagement and Innovation, IESO
Stephen Rhodes, Deputy Minister of Transportation
John Lieou, Assistant Deputy Minister, Policy and Planning Division, Ministry of Transportation

Figure 1 - Northwest GTA Corridor Identification Study Area



**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement



Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416-585-6226
Facsimile: 416-585-6882
Toll-Free: 1-800-668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416-585-6226
Télécopieur : 416-585-6882
Sans frais : 1-800-668-0230

February 9, 2018

by email and regular mail

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Peel Region
10 Peel Centre Drive
Brampton, ON L6T 4B9

kathryn.lockyer@peelregion.ca

**RE: Request for Notices of Development Applications in the Northwest GTA
Corridor Identification Study**

We are writing to thank you for your cooperation in protecting the study area for the GTA West Environmental Assessment (EA) study. For your information, the Ministry of Transportation (MTO) has announced that the GTA West EA Study has now been discontinued. Additional information on this matter is available on MTO's website at <http://www.mto.gov.on.ca/english/about/planning/>.

Effective December 6, 2017, MTO and the Independent Electricity System Operator (IESO), initiated a Northwest GTA Corridor Identification Study (the "Study"). This Study includes a planned corridor shown as the "study area" on the attached map that will be assessed for the potential development of future multipurpose linear infrastructure. Additional information on this Study is available on MTO's website at <http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>.

The study area is almost entirely located within the Focused Analysis Area of the previous GTA West EA Study. A map of the new study area is attached for your reference.

Under the policies of the *Provincial Policy Statement, 2014* (PPS) and the *Growth Plan for the Greater Golden Horseshoe, 2017* (Growth Plan), planning authorities have a shared responsibility to protect planned corridors to meet current and projected needs.

Therefore, pursuant to Ontario Regulations 543/06, 544/06, and 545/06, notice of *Planning Act* applications within or abutting the boundary of the study area is required to be provided as detailed below.

Notice should be sent to:

Shawn Parry, Regional Director (A)
Ministry of Municipal Affairs
Municipal Services Office – Central Ontario
777 Bay Street, 13th floor
Toronto, Ontario
M5G 2E5

To facilitate provincial review of these planning applications we ask that notice also be provided to the following individuals at MTO:

Maya Caron
Ministry of Transportation
Policy and Planning Division
777 Bay Street, Suite 700
Toronto, Ontario
M7A 2J8


Given MTO's cancellation of the GTA West EA Study, notice is no longer required for *Planning Act* applications related to lands within the previous GTA West EA study area.

Thank you for your cooperation and assistance in this matter.

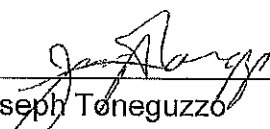
Sincerely,



Shawn Parry
Acting Regional Director
Ministry of Municipal Affairs

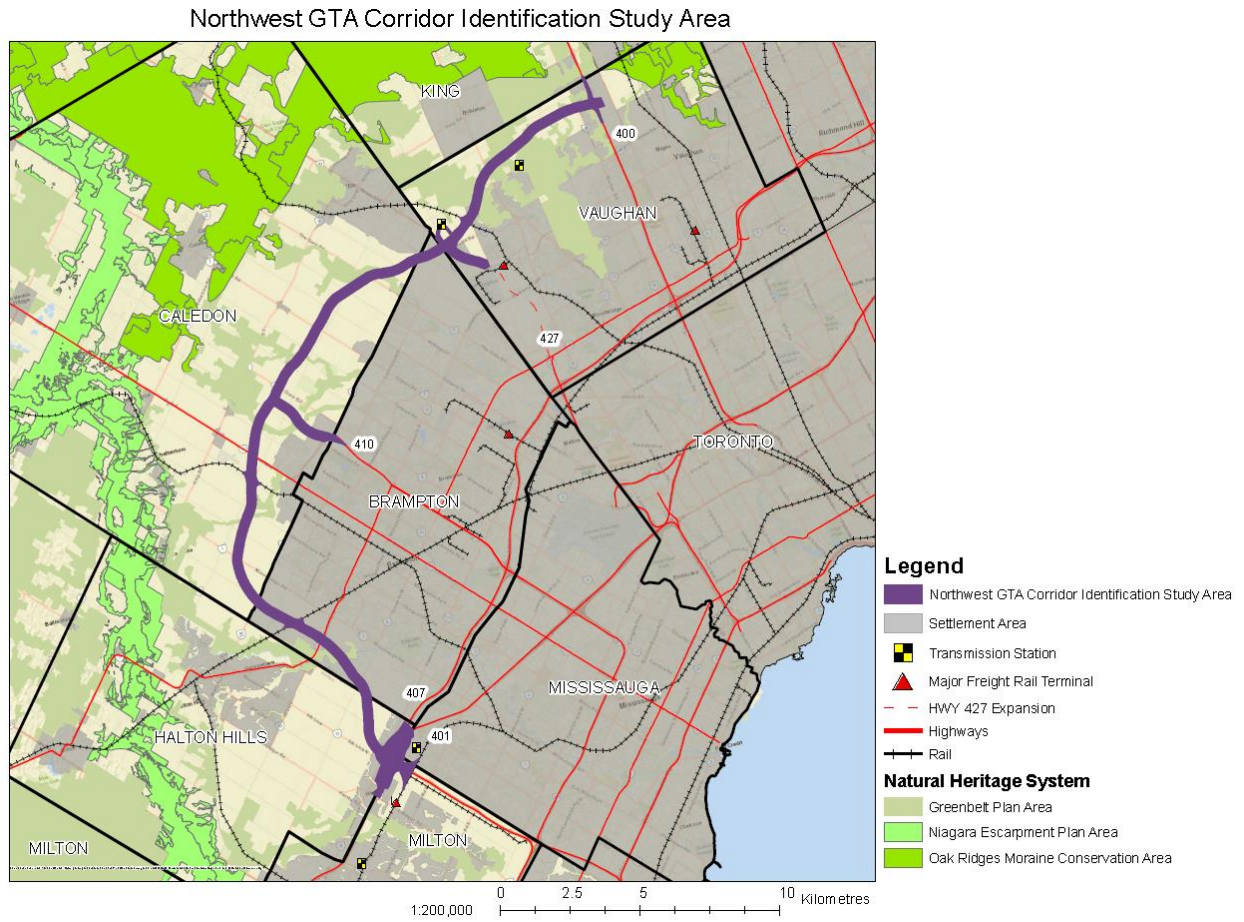


Tija Dirks
Director
Transportation Planning Branch
Ministry of Transportation



Joseph Toneguzzo
Director, Transmission Integration
Independent Electricity System Operator

Figure 1 – Northwest GTA Corridor Identification Study Area





Chief Administrative Office
City Clerk

March 13, 2018

The Honourable Kathleen O. Wynne
Premier of Ontario
Room 281, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Doug Ford
Leader, Progressive Conservative Party of Ontario
Room 381, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A8

The Honourable Kathryn McGarry
Minister of Transportation
77 Wellesley Street West
Ferguson Block, 3rd Floor
Toronto, ON M7A 1Z8

Andrea Horwath, MPP
Leader, New Democratic Party of Ontario
Room 115, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A5

Wayne Gates, MPP
Critic, Transportation
Room 361, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A5

Michael Harris, MPP
Critic, Transportation
Room 448, Main Legislative Building,
Queen's Park
Toronto, ON M7A 1A8

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Regional Municipality of Peel
10 Peel Centre Drive
Suite A and B
Brampton, ON L6T 4B9

Carey deGorter
General Manager, Corporate Services/Town Clerk
Town of Caledon
6311 Old Church Road
Caledon East, ON L7C 1J6

RECEIVED

MAR 16 2018

Re: GTA West Corridor

Region of Peel
Clerks Dept.

The following recommendation of the Committee of Council Meeting of February 28, 2018 was approved by Council on March 7, 2018:

CW075-2018 Whereas on February 9, 2018, the Minister of Transportation announced the Province of Ontario has accepted the Greater Toronto Area (GTA) West Advisory Panel's advice to not move forward with a highway for the GTA West Corridor or the completion of the Stage 2 Environmental Assessment;

And whereas in December 2017 the Ministry of Transportation and the Independent Electricity System Operator, with support from the Ministry of Energy, initiated a joint Northwest GTA Corridor Identification Study that will:

- Assess long-term infrastructure uses for a corridor approximately one-third of the size of the analysis of the environmental assessment in northwest GTA;

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED ✓ _____

9.2-2

- Move forward over the next 9 to 12 months looking at future infrastructure, such as utilities, transit or other transportation options, that will be required to support growth in this area;
- Not be conducted as an environmental assessment, and any infrastructure development in the area would require the completion of an environmental assessment;

And whereas the City of Brampton and the Region of Peel have continually been advocating since 2003 for the completion of the GTA West Corridor EA study, in order to identify and protect a preferred route as soon as possible;

And whereas City of Brampton has been assigned 2031 population and employment targets in the Secondary Plan Areas 52 and 53 (Northwest Brampton) and Area 47 (Northeast Brampton) as prescribed by the Provincial Policy Statement and the Region of Peel and Brampton Official Plans, it is imperative the Province move expeditiously to identify a specific corridor to support development in these secondary plan areas to:

- Allow for the advancement of secondary planning in Secondary Plan Areas 52 and 53 (“Heritage Heights”) where development is contingent on the provision of a major north-south transportation corridor;
- Allow for the completion of a roads EA in Secondary Plan Area 47 and for the release of lands that are designated for employment uses;
- Enhance Brampton’s locational advantage for attracting employment;
- Facilitate the movement of goods and people within Brampton and across the Region of Peel;
- Alleviate future congestion on City and Regional roads expected to ensue from forecasted strong growth in Brampton and the wider Region;
- Include alternative transportation modes (e.g. cycling infrastructure and transit) that could reduce the use of single-occupancy vehicles and greenhouse gas emissions;
- Complete long-range transportation and land-use planning in Brampton;
- Complete an integrated highway network cell by connecting to Highway 410 and Highway 427; and
- Facilitate the flow of goods and people on corridors that are already at capacity (e.g. Highway 401).

Now Therefore Be It Resolved That:

1. The Ministry of Transportation be requested to work with the City of Brampton through the current Northwest GTA Corridor Identification Study, including to expeditiously identify a preferred route in Brampton, to ensure planning can commence concurrently on transportation infrastructure required to service the full development of Northwest and Northeast areas of Brampton;

9.2-3

2. The Commissioner of Planning and Development in consultation with the Region of Peel, commence a transportation study, to confirm the long term transportation infrastructure needs for Northwest Brampton in parallel to the Northwest GTA Corridor Identification Study;
3. The Mayor, on behalf of Council, write a letter to the Minister of Transportation to outline the impact this provincial decision has on the City of Brampton;
4. A copy of this resolution be circulated to the Premier of Ontario, the leaders and transportation critics for the other provincial parties, the Minister of Transportation, the Region of Peel, and the Town of Caledon.

Yours truly,



Sonya Pacheco
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2178 / Fax: 905-874-2119
sonya.pacheco@brampton.ca

(CW – 9.3.1)

cc: Mayor L. Jeffrey
H. Punia, Chief of Staff, Mayor's Office
H. Schlange, Chief Administrative Officer
R. Elliott, Commissioner, Planning and Development Services
J. Pitushka, Commissioner, Public Works and Engineering



RECEIVED

April 9, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

VIA EMAIL

April 5, 2018

- City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck
Regional Municipality of Peel, Kathryn Lockyer
City of Brampton, Peter Fay
Town of Caledon, Carey Degorter

Please be advised that at its meeting held Wednesday, March 28, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS37-18/PW-14-18 - Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study

- 1. THAT Report No. LPS37-18/PW-14-18 re: "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS37-18/PW-14-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Regional Municipality of Peel, the City of Brampton and the Town of Caledon for their information.

Included please find a copy of Report No. LPS37-18/PW-14-18 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

[Handwritten signature of Graham Milne]

Graham Milne
Regional Clerk
graham.milne@halton.ca

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED [checked] _____



The Regional Municipality of Halton

Report To:	Chair and Members of the Planning and Public Works Committee
From:	Art Zuidema, Commissioner, Legislative and Planning Services Jim Harnum, Commissioner, Public Works
Date:	March 21, 2018
Report No. - Re:	LPS37-18/PW-14-18 - Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study

RECOMMENDATION

1. THAT Report No. LPS37-18/PW-14-18 re: "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS37-18/PW-14-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Regional Municipality of Peel, the City of Brampton and the Town of Caledon for their information.

REPORT

Executive Summary

- In December 2015, the Ministry of Transportation suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. An Advisory Panel of technical experts was appointed to review the need for the corridor in light of changes in government policy and transportation technology that could impact the demand for travel in the Greater Toronto Area.
- Based on the advice and recommendations of the Advisory Panel, on February 9, 2018, the Ministry of Transportation announced that the Province would not proceed with completing the Environmental Assessment Study for a proposed highway in the GTA West Corridor.
- The Ministry of Transportation noted that the continued protection of a narrower corridor as part of the Northwest GTA Corridor Identification Study is necessary to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options needed to support growth.

9.3-3

- This report provides Regional Council with an update on the Ministry of Transportation's GTA West Transportation Corridor Environmental Assessment Study.
- In light of the GTA West Transportation Corridor Planning and Environmental Assessment Study not proceeding, staff will review the status of the Halton-Peel Boundary Area Transportation Study (HPBATS) with the municipal partners and report back to Council with recommendations for addressing the related transportation and planning issues.

Background

In March 2008, the Ministry of Transportation initiated an Environmental Assessment Study to examine the long-term transportation challenges and opportunities to the year 2031 for the GTA West Transportation Corridor.

In November 2012, Stage 1 of the Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study was completed. The outcome of Stage 1 was the development of a multi-modal Transportation Development Strategy as outlined to Council in Report No. PW-06-13 - "Greater Toronto Area West Corridor Transportation Development Strategy Update".

In 2014, Stage 2 of the Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study was initiated. As part of Stage 2, route alternatives for a new transportation corridor were developed within the Route Planning Study Area however no preferred alternative was identified by MTO. The new transportation corridor was to feature a 400-series highway, a transitway, and potential goods movement priority features. In February 2015, Report No. LPS22-15 – "Greater Toronto Area West Transportation Corridor Planning and Environmental Assessment Study (Stage 2) Update" was presented to Council.

In December 2015, the Ministry of Transportation suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. Subsequently, an Advisory Panel of industry experts was appointed to provide the Ministry with advice on the need for the GTA West Transportation Corridor, in light of changes in government policy and transportation technology that could impact the demand for travel in the Greater Toronto Area.

On February 9, 2018, the Province announced that the Ministry of Transportation would not be moving forward with the GTA West Transportation Corridor Planning and Environmental Assessment Study as recommended by the GTA West Advisory Panel. It was noted that a narrower corridor, identified through the Northwest GTA Corridor Identification Study, that is approximately one-third of the size of the analysis area of the Environmental Assessment Study will be protected from development while the Province

9.3-4

assesses what infrastructure, such as new transit, utilities or other transportation options, will be needed to support the growing region.

Halton Peel Boundary Area Transportation Study

The Halton-Peel Boundary Area Transportation Study (HPBATS) was a joint study undertaken by the Region of Peel, Halton Region, City of Brampton, Town of Caledon, and Town of Halton Hills. The purpose of the study was to develop a coordinated interconnected roadway network near the Halton-Peel Boundary to address long term transportation needs in the area including the proposed Halton-Peel Freeway corridor and an east-west connection. The study was finalized in 2010 and the recommendations were presented to Regional Council through Report No. PW-34-10/LPS65-10 – “Halton-Peel Boundary Area Transportation Study Report.”

A Memorandum of Understanding (MOU) was signed in 2012 between the HPBATS municipal partners to establish a framework for the implementation of the recommended transportation network improvements. However, through Stage 1 of the GTA West Transportation Corridor Planning and Environmental Assessment Study the Ministry of Transportation recommended a portion of the GTA West Transportation corridor to follow a broadly similar corridor to the Halton-Peel Freeway identified in HPBATS (May 2010). As such, further work related to HPBATS was suspended pending the outcome of the GTA West Transportation Corridor Planning and Environmental Assessment Study.

Regional Official Plan Amendment 43 and 47

As a result of the findings in the HPBATS and GTA West Transportation Corridor Planning and Environmental Assessment Study, and as required by provincial policy direction under the Provincial Policy Statement and Growth Plan and the MOU, Halton Region amended the Regional Official Plan to protect the proposed transportation corridor. Through Report No. LPS58-14 – “Adoption of Regional Official Plan Amendment No. 43 – “Halton-Peel Boundary Area Transportation/Greater Toronto Area West Corridor Protection”, Regional Council adopted ROPA 43 which provided corridor protection policies that restricted urban development within the HPBATS / GTA West Transportation Corridor Planning and Environmental Assessment Study Area in the Town of Halton Hills and Town of Milton (see Attachment #1).

ROPA 43 also re-phased employment lands along the Town of Halton Hills’ Premier Gateway Employment Area from a 2021 phasing horizon to a 2021 to 2031 phasing horizon. Lands to the west of Eighth Line were phased to a 2021 horizon to maintain the targets in Table 2 and Regional Phasing in Table 2A of ROPA 38. The re-phasing resulted in a shortfall of employment lands to be addressed through a further Regional Official Plan Amendment. Council authorized the commencement of an amendment (ROPA 47) through Report No. LPS72-17 – “Commencement of Proposed Regional Official Plan Amendment to Address a Shortfall of Employment Lands in the Town of Halton Hills’ Premier Gateway Employment Area” to address the shortfall of employment lands. ROPA 47 is currently under review and staff will be bringing a recommendation

9.3-5

report forward in the near future. As the Northwest GTA Corridor Identification Study continues to require corridor protection for a significant area within the Town of Halton Hills Premier Gateway Employment Area, the need for ROPA 47 is unchanged

In 2014, ROPA 43 was appealed to the Ontario Municipal Board by two land owners. An additional land owner obtained party status to the hearing identifying issues related to the corridor protection policies. Through a partial decision in January 2017, the Board approved the re-phasing of the lands, allowing Halton Region to proceed with ROPA 47 to identify appropriate employment lands to address the remaining shortfall.

Discussion

The Ministry of Transportation and the Independent Electricity System Operator, with support from the Ministry of Energy, have initiated a joint corridor identification study known as the Northwest GTA Corridor Identification Study, which commenced in December 2017. The study is to ensure that lands are protected so that new infrastructure, such as transit or utilities can be developed to support and accommodate future growth. The study is expected to move forward through 2018 over the next 9-12 months. The study area is shown in Attachment #2.

The Ministry of Transportation has noted that the continued protection of a corridor is necessary to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options that will be needed to support this growth. Any infrastructure recommended would require the completion of an applicable Environmental Assessment study in the future.

It was further noted that the transportation needs of the corridor will be evaluated from a regional perspective through the Ministry of Transportation's on-going Greater Golden Horseshoe (GGH) Transportation Plan, which considers the many ways people and goods move around the GGH, and will incorporate new and emerging transportation technologies into future projects.

Greater Golden Horseshoe Transportation Plan

In 2016, the Ministry of Transportation initiated the development of a multimodal plan for the Greater Golden Horseshoe that will be used to inform future provincial investments in transportation infrastructure. The plan will consider a range of transportation options including trucks, cars, transit, railways, cycling and walking, as well as emerging mobility models and technologies.

The Ministry of Transportation is anticipating that the Greater Golden Horseshoe Transportation Plan will be completed in Q1 2019 and will contain the following major components:

- 2051 optimal transportation system with supporting policies and priorities; and
- 2071 long-term goals and objectives, vision and aspirational strategies.

Impacts to Halton Region

In light of the GTA West Transportation Corridor Planning and Environmental Assessment Study not proceeding and the length of time that has passed since the signing of the HPBATS MOU, staff will be reviewing HPBATS with the municipal partners and will report back to Council with recommendations for addressing the related transportation and planning issues.

FINANCIAL/PROGRAM IMPLICATIONS

There are no financial implications associated with this report.


Respectfully submitted,



Curt Benson
Director, Planning Services and Chief
Planning Official



Art Zuidema
Commissioner, Legislative and Planning
Services



Lisa De Angelis P. Eng.
Director, Infrastructure Planning and Policy



Jim Harnum
Commissioner, Public Works

Approved by



Jane MacCaskill
Chief Administrative Officer

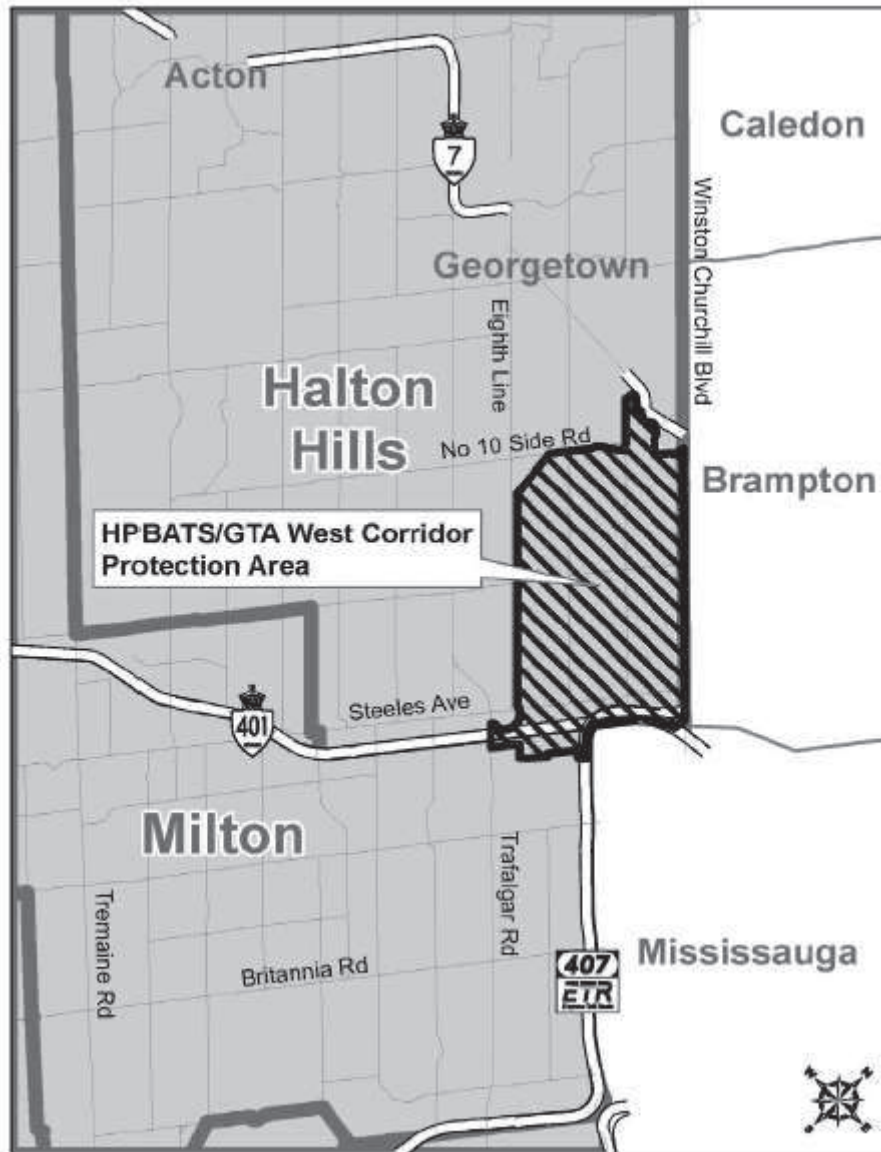
If you have any questions on the content of this report,
please contact:

Curt Benson
Lisa De Angelis

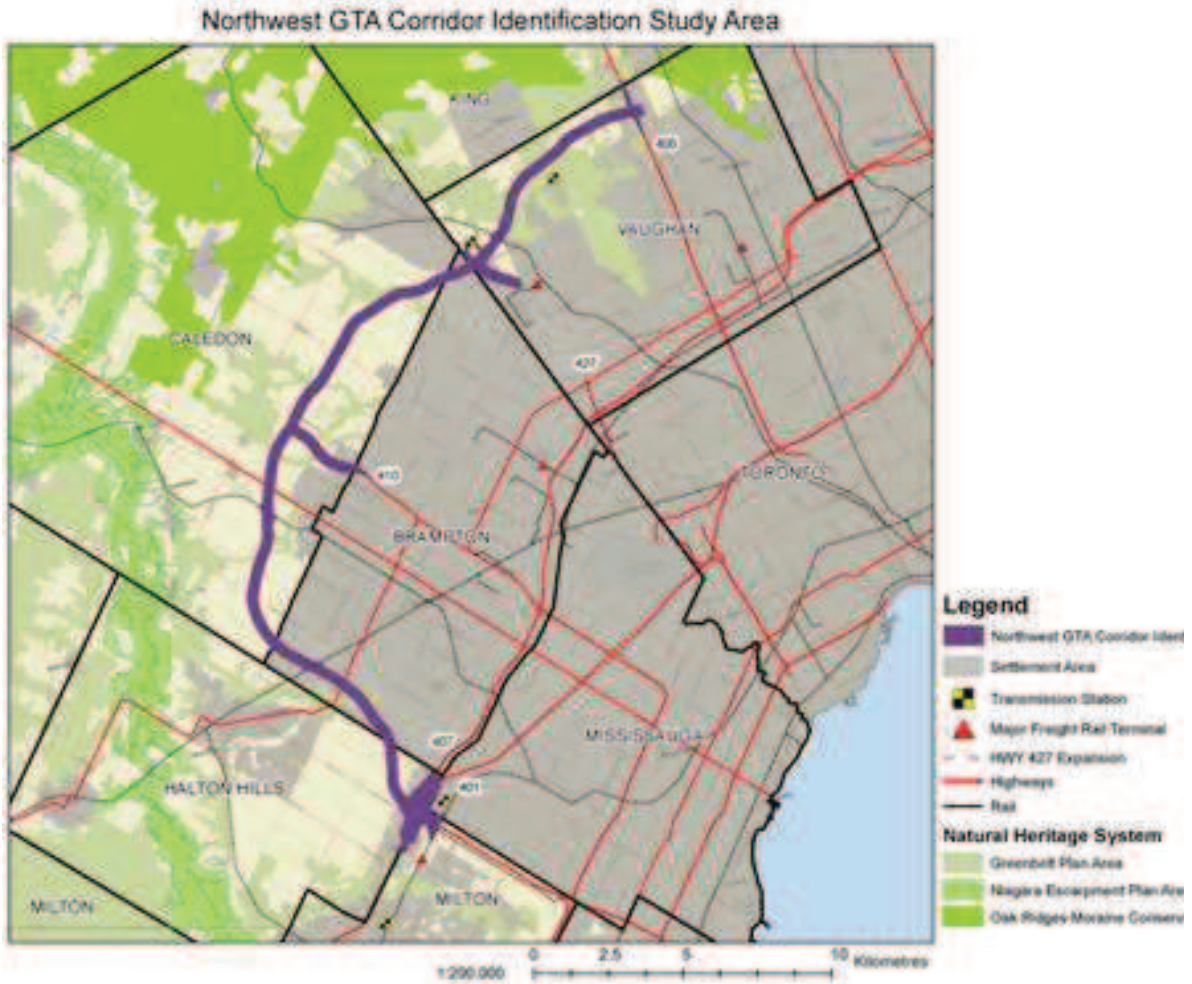
Tel. # 7181
Tel. # 7547

Attachments: Attachment #1 – Map of Regional Official Plan Amendment 43 - Halton-Peel Boundary Area Transportation Study / GTA West Corridor Protection
Attachment #2 – Map of Greater Toronto Area called Northwest GTA Corridor Identification Study

ROPA 43 – Halton-Peel Boundary Area Transportation Study/GTA West Corridor Protection



Northwest GTA Corridor Identification Study Area
Reference: February 2018, Source – MTO Project webpage: Northwest GTA Corridor Identification Study
(<http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>)



Ministry of
Transportation

Ministère des
Transports

Office of the Minister

Bureau de la ministre

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Édifce Ferguson, 3^e étage
77, rue Wellesley Ouest
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



RECEIVED

April 10, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

MAR 27 2018

M2017-5080

Mr. Frank Dale
Chair
The Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton ON L6T 4B9

Dear Mr. Dale:

Thank you for your letter regarding the Mayfield West Phase Two residential development and its proposed connection to Highway 410 at the Valleywood Boulevard interchange. I welcome the opportunity to respond.

I appreciate your comments to find ways to expedite the review of the Mayfield West Phase Two development. You may be aware that over the last several months ministry staff have been working and meeting with staff from the Town of Caledon on the town's Mayfield West Phase Two development proposal, which includes the Highway 410/Valleywood interchange improvements. Over the course of these meetings, the most recent being in November 2017, the ministry has reviewed several concepts presented by the town's staff for a connection of the development to Highway 410. These early discussions will ensure the ministry's design requirements are taken into account, which will help the ministry in expediting the review of the town's McLaughlin Road and Spine Road Class Environmental Assessment, which includes modifications to the Highway 410/Valleywood Boulevard interchange.

I acknowledge the region's concerns regarding the Mayfield West Phase Two residential development and understand how important the proposed interchange improvements are to both the region and the town. We have made progress in our discussions with the town and will continue to work together to finalize the proposed improvements. A subsequent meeting will be scheduled as soon as additional traffic analysis is completed by the town's staff. You may be interested in knowing the above information was also relayed to His Worship Allan Thompson, Mayor of Caledon, during a meeting I had with him on February 21, 2018.

If you or your staff have any questions about the access to Highway 410 at the Valleywood Interchange, please contact Mike Marinelli, Project Manager, at 416-235-4639 or mike.marinelli@ontario.ca.

REFERRAL TO _____

RECOMMENDED

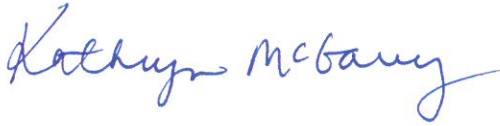
DIRECTION REQUIRED _____

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RECEIPT RECOMMENDED _____

Thank you again for your letter.

Sincerely,

A handwritten signature in blue ink that reads "Kathryn McGarry". The signature is written in a cursive style with a large initial 'K' and a long, sweeping underline.

Kathryn McGarry
Minister

- c. His Worship Allan Thompson, Mayor, Town of Caledon



Office of the Chair

December 5, 2017

Honourable Steven Del Duca:
 Minister of Transportation
 Ferguson Block, Queen's Park
 Toronto, Ontario
 M7A 1Z8

Steven
 Dear Minister:

Re: Peel Region Transportation Initiatives

Let me begin by expressing my appreciation to you and your ministry upon the completion of the additional lanes expanding the capacity of Highway 410 connecting Mississauga and Brampton.

The media coverage of the recent ceremony highlighting this critical accomplishment was noticeably favourable, and I found myself very much in agreement with many of the statements made. Specifically, we at the Region of Peel subscribe to your sentiments that "investing in our highway infrastructure is vital to the Ontario economy." In addition and equally relevant, is the perspective articulated by Brampton Mayor Jeffery when she said that "Transportation cannot be tackled by any one level of government. It must be coordinated and properly funded by all levels of government."

It is not the objective of this communication to illustrate all the areas by which the province, municipalities, and the Region have found common ground, nor inventory all of the methods and means by which the Region and the Ontario Ministry of Transportation (MTO) coordinate and work together. While these channels of communication and cooperation are vital to responsible planning and much appreciated, we, like the province, are always seeking to improve what works and maximize efficiencies and enhance results within the fiscal parameters we find ourselves.

To that end, you will be familiar with the Region of Peel Goods Movement Strategic Plan which sets out a longer-term vision for transportation planning and investment in this expanding jurisdiction. The plan takes a realistic assessment of both the needs and the requirements as well as the resources available to meet those needs. In certain respects, our overall planning incorporates the long-awaited and critically important additions to current inventory such as the



Office of the Chair

GTA West Highway, while also seeking to maximize the use, efficiency, safety, and functionality of existing roads and highways.

While the GTA West is something that you and I have discussed many times previously, and I expect we will speak about again in the not too distant future, it is an example of the latter policy priority that I wish to seek your assistance with currently.

You will have received a letter (November 22, 2017) from my Regional Council Colleague, Caledon Mayor, Alan Thompson regarding access to Highway 410 at the Valleywood Interchange. I wish you to be aware that I echo Mayor Thompson's recommendation that the remedy for resolving this matter be afforded the appropriate urgency.

The circumstances pertaining to the Valleywood Highway 410 Interchange is an example whereby we have both a critical need and an available resolution. However, the problem we face is process related, which is, in turn, delaying the execution of that remedy.

In his letter, the Mayor makes mention of the Mayfield West Phase Two (MW2) residential development. The importance of thoughtful development planning is something that Peel Region devotes much in the way of time and resources. Development is critical to the jurisdiction's economic growth and vitality. Moreover, development planning needs to be careful and strategic, in that our planning must respect and balance both the needs of the population with the critical requirement that we protect our natural environment. MW2 was an example of that planning process, with one of the location's favourable factors being its proximity to Highway 410. The importance of this highway to all residents of Peel is something you can well appreciate.

However, the difficulty we currently experience is that for a series of reasons MW2 does not have a link to the nearest 410 interchange (Valleywood). Again, this present circumstance does not mean that a feasible and responsible plan does not exist to establish that connection. The Region has worked with the MTO to develop such a plan for the construction of the required link, serving as another example of the above-noted cooperation with your ministry. However, our friends at MTO advise the Region and the Town of Caledon that the required review is not imminent as it is deemed not to be a priority.

Therefore, we at the Region of Peel request the assistance of you and your office to determine if there is a way by which this review process could be expedited. We are confident that the work done by our staff and the MTO would meet the requirements of a review, and for Peel Region, this is very much a priority. At the very least, implementation of this plan would allow the



Office of the Chair

province and the Region to maximize existing infrastructure efficiently, enhancing both Ontario Transportation Policy and Region of Peel Development Policy.

Should you have any questions or concerns regarding any of the above, please feel free to contact me directly. I look forward to your early reply.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frank Dale".

Frank Dale
Chair, Region of Peel

cc: Mayor Allan Thompson, Town of Caledon



140 Renfrew Drive, Suite 201
Markham, Ontario L3R 6B3
Tel: 905-513-0170
Fax: 905-513-0177
www.mgp.ca

RECEIVED

April 12, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

April 11, 2018

Regional Chair & Council
Region of Peel
10 Peel Centre Drive, Suite A & B.
Brampton, ON, L6T 4B9

MGP File: 15-2347

Attn: Regional Clerk

**RE: Regional Council Meeting – April 12, 2018
Item 8 Growth Management –Request for the Inclusion of the Mayfield West Phase 2 - Stage 2
Lands in the Regional Settlement Boundary**

Malone Given Parsons Ltd. (MGP) is submitting this correspondence on behalf of the Mayfield West Phase 2 – Stage 2 landowners (MW2-2 landowners), which is composed of:

- Brookvalley Project Management Inc.;
- The Conservatory Group.
- Fieldgate Developments;
- Laurier Homes;
- Mattamy Homes; and,
- Paradise Developments;

Collectively, the MW2-2 landowners own approximately 105.5 net hectares of land within the Mayfield West Phase 2 – Stage 2 area (MW2-2), which is generally bound by Etobicoke Creek and the Greenbelt to the north, Highway 10 to the east, the limits of Mayfield West Phase 2 – Stage 1 (MW2-1) to the south, and Chinguacousy Rd. to the west. At full build out, the MW2-2 lands are expected to accommodate 2,220 units, 7,900 residents and 600 jobs.

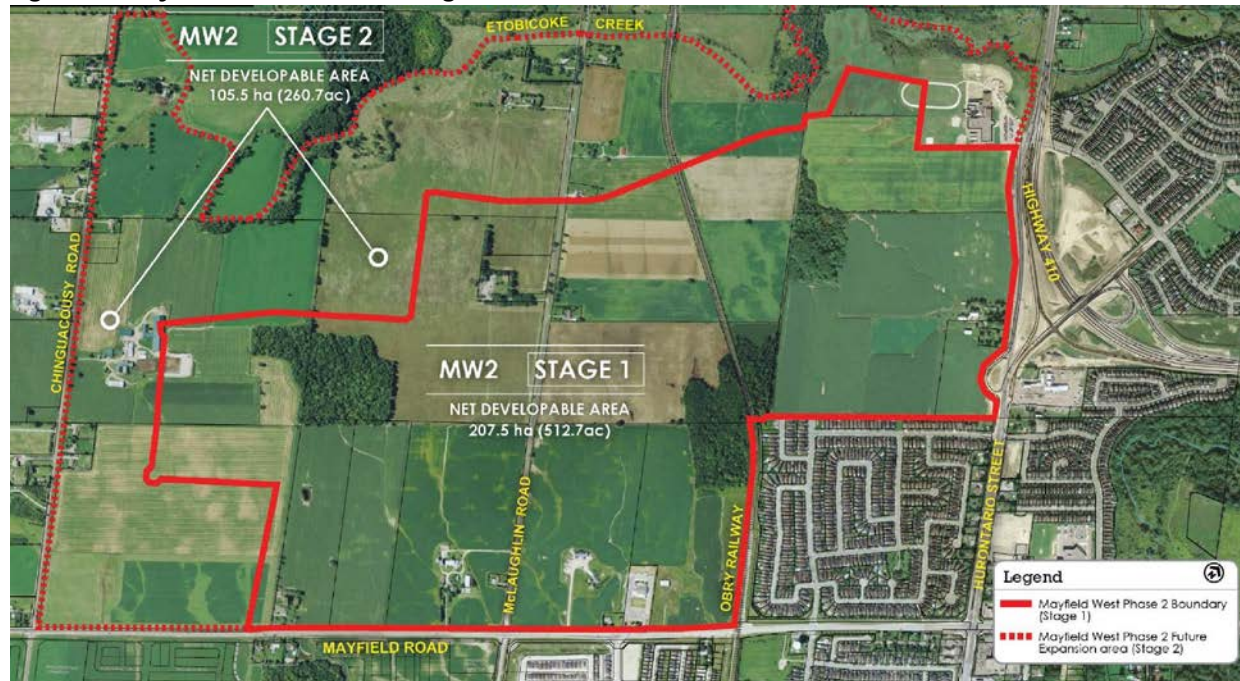
MGP has been an active participant and contributor in the ongoing Peel 2041 growth management strategy as well as various other growth management exercises within Peel Region and the Town of Caledon over the past decades. In addition to the March 7, 2018 and October 26, 2017 correspondence to Regional Council on behalf of Brookvalley Project Management Inc., MGP was retained by Peel Region in 2012 to review and comment on the Town of Caledon’s Municipal Comprehensive Review (MCR) process. Based on our knowledge and understanding of the history of growth management in the Region, and more specifically Caledon, we understand the importance of the completion of the Mayfield West Phase 2 community and the inclusion of the MW2-2 lands to accommodate 2031 population and employment forecasts.

On behalf of the MW2-2 landowners, we would like to ask Council to direct Regional staff to pursue the following requests:

- **That the Region request that the Province advance the settlement boundary expansion for the MW2-2 lands independent of the Peel 2041 Growth Management ROPA to allow for the completion of the Mayfield West community as planned. The settlement boundary expansion for the MW2-2 lands is an extension of the ongoing MCR to address future population and employment forecasts.**

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____ Page 1 of 6
RECEIPT RECOMMENDED

Figure 1: Mayfield West Phase 2 – Stage 2 Site Location



In support of our request, MGP would like provide the following comments for Councils consideration:

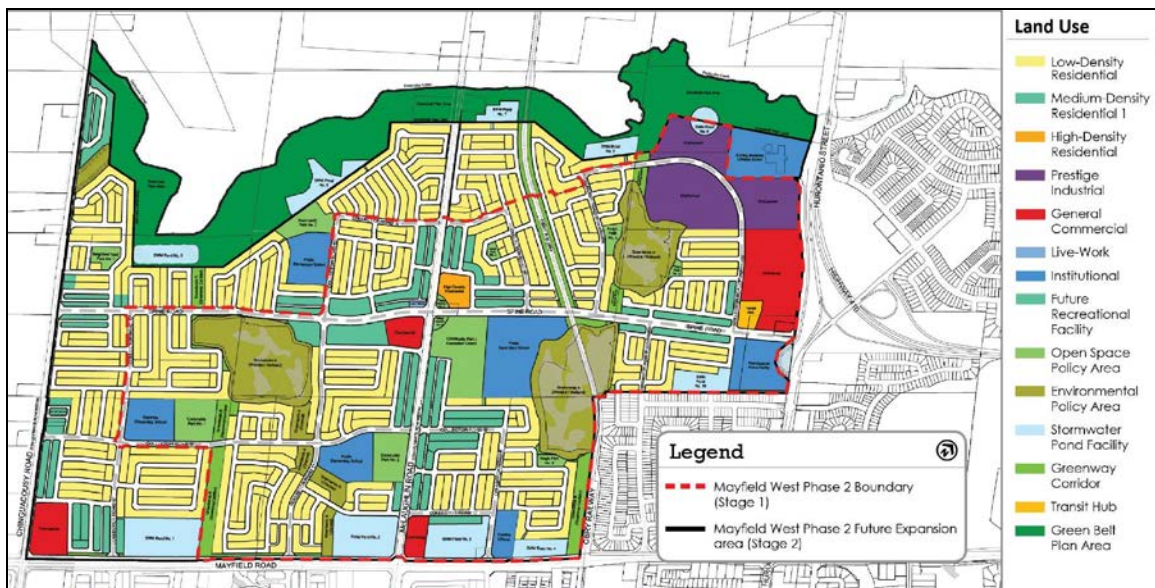
- In 1997, the Tri-Nodal Growth strategy, as established through the Town of Caledon Official Plan Amendment 114 (**OPA 114**), aimed to balance population distribution between the three Rural Service Centres; Bolton, Mayfield West, and Caledon East. Through ROPA 17 (approved 2005), the Mayfield West Study Area, which included the MW2-2 lands, was established as the area within which additional growth for Mayfield West beyond 2021 was to occur. See Figure 3 for the boundaries of the Mayfield West Study Area.
- In 2012, ROPA 24 was approved by the OMB to bring the Region of Peel into conformity with the policies of the 2006 Growth Plan and the 2005 Greenbelt Plan. ROPA 24 established population and employment targets based on the 2031A allocations from the Growth Plan. Through OPA 226 (OMB approved in 2013), the Town of Caledon distributed the Greenfield population and employment growth assigned to Caledon under ROPA 24 and determined the necessary settlement area boundary expansions to accommodate projected growth to 2031. Under OPA 226, a settlement area boundary expansion to add approximately 206 hectares (509 acres), 3,529 jobs and 10,348 persons to Mayfield West was contemplated.
- In 2013, Amendment 2 to the Growth Plan updated the population and employment forecasts for 2031 and added forecasts for 2041. The updated 2031 forecasts, referred to as 2031B, indicated that Peel Region's expected population and employment growth by 2031 would be 130,000 persons and 10,000 employees more than originally forecast and could be implemented by the Region and lower tier municipalities in a staged MCR process. The 2031B forecasts have

not been reflected in any approved Region of Peel or Town of Caledon official plan amendments to date and therefore, this segment of growth that was expected to occur by 2031 (in 13 years) has not been planned for.

- In 2014, ROPA 29 expanded the settlement boundary to include the MW2-1 lands based on the allocations established in ROPA 24 and OPA 226. As originally envisioned, the application for ROPA 29 included the MW2-2 lands as part of the settlement boundary expansion, but these lands were subsequently removed to compensate for:
 1. Changes from the Region to the population and employment allocation for Caledon in ROPA 24 based on the OMB decision for ROPA 21B (transference of 2,000 persons and jobs from Designated Greenfield Areas in Caledon to existing Designated Greenfields in Brampton.)
 2. Lower densities in Alton Village and on the North Hill Supermarket and South Albion-Bolton employment lands.

The subsequent changes reduced the population and employment allocation to Mayfield West by 1,800 residents, 273 jobs, and 69 hectares. This resulted in the splitting of Mayfield West Phase 2 into Stage 1 (approved in ROPA 29) and Stage 2.

Figure 2: Mayfield West Phase 2 Framework Plan

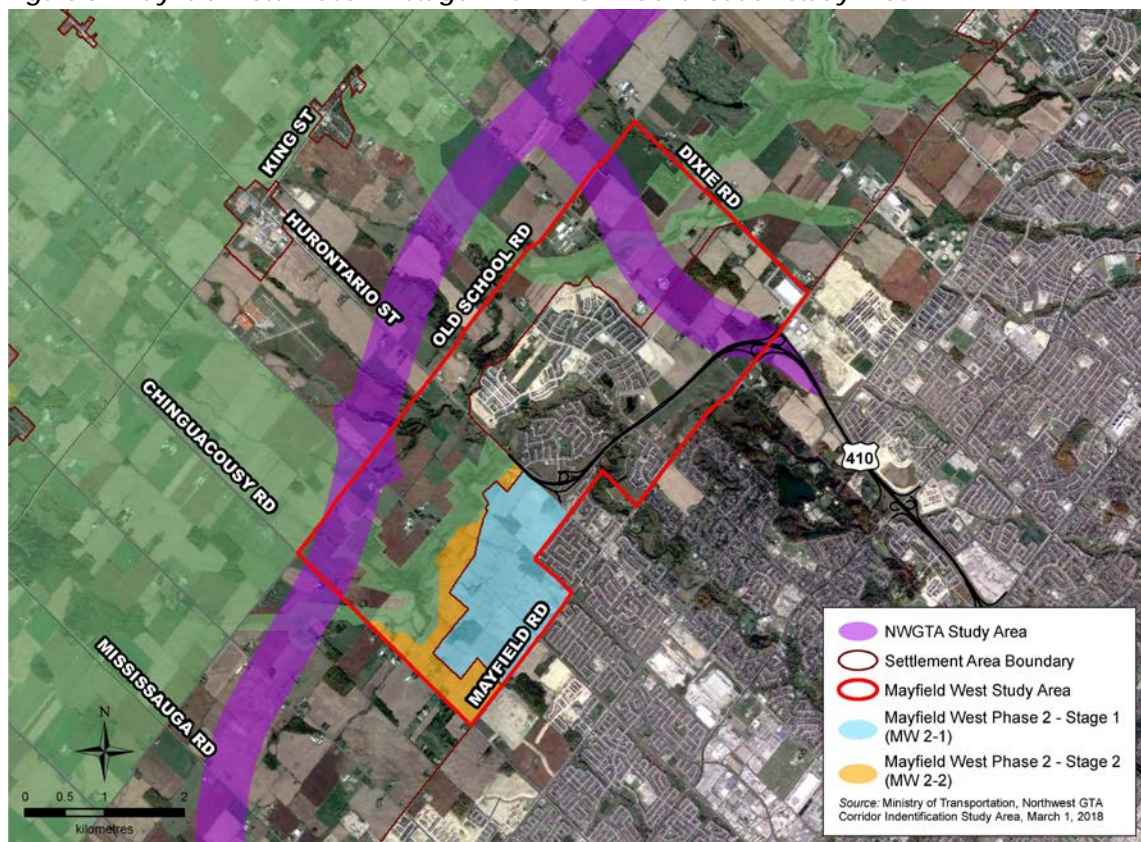


- The removal of the MW2-2 lands from the ROPA 29 settlement boundary expansion process has prevented the creation of a complete community in Mayfield West on the west side of Highway 10. The seemingly arbitrary divide between Stage 1 and Stage 2 does not appear to be based on any sound planning rationale and creates an unnecessary split with an irrational boundary between lands that have been planned cohesively as a complete community.

9.5-4

- It has always been understood that the exclusion of the MW2-2 lands was illogical, and that the necessary process to include these lands within the settlement boundary would occur in a timely fashion to allow for the completion of the community. This understanding is evident in the various background studies prepared as part of the Secondary Plan process, including the Council endorsed Framework Plan and in the Servicing Agreement signed by Caledon and the MW2 landowners. This understanding is also evident in the detailed planning of the community which includes vital community services and infrastructure in Stage 2 that are required by residents of Stage 1, and vice versa.
- To assist the Town of Caledon & Region of Peel in moving forward with the necessary settlement boundary expansion for the MW2-2 lands, the MW2-2 landowners initiated the necessary background studies and submitted them to the Town of Caledon/Region of Peel in the Fall of 2017 to meet Regional requirements for a ROPA. These studies have generally been accepted by the Region and the MW2-2 landowners are working closely with Regional Staff to address any comments or concerns.
- The February 9th, 2018 announcement from the Ministry of Transportation regarding the cancellation of the environmental assessment for the proposed GTA West Corridor ensures that the MW2-2 lands will not be impacted by a future 400-series highway. While it is acknowledged that the Ministry of Transportation, the Independent Electricity System Operator, and the Ministry of Environment have identified a study area for protection for future studies, **the lands within MW2-2 are not within the refined corridor**. See Figure 3.

Figure 3: Mayfield West Phase 2 – Stage 2 vs. NWGTA Identification Study Area



The MW2-2 Boundary Expansion is a Continuation of the Previous MCR

- As part of the 2012 work for Peel Region for the Town of Caledon’s Municipal Comprehensive Review, MGP established that an MCR can be completed in stages and that settlement boundary expansions can occur through separate amendments to the Region of Peel Official Plan prior to the conclusion of the conformity process. This position was supported by Regional and Provincial staff.
- In 2013, the Region of Peel commenced its MCR process as part of the Official Plan Review to implement the forecasts from Amendment 2 to the Growth Plan, but this process was ultimately frustrated and eventually suspended with the release of the 2017 Growth Plan. Based on this process, it is my opinion that **the expansion of the settlement boundary to include the MW2-2 lands is a continuation of this ongoing MCR and that the Province should be asked to provide flexibility in the MCR process as has been recommended by your staff.**
- The reform to the MCR policies in the 2017 Growth Plan has changed the process in which an MCR is completed. Instead of a multi-stage process as utilized previously, the Province now requires that MCR’s be completed by the Region through a single amendment. Lower tier municipalities are then required to update their official plans to reflect the updated regional policies.
- If the MW2-2 lands are subject to the new MCR process, this will cause *unintended consequences* and delays in the comprehensive planning and completion of the MW2 community. As lands that have an extensive history for planned development and inclusion within the settlement boundary, the delay in the settlement boundary expansion will provide no benefit to Peel or Caledon and will unnecessarily delay the provision of critical housing to meet future needs. This has the potential to significantly impact affordability, competitiveness, and infrastructure planning and financing in the Region.

Review of Region of Peel Staff Reports on Growth Management: Items 8.1-8.5

- From the Growth Management Item’s 8.1-8.5 on the April 12, 2018 Regional Council agenda, Regional staff are recommending that the Provincial MCR process be revised to allow for flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in Peel. **MGP supports Regional staff’s recommendations to the Province.**
- From Item 8.3, Peel staff have stated that a request has been made to advance the MW2-2 settlement boundary expansion independent of the Growth Management ROPA. Staff also stated that they continue to advance the position to the Province that revisions to the draft MCR guidance documents should be made to recognize that a staged consideration of settlement boundary expansions could be appropriate given MW2-2’s substantial body of supporting technical work that has already been completed. **MGP supports Peel staff’s recommendations to the Province to allow for a staged MCR process and also supports the request to advance the MW2-2 settlement expansion independent of the Growth Management ROPA.**

Based on the comments above, we would like to ask Council to direct Regional staff to pursue the following requests:

- **That the Region request that the Province advance the settlement boundary expansion for the MW2-2 lands independent of the Peel 2041 Growth Management ROPA to allow for the completion of the Mayfield West community as planned. The settlement boundary expansion for the MW2-2 lands is an extension of the ongoing MCR to address future population and employment forecasts.**

We remain available to provide further input and dialogue and request that we also be notified of any reports, meeting or other items relating to the Peel 2041 MCR process. We would be happy to sit down with you and staff to discuss our comments in detail.

Yours very truly,

MALONE GIVEN PARSONS LTD.

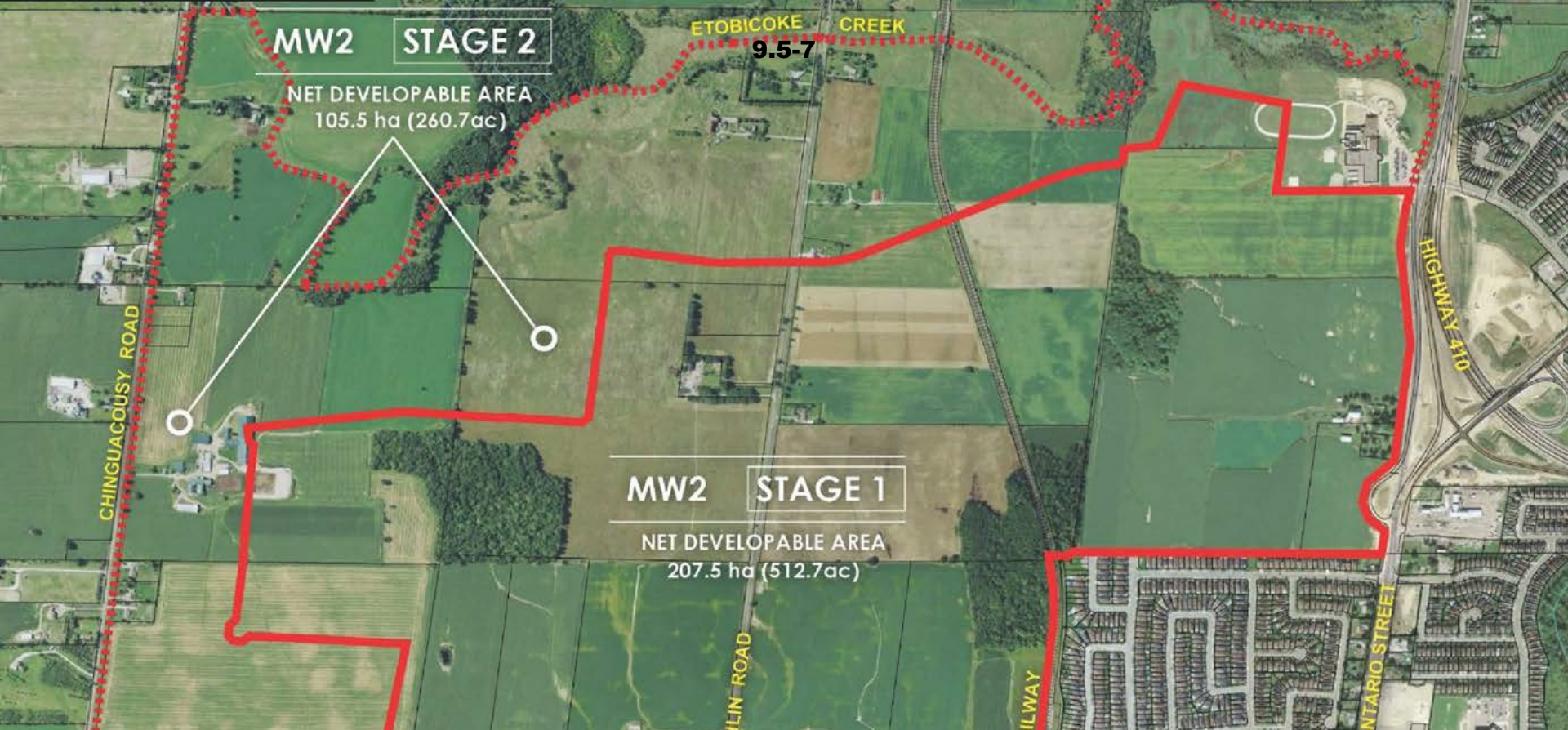


Don Given, MCIP, RPP

President

dgiven@mgp.ca

- cc. Mr. Nick Cortellucci, Brookvalley Project Mangement
Mr. Frank Filippo, Brookvalley Project Management
Mr. Steve Silverberg, Laurier Homes
Ms. Beth Halpenny, Laurier Home
Mr. Mark Jepp, Paradise Homes
Mr. Aaron Wisson, Mattamy Homes
Mr. Frank Doracin, Mattamy Homes
Mr. Adam Cairns, Melrose Investments
Mr. Paulo DaSilva, Melrose Investments
Mr. Steve Gutfreund, Conservatory Group
Mr. Rick Mangotich, Fieldgate Developments
Ms. Mara Samardzic, Fieldgate Developments



MW2 STAGE 2

NET DEVELOPABLE AREA
105.5 ha (260.7ac)

ETOBICOKE CREEK
9.5-7

MW2 STAGE 1

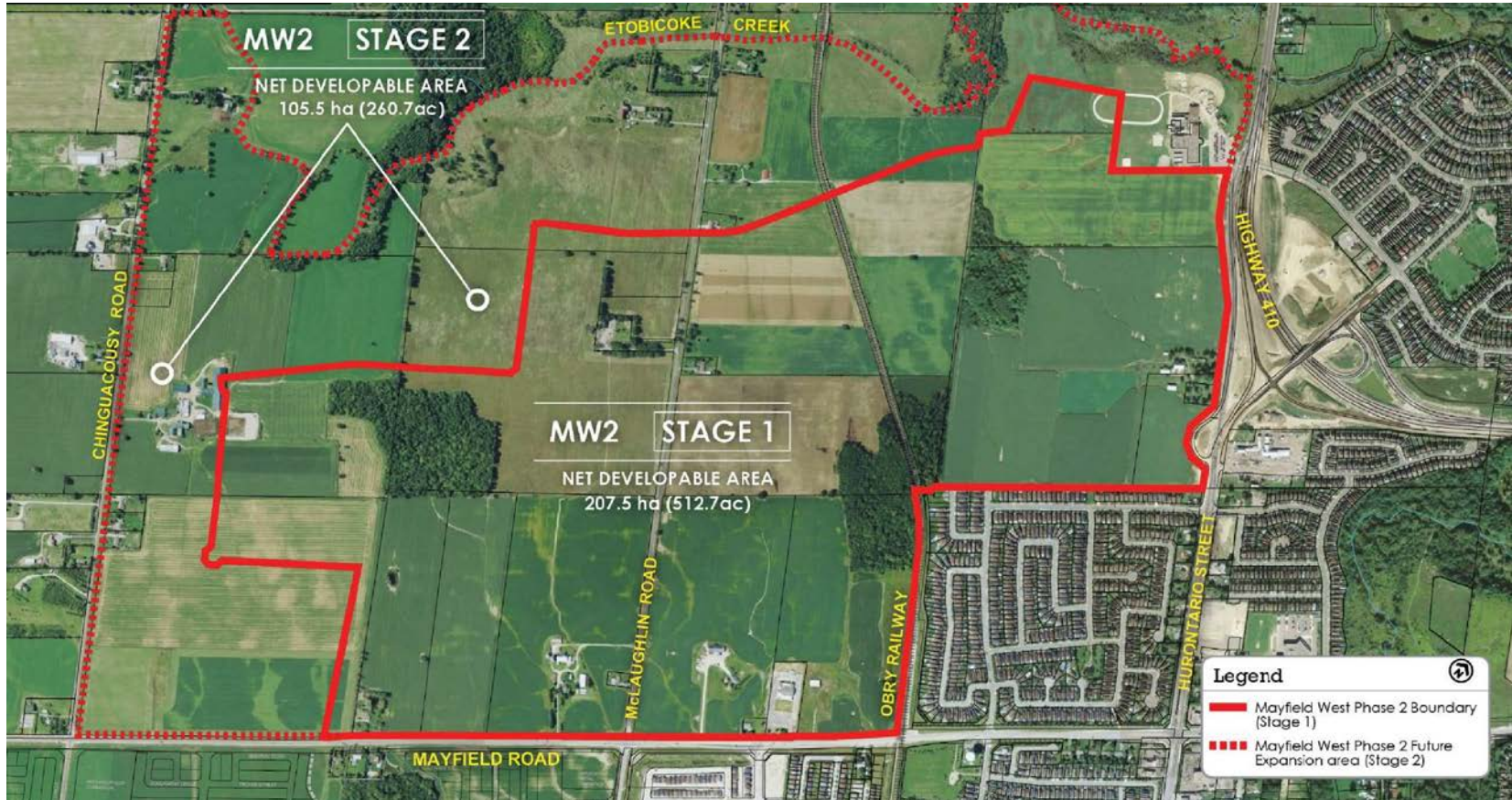
NET DEVELOPABLE AREA
207.5 ha (512.7ac)

Region of Peel Council Meeting

REGIONAL COUNCIL MEETING – APRIL 12, 2018

Delegation from Mr. Don Given, Malone Given Parsons Ltd.
On behalf of the Mayfield West Phase 2 – Stage 2 Landowners

Mayfield West Phase 2 – Stage 2

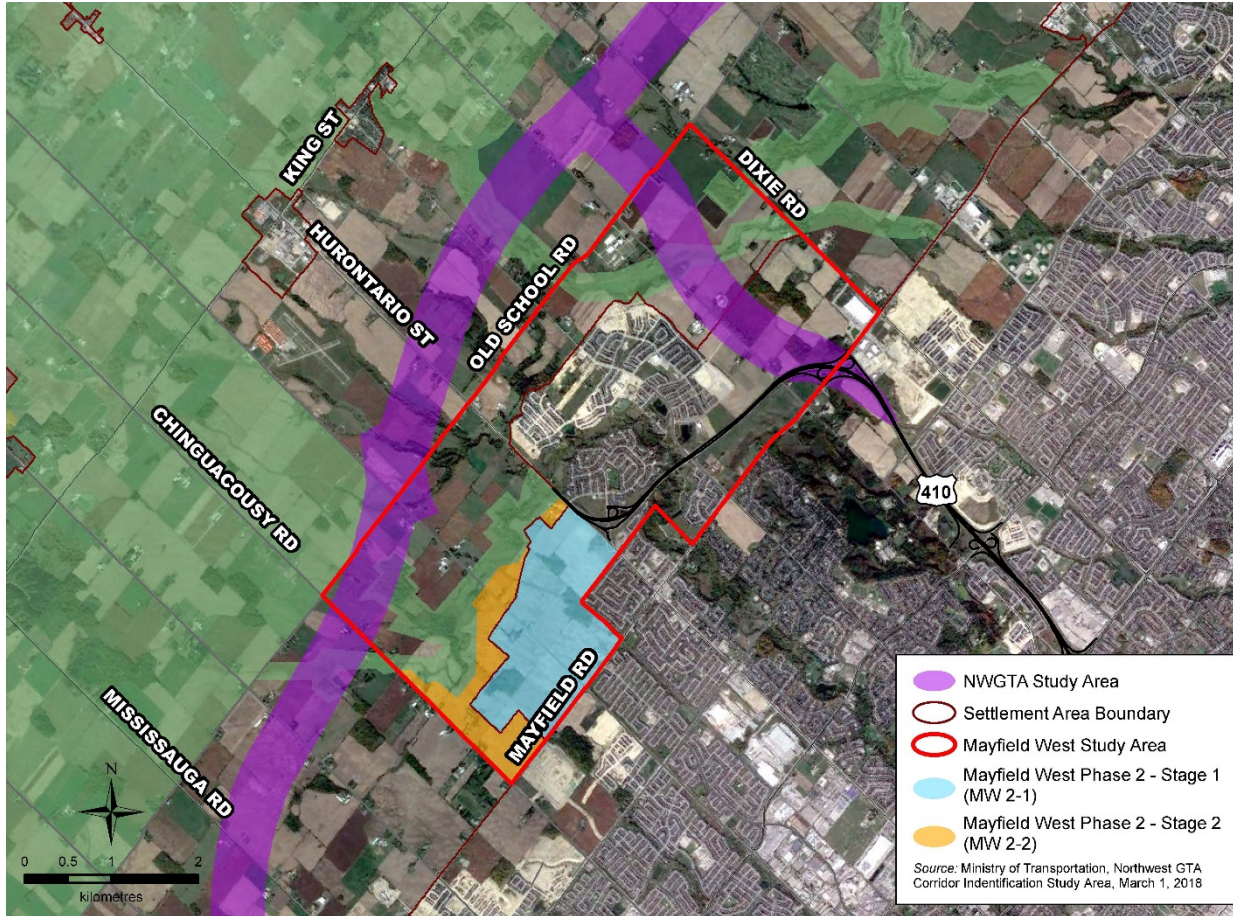


MW2-2 Policy Chronology

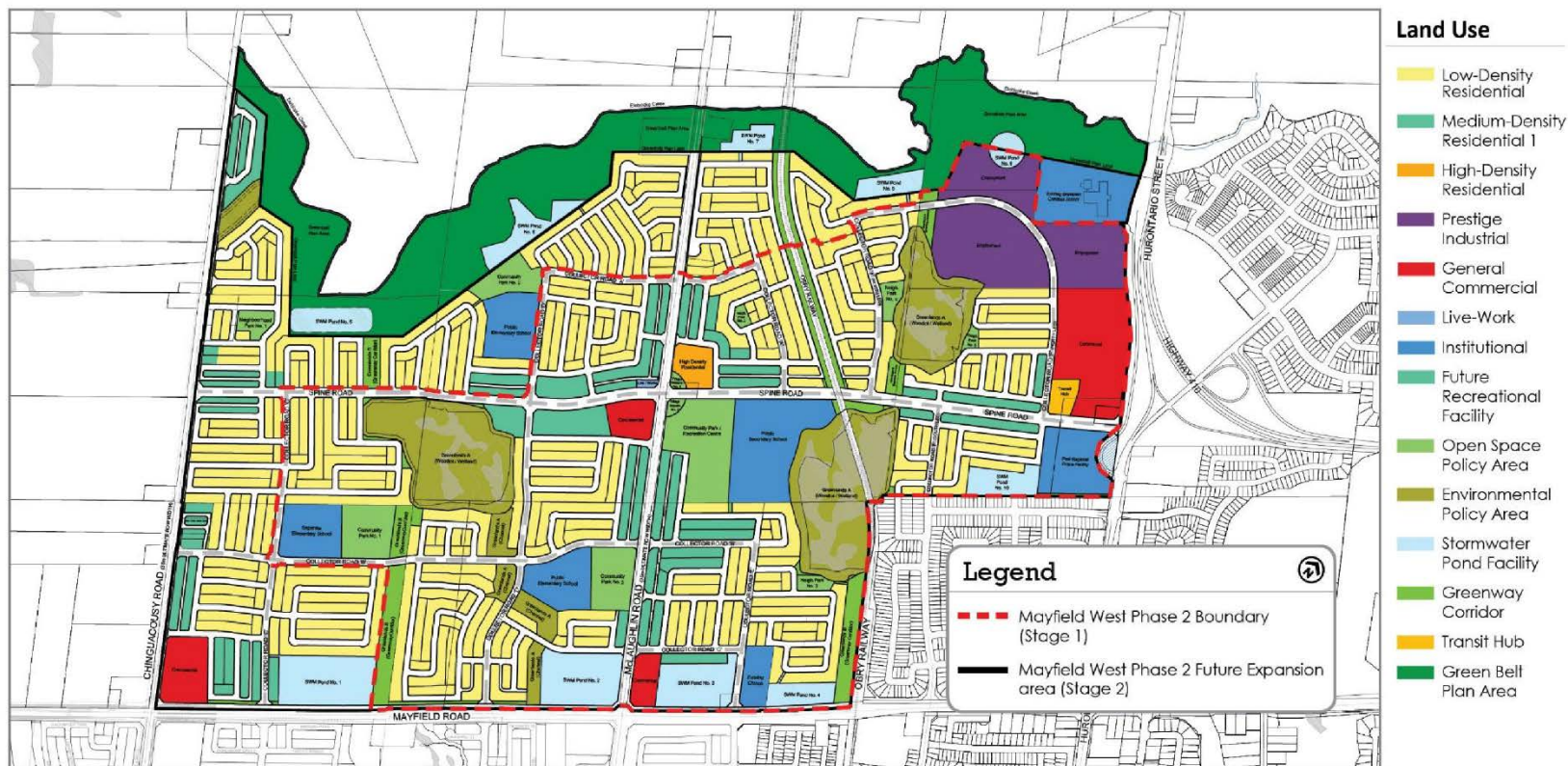
- 1997 – OPA 114: established Tri-Nodal Growth Strategy
- 2005 – ROPA 17: established Mayfield West Study Area
- 2012 – ROPA 24: Regional growth plan conformity exercise
- 2013 – OPA 226: Implementation of ROPA 24 allocations
- 2013 – Amendment 2 to Growth Plan
- 2014 – ROPA 29: expanded settlement boundary to include MW2-1 lands
- 2018 – GTA West Corridor EA process suspended



NWGTA Corridor Identification Study Area



MW2-2 Framework Plan



MW2-2 Stats

Units: 2,200

Population: 7,900 residents

Jobs: 600



Municipal Comprehensive Review (MCR) Reform

- In 2012, MGP established that an MCR can be completed in stages and that settlement boundary expansions can occur through separate amendments to the Region of Peel Official Plan prior to the conclusion of the conformity process.
- The reform to the MCR policies in the 2017 Growth Plan have changed the process in which an MCR is completed
- It is my opinion that the settlement expansion to include the MW2-2 lands is a **continuation of the ongoing MCR and the Province should be asked to provide flexibility in the MCR process as has been recommended by Regional staff.**



**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement



Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416 585-6226
Facsimile: 416 585-6882
Toll-Free: 1 800 668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416 585-6226
Télécopieur : 416 585-6882
Sans frais : 1 800-668-0230

RECEIVED

April 23, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

April 13, 2018

Arvin Prasad
Director of Integrated Planning
Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Andrew Whittemore
Director of City Planning Strategies
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear: Mr. Prasad and Mr. Whittemore

**RE: Provincial Review Follow up Comments
Draft Regional Official Plan Amendment
Ninth Line Lands, City of Mississauga, Region of Peel
MMAH File No.: 21-OP-177206**

I would like to thank the Region of Peel and City of Mississauga for meeting with the Ministry throughout March and sharing additional information regarding the history and context of the Ninth Line Lands (subject lands). The documentation has been beneficial in understanding some of the background associated with the subject lands and informs the following comments that should be considered as further clarification to the previous Ministry letter of December 2017 regarding the proposed Regional Official Plan Amendment (ROPA) for the subject lands.

Based on a review of the documentation, the Ministry recognizes that the subject lands are unique, both in terms of their history and their planning status. With respect to the history of the subject lands, we understand that the purpose of the annexation was to provide the City of Mississauga with the opportunity to ensure that any development that might occur on the lands would be compatible with the existing community that has developed within Mississauga on the east side of Ninth Line. It was intended that when development did occur, it would contribute towards the cost of the municipal services provided by the Region of Peel and City of Mississauga, and not to the Region of Halton and Town of Milton. Further to the annexation of the subject lands in 2010, the Ministry also recognizes the numerous planning studies

and reports that were completed by both the Region of Peel and City of Mississauga in order to provide guidance for future development in this area.

From a land use planning perspective the Peel Regional Official Plan defers to the Halton Region Official Plan that implemented policies for the Ninth Line Corridor Policy Area through ROPA 28 in 2005. As such, the subject lands are designated "Ninth Line Lands" in the Region of Peel Official Plan and section 5.10 of the Peel Region Official Plan states that: "currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan." At the lower-tier level, the City of Mississauga Official Plan currently designates the subject lands as "Special Study Area" and defers to the Town of Milton and Region of Halton Official Plans for applicable land use policies.

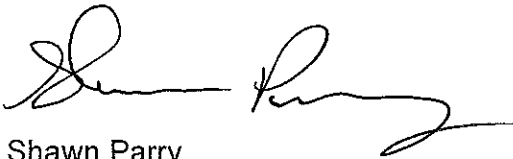
Historically, through ROPA 28, the Region of Halton's objective was to protect the land base for the development of the inter-regional transitway and accessory infrastructure in the Ninth Line Corridor, as well as to provide for development at the future transit station locations that encourage and support such development while permitting limited development through the rest of the Corridor. A Ninth Line Study Report was prepared for the Region of Halton in May 2005 to support ROPA 28. The Ninth Line Study Report identified numerous transit related and supportive land uses, including high density and medium density residential, office, and employment.

We understand that the Region of Peel and City of Mississauga staff are of the opinion that the City can bring forward an area-specific official plan amendment under section 17 of the *Planning Act* and outside of a municipal comprehensive review through section 26 of the *Planning Act* to further advance the planning of the subject lands. Proceeding with this matter in this way would be a local decision.

Both the annexation of, and the applicable planning framework for the subject lands appear to be the subject of long, elaborate municipal processes in which the Ministry had a relatively limited role. Review of the selected documentation you have provided has helped us understand that there are a number of complexities associated with the subject lands and I understand a local solution is being advanced, recognizing that the Region and City would have a deep understanding of all the subtleties associated with these lands.

Should you have any questions or wish to discuss this matter further, please do not hesitate to contact me at 416-585-7264 or shawn.parry@ontario.ca.

Yours truly,



Shawn Parry
A/Regional Director

From: "Brenton, Terri" <Terri.Brenton@brampton.ca>
Date: April 24, 2018 at 10:12:55 AM PDT
To: "Lockyer, Kathryn" <kathryn.lockyer@peelregion.ca>
Cc: "Fay, Peter" <Peter.Fay@brampton.ca>, "Gravlev, Charlotte" <Charlotte.Gravlev@brampton.ca>, "Pacheco, Sonya" <Sonya.Pacheco@brampton.ca>
Subject: **Brampton Council Resolution re Growth Management - April 18, 2018**

Hello Kathryn,

Attached is a copy of Brampton Council Resolution C097-2018 regarding Growth Management. The resolution replaces Committee of Council Recommendation CW128-2018 (outlined in the attached correspondence, which I believe was received at the Regional Council Meeting of April 12, 2018).

My apologies for not sending this to you sooner.

Regards,

Terri

Terri Brenton

Legislative Coordinator, City Clerk's Office

Tel: 905.874.2106; Fax: 905.874.2119

TTY: 905.874.2130

e-mail: terri.brenton@brampton.ca

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www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

The following resolution was passed by the Council of The Corporation of the City of Brampton on April 18, 2018:

C097-2018 That Recommendation CW128-2018 be struck out and replaced with the following:

WHEREAS recent provincial policy decisions including new requirements for Municipal Comprehensive Reviews and Land Needs Assessment Methodology has an impact to the Region of Peel's integrated approach to growth management;

AND WHEREAS the decision to cancel the GTA West Corridor, the Region will be reviewing the distribution of draft growth forecasts for the area municipalities along with implementation strategies;

AND WHEREAS at the April 26, 2018 Region of Peel Council meeting the following detailed presentation and four comprehensive reports related Growth Management have been added to the agenda to address the impact of the provincial policy decisions:

- Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel (Presentation)
- Current Provincial Land Use Planning Context (Recommendation)
- Implications of the Current Provincial Planning Context on Major Planning Initiatives (Recommendation)
- Implications on the Growth Management Work Plan as Result of Provincial Policy Directions (For Information)
- GTA West Corridor/Northwest Greater Toronto Area Corridor Identification Study Update (For Information);

AND WHEREAS the integrated growth management program will now be extended into 2020;

AND WHEREAS the City of Brampton previously raised concerns that submitting draft ROPAs would be premature to the Province or released for public consultation until the Province had issued the land budget methodology and area municipalities, working together with the Region, have defined the boundaries of the major transit station areas;

AND WHEREAS, it continues to be in the interest of the Region to have continued cooperation from its area municipal partners, and the highest integrity in the data used, throughout the Peel 2041 Growth Management ROPA process;

NOW THEREFORE BE IT RESOLVED THAT:

1. It is of utmost imperative that the preliminary, and agreed upon 2041 activity rate for Brampton, based on the draft population and employment forecast, not be adjusted downwards during the review and that all efforts be made to achieve Council directed 40% activity rate;
2. The City of Brampton continue to work with the Region to ensure this important work continues to progress in a coordinated manner;
3. Any Regional Council motions or direction provided to Regional staff require that no downward adjustments to the Council approved population and employment forecasts or activity rate approved by Council be permitted
4. A copy of this resolution immediately be circulated to the Region of Peel for consideration at its April 26, 2018 agenda.

April 11, 2018

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Sent by e-mail

Re: Growth Management

The following recommendation was passed by the Committee of Council at its meeting of April 11, 2018, and is pending approval by Council on April 18, 2018:

Whereas recent provincial policy decisions including new requirements for Municipal Comprehensive Reviews and Land Needs Assessment Methodology has an impact to the Region of Peel's integrated approach to growth management;

Whereas the decision to cancel the GTA West Corridor, the Region will be reviewing the distribution of draft growth forecasts for the area municipalities along with implementation strategies;

Whereas at the April 12, 2018 Region of Peel Council meeting the following detailed presentation and four comprehensive reports related Growth Management have been added to the agenda to address the impact of the provincial policy decisions:

- Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel (Presentation)
- Current Provincial Land Use Planning Context (Recommendation)
- Implications of the Current Provincial Planning Context on Major Planning Initiatives (Recommendation)
- Implications on the Growth Management Work Plan as Result of Provincial Policy Directions (For Information)
- GTA West Corridor/Northwest Greater Toronto Area Corridor Identification Study Update (For Information);

Whereas the integrated growth management program will now be extended into 2020;

Whereas the City of Brampton previously raised concerns that submitting draft ROPAs would be premature to the Province or released for public consultation until the Province had issued the land budget methodology and area municipalities, working together with the Region, have defined the boundaries of the major transit station areas; and

Whereas, it continues to be in the interest of the Region to have continued cooperation from its area municipal partners, and the highest integrity in the data used, throughout the Peel 2041 Growth Management ROPA process;

Now Therefore Be It Resolved That:

1. Given the importance that growth management has to the future of the City of Brampton, that the Region of Peel defer any decisions at its April 12, 2018 meeting relating to the reports on Growth Management, identified earlier, to the next Regional Council meeting scheduled for April 26, 2018;
2. It is of utmost imperative that the preliminary, and agreed upon 2041 activity rate for Brampton, based on the draft population and employment forecast, not be adjusted downwards during the review and that all efforts be made to achieve Council directed 40% activity rate;
3. The City of Brampton continue to work with the Region to ensure this important work continues to progress in a coordinated manner; and
4. A copy of this resolution immediately be circulated to the Region of Peel for consideration on its April 12, 2018 agenda.

Yours truly,

Sonya Pacheco
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2178 / Fax: 905-874-2119
sonya.pacheco@brampton.ca

(CW – 5.2)

cc: Mayor Jeffrey and Members of City Council
H. Schlange, Chief Administrative Officer, City of Brampton
R. Elliott, Commissioner, Planning and Development Services, City of Brampton
L. Rubin-Vaughan, Manager, Government Relations and Public Policy, Office of the Chief Administrative Officer, City of Brampton
D. Szwarc, Chief Administrative Officer, Region of Peel
J. Smith, Commissioner of Public Works, Region of Peel
L. Graham-Watson, Commissioner, Corporate Services, Region of Peel

**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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For Information

DATE: April 18, 2018

REPORT TITLE: **UPDATE ON PEEL'S CHANGING ECONOMIC ENVIRONMENT**

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

OBJECTIVE

To provide Regional Council with an update on the changing economic environment and the potential implications for Regional services.

REPORT HIGHLIGHTS

- Peel's economy has and continues to change, influenced by changing trends in the macro and local economic environments.
- Ongoing changes such as global uncertainties, a more stringent regulatory environment in Ontario, higher inflation and interest rates will create a higher cost business environment in Peel.
- Together with ongoing impacts from aging population, technological advancement, and geopolitical and economic shifts, the changing economic environment will help to influence changes in Peel in the foreseeable future.
- Many of these influences will place upward pressure on the demand for various services provided by the Region of Peel, while others like a higher cost business environment are likely to constrain the Region's revenue raising potential.
- The changing trends and uncertainties in the local and broad macroeconomic environments require that Peel remains flexible and adaptable to successfully manage through any of the economic scenarios that unfold in the future.

DISCUSSION**1. Changing Macroeconomic Environment**

Peel's economy has been changing in response to several influences such as technological advancement, globalization, geopolitical and economic shifts, population growth, population aging, and new economic regulation for lower carbon emission. Emerging trends have begun to impact and will likely generate others that will also have impactful consequences for Peel. This report and the Economic Bulletin (Appendix 1) highlight trends at both at the macro and local levels and key implications for Peel.

UPDATE ON PEEL'S CHANGING ECONOMIC ENVIRONMENT

Key emerging trends at the macro level include the following:

a) Growing Economy With Rising Uncertainties

Economic growth has picked up at all levels of the macro economy – global, national and provincial. In addition, significant tax reforms and planned increase in infrastructure spending in the United States (US) will boost growth in the short-term. However, global trade uncertainties have heightened with the renegotiation of the North America Free Trade Agreement (NAFTA) posing the greatest risk to Peel. Although trade uncertainties remain, Canada has forged a new Comprehensive Economic Trade Agreement (CETA) with the European Union (EU), which will allow for tariff-free entry for most of Canadian exports to the EU.

CETA will broaden trade opportunities for Canadian businesses, including those in Peel, and spur growth in international trade and the economy.

b) Higher Inflation and Interest Rates

Stronger global growth prompted an increase in interest rates in many advanced economies. In Canada, stronger economic growth pushed the Canadian economy nearer to its estimated maximum production capacity and increased the risk for inflation. To maintain a stable inflation environment, the Bank of Canada commenced its upward adjustment in interest rates in mid-2017. The Bank's trendsetting overnight interest rate climbed from 0.5 per cent in July 2017 to 1.25 per cent in January 2018, and other interest rates, including mortgage rates, also increased.

The higher interest rates will allow the Region to earn higher returns on liquid assets, but should there be the need for additional debt issue, the cost of servicing the new debt will also rise. However, as inflation eases upwards, the cost of other goods and services are also likely to rise requiring increased expenditure on goods and services such as contracts and wages and salaries.

c) Higher Business Costs: New Cap and Trade Regulations and Higher Minimum Wage

Two new regulations which will affect business costs came into effect on January 1, 2018. The general minimum wage in Ontario was increased from \$11.40 per hour to \$14.00 per hour. In addition, a new Cap and Trade regulation was put in place requiring businesses that emit Greenhouse Gas (GHG) to buy allowances to continue operation. These measures signaled a change in Ontario's business environment to one where the cost of doing business is higher.

Some residents will benefit from higher minimum wage. However, job losses are also likely. Higher minimum wage along with the costs associated with the new cap and trade regulation will contribute to a less competitive business environment in Ontario and Peel. This can exaggerate the changing nature of employment in Peel and further the long-term change which is occurring in the residential/non-residential tax ratio, one of the Region's measures of long term financial sustainability.

UPDATE ON PEEL'S CHANGING ECONOMIC ENVIRONMENT

d) High Household Indebtedness and Rising Government Debt in Canada

For over a decade, global debt levels (government and private) have increased in response to lower interest rates. Borrowing by governments, nonfinancial companies and households in the 20 most developed economies have increased and are now higher than before the global financial crisis. In Canada both consumer and mortgage debt have increased resulting in Canadian household indebtedness rising to record levels. In 2017, for every dollar of disposable income earned by Canadian households, they owed 1.73 dollars. Government debt is also projected to rise. Both the federal and Ontario government budget forecasts project fiscal deficits over the next five years.

There are positive short-term growth impacts from rising indebtedness, but it is a key long-term risk to the business (non-residential sector) and economic growth. Any contraction in Peel's business sector will negatively impact the residential/non-residential tax ratio.

2. Changes in the Local Economic Environment

Broad macroeconomic trends will influence changes in Peel's economy. Changes in the local economy will also be important in how Peel's economy changes. The combined changes at both the macro and local levels will determine how the Region will manage through the changing environment while continuing to provide services and maintaining financial sustainability. Key trends at the local level are summarized below:

a) Growing Population, Larger Workforce and Lower Unemployment Rates

Peel's population continues to grow and become more diverse, and although remaining the youngest population in the GTA, Peel's population continues to age. As of the fourth quarter of 2017, the Region serves over 1.48 million residents, over half of whom are immigrants with diverse and evolving needs, including the need for language services.

As Peel's population increases, so has its working age population (15 years and over), its residents who enter the labour market in search of work, as well as the number of residents who have been successful in finding work. This contributed to a reduction in Peel's unemployment rate to 6.9 per cent, its lowest in nine years. There were lower unemployment rates in both the youth (15 – 24 years) and adult (25 years and over) segments of the market.

b) A Higher Proportion of an Aging Population in the Workforce

The increase in the number of working residents includes a greater number of residents 65+ years, who have continued to work. In 2016, approximately 25,600 residents 65+ years and above were employed, more than double the 12,000 residents 65+ years who were working in 2006. The strong increase in the number of residents 65+ years in the workforce occurred as an increasing proportion of the larger 65+ years population continued to work. This proportion increased from approximately 12.0 per cent in 2006 to 15.0 per cent in 2016.

UPDATE ON PEEL'S CHANGING ECONOMIC ENVIRONMENT

An aging population may result in an increase the demand for some Regional services including paramedics, health and long-term care, and transportation. Further, in response to the aging of the workforce, the International Labour Organization has highlighted the need for continuous training and talent management if the efficiency gains from technological advancement are to be achieved given the aging of the workforce

c) Increase in Precarious Employment and Rising Income Disparity

Although the number of employed residents is rising, an increasing number of residents are finding employment in precarious-type positions such as part-time, temporary and self-employment. In terms of sectors, more residents are finding employment in services, which on average pay less than positions in the goods producing sector. These changes suggest that the shift towards low income in Peel continues. Over the past three and a half decades, the income landscape in Peel has shifted to more low-income earners and fewer middle and high-income earners contributing to rising income disparity.

As these shifts persist, the demand for some services provided by the Region such as income support, is likely to increase. The sustained increase in Peel's average monthly Ontario Works (OW) caseloads is an example of rising demand for such services.

d) Larger Business Sector that is Employing Less People

Peel's business sector has also expanded with more than 160,000 business establishments in December 2017 and the number of business bankruptcies fell to a multi-year low. However, measured by the number of employees, small businesses grew by 2.1 per cent to lead growth while large businesses, which employ more than 500 persons declined. Growth in business establishments was led by the service sector as the shift from the goods producing sector towards services continued.

The changing business environment in which costs (including wage costs) are higher will likely further constrain business growth and job creation. In Peel, this may lower employment opportunities for residents who are employed in over 60.0 per cent of the jobs created in Peel.

e) More Stable Housing Market But Unaffordability Risk Remains Elevated

In response to rising risk in Ontario's housing market, new measures were put in place in April 2017. Average price for a residential resale unit in Peel fell 14.2 per cent from the peak reached in April 2017, suggesting that the measures were effective. A new national stress test for home buyers came into effect on January 1, 2018. This along with the increase in mortgage rates should further stabilize the market. However, these measures along with elevated price levels which remain, will make Peel's housing market unaffordable for many. Despite the decline in average prices between April and December 2017, average prices for the year 2017 were above those recorded in 2016 elevating the risk for a rise in the demand for affordable housing in Peel.

3. Macroeconomic Outlook

Growth prospects have improved both globally and in the Canadian economy. However, the macroeconomic environment in which Peel operates is and will likely remain uncertain in the

UPDATE ON PEEL'S CHANGING ECONOMIC ENVIRONMENT

short to medium-term. Currently, economic growth has improved significantly and the combined effects of the recent US tax reforms and planned increases in government expenditure in the US and Canada mean that government support to growth will continue for some time. However:

- Trade uncertainties remain;
- Business competitiveness in Ontario (including Peel) is being eroded with the combined effects of tax reforms and less stringent climate change stance in the US and new regulations in Ontario;
- The planned fiscal path in Canada and the US points to long-term growth challenges; and,
- Based on changes in Organization of Economic Corporation and Development recession indicators, there is a looming economic recession.

Peel must be prepared to successfully manage through any economic scenarios that unfolds in the future.

CONCLUSION

Peel continues to be faced with numerous risks, including rising demands for services with potentially diminishing revenue raising capabilities. The Region is in the early stages of the process of refreshing its Long Term Financial Planning Strategy to assess and mitigate long term financial risks. In addition, a socio-economic research report on the impact of the changing nature of employment will be completed to provide additional insights for policy, decision making and advocacy. Staff will report to Council on the results of the review and update in spring 2019. The Region continues to strive to ensure the long term financial sustainability and reduce financial vulnerability while adapting to the changing environment.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Economic Bulletin

For further information regarding this report, please contact Judith McWhinney, Economist, extension 4616, Judith.McWhinney@peelregion.ca.

Authored By: Judith McWhinney

Peel's Economic Bulletin-2017

Macroeconomic Environment

- Trade uncertainties (NAFTA talks underway) which may impact Ontario and Peel
- End of current economic cycle is imminent
- Increasing public and private indebtedness
- Higher inflation and interest rates likely to create a higher cost business environment

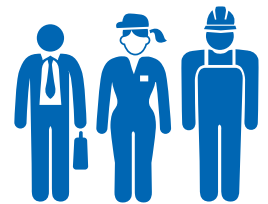
Growing Population, Larger Workforce and Lower Unemployment Rates

Population with undercount
1.48 Million
+2.1%
Over 50% of the total population are immigrants

Estimated working age population
1.31 Million
+5.2%
(Working age 15 years & over)
More 65+ year old residents in the workforce

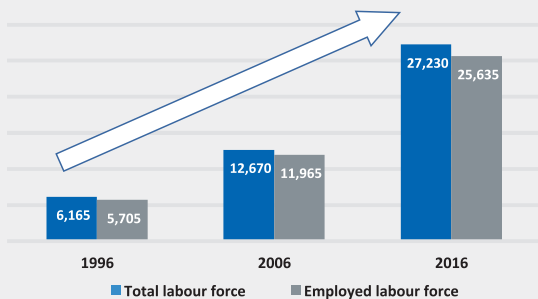
Total Labour Force
872,600
+2.1%
Residents working and looking for work is expanding

Total Employed Labour
812,500
+2.5%
Residents who are successful in finding work are increasing



Peel's workforce is growing and aging

Residents 65+ years in labour market



Source: STATCAN

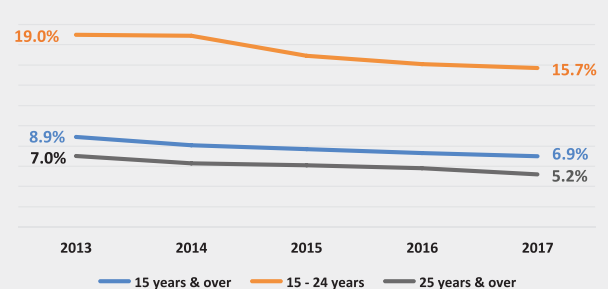
Unemployment Rate (65+ years)

5.9%
in 2016

Participation Rate (65+ years)

16.0%
in 2016

Peel's unemployment rates by age group



Source: STATCAN

IMPLICATION Given the aging workforce, continuous training and talent management will be required to maintain efficiency gains from technological advancement.

Peel's Economic Bulletin-2017

Increase in Precarious Employment

Services +2.8%
(641,300 Positions)

Median Wage Rate
\$22.53

Full-Time positions
669,800

84% of total employed
labour force in 2017

Goods-Producing +1.3%
(171,200 Positions)

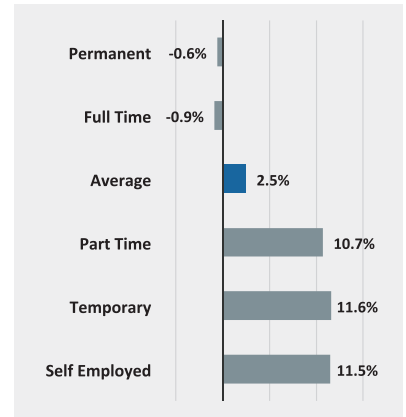
Median Wage Rate
\$29.14

Part-Time positions
142,700

16% of total employed
labour in 2017

Residents increasingly
employed in precarious
type employment.

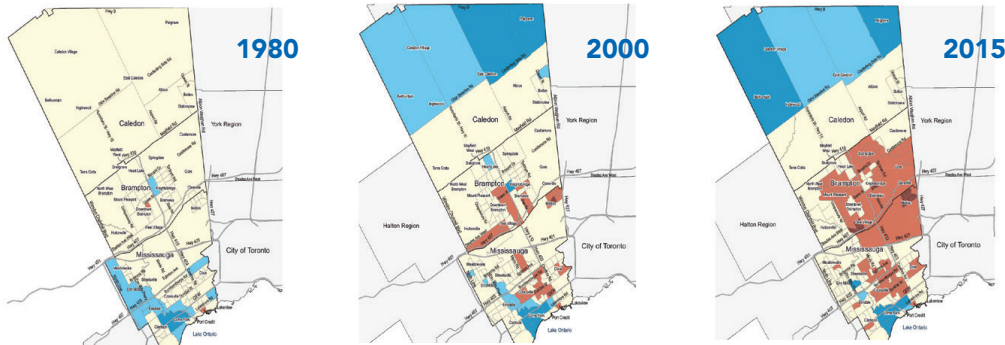
Low paying and
precarious type
employment
influencing the
growth in total
employment.



Source: STATCAN

IMPLICATION There is a risk for higher demand for Regional services.

Rising Incidence of Low Income and Income Disparity



More low-income earners and
fewer middle and high-income
earners in Peel.

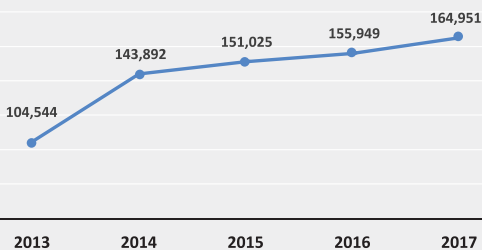
- Very High: 140% to 279% (9 CTs, 4% of Peel Region)
- High: 120% to 140% (4 CTs, 2% of Peel Region)
- Middle: 80% to 120% (105 CTs, 43% of Peel Region)
- Low: 60% to 80% (116 CTs, 47% of Peel Region)
- Very Low: 52% to 60% (11 CTs, 4% of Peel Region)
- Not Available

Source: United Way of Toronto and York Region

IMPLICATION Negative changes in income and income disparity persist, increasing the risk for greater demand for some Regional services.

Increasing Business Sector Employing Less People

Number of Business Establishments



Number of business establishments
in Peel continued to grow, and 66.9%
of businesses are without employees.

Source: STATCAN

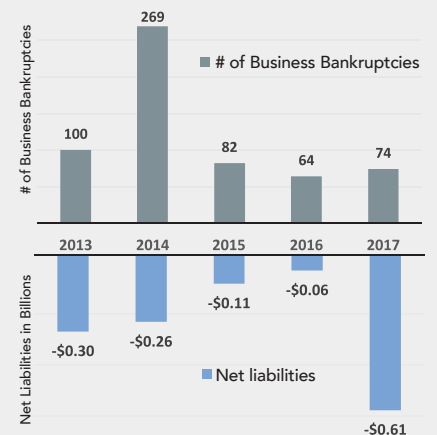
54,620
+2.2%

Total business establishments
with employees in 2017

+2.2% Small business
+2.4% Medium business
-1.7% Large business

Business sector dominated by
small businesses, and 67.3% of the
businesses with employees employ
1-5 persons.

Business Bankruptcy in Peel



Source: Office of the Superintendent of Bankruptcy

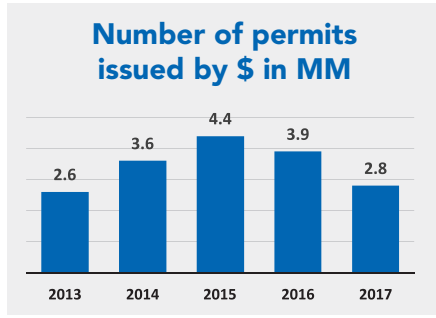
IMPLICATION Lower job creation may reduce employment opportunities for residents in Peel.

Peel's Economic Bulletin-2017

More Stable Housing Market with Risk of Housing Unaffordability



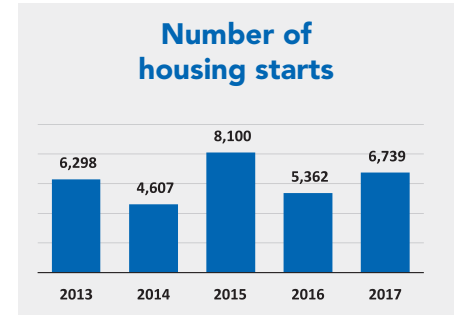
The number of building permits issued fell in 2017 by **-18.8%**



Source: STATCAN



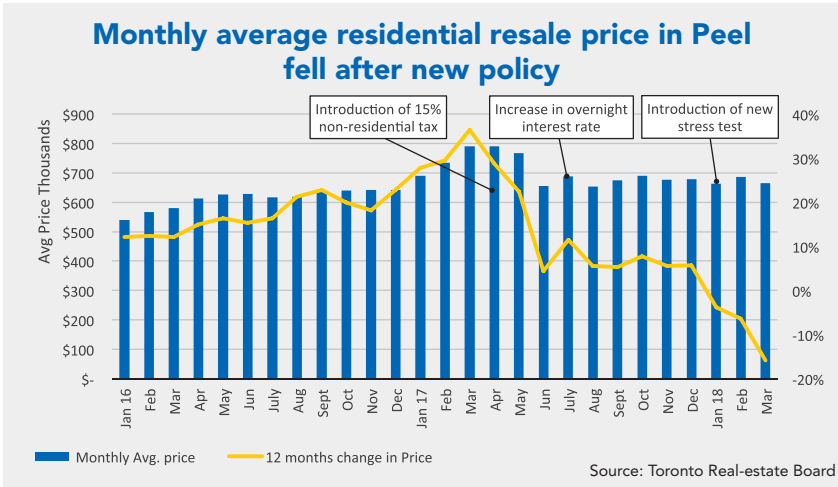
Annual average housing starts at long term sustainable level **+25.7%**



Source: Canada Mortgage and Housing Corporation

IMPLICATION Buoyant housing construction activities adding to housing stock as expected.

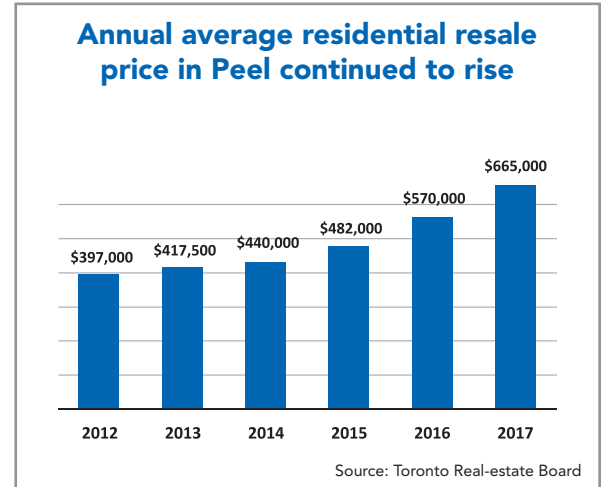
More Stable Housing Market but Unaffordability Risk Remains Elevated



Source: Toronto Real-estate Board

New policies introduced in 2017 stabilized monthly average price. Rising interest rate and new stress test to further stabilize the housing market.

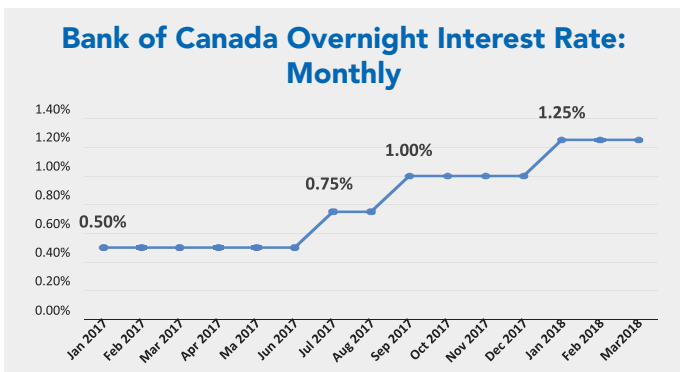
IMPLICATION More stability and low risk in the housing market; however housing affordability challenge remains.



Source: Toronto Real-estate Board

Annual average prices for the year 2017 were above those recorded in 2016 elevating the risk for a rise in the demand for affordable housing in Peel.

Interest rate

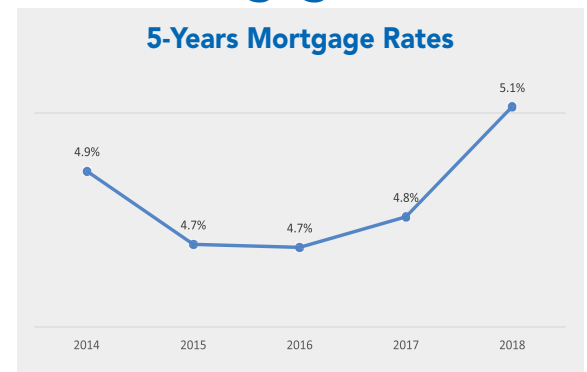


Source: Bank of Canada

Higher interest earnings to be generated from higher interest rates, but debt servicing costs on new debt and expenditure levels to increase from higher inflation.

IMPLICATION Higher interest rate adds to housing affordability challenge.

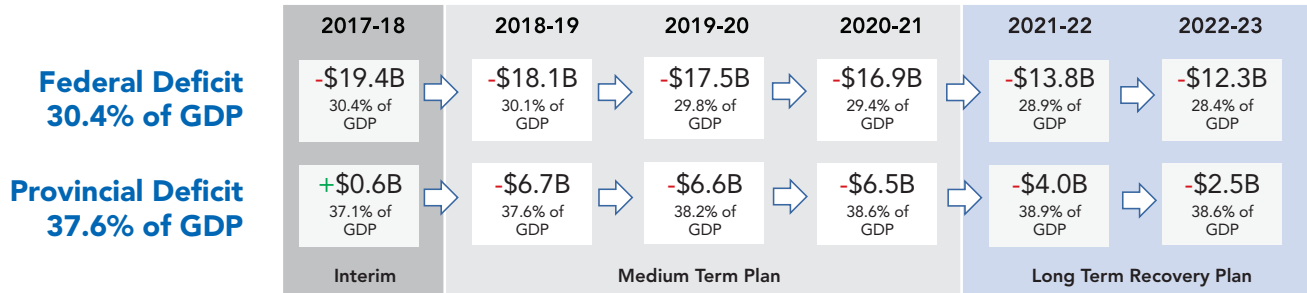
Mortgage rate



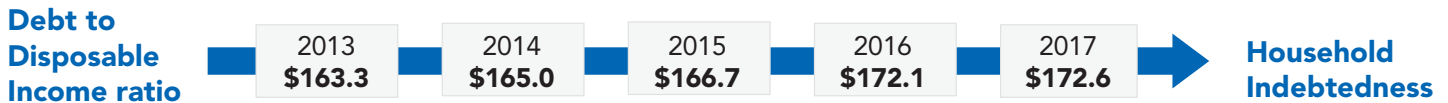
Source: Bank of Canada

Peel's Economic Bulletin-2017

Economic Outlook



Sources: 2018 Federal Budget Fiscal Projection, 2018 Ontario Budget: Ontario Fiscal Plan



Source: STATCAN

IMPLICATION Positive short-term growth prospects but rising indebtedness is a key long-term risk to business and economic growth.

Cap & Trade and Minimum Wage

On January 1, 2017, Ontario's *Climate Change mitigation and Low Carbon Economy Act, 2016* came into effect.

Regulated entities Include:

- industrial/institutional emitters
- natural gas distributors
- petroleum product distributors
- electricity importers

Entities with: **25,000+ tonnes CO₂** are mandatory participants.



Source: Osler, Hoskin & Harcourt LLP

Ontario's Minimum Wage

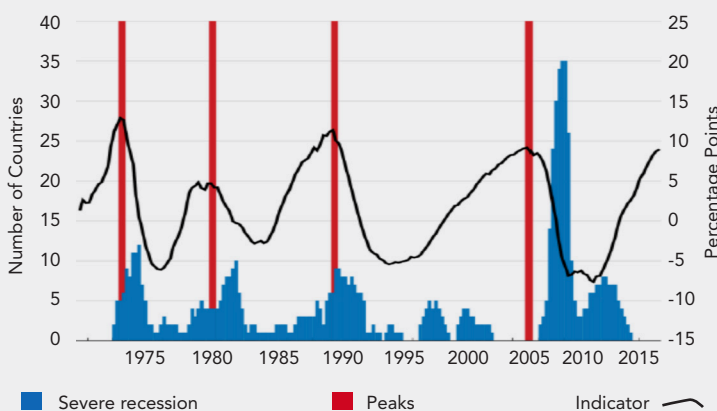
Oct 2016	\$11.40
Oct 2017	\$11.60
Jan 2018	\$14.00
Jan 2019	\$15.00

IMPLICATION Higher minimum wage and the new cap and trade regulation add to a less competitive business environment in Ontario and Peel.

Less Positive Economic Forecast

Housing price booms precede recessions

Global real house price index



Higher cost business environment in Ontario.

"High debt can increase risks for medium-term real activity."

The OECD indicator suggest an impending economic downturn.

IMPLICATION Change in economic cycle is around the corner.

Note: Blue areas represent the number of countries in a severe recession. The global real house price index is constructed as a GOP-weighted average across OECD countries and is measured as deviation from trend. Source: Hermansen and FZOhn (2017).

Investing to build our *Community for Life*

Living. Thriving.
Leading.

Economic Update and Long Term Financial Outlook

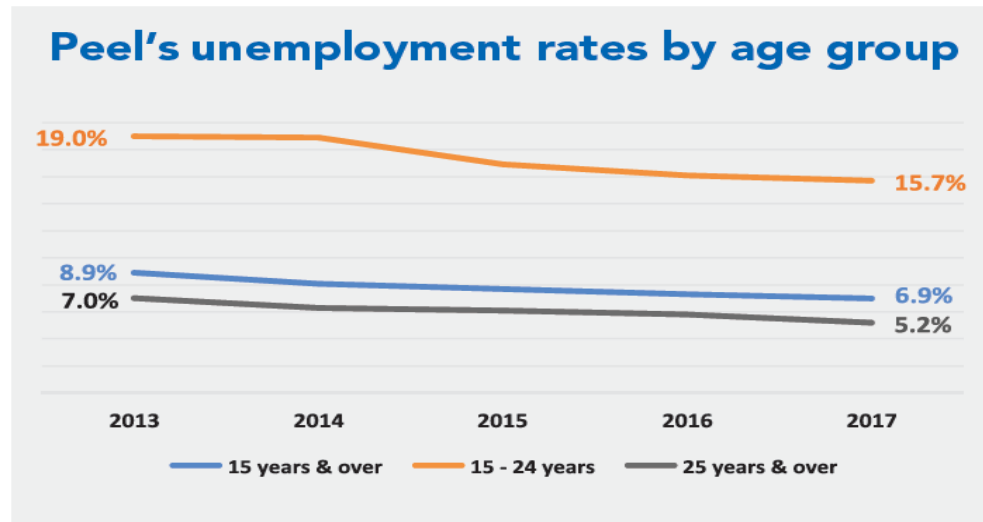


Presented to Regional Council April 26, 2018

- Trade uncertainties
- End of current economic cycle is imminent
- Increasing public and private indebtedness
- Higher inflation and interest rates likely to create a higher cost business environment



10.1-12
**Growing Population, Larger Workforce and
Lower Unemployment Rates**



Source: STATCAN

1.48 Million

+2.1%

Over 50% of the total population are immigrants

1.31 Million

+5.2%

(Working age 15 years & over)
More 65+ year old residents in the workforce

872,600

+2.1%

Residents working and looking for work is expanding

812,500

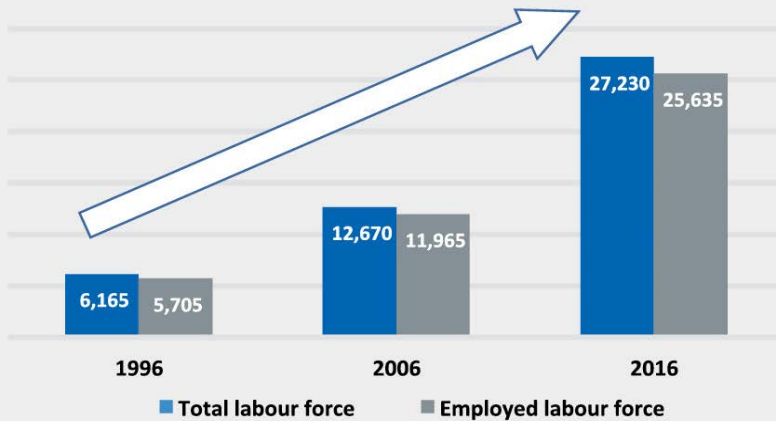
+2.5%

Residents who are successful in finding work are increasing

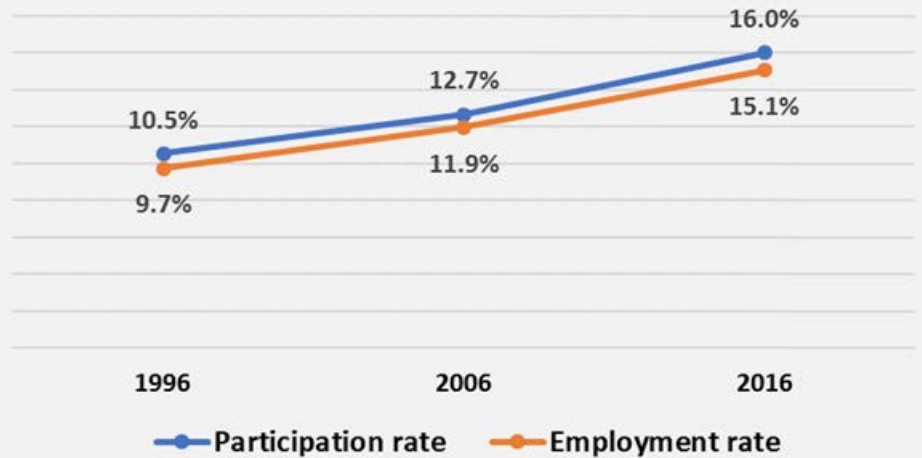


Peel's Workforce is Aging

Residents 65+ years in labour market



Residents 65+ years



Source: STATCAN



Peel's workforce is growing and aging



Increase in Precarious Employment

Services +2.8%

(641,300 Positions)

Median Wage Rate
\$22.53

Goods-Producing

+1.3% (171,200 Positions)

Median Wage Rate
\$29.14

Full-Time positions
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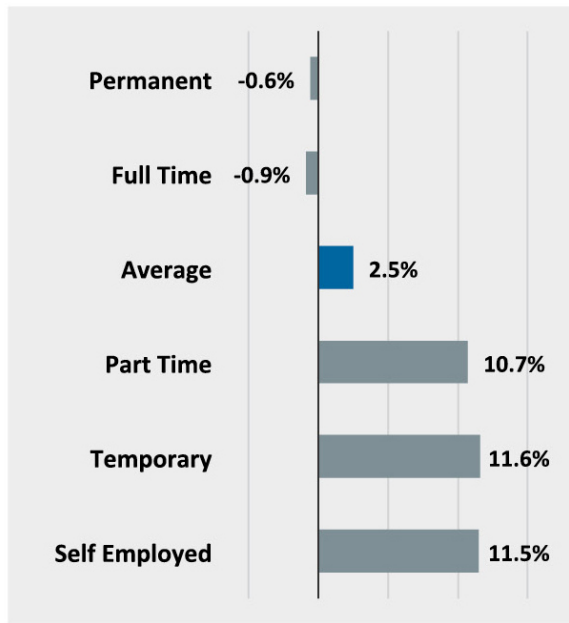
84% of total employed
labour force in 2017

Part-Time positions
142,700

16% of total employed
labour in 2017

Residents increasingly
employed in precarious
type employment.

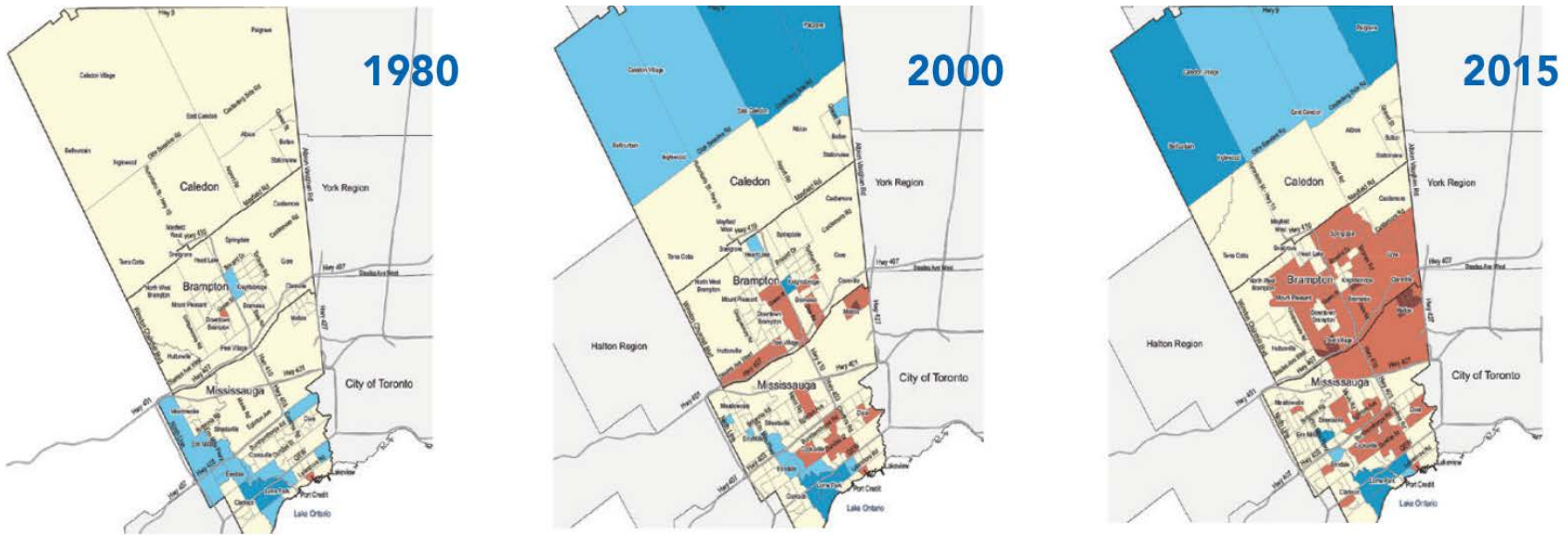
Low paying and
precarious type
employment
influencing the
growth in total
employment.



Source: STATCAN



Rising Incidence of Low Income



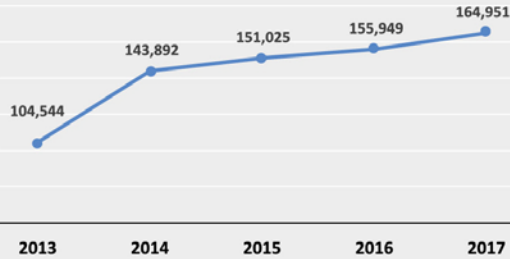
More low-income earners and fewer middle and high-income earners in Peel.

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Source: United Way of Toronto and York Region



Number of Business Establishments



Number of business establishments in Peel continued to grow, and 66.9% of businesses are without employees.

Source: STATCAN

Increasing Business Sector Employing Less People

54,620
+2.2%

Total business establishments with employees in 2017

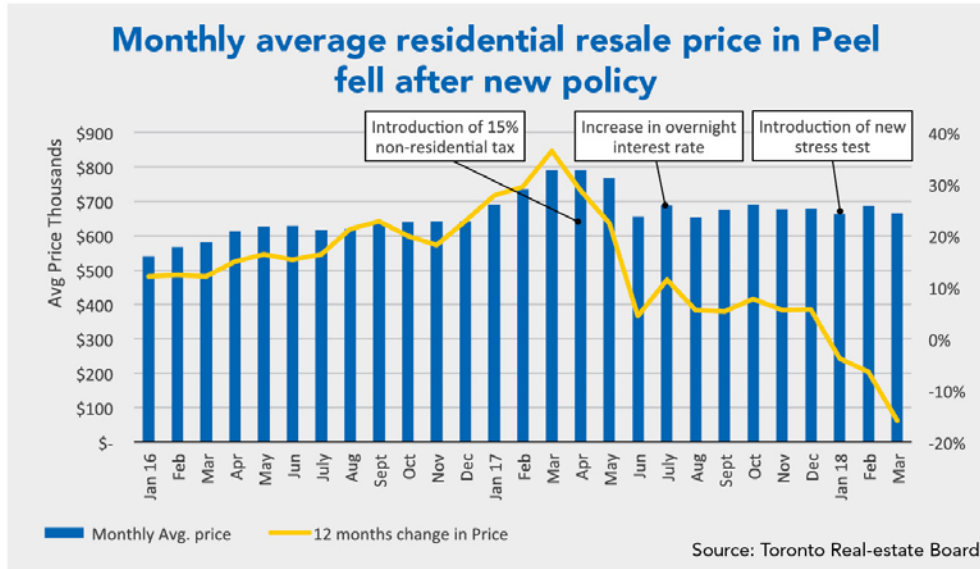
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+2.4% Medium business
-1.7% Large business

Business sector dominated by small businesses, and 67.3% of the businesses with employees employ 1-5 persons.

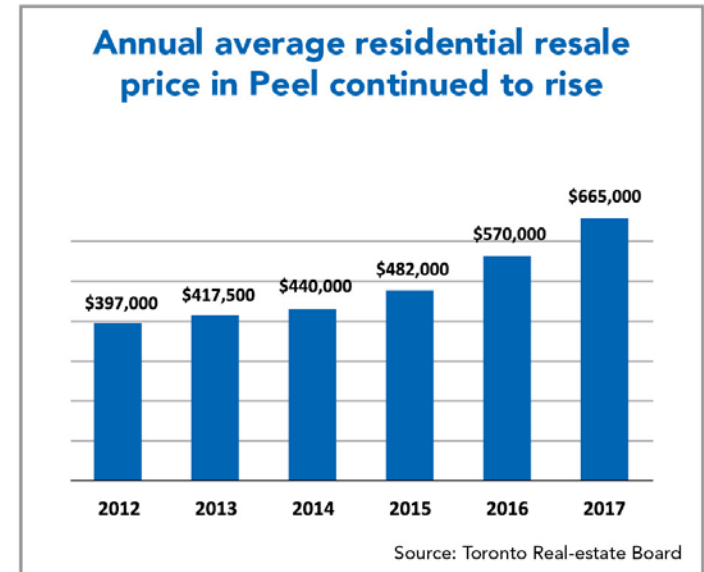
Higher Cost Business Environment

- Cap & Trade
- Increase in minimum wage
- Higher interest rates
- Inflation trending upwards





New policies introduced in 2017 stabilized monthly average price. Rising interest rate and new stress test to further stabilize the housing market.



Annual average prices for the year 2017 were above those recorded in 2016 elevating the risk for a rise in the demand for affordable housing in Peel.



Risks to Peel's Financial Condition

Growing and
aging
population

Changing
government, &
legislation

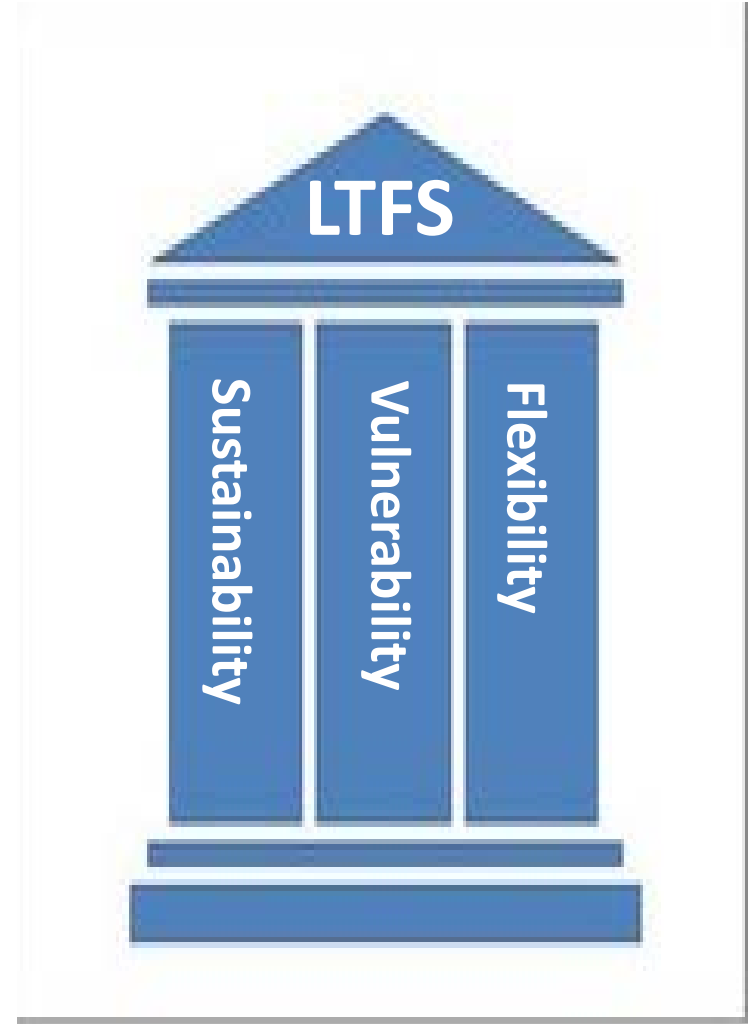
Changing
macroeconomic
environment

Changing
nature of
employment

Aging
Infrastructure









- GOAL – Long Term Financial sustainability of Peel’s services
- Better decision making
- Peel’s financial health is assessed by balancing 3 pillars:
 - Financial Sustainability
 - Financial Vulnerability
 - Financial Flexibility
- Assess using performance indicators



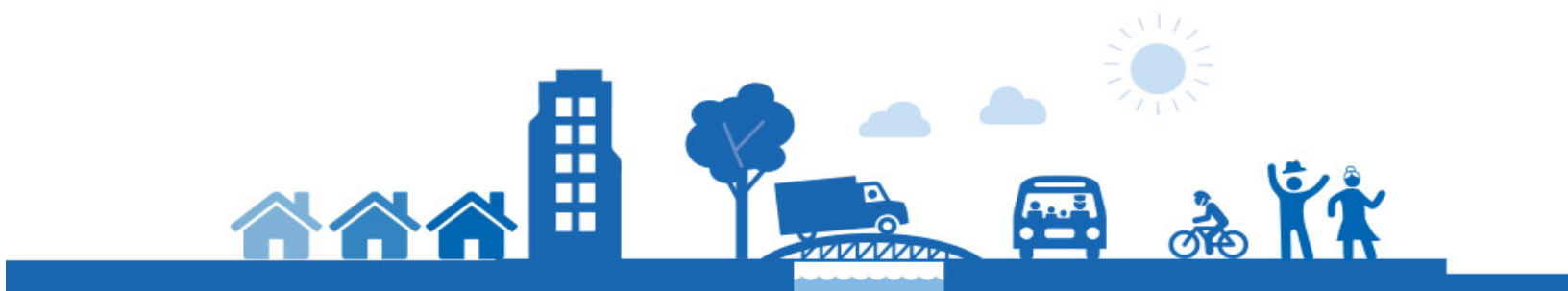
Financial Principles	Target	Assessment	Summary of Action
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 **Sustainability**

- Respect the tax and utility rate payer
- Maintain Assets
- Ensure Capital Plan is sustainable
- Deliver value for money

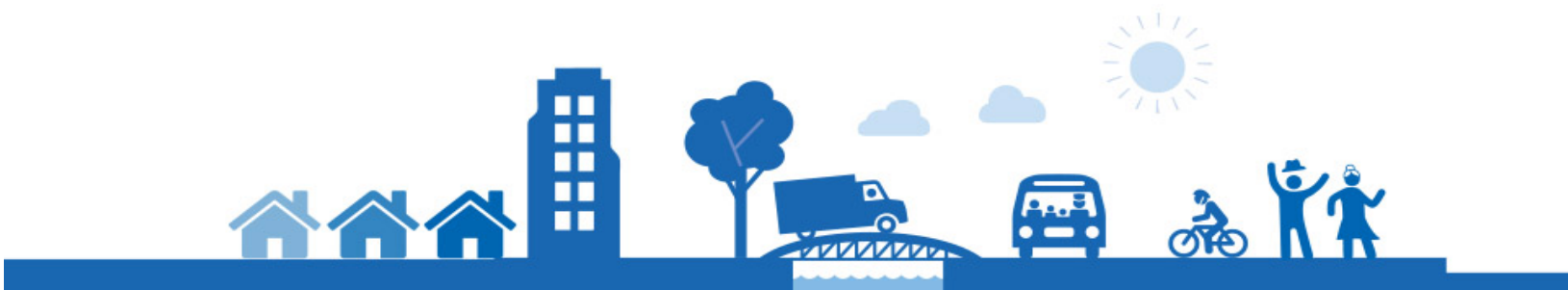
1-3%	Net tax levy increase in line with inflation		
100%	Adequate Capital Reserves – Tax		Continue 1.0 per cent infrastructure levy in 2019
100%	Adequate Capital Reserves – Utility		Continue 5.0 per cent infrastructure levy in 2019
>70%	Focus GTA Survey – Value for Tax		

Legend –  On track  Action Recommended  No action required




Financial Principles	Target	Assessment	Summary of Action
 Vulnerability <ul style="list-style-type: none"> • Users pay where appropriate • Work with area municipalities to support economic viability of the community • Prudently invest 	<20% DC rate increase required	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<50% of budget funded by property tax	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	35–45% Non-residential tax revenue	<input type="checkbox"/>	Work with local municipalities to address changing nature of employment
	100% compliant with investment policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Legend – On track Action Recommended No action required



Financial Principles	Target	Assessment	Summary of Action
----------------------	--------	------------	-------------------

Financial Principles	Target	Assessment	Summary of Action
 Flexibility <ul style="list-style-type: none"> Mitigate significant fluctuations in tax and utility rates Borrow only for substantial long term assets at affordable rates 	5–10%	Adequate Rate Stabilization Reserves – Tax	<input checked="" type="checkbox"/> <input type="checkbox"/>
	100%	Adequate cash to fund annual debt payments	<input checked="" type="checkbox"/> <input type="checkbox"/>
	5–10%	Adequate Rate Stabilization Reserves – Utility	<input checked="" type="checkbox"/> <input type="checkbox"/>
	<25%	Annual debt payments as % of own source revenue	<input checked="" type="checkbox"/> <input type="checkbox"/>

Legend – On track Action Recommended No action required

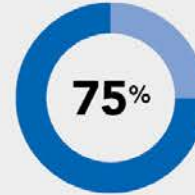




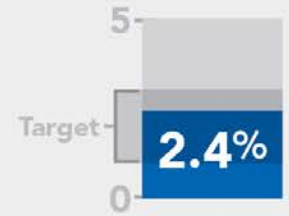
We are on track with **9 of 12** targets



We have maintained our **AAA credit rating** by S&P and Moody's



The 2017 Focus GTA survey indicates that 75 per cent of our residents consider the programs and services offered by us are **good value for their tax dollars**



net tax levy increase in line with inflation **target 1-3%**



- Refresh of the Strategy
- Update financial performance indicators
- Assess the impact of the changing nature of employment
- Updated strategy and financial condition scorecard for 2019



- “Regional Municipality of Peel ‘AAA’ Ratings Affirmed On Exceptional Liquidity And Very Strong Economy”
- “We believe the region demonstrates very strong financial management.”

*Source: Standard and Poor’s (S&P) Rating Services
June 12, 2015*



For Information

DATE: April 16, 2018

REPORT TITLE: **2018 ANNUAL UPDATE ON REGION OF PEEL'S FINANCIAL CONDITION**

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

OBJECTIVE

To provide an annual update on the Region of Peel's financial condition and management actions under its Long Term Financial Planning Strategy.

REPORT HIGHLIGHTS

- The Region of Peel's ("Region") Triple "A" (AAA) credit rating has been reaffirmed by credit rating agencies.
- Actions implemented from the 2017 Financial Condition Scorecard include: a 2018 Budget that was in line with inflation and implementation of infrastructure levies to support state of good repair requirements and mitigate potential sustainability risks in the long term.
- The Financial Condition Scorecard shows the Region is within acceptable ranges for nine of the twelve indicators. Recommended actions for three indicators are included in Appendix I.
- The 2018 Financial Condition Scorecard includes actions to mitigate longer term risks to ensure the Region continues to remain financially healthy.
- A refresh of the current Long Term Financial Planning Strategy will be completed by spring 2019 to respond to the changing environment and to mitigate long term risks.

DISCUSSION
1. Background

In April 2013, Regional Council approved the Long Term Financial Planning Strategy (the "Strategy") to address the increasing financial pressure that Peel's growing and evolving community is putting on its services and programs. The Strategy applies a disciplined, comprehensive and integrated approach that identifies and manages the risks to the Region's long term financial sustainability and credit rating. To implement the Strategy, a Financial Management By-law is utilized to govern all financial policies including the Development Charges and User Fee By-laws, the Reserve Management, Budget, Asset Management, Investment, Debt, Cash Management and Energy Hedging policies.

To assess the Region's financial health, an annual financial condition scorecard was developed that utilizes financial performance indicators in three key areas; financial sustainability, financial vulnerability and financial flexibility.

2018 ANNUAL UPDATE ON REGION OF PEEL'S FINANCIAL CONDITION

As an overview of overall financial condition, the Region's AAA/Aaa credit rating was reaffirmed by both Standard & Poor's Global Ratings and Moody's Investors Service in 2017.

a) Status of the 2017 Financial Condition Scorecard Recommendations

The 2017 Financial Condition Scorecard was reported to Council in April 2017. It indicated that the Region was overall financially healthy and included the following actions to maintain its financial condition:

- Include a 1.0 per cent tax levy and 3.5 per cent utility rate infrastructure levy in the 2018 Budget to mitigate sustainability risks in the long term; and,
- Address the trend of declining non-residential tax revenue through a review of the changing nature of employment.

The above tax infrastructure levies were approved through the 2018 Budget, however the utility rate infrastructure levy was increased to 5.0 per cent due to subsequent assessments as presented to Council on October 12, 2017 in a report titled "Overview and Update on the Status of Reserves". Assessing the impact of the changing nature of employment is ongoing.

b) Long Term Financial Planning Strategy supporting Council Outcomes

The Strategy is used to set priorities for the resources needed to achieve the objectives set by the Strategic Plan and supports the cost efficient delivery of Regional services. Long-term sustainability is achieved when the pillars of financial sustainability, financial vulnerability and financial flexibility are balanced.

Currently, the Strategy is being used to inform decision making and to support long term service outcomes and will continue to help provide Council with financial context as it considers new priorities, program strategies and policy changes as noted above.

2. 2018 Financial Condition Scorecard

Staff assessed the Region's current financial condition using the financial performance indicators on the Financial Condition Scorecard (Appendix I). The scorecard shows that the Region is within acceptable ranges for nine of the twelve indicators and actions are recommended for three indicators. The summary of the financial performance indicators and the recommended actions to mitigate potential risk to the Region of Peel's long-term financial sustainability and credit rating are as follows:

Sustainability:**a) Tax Rate in Line with Inflation**

Since the implementation of the Strategy in 2013, the average net tax levy increase was 2.0 per cent between the years 2014 to 2018, which is in line with the Bank of Canada inflation target range of 1–3 per cent.

2018 ANNUAL UPDATE ON REGION OF PEEL'S FINANCIAL CONDITION

During the 2018 Budget, Council established a target for the 2019 Budget at a 2.1 per cent net tax levy increase plus 0.3 per cent for Council priorities such as Waste Diversion and Seniors Health & Wellness Centre. The net tax levy target of 2.4 per cent is within the target range for inflation set by the Bank of Canada.

b) Adequate Capital Reserves – Tax

Analysis of the capital reserve requirements based on the 2018 to 2027 Tax Supported Capital Plan indicates that current reserve levels and contributions are not sufficient to fund the 10-year Capital Plan. The projected shortfall of \$0.4 billion includes the estimated costs for the regional tax programs' capital plan and the social housing portfolio including those owned by all housing providers. A major focus is on housing provider viability by having adequate capital reserve balances to fund all necessary capital requirements. Peel's housing stock is aging and there will be increased pressures on the Region to help maintain its stock.

For long term sustainability, staff included a one per cent infrastructure levy that was approved in the 2018 Budget and an increase will be proposed for 2019 to close the funding gap to support the 10 capital year plan.

c) Adequate Capital Reserves – Utility

Assessment of the state of good repair capital reserve requirements for the 2018 to 2037 Utility Supported Capital Plan indicates that current reserve levels and contributions are not sufficient to address the state of good repair of existing and new regional utility infrastructure over the twenty year period. Based on the reserve adequacy assessment, there is a projected funding shortfall of \$1.9 billion by the end of year 2037. In order to maintain a state of good repair, the 2018 Utility Rate Budget included a 5 per cent rate levy increase to support Peel's long term infrastructure requirements.

For long term sustainability, staff included an increase of 5 per cent for 2018 and will propose similar increases for years 2019 to 2022 to close the funding gap to sustain the capital plan. The Region's utility rate is comparatively lower than other GTA municipalities and will continue to remain lower with the implementation of the forecasted increases. Staff will continue to seek to mitigate the shortfall through ongoing review of capital requirements and funding.

d) Focus GTA Survey – Value for Tax

The Focus GTA Survey for spring 2017 indicates that the majority of Peel residents (75 per cent) consider the programs and services offered by the Region to be good value for their tax dollars. The survey results are in line with those in prior years. The results of this study confirm that the Region's priorities align to the issues raised by the communities in Peel.

2018 ANNUAL UPDATE ON REGION OF PEEL'S FINANCIAL CONDITION

Vulnerability:**e) Less than 20 per cent Development Charge increase required**

In 2015 the Development Charges (DC) By-law was updated with increased rates to offset the known shortfall that had developed since the passing of the 2012 DC By-law. In May 2017, staff updated Council on the performance of DC revenues over the past ten years and the impact of recent efforts to reduce risks to the financial sustainability of the DC program. At that time, staff also updated Council on the results of the DC rates adequacy test based on the 2017 Capital plan, which indicated a 5.4 per cent increase in DC rates to ensure the financial sustainability of the growth in capital program. Since the estimated increase falls well within the 20 per cent threshold for an automatic update of the DC by-law, an increase to the existing DC rates is not required at this time.

Notwithstanding, staff are working with the development community and the local municipalities on a new approach to growth planning and financing. Efforts by Council through the new approach have reduced the DC related debt by \$600 million as compared to the forecast in the 2012 DC Background Study as at December, 2017. Staff will report to Council on the performance of DC revenues and the adequacy of DC rates in May 2018.

f) Less than 50 per cent of the Budget is funded by property tax

Based on the 2018 budget, property tax currently funds 44 per cent of the operating budget which is within the acceptable range and has not changed significantly from last year.

g) Non-residential tax revenue is between 35 per cent and 45 per cent

Non-residential tax revenue is currently estimated at 36.7 per cent of the total operating tax revenue. Although this is within an acceptable range, the proportion of non-residential tax revenues has continued to decline over the past decade due to the changing nature of employment. The decline represents a decreasing proportion of property tax revenues from Industrial, Commercial and Institutional sector.

A continuing decline would put pressure on long term financial sustainability. The issue is being reviewed as a Term of Council Priority to plan and manage growth. The Region is currently developing an employment report to better understand the causes of the underperformance of non-residential growth and to develop strategies with local municipalities that can help to improve financial outcomes going forward. Additionally, socioeconomic research will be undertaken to assess implications of the changing nature of employment on Peel's fiscal sustainability.

h) Compliance with the Investment Policy

Based on a review of the Region's current investments, staff reports that the Region continues to be 100 per cent compliant with the Investment Policy. In 2017, Council endorsed a new Cash Management Strategy that will lead to improved investment returns and lower debt financing over time. Implementation is currently underway.

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Flexibility:**i) Adequate Rate Stabilization Reserves – Tax**

The balance of the Tax Supported Rate Stabilization Reserves as at December 31, 2017 is estimated at \$161 million or 11.5 per cent of the 2018 Tax Supported Operating Budget, which is above the range of five to ten per cent as outlined in the Reserve Management Policy. The reserve level is retained pending resolution of the \$211 million GO Transit liability, and may be utilized to reduce the need for tax supported debt for the Senior Health and Wellness Village.

j) Adequate cash to fund 12 months of debt payments

The Region's annual debt payments (principal and interest) for 2018 are approximately \$116 million. Sufficient cash is on hand to fund at least one year of debt repayments and protect Peel's liquidity.

k) Adequate Rate Stabilization Reserves – Utility

The balance of the Utility Rate Stabilization Reserves as at December 31, 2017 is estimated at \$37 million or 7.3 per cent of the 2018 Utility Rate Supported Operating Budget. The current balance is within the range of five to ten per cent as outlined in the Reserve Management Policy and is adequate to meet revenue volatility associated with weather patterns and electricity pricing.

l) Annual debt payments are less than 25 per cent of own source revenue

The Province imposes an Annual Repayment Limit on municipalities, which is 25 per cent of the net revenues for the municipality. Based on the most current Provincial estimate (2018), the Region's net debt charges were 8.1 per cent of the net revenue, which is below the 25 per cent limit imposed by the Province.

The planned debt issuance for 2017 of up to \$200 million for DC purposes was not required due in part to the work of the Growth Management Committee.

As a result of prudent planning and financial management, the Region of Peel is able to maintain its flexibility to issue debt and enable more options to advance the Region's Strategic Plan.

3. Proposed Direction

Peel's Long Term Financial Planning Strategy provides Council with a basis to inform decision-making. As mentioned earlier in the report, Peel's environment is continually evolving. Key emerging trends such as demographic changes, changing nature of employment and changing economic environment could put pressures on Peel's services and pose significant risks on the horizon. For example, an increasing immigrant population in Peel will increase the demand for immigration services; employment opportunities that are considered more precarious continued to dominate job growth in Peel and could

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elevate low income risks and increase demand for social services; demand for affordable housing likely remains elevated with rising home prices; uncertain business environment due to NAFTA negotiations could negatively impact the local businesses in Peel.

To respond to the changing environment and to mitigate long term risks, staff is conducting a refresh of the Strategy. The refresh will include stakeholder consultations and an environmental scan to assess the impact of a changing environment and determine the relevancy of the financial principles and indicators currently used. In addition, a socio-economic research report on the impact of the changing nature of employment will be completed to provide additional insights to the refresh of the Strategy. Staff will report to Council on the results of the review and update in spring 2019. The Region continues to strive to ensure the long term financial sustainability of services, reduce vulnerability and remain flexible.

CONCLUSION

The Region of Peel's Long Term Financial Planning Strategy is an effective tool to guide Regional Council and staff decisions related to service and program planning in alignment with Region's Strategic Plan and Term of Council priorities. Financial policies and processes are providing a framework to help monitor, control and maintain the Region's financial condition. The 2018 Financial Condition Scorecard includes actions to mitigate longer term risks but overall, the Region of Peel continues to remain financially healthy.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:


D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – 2018 Financial Condition Scorecard

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

2018 Financial Scorecard

<p>We are on track with 9 of 12 targets</p>	<p>We have maintained our AAA credit rating by S&P and Moody's</p>	<p>The 2017 Focus GTA survey indicates that 75 per cent of our residents consider the programs and services offered by us are good value for their tax dollars</p>	<p>net tax levy increase in line with inflation target 1–3%</p>

Financial Principles	Target	Assessment	Summary of Action
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Financial Principles	Target	Assessment	Summary of Action
Overall Financial Condition	High level credit rating	<input checked="" type="checkbox"/>	AAA credit rating reaffirmed by S&P and Moody's
Sustainability <ul style="list-style-type: none"> Respect the tax and utility rate payer Maintain Assets Ensure Capital Plan is sustainable Deliver value for money 	1–3% Net tax levy increase in line with inflation 100% Adequate Capital Reserves – Tax 100% Adequate Capital Reserves – Utility >70% Focus GTA Survey – Value for Tax	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> Continue 1.0 per cent infrastructure levy in 2019 Continue 5.0 per cent infrastructure levy in 2019 <input type="checkbox"/>
Vulnerability <ul style="list-style-type: none"> Users pay where appropriate Work with area municipalities to support economic viability of the community Prudently invest 	<20% DC rate increase required <50% of budget funded by property tax 35–45% Non-residential tax revenue 100% compliant with investment policy	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> Work with local municipalities to address changing nature of employment <input type="checkbox"/>
Flexibility <ul style="list-style-type: none"> Mitigate significant fluctuations in tax and utility rates Borrow only for substantial long term assets at affordable rates 	5–10% Adequate Rate Stabilization Reserves – Tax 100% Adequate cash to fund annual debt payments 5–10% Adequate Rate Stabilization Reserves – Utility <25% Annual debt payments as % of own source revenue	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Legend – On track Action Recommended No action required

DATE: April 13, 2018

REPORT TITLE: **APPOINTMENT OF DEPUTY CLERKS**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

RECOMMENDATION

That the holders of the positions of Manager, Access to Information and Privacy and Manager, Legislative Services, be appointed Deputy Clerks under the *Municipal Act, 2001*, as amended;

And further, that the Deputy Clerks appointed under the *Municipal Act, 2001*, have all the powers and duties of the Regional Clerk;

And further, that a by-law to create the position of Deputy Clerk and to repeal By-law 8-97 be presented for enactment;

And further, that a by-law to create the position of Deputy Clerk with respect to exercising the powers and duties under the *Municipal Freedom of Information and Access to Privacy Act* and to repeal By-law 32-97, be presented for enactment.

REPORT HIGHLIGHTS

- The *Municipal Act, 2001*, as amended, provides for the appointment of deputy clerks who have all the powers and duties of the clerk.
- The Clerk's Division currently includes a Manager, Legislative Services and a Manager, Access to Information and Privacy.
- There are benefits associated with the creation of deputy officers related to the duties associated with the administration of requirements under the *Municipal Act, 2001* and the *Municipal Freedom of Information and Protection of Privacy Act*.
- To better align existing positions within the Clerk's Division with their legislative responsibilities, it is proposed that the two Managers be appointed as Deputy Clerks.

DISCUSSION

1. Background

Legislative authority for appointment of deputy clerks is found in section 228 (2) of the *Municipal Act 2001*, as amended, which states "A municipality may appoint deputy clerks who have all the powers and duties of the clerk under this and any other *Act*."

APPOINTMENT OF DEPUTY CLERKS

By-law 8-97 sets out the duties of the Regional Clerk and allows for the appointment of an Acting Regional Clerk. Section 3 of By-law 8-97 states that “The Manager of Legislative Services is appointed Acting Regional Clerk and shall have all the powers and duties of the Regional Clerk when the Office of Regional Clerk is vacant or when the Regional Clerk is unable to carry on his or her duties through illness or otherwise.

By-law 32-97 designates a head of the Regional Municipality of Peel and delegates the powers and duties of the head, for the purposes of the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*. The By-law confirms that Council is the head for *MFIPPA* purposes and all powers and duties are delegated to the Regional Clerk, in consultation with the Commissioner of Corporate Services and the Regional Solicitor and department heads, as required.

2. Proposed Direction

The Regional Clerk’s management team includes the Manager of Access to Information and Privacy and the Manager of Legislative Services.

The position of “manager” does not have any legislative advantages or legal standing and is an “administrative” position. The benefits associated with the creation of deputy officers relate to the duties associated with the administration of *MFIPPA* requirements and *Municipal Act* requirements associated with Legislative Services, include the commissioning of documents, responding to *MFIPPA* requests, and other duties associated with a municipal election as set out in the legislation, and are statutory in nature rather than simply an “administrative” position.

Currently, an Acting Regional Clerk is appointed for each absence of the Regional Clerk whereas Deputy Clerks, by virtue of their position, would have the same authorities and powers of the Regional Clerk, without requiring appointment by the Regional Clerk for a specified period of time.

The Deputy Clerks would have the same authorities and powers as the Regional Clerk, which provides for service continuity and excellence in customer service, particularly in exercising the Regional Clerk’s statutory responsibilities related to the election of the Regional Chair. An appointment of Deputy Clerks is consistent with best practices and most municipalities (including Brampton, Caledon and Mississauga) have appointed Deputy Clerks.

To better align existing positions within the Office of the Regional Clerk with their legislative responsibilities, it is proposed that the Manager, Access to Information and Privacy and Manager, Legislative Services, be appointed as Deputy Clerks. The appointments would not alter the existing complement within the Office of the Regional Clerk and would not result in any financial impacts.

APPOINTMENT OF DEPUTY CLERKS

CONCLUSION

It is recommended that by-laws to appoint Deputy Clerks and to repeal By-law 8-97 and By-law 32-97, be enacted.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk at 905-791-7800, ext. 4325 or via email to kathryn.lockyer@peelregion.ca.

Authored By: Christine Thomson, Legislative Specialist

DATE: April 13, 2018

REPORT TITLE: **AMENDMENTS TO THE RECORDS RETENTION BY-LAW 1-2007**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

RECOMMENDATION

That the amendments to the Records Retention By-law 1-2007, as generally outlined in the report of the Commissioner of Corporate Services, titled “Amendments to the Records Retention By-law 1-2007”, be approved;

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

REPORT HIGHLIGHTS

- The *Municipal Act, 2001*, as amended, provides that the municipality may establish retention periods and permits the destruction of a record of a municipality where a retention period has been established and the retention period has expired.
- The Region of Peel’s Records Retention By-law states how long records are to be retained in accordance with legal, fiscal, administrative and historical requirements.
- Approximately 30 record series under the Records Retention By-law have been identified by staff as requiring an update. The majority of the updates can be considered minor in nature.
- An updated Records Retention By-law enables the Region of Peel to comply with regulatory and internal administrative requirements with respect to records and information management and aligns with the Region of Peel’s 2015-2035 Strategic Plan objective of creating a well-managed government.
- Regional Council approval is required to make the proposed amendments to the existing Records Retention By-law.

DISCUSSION

1. Background

In 2007, Regional Council enacted the Records Retention By-law 1-2007. A records retention by-law identifies specific regional records for which a retention period has been established and describes the length of time that records are to be retained for legal, fiscal, administrative and historical purposes. Under section 255 of the *Municipal Act, 2001*, as

AMENDMENTS TO THE RECORDS RETENTION BY-LAW 1-2007

amended, a record of a municipality may be destroyed only if a retention period for the record has been established and the retention period has expired or the record is a copy of the original record.

The proposed updates to By-law 1-2007 were developed based on needs identified by the business owners of the records due to operational needs or legislated requirements. As well, the Regional Archivists were consulted, in addition to conducting research on relevant legislation and regulatory requirements.

Keeping the records retention by-law current enables compliance by the Region with its regulatory requirements with respect to retaining and preserving records and aligns with the Region's 2015-2035 Strategic Plan objective of creating a well-managed government. Effective records management also ensures that information is readily available to staff to assist in sound and informed decision making.

Regional Council approval is required to make the proposed amendments to the existing Records Retention By-law.

2. Findings

As a result of the consultation process, approximately 30 record series in the existing By-law have been identified as requiring an update. A record series is a group of records that serve similar business needs and are normally classified as a unit for retention scheduling purposes. The majority of the updates result from organizational, administrative, and legislative changes that have occurred since By-law 1-2007 and the amended By-law 70-2014 were enacted. These updates mainly include enhanced descriptions of records, adjustments of retention periods, and citation changes.

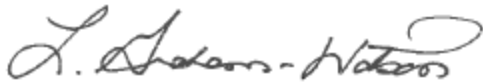
A new record series for Election Records has been created as a result of the changes to the *Municipal Act, 2001* which now requires the election of the head of council of a regional municipality by general vote beginning with the 2018 election. Appendix 1 to this report provides a detailed summary of the proposed changes to the current By-law 1-2007, Schedule A. A copy of the entire proposed Records Retention Schedule A is available by contacting the Regional Clerk's office.

There are no financial implications resulting from the adoption of this report.

AMENDMENTS TO THE RECORDS RETENTION BY-LAW 1-2007

CONCLUSION

The Records Retention By-law enables the Region to meet its legal, financial, operational and historical requirements. It is a valuable tool in maintaining accountability and managing the Region's records so that information is readily available to those who require it and is destroyed when no longer needed. It is also a key aspect of ensuring that Peel is a well-managed government consistent with the Region's Strategic Plan.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Outline of Amendments to the Records Retention By-law Schedule "A"

For further information regarding this report, please contact Kathryn Lockyer, Director and Regional Clerk, extension 4325, Kathryn.Lockyer@peelregion.ca.

Authored By: Abdu Kajura

Outline of Amendments to the Records Retention By-law Schedule "A"

Current Record Series	Proposed Changes
A06 Service Statistics/Corporate Performance Measurement	1. To modify the Includes section as follows: "All records relating to the performance measurement of programs and services such as routine reports (e.g., monthly, quarterly, annually) and information provided to the Province on efficiency and effectiveness. May include provincial accountability indicators, service level agreements, reporting of incidents or accidents concerning emergency service, traffic and work-related issues."
A26 Research and Development Material	1. To add to the Excludes section as follows: "H95 - Public Health Research Data and Analysis"
B10 Construction Tender Development	1. To make B10 dormant and use B11
B12 Construction Hand-over Documentation	1. To make B12 dormant and use B11
B20 Land Acquisition/Sale	1. To modify the Office of the Record section as follows: "Real Property Asset Management (RPAM)"
B21 Easements/Land Rights	1. To modify the Office of the Record section as follows: "Real Property Asset Management (RPAM)" 2. To modify the Includes section as follows: "All records relating to crossing agreements, easements, encroachments and rights of way, such as legal documents for easements, encroachments and right of way conveyances."
B22 Property Records (Landlord)	1. To modify the Office of the Record section as follows: "Real Property Asset Management (RPAM)"
B23 Property Records (Tenant)	1. To modify the Office of the Record section as follows: "Real Property Asset Management (RPAM)"
E13 Employee Pension Records	1. To modify the Includes section as follows: "All records related to an employee's earnings, OMERS pensionable gross, OMERS contribution amount, eligibility offers and responses for employees entitled to other than continuous full-time enrollment." 2. To increase retention period as follows: Off Site: "from 5 years to permanent". Total: "from T+6 years to permanent"
F07 Payroll	1. To modify the Office of the Record as follows: "Total Rewards / Human Resources" 2. To modify the Contact section as follows: "Manager, Total Rewards"
G20 Council/Committee Administration	1. To modify the Includes section as follows: "All records relating to the planning and administration of Council and Committee meetings, including the Board of Directors for Peel Living/PHC (Peel Housing Corporation) and all ad hoc, advisory and subcommittees, pending items reports, meeting schedules, agenda distribution, special meeting notices." 2. To add to Exceptions section a new exception as follows: a. Code: "G20-003" Title: "Council/Committee Correspondence" b. In Office: "C + 2" Off Site: "Archival Preservation" Total: "Archival Preservation"
G20 -003 Council/Committee	1. To add a new exception code title as follows: "G20-003 Council/Committee Correspondence" 2. To add retention period as follows: In Office: "C + 2" Off Site: "Archival Preservation" Total: "Archival"

Legend: C - Current Year T – Terminated S – Superseded AS - Archival Selection P – Permanent A - Archival Preservation

Outline of Amendments to the Records Retention By-law Schedule "A"

Correspondence	Preservation"
G21-001 Audio recordings of meetings	<ol style="list-style-type: none"> 1. To modify the Exceptions section as follows: <ol style="list-style-type: none"> a. Code: "G21-001" Title: "Audio and Video recordings of meetings" b. In Office: "T+2" Off Site: "Archival Preservation" Total: "Archival Preservation"
G36 Election Records	<ol style="list-style-type: none"> 1. To add to the Record Series section as follows: "G36" 2. To add to the Title section as follows: "Election Records" 3. To add to the Office of the Record section as follows: "Clerk's" 4. To add retention period to the In Office section as follows: "T + 2" 5. To add retention period to the Off Site section as follows: "Archival Preservation" 6. To add retention period to the Total section as follows: "Archival Preservation" 7. To add to the Remarks section as follows: "T=Date of election results" 8. To add to the Includes section as follows: "Records relating to official election results and the declaration of office" 9. To add to the Uses section as follows: "Record-keeping activities for municipal elections"
G40 Council/Committee in Camera Meetings Records	<ol style="list-style-type: none"> 1. To add to the Record Series section as follows: "G36" 2. To add to the Title section as follows: "Council/Committee <i>In Camera</i> Meetings Records" 3. To add to the Office of the Record section as follows: "Clerk's" 4. To add retention period to the In Office section as follows: "C + 22" 5. To add retention period to the Off Site section as follows: "-" 6. To add retention period to the Total section as follows: "Permanent" 7. To add to the Includes section as follows: "Final, approved minutes of Regional Council and Standing Committees in closed sessions; staff reports, correspondence and presentation materials discussed in session." 8. To add to the Uses section as follows: "To record council decisions in closed meetings"
H17 Immunization and Vaccine Client Files	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: "All records containing personal health information relating to the immunization history of individual clients, such as consent forms for vaccines administered by Peel Health staff and records relating to the exemption of students." 2. To modify retention period in the Office section as follows: "C+2" 3. To modify the Remarks section as follows: "T= Client discharge date OR the date at which the client reaches 18 years, the age of majority, whichever is later." 4. To add to the Exceptions section as follows: <ol style="list-style-type: none"> a. Code: "H17-003" Title: "Records documented in program databases such as Panorama." b. In office "C+2" Off Site: "- " Total: "C+2" 5. To add to the Citations section as follows: "<i>Immunization of School Pupils Act</i>, R.S.O. 1990, c. I.1"
H54 Program Evaluation	<ol style="list-style-type: none"> 1. To modify the Title section as follows: "Program Evaluation and Research Project Documentation" 2. To modify the Includes section as follows: "All records relating to program of evaluation or research development and implementation including: evaluation protocol, recruitment material, consent forms and scripts, data collection tool, sample lists, contact records (e.g., recruitment lists, participant lists, unique identifier lists),

Legend: C - Current Year T – Terminated S – Superseded AS - Archival Selection P – Permanent A - Archival Preservation

Outline of Amendments to the Records Retention By-law Schedule "A"

	<p>presentations.”</p> <ol style="list-style-type: none"> 3. To modify the In Office section retention period as follows: “T+5” 4. To modify the Total section retention period as follows: “T+10” 5. To add to the Remarks section as follows: “T=completion of the final report connected to the project” 6. To add to the Excludes section as follows: “Meeting minutes should be maintained under A04 Project Management.” “RFP and/or contracts should be maintained under F31 Tender/Quotes/Proposals.” “Data sharing agreements or memorandum of understanding should be maintained under L03 Agreements.” “Final reports should be maintained under H56 Health Status Reports.” 7. To remove from the Remarks section the following: “Archival Selection”
H55 Mandatory Health Programs	<ol style="list-style-type: none"> 1. To modify the Title section as follows: “Ontario Public Health Standards” 2. To modify the Includes section as follows: “All records regarding program planning and implementation of Ministry of Health Ontario Public Health Standards that do not correspond to a specific program.”
H56 Health Status Reports	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: “All final technical and health status reports in Peel.”
H57 Health Status Data	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: “All original health status data files including but not limited to: live births, stillbirths, deaths, hospitalization, emergency department visits, cancer incidence and mortality, census, national household survey, Canadian Community Health Survey, abortion data, congenital anomalies, Better Outcomes Registry Network (BORN).”
H63 Healthy Children and Teens	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: “All records relating to the design and implementation of programs and policies for the school aged /youth population in the elementary and secondary school setting and its surrounding community.” 2. To modify the Uses section as follows: “Program documentation and nursing documentation. Provides history of work and program implementation with schools and community.”
H80 Healthy Babies Healthy Children Client Files	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: “All client records related to Healthy Babies/Healthy Children (HBHC) individual assessment and intervention such as Screening Tools, Assessment Forms, in-depth Assessment Forms, Client Progress notes, Family Service plans and referrals. Documenting assessment, education, counseling, referral and health information completed by PHNs and Family Visitors. Prenatally and for children up to school age. For the purpose of records retention, client is defined as the youngest individual on the chart.” 2. To increase retention period in the Off Site section as follows: “14” 3. To increase retention period in the Total section as follows: “T+15” 4. To modify the Remarks section as follows: “The date youngest individual on the record reaches the age of majority.” 5. To modify the Citations section to include: “<i>Limitations Act, 2002</i>, S.O. 2002, c.24, Sched. B, s.6, Sched. B, s.15(2) (15 years Ultimate Limitation Period).”
H81 Reproductive Health	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: “All client records related to Reproductive Health programs such as prenatal/postpartum and maternal/child assessment and intervention, progress notes, screening tools and referrals. Documenting assessment, education, counseling, referral and health information completed by PHNs. For the purpose of records retention, client is defined as the youngest individual on the chart.”

Legend: C - Current Year T – Terminated S – Superseded AS - Archival Selection P – Permanent A - Archival Preservation

Outline of Amendments to the Records Retention By-law Schedule "A"

	<ol style="list-style-type: none"> 2. To increase retention period in the Off Site section as follows: "13" 3. To increase retention period in the Total section as follows: "T+15" 4. To modify the Remarks section as follows: "The date youngest individual on the record reaches the age of majority."
<p>H82 Child Health</p>	<ol style="list-style-type: none"> 1. To modify the Includes section as follows: "All client records related to Child Health programs such as prenatal/postpartum, breastfeeding and maternal/child assessment and intervention, progress notes, screening tools and referrals. Documenting assessment, education, counseling, referral and health information completed by PHNs. For the purpose of records retention, client is defined as the youngest individual on the chart." 2. To increase retention period in the Off Site section as follows: "13" 3. To increase retention period in the Total section as follows: "T+15" 4. To modify the Remarks section as follows: "The date youngest individual on the record reaches the age of majority."
<p>H95 Public Health Research Data and Analysis</p>	<ol style="list-style-type: none"> 1. To add to the Record Series section as follows: "H95" 2. To add to the Title section as follows: "H95 Public Health Research Data and Analysis" 3. To add to the Office of the Record section as follows: "Medical Officer of Health (MoH)" 4. To add retention period to the In Office section as follows: "T + 8" 5. To add retention period to the Off Site section as follows: "2" 6. To add retention period to the Total section as follows: "T + 10" 7. To add to the Remarks section as follows: "T= completion of the final report connected to the project" 8. To add to the Includes section as follows: "All records relating to data files (e.g., in SPSS, Excel, Stata, NVivo format), transcripts, audio-recordings, field notes, analysis syntax, analysis output files, analysis tables and graphs" 9. To add to the Uses section as follows: "Provides a framework to manage data collected as part of Public Health Research"
<p>H96 Public Health Program Evaluation Data and Analysis</p>	<ol style="list-style-type: none"> 1. To add to the Record Series section as follows: "H96" 2. To add to the Title section as follows: "H96 Public Health Program Evaluation Data and Analysis" 3. To add to the Office of the Record section as follows: "Medical Officer of Health (MoH)" 4. To add retention period to the In Office section as follows: "T + 8" 5. To add retention period to the Off Site section as follows: "2" 6. To add retention period to the Total section as follows: "T + 10" 7. To add to the Remarks section as follows: "T= completion of the final report connected to the project" 8. To add to the Includes section as follows: "All records relating to program evaluation data files (e.g., in SPSS, Excel, Stata, NVivo format), transcripts, audio-recordings, field notes, analysis syntax, analysis output files, analysis tables and graphs" 9. To add to the Uses section as follows: "Provides a framework to manage data collected as part of Public Health Program Evaluations"

Legend: C - Current Year T – Terminated S – Superseded AS - Archival Selection P – Permanent A - Archival Preservation

Outline of Amendments to the Records Retention By-law Schedule "A"

<p>S56 Child Care Centres – Special Needs Clients</p>	<ol style="list-style-type: none"> 1. To add to the Record Series section as follows: "S96" 2. To add new records series of "Child Care Centres - Special Needs Clients" 3. To add to the Office of the Record section as follows: "Child and Family Services" 4. To add retention period to the In Office section as follows: "T + 1" 5. To add retention period to the Off Site section as follows: "6" 6. To add retention period to the Total section as follows: "T + 7" 7. To add to the Remarks section as follows: "T=File closed upon discharge of child" 8. To add to Includes section as follows: "Records relating to the assessments of, and program planning for, individual children with special needs who are enrolled in child care special needs programs. Records may include intake, referral, informal development assessments, individualized planning sheets; medical, psychological and educational assessments, and correspondence" 9. To add to the Uses section as follows: "To provide inclusive programming and special needs supports to children with special needs through the Peel Inclusion Resource Service Model (PIRS)" 10. To add to the Exceptions section as follows: <ol style="list-style-type: none"> a. Code: "S56-001" Title: "Records relating to referral completed at PIRS intake by phone" b. In Office: "T + 2" Off Site: "-" Total: "T+ 2" Trigger: "T=Referral sent"
<p>W11 Sanitary Sewer Projects</p>	<ol style="list-style-type: none"> 1. To increase retention period in the Off Site section as follows: "100" 2. To increase retention period in the Total section as follows: "T+113"
<p>W12 Water Works Projects</p>	<ol style="list-style-type: none"> 1. To increase retention period in the Off Site section as follows: "100" 2. To increase retention period in the Total section as follows: "T+113"
<p>W14-004 Locates</p>	<ol style="list-style-type: none"> 1. To add to the Exceptions section as follows: <ol style="list-style-type: none"> a. Code: "W14-004" Title: "Locates" b. In Office: "C + 2" Off Site: "4" Total: "C+ 6"

For Information

DATE: April 16, 2018

REPORT TITLE: **2017 ANNUAL TRANSPARENCY AND ACCOUNTABLE GOVERNMENT REPORT**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

OBJECTIVE

To provide an overview of the work conducted to advance the Region of Peel's commitment to accountability and transparency of government.

REPORT HIGHLIGHTS

- The Complaints Handling Policy, Corporate Policy G00-24, includes a provision that the Office of the Regional Clerk provide a summary of Formal Public Complaints to Regional Council on an annual basis.
- In 2017, the Region of Peel received 56 Formal Public Complaints and all were handled in compliance with the Complaints Handling Policy.
- 438 Freedom of Information (FOI) requests were received in 2017 and all were handled in compliance with MFIPPA.
- In 2017, 84 Lobbyists registered with the Region of Peel's online Lobbyist Registry.

DISCUSSION
1. Background
a) Formal Complaints

On February 11, 2016, Regional Council passed Resolution 2016-111 to implement a Region of Peel Complaints Handling Policy (Corporate Policy G00-24). The policy was developed in response to *The Public Sector and MPP Accountability and Transparency Act, 2014*, which authorized the Ontario Ombudsman to investigate complaints with regard to municipalities and make recommendations.

The Complaints Handling Policy included a requirement for the Office of the Regional Clerk to provide a summary of the Formal Public Complaints received to Regional Council on an annual basis.

b) Freedom of Information (FOI) Requests

The *Municipal Freedom of Information and Protection of Privacy Act, 1990* (MFIPPA) came into effect on January 1, 1991 and applies to all municipalities, local boards, agencies, commissions, school boards and police service boards in Ontario.

MFIPPA has two main purposes. First, it establishes rules and obligations that municipal institutions must follow to protect the personal information of individuals in the custody or control of the institution. Second, MFIPPA gives the public the right to access records held by municipalities subject to very specific exemptions.

Regional Council through By-law 32-1997 has appointed the Regional Clerk as “head” for the purposes of MFIPPA. As the “head”, the Regional Clerk is responsible for overseeing the administration of MFIPPA and for decisions made under the Act.

MFIPPA requires every municipality in Ontario to file an annual report to the Information and Privacy Commissioner of Ontario (IPC). The annual report provides statistical information on access requests that are received, the municipality’s response time, the decisions that were made in response to these requests and the fees charged.

c) Lobby Registry

As part of the Regional Council’s commitment to enhance accountability and transparency, Regional Council approved By-law 47-2016 which established a Lobbyist Registration System for the Region of Peel. By-law 47-2016 came into effect on March 1, 2017.

As required by By-law 47-2016, the Regional Clerk is responsible for the development and maintenance of the Lobbyist Registry in which all registrations and returns of individuals/corporations who lobby public office holders are to be kept.

2. Findings

a) Formal Complaints

In 2016, the Regional Clerk began tracking all formal public complaints received regarding Regional programs, facilities, services and/or staff. A formal complaint is one that has not been successfully resolved through the Region’s informal resolution processes and the complainant chooses to formalize the complaint by completing a Region of Peel Public Complaint Form.

In 2017, the Region received 56 formal public complaints. All formal complaints were acknowledged and referred for investigation to designated staff in accordance with the Complaints Handling Policy.

Of the 56 formal complaints received:

- 56 were acknowledged within three business days of receipt, in accordance with the policy;

10.5-3
2017 ANNUAL TRANSPARENCY AND ACCOUNTABLE GOVERNMENT REPORT

- 49 (88%) were investigated and completed within 20 working days, in accordance with the policy;
- 3 (5%) were not completed within 20 days and were completed within an extended time period, in consultation with the Complainant and in accordance with the policy; and,
- 4 (7%) were transferred to the appropriate municipal/provincial institution for response.

The 56 formal complaints received were related to the following program areas/subject matter.

- Housing/Peel Living, 10 (18%)
- Ontario Works, 5 (9%)
- Paramedic Services, 1 (2%)
- TransHelp, 2 (3.5%)
- Transportation, 2 (3.5%)
- Waste Management, 18 (32.5%)
- Water/Wastewater, 9 (16%)
- Water Construction Projects, 2 (3.5%)
- Non-Jurisdictional, 4 (7%) (i.e. complaints regarding the City of Brampton, Peel Regional Police or the Greater Toronto Airport Authority/Toronto Pearson)
- Other, 3 (5%) (internal client services, insurance claims)

As the tracking of formal complaints was not commenced until November 2016, no formal complaints were reported as received in 2016.

b) Freedom of Information (FOI) Requests

The Region of Peel encourages the release of information on a routine basis where possible. For example, requests for documents such as Environmental Planning Studies or Maps are available directly from the custodial departments for a fee outlined in the Regional User Fees and Charges By-law. This approach ensures records are made readily available to the public upon request. Where information cannot be provided routinely, such as where the request involves personal information or proprietary information of the Region of Peel, individuals are asked to submit a formal freedom of information request to the Regional Clerk's Office.

In 2017, the Region of Peel received 438 formal freedom of information (FOI) requests. To process these FOI requests, staff in the Regional Clerk's office reviewed 66,093 pages and disclosed 45,088 pages in full or with redactions applied. The Region denied access to 7,307 pages of documents in accordance with the Act. To provide additional context, the Region of Peel received 500 FOI requests in 2016 and 319 in 2015.

MFIPPA imposes a 30 day time limit in which an institution must provide a decision regarding a FOI request. The 30 day time-limit may be extended in certain limited circumstances, prescribed by MFIPPA. In 2017, the Region's 30 day compliance rate was 98 percent and the extended compliance rate was 100 percent. The Region's compliance rate was higher than the average Municipal 30 day compliance rate of 78.7 percent and the extended compliance rate of 83.2 percent.

10.5-4
2017 ANNUAL TRANSPARENCY AND ACCOUNTABLE GOVERNMENT REPORT

The majority of FOI requests received by the Region were for personal information, mostly consisting of Ontario Works files. The Region also received a number of requests for general records, consisting of purchasing bid submission documents, information on capital road projects, and red light camera photographic images.

Under MFIPPA, an individual may appeal to the Information and Privacy Commissioner of Ontario (IPC) if they are not satisfied with the access decision made by the Region. In 2017, the IPC received five appeals regarding access decisions made by the Region of Peel. These appeals have not yet been resolved by the IPC. The IPC received a total of 812 appeals for Ontario municipal institutions in 2016.

The Act permits a municipality to charge certain fees to individuals seeking access to government records. The fees permitted are set out in MFIPPA, such as fees for photocopying, shipping, preparing a record for disclosure and search time. In 2017, the Region of Peel collected approximately \$21,239.14 in fees for processing of FOI requests.

c) Lobbyist Registry

In 2017, 84 Lobbyists registered with the Region of Peel's online Lobbyist Registration system. The Registry details the name of the lobbyist, the public office holder who will be lobbied, the subject matter being lobbied and when lobbying will occur or has occurred.

Registration in the Lobbyist Registry is necessary if a Lobbyist fits into one of the following categories.

1. **Consultant Lobbyist:** a person who lobbies for payment on behalf of a client (another individual, company, partnership or organization);
2. **In-house Lobbyist:** a person who is an employee, partner, sole proprietor and who lobbies on behalf of their own employer, business or organization; or a
3. **Voluntary Unpaid Lobbyist:** a person who lobbies without payment on behalf of a person, business, or other organization for the benefit of the interests of the individual, business or other organization.

Of the 84 registrations in the registry, 53 were registered as Consultant Lobbyists and 31 as In-house Lobbyists. No Voluntary Unpaid Lobbyists were registered through the online tool.

All lobbyist complaints and investigations are handled by the Integrity Commissioner/Lobbyist Registrar. The Integrity Commissioner is also responsible for reporting to Regional Council annually or as directed by Regional Council.

CONCLUSION

The Region of Peel remains committed to enhancing accountability and transparency of government through a variety of means, including the complaints handling policy, fulfilling the requirements under the *Municipal Freedom of Information and Protection of Privacy Act* as well as in relation to lobbyist registration.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director of Clerk's, ext. 4325, kathryn.lockyer@peelregion.ca.

Authored By: Aretha Adams, Manager, Access to Information and Privacy



**THE REGIONAL MUNICIPALITY OF PEEL
ROPA 30 APPEALS OVERSIGHT COMMITTEE
MINUTES**

R30AOC - 1/2018

The Region of Peel ROPA 30 Appeals Oversight Committee met on April 12, 2018 at 8:37 a.m., in the Chair's Boardroom, Regional Administrative Headquarters 10 Peel Centre Drive, Suite A, Brampton, Ontario.

Members Present: F. Dale; A. Groves; L. Jeffrey; C. Parrish*

Members Absent: Nil

**Other Regional
Councillors Present:** J. Innis

Also Present: P. O'Connor, Regional Solicitor; K. Lockyer, Director of Clerk's and Regional Clerk; S. Jurrius, Committee Clerk

Councillor Jeffrey presided.

1. DECLARATIONS OF CONFLICTS OF INTEREST – Nil

2. APPROVAL OF AGENDA

RECOMMENDATION R30AOC-1-2018:

That the agenda for the April 12, 2018, ROPA 30 Appeals Oversight Committee meeting be approved.

3. DELEGATIONS – Nil

Councillor Parrish arrived at 8:38 a.m.

Councillor Parrish assumed the Chair.

* See text for arrivals

◆ See text for departures

4. REPORTS – Nil

5. COMMUNICATIONS – Nil

6. IN CAMERA MATTERS

At 8:39 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:

- Ontario Municipal Board Hearing - Regional Official Plan Amendment 30 (Oral) (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

Committee moved out of In Camera at 9:09 a.m.

6.1. Ontario Municipal Board Hearing - Regional Official Plan Amendment 30 (Oral) (Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

Received

RECOMMENDATION R30AOC-2-2018:

That direction given “In Camera” to the Regional Solicitor and Thomson Rogers Lawyers be approved, and voted upon in accordance with Section 5.10.8.b of the Region of Peel Procedure By-law 9-2018.

7. OTHER BUSINESS – Nil

8. NEXT MEETING

To be determined.

9. ADJOURNMENT

The meeting adjourned at 9:09 a.m.

Ministry of
Municipal Affairs

Ministère des
Affaires municipales



Office of the Minister

Bureau du ministre

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Toronto ON M5G 2E5
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Fax: 416 585-6470

777, rue Bay, 17^e étage
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Tél. : 416 585-7000
Télééc. : 416 585-6470

RECEIVED

March 7, 2018

18-76007

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

MAR 06 2018

Dear Head of Council:

I am pleased to inform you that the Provincial government has approved reforms to municipal eligible investment authorities that will provide your municipality with access to broader investment options.

Legislative amendments to the Municipal Act, 2001 passed under the Modernizing Ontario's Municipal Legislation Act, 2017 have been proclaimed in force as of March 1, 2018. These amendments, together with changes to Ontario Regulation 438/97 (Eligible Investments and Related Financial Agreements), provide eligible municipalities with access to investing in any security in accordance with the prudent investor standard and other requirements set out in the regulation.

This new investment authority may help municipalities earn better risk adjusted rates of return which can be used to address local priorities, such as financing the repair and replacement of local infrastructure.

For municipalities that do not invest under this new standard, further regulatory changes provide broader investment authorities under the prescribed list of securities.

The amendments deliver on the commitments that our government made through the recent review of the Municipal Act, 2001 and the City of Toronto Act, 2006, and demonstrate our government's ongoing efforts to support the financial sustainability of all municipalities in Ontario.

If your municipal staff would like further information about these changes, please advise them to reach out to the appropriate Municipal Service Office of the Ministry of Municipal Affairs.

I wish your municipality success as you examine how best to take advantage of these new investment opportunities.

Sincerely,

Bill Mauro
Minister

c: Municipal Treasurer

REFERRAL TO Finance
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Ministry of Agriculture,
Food and Rural Affairs

Ministère de l'Agriculture, de
l'Alimentation et des Affaires rurales

Office of the Minister

Bureau du ministre

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Tél. : 416 326-3074
Télééc. : 416 326-3083



RECEIVED

April 16, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

March 23, 2018

Dear Mayor/Reeve/Warden:

Applications for the 2018 Premier's Award for the Agri-Food Innovation Excellence are now being accepted. Please share this information with your municipality.

The Premier's Award for Agri-Food Innovation Excellence was created to recognize and promote the spirit of innovation that thrives in Ontario's \$37 billion agri-food sector. Each year, our agri-food sector demonstrates remarkable leadership in innovation through the development of new products, methods of production and ways of conducting business.

Every year the program recognizes up to 50 award-winning innovations across the province, including the Premier's Award which is valued at \$75,000.

Primary producers, processors and agri-food organizations are invited to submit applications until May 25, 2018.

Details on eligibility, innovation categories, assessment criteria, and the application and selection process can be found in the enclosed 2018 program guidebook and application form or [online](#). For additional information, please contact the Agricultural Information Contact Centre at 1 877-424-1300 or ag.info.omafra@ontario.ca.

I have also enclosed a copy of a brochure which highlights the recipients of the 2017 program for the Premier's Award for Agri-Food Innovation Excellence.

I look forward to celebrating the great innovations developed in your municipality to grow our agri-food sector and Ontario's economy.

Sincerely,

Jeff Leal
Minister of Agriculture, Food and Rural Affairs
Minister Responsible for Small Business

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



Good Things Grow in Ontario
À bonne terre, bons produits

Ministry Headquarters: 1 Stone Road West, Guelph, Ontario N1G 4Y2
Bureau principal du ministère: 1 Stone Road West, Guelph (Ontario) N1G 4Y2

**ITEMS RELATED TO
PUBLIC WORKS**

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DATE: April 16, 2018

REPORT TITLE: **WATERSHED PLANNING GUIDANCE FOR LAND USE PLANNING AUTHORITIES**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the comments outlined in the report of the Commissioner of Public Works, and contained in Appendix I, titled “Watershed Planning Guidance for Land Use Planning Authorities” be endorsed;

And further, that a copy of the subject report be circulated to the Ministry of the Environment and Climate Change, Ministry of Natural Resources and Forestry, Ministry of Municipal Affairs, the Cities of Brampton and Mississauga, the Town of Caledon, Toronto and Region Conservation Authority, Credit Valley Conservation Authority, Conservation Halton, Nottawasaga Valley Conservation Authority and Lake Simcoe Region Conservation Authority.

REPORT HIGHLIGHTS

- The Ministry of the Environment and Climate Change and the Ministry of Natural Resources and Forestry posted draft Watershed Planning Guidance for land-use planning authorities on the Environmental Registry (EBR) for comments.
- Comments were sought on the Watershed Planning Guidance by April 7, 2018.
- New provincial requirements through the Growth Plan require that growth allocation decisions, settlement boundary expansions, planning for greenfield areas and infrastructure master planning be informed by watershed planning.
- Staff provided comments (attached as Appendix I) to meet the Provincial EBR deadline date.
- The guideline has not sufficiently identified the historical role of conservation authorities in watershed planning nor the relationship between watershed and subwatershed planning.
- Transition provisions are poorly defined and the alignment between watershed planning and infrastructure master planning and the municipal environmental assessment process needs to be clarified.

WATERSHED PLANNING GUIDANCE FOR LAND USE PLANNING AUTHORITIES**DISCUSSION****1. Introduction**

On February 6, 2018, the province posted the draft *Watershed Planning in Ontario: Guidance for land use planning authorities* (the “Guidelines”) to the Environmental Registry for comments.

The draft Guidelines are intended to support municipalities in fulfilling new provincial land use planning requirements related to watershed planning in the four provincial land use plans – the Growth Plan (2017), the Greenbelt Plan (2017), the Oak Ridges Moraine Conservation Plan (2017), and the Niagara Escarpment Plan (2017), and the Provincial Policy Statement (2014). Provincial land use planning policy specifies new requirements for municipalities to undertake watershed and subwatershed planning to inform key land use planning and infrastructure decisions.

The Province has provided a 60-day commenting period until April 7, 2018 for the public to provide comments on the draft guidelines.

This report provides an overview of the recently released Guidelines and requests endorsement of Regional staff response comments to the Province attached as Appendix I. The comments were sent prior to Regional Council’s receipt of this report in order to meet the Province’s commenting deadline. The Province has been advised that further comments or changes to the recommendations that may be made by Regional Council will be provided as further input to the EBR posting.

Regional staff has consulted local municipal and conservation authority staff in the preparation of the report and comments.

2. Background

The history of watershed planning in the Province goes back more than 80 years and was seen as being important to address changes in land use, including deforestation and urban development which were associated with flooding, soil erosion, silting of streams, degraded water quality and loss of habitat.

In 2001, the *Oak Ridges Moraine Conservation Act* required upper-tier municipalities to prepare watershed plans for every stream that originated on the Moraine in the municipality’s jurisdiction. Watershed plans in Peel were prepared for the Moraine in accordance with technical guidance issued by the Province at that time.

Further provincial focus was placed on watershed planning through the Walkerton Enquiry of the early 2000s, where the multi-barrier approach to protection of drinking water was emphasised and resulted in the *Clean Water Act, 2006* and the approval of source water protection plans to protect drinking water sources.

Over the years the conservation authorities (primarily Credit Valley Conservation Authority and the Toronto and Region Conservation Authority) with jurisdiction within Peel have produced watershed and subwatershed plans that have been used to guide land use decisions with respect to protecting, improving and restoring water quantity and quality, and avoiding development in sensitive habitat and floodplains. Subwatershed scale planning

WATERSHED PLANNING GUIDANCE FOR LAND USE PLANNING AUTHORITIES

studies have also been led by local municipalities for land use planning in new growth areas collaboratively with the Region and conservation authorities.

a) New Watershed Planning Guidance for Land Use Planning

The proposed Guidelines will update the existing watershed planning guidelines that were initially released by the Province in 1993. The new and updated policies in the Provincial Policy Statement and provincial land use plans extend requirements for watershed planning throughout the Greater Golden Horseshoe and provide greater direction that watershed planning be undertaken to inform decisions on planning for growth and infrastructure.

The Provincial land use plans that are applicable in the Greater Golden Horseshoe area now provide more specific direction for municipalities to ensure that watershed planning is undertaken to inform decisions on allocating growth, determining the location and feasibility of settlement boundary expansions, planning for designated greenfield areas, and development of water, wastewater and stormwater master plans.

3. Assessment of Watershed Planning Guidance

The Guidelines provide information on how to undertake watershed planning and how the recommendations generated from watershed plans can be effectively implemented.

The role of upper and single-tier municipalities in future watershed planning is emphasized as coordination of watershed planning may be required across jurisdictional boundaries. However, while the draft guidelines appropriately highlight the role of upper and single-tier municipalities in watershed planning, they do not sufficiently acknowledge the important role of Conservation Authorities in watershed and subwatershed planning and their anticipated future involvement in similar studies in collaboration with local municipalities.

The following recommendations to improve the guidelines have been proposed to the Province as outlined in more detail in Appendix I:

- The historical and potential future role of Conservation Authorities in watershed and subwatershed planning needs to be identified in the Guidelines.
- The Guidelines need to provide clearer distinction between planning at the watershed and subwatershed scales and the outputs that are expected at these scales to inform land use and infrastructure planning decisions.
- Transition provisions should be expanded and clarified to provide reasonable flexibility and recognize that an appropriate transition period will be needed, especially as it relates to the updating of broader scale watershed plans.
- The alignment between watershed planning and infrastructure master planning and the municipal environmental assessment process needs to be clarified with flexibility for municipal infrastructure master plans to proceed as integrated components of watershed planning studies or separately as infrastructure master plan studies informed by watershed planning.

WATERSHED PLANNING GUIDANCE FOR LAND USE PLANNING AUTHORITIES

FINANCIAL IMPLICATIONS

The existing broader scale watershed plans and studies that have been prepared for the Region's watersheds are approximately 10 years old and are scheduled for updating. The Ministry of the Environment and Climate Change guidance among other requirements will help scope what is needed for the next generation of watershed plans.

No new provincial funding has been committed to undertaking new watershed and subwatershed plans. Work program requirements for the updating of watershed scale plans will be funded through the annual conservation authority and Regional budgeting approvals process.

Regional staff will be confirming in conjunction with the Conservation Authorities, the extent to which existing watershed plans and their equivalent studies satisfy requirements for watershed planning needed to support the Growth Management components of the five-year review of the Regional Official Plan, and related water, wastewater and stormwater master plans.

If gaps are identified, Regional staff, in consultation with the Conservation Authorities, will identify the additional work and budget needed to ensure requirements are completed.

NEXT STEPS

Regional staff will be addressing the new watershed planning policy guidance and direction under the Growth Plan through the five-year review of the Regional Official Plan (Peel 2041) and coordinating work through the Growth Management Strategy and through updates to the water and wastewater master plans and Regional stormwater management initiatives.

In addition, Regional staff will also be working with Conservation Authority staff in consultation with local municipal staff to update future watershed plans.

Regional staff will continue to update Council on this guidance document as it unfolds through the EBR process and on the implementation of watershed planning initiatives as needed.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

WATERSHED PLANNING GUIDANCE FOR LAND USE PLANNING AUTHORITIES

APPENDICES

Appendix I - Letter to Province providing comments on draft Watershed Planning in Ontario Guidance for land use planning authorities.

For further information regarding this report, please contact Arvin Prasad Director RPP, MCIP Integrated Planning Division ext. 4251 arvin.prasad@peelregion.ca.

Authored By: Learie Miller RPP, MCIP

Reviewed in workflow by:
Financial Support Unit

**Public Works**

10 Peel Centre Dr.
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tel: 905-791-7800

peelregion.ca

April 3, 2018

Nisha Shirali
Senior Policy Analyst
Ministry of the Environment and Climate Change
Policy and Program Division
Environmental Policy Branch
40 St Clair Avenue West, Floor 10
Toronto, ON
M4V 1M2

Dear Ms. Shirali,

Re: Watershed Planning in Ontario: Guidance for land use planning authorities
(EBR 013-1817)

Thank you for the opportunity to comment on the draft watershed planning guidance for municipalities. The Region of Peel has a long history of supporting watershed planning to protect, restore and improve the Region's natural systems and recognizes the importance of integrating watershed planning with land use and infrastructure planning and decision making. The comments provided below identify areas of need and opportunities for improvement in the draft guidelines based on the Region's experience in these areas.

Please note that the comments provided in this letter will be considered by Regional Council and any further comments or changes to the recommendations that may be made by Regional Council will be provided as further input to the EBR posting.

General Comments

As currently drafted, the guidelines do not sufficiently clarify the relationship between watershed and sub-watershed planning and the types of information and level of detail that is needed at each stage to inform the various levels of land use and infrastructure planning implemented by municipalities. This gap could result in inconsistent interpretation and overly onerous requirements by future users of the guidance or the wrong level of watershed planning detail in early land use and infrastructure planning stages. Inconsistent and inappropriate implementation could have significant consequences for timely delivery of land use decisions and needed infrastructure that are critical for community and economic development with no improvement in outcomes. Watershed planning outcomes can be achieved with improved clarity and better alignment of watershed planning information to corresponding stages in the planning and development process.



Public Works

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Although there is recognition of differences in the different scales at which watershed planning is undertaken, the guidance document mixes references to watershed and sub-watershed planning together in a number of sections throughout the report making interpretation of requirements difficult, and does not provide sufficient differentiation of how larger scale watershed planning is undertaken and then refined and implemented in subsequent, more detailed levels of planning at the sub-watershed and catchment scales. The document does not clearly indicate the intended outputs that these various scales of watershed planning are to provide as intended inputs for growth planning, land use planning, settlement expansion, and water, wastewater and stormwater master planning.

The guidance document should be clarified to better indicate the relationship between watershed planning at both the watershed and sub-watershed scales and the roles that the different levels of watershed planning serve to inform official plan policy development, decisions on allocating growth, in determining the feasibility and location of settlement expansions, planning for greenfield areas, and in undertaking water, wastewater and stormwater master planning.

While the guidance document should not prescribe requirements, it should generally indicate the types of goals, objectives, criteria, targets or recommendations that are expected to be provided at the different watershed planning scales and the general outputs that are to be delivered to inform official plans, growth allocation, settlement expansion and infrastructure planning. For example, Section 5 Setting the Vision, Goals, Objectives and Targets provides a very cursory introduction of the topic and provides no indication of the types of outputs that are needed for official plan policy, growth planning, land use planning and infrastructure planning.

Although the expectation is better integration of watershed planning with land use planning and infrastructure planning, the guidance should allow flexibility to undertake different planning activities concurrently or sequentially as it can be unrealistic to undertake and fully coordinate all of the planning activities comprehensively within a single watershed or sub-watershed planning process.

Municipal infrastructure planning is subject to separate legislative requirements and municipalities must have the flexibility to undertake infrastructure master planning as separate but integrated planning tasks.

Recommendations

The watershed planning guidance should be reviewed and clarified or re-structured throughout the document to better indicate the relationship between watershed planning at various scales and the roles that the different levels of watershed



Public Works

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planning serve to inform official plan policy development, decisions on allocating growth, in determining the feasibility and location of settlement expansions, planning for greenfield areas, and in undertaking water, wastewater and stormwater master planning.

Ministry staff should undertake additional consultation with municipal public works water, wastewater and stormwater planning staff to ensure that expectations regarding infrastructure master planning in the guidance are clear and achievable.

The watershed planning guidance should more clearly indicate the expected alignments with municipal infrastructure master planning and infrastructure project approvals under the Environmental Assessment Act and Municipal Class EA process.

If there is insufficient time to fully address the clarification needed within the guidance document, the Ministry should consider Issuing the document as an initial version for interim use by municipalities with the intention that the document would be refined in subsequent versions.

Jurisdictions Subject to Multiple Provincial Plans and Policies

The Region of Peel is subject to the Growth Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, Provincial Policy Statement and a number of source water protection plans approved under the Clean Water Act. Section 2.6 and Appendix A provides checklists of requirements summarized from the policy direction in the different plans and policies. The planning direction for watershed planning is very confusing in jurisdictions like Peel that are subject to multiple provincial planning documents especially as the documents are not providing planning direction, initiatives and requirements that are consistent across watershed and/or planning boundaries.

Recommendation

The guidance document needs to improve the summary of policy requirements so that municipalities with multiple provincial plans within their jurisdiction can scope and combine requirements into consolidated and simplified watershed planning exercises to meet multiple requirements. The implementation guidance should help simplify and not overly complicate requirements.



Transition

The strengthening of watershed planning policy in the PPS and provincial land use plans represents a significant clarification of environmental planning requirements in land use and infrastructure planning. These changes will require a review of existing watershed planning approaches, plans, and studies and eventual renewal of existing watershed planning studies to fully address new requirements.

Public Works

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Although municipalities like the Region of Peel have undertaken watershed planning to inform municipal planning, the updating of broader scale watershed planning will require resources and potentially multi-year planning studies to update existing watershed plans, and coordination with conservation authorities, local municipalities, adjacent watershed municipalities and Indigenous communities.

Transition provisions are described in Section 2.8 *Equivalency and Transition* and Section 7.2 *Informing Land Use Planning and Integrated Planning for Water, Wastewater and Stormwater* (p. 119) and recognize the ability to utilize existing, enhanced or new assessments, studies and plans as equivalent studies to address requirements. These provisions should be expanded and clarified to provide reasonable flexibility and recognize that an appropriate transition period will be needed, especially as it relates to the updating of broader scale watershed plans. It would not be realistic or necessary, for example, to require entirely new or updated watershed plans and sub-watershed plans for every watershed or sub-watershed in a municipality prior to the completion of the current municipal official plan conformity exercises, nor would this be needed for every development approval, or immediately needed for site specific approvals proceeding within existing planned areas that already have environmental planning guidance in place.

Improved transition guidance for municipalities subject to the Growth Plan, 2017 should clarify specific requirements for watershed planning for the different components of municipal comprehensive review that municipalities are required to meet before 2022 and provide a clearer indication that local needs can be assessed and that appropriate phasing of updates and new studies are allowed to enable a reasonable transition and evolution of current watershed planning practices to the new requirements.

The requirements for undertaking sub-watershed scale studies for new growth areas is less of a concern as these types of studies have typically been undertaken and sequenced to inform and support land use planning decisions.

Recommendation

Transition provisions should be expanded and clarified to provide reasonable flexibility and recognize that an appropriate transition period will be needed, especially as it relates to the updating of broader scale watershed plans.



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Improved transition guidance for municipalities subject to the Growth Plan, 2017 should clarify the specific requirements for watershed planning for the different components of municipal comprehensive review that municipalities are required to meet before 2022 and provide a clearer indication that local needs can be assessed and appropriate phasing of updates and new studies allowed to enable a reasonable transition and updating of current watershed planning practices to the new requirements.

Scoping and Timing of Watershed Planning Requirements for Allocating Growth, Master Planning and Settlement Boundary Expansion

Regional upper-tier municipalities have taken different approaches to satisfy municipal comprehensive review requirements for growth allocation and settlement boundary expansion. The Ministry should continue to permit the option of different approaches that achieve similar or better outcomes and allow settlement expansion studies to proceed in a concurrent, sequential or phased approach following the allocation of growth to local municipalities. The guidance should be clarified to indicate that either broad watershed planning information or more detailed sub-watershed planning information would be appropriate for determining the location and feasibility of settlement boundary expansions.

The reference that higher-level watershed planning will typically inform water, wastewater and stormwater masters plans as well as settlement boundary expansions and decisions on allocating growth is an important clarification (under “Why is it important?” on p. 118 in Section 7.2). This distinction is not carried forward and is less clear later in the guidance under “How to do it?” on pages 117-120, where it indicates “the timing and sequencing of growth allocation and settlement boundary expansion decisions should be aligned with watershed and sub-watershed planning” and then “where development and secondary planning are proposed for a designated greenfield area, sub-watershed planning will need to be undertaken”.

The guidance should revise these statements and provide flexibility to undertake appropriately scoped watershed planning studies to inform growth allocation and settlement boundary expansion, which may utilize either watershed plans or initial stages of sub-watershed planning to determine growth allocation and settlement expansion areas with requirements for sub-watershed plans to be completed to inform land use planning and stormwater planning at the secondary plan stage when planning greenfield areas.

The allocation of growth within municipal boundaries may result in one or more settlement expansions of varying sizes and in different locations within one or more watershed or sub-watershed. The ability to appropriately scope sub-watershed



study requirements to different planning needs should be retained provided that each planning study addresses a watershed planning approach.

The guidance allowing appropriate scoping of studies should also be reflected in Section 4.1 on delineation of watersheds and sub-watersheds for situations when smaller sub-watershed or catchment boundaries would be appropriate when considering growth expansion options involving smaller areas.

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Recommendations

The guidance should provide flexibility to undertake appropriately scoped watershed planning studies to inform growth allocation and the feasibility and location of settlement boundary expansions, which may utilize either watershed plans or initial stages of sub-watershed planning.

Sub-watershed study requirements should be clarified for planning greenfield areas as a requirement of secondary planning and allow appropriate scoping to sub-watershed or catchment boundaries in cases where growth expansion options involve smaller areas.

Clarification of Alignment with Infrastructure Planning under the Environmental Assessment Act and Municipal Class EA

The limited information in the guidelines on alignment to the Municipal Class Environmental Assessment process is a significant concern. This gap could result in uncertainty in interpreting the level of watershed planning detail required at early infrastructure master plan stages and the more detailed work that would normally be provided at the individual project EA stages. Inappropriate implementation could have significant consequences in delivering timely infrastructure master planning, providing co-ordinated input to land use planning, providing financing for infrastructure and unnecessarily delaying key projects.

Section 7.2 *Informing Land Use Planning and Integrated Planning for Water, Wastewater and Stormwater* provides a simplified diagram indicating the different levels of watershed planning (watershed and sub-watershed scales) and where they connect to inform municipal land use planning. Step 2 in the guidance discusses alignment with environmental assessment approaches for infrastructure planning. Additional guidance and clarification is recommended in this section and throughout the document to clarify the relationship between watershed planning and municipal infrastructure master planning and infrastructure project approvals under the Environmental Assessment Act and Municipal Class EA process.

The guidance currently discusses harmonization of watershed planning and EA planning for infrastructure, and indicates that the choice to integrate infrastructure



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EA planning steps within a watershed planning study is optional, but does not clearly illustrate where watershed/sub-watershed planning aligns with the infrastructure EA planning process if this option is not undertaken. Direction and options for infrastructure planning within the Municipal Class EA should be reviewed and reflected in the guidance document so this relationship is clearer.

The diagram in Section 7.2 should be more detailed and indicate the various alignments to municipal land use planning (MCR components, Regional OPs, Local OPs, Secondary Plans, Block Plans, Plans of Subdivision, Site Plan) and clarify alignments to the different Municipal Class EA processes and approaches municipalities may implement for infrastructure. The diagram and supporting guidance should clarify and provide flexibility for undertaking infrastructure master planning as an integrated, separate parallel or sequential process.

Recommendations

Further consultation with municipal public works water, wastewater and stormwater staff is recommended to clarify how the guidance should be improved to provide appropriate direction for infrastructure planning through the Municipal Class EA processes. The recommendation also applies to the guidance referring to climate change planning for Infrastructure in Section 6.4.

Detailed Comments

- Section 2.7 Roles and Coordination pgs. 21-23

While the Municipal role was highlighted, no specific role for the Conservation Authorities (CAs) was identified. However, historically the CAs played a major role in delivering watershed or sub-watershed study processes and are expected to continue in that capacity in collaboration with municipalities. Recognizing the delegated role (representing the provincial interests as it relates to natural hazards) and expertise CAs provide, further efforts should be made to appropriately outline the partnership framework between CAs and upper-tier municipalities to avoid duplication of efforts, streamline efficiencies and ensure responsible use of resources.

- Section 4.2 Identification of Water Resource System pgs. 34-38

This section should be expanded to acknowledge the current range of practices in water resource system delineation. The guidance should explain how water resource systems are generally identified at a watershed scale, and then refined through subsequent subwatershed studies and then confirmed through land use approvals with final determination through various processes including secondary planning, block planning, zoning, plans of subdivision and site plan approvals. The expectation that system delineation will be completed at a broad watershed scale is unrealistic.



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- Section 4.3 Characterization of Existing Conditions pgs. 39 – 45

Watershed characterization is recommending considering some indicators associated with hydrologic function, such as the minimum base flow, depth to water table, oxygen levels, aquifer pressure, etc., consistent with indicators identified in the Provincial Policy Statement on quality and quantity of water. However, regional groundwater aquifer system boundaries do not necessarily align with watershed boundaries and therefore further clarification is required on how characterization of water resources system is to be achieved through watershed planning studies.

- Section 4.3 Characterization under “Sources of Available Baseline Data” pgs. 46-47

Although the draft Guidance document contains many references to various CAs studies and reports (Resources section 9), it is somewhat surprising that there is no specific reference to available data from the CAs in this section of the report, especially since available datasets should be considered in advance of implementing a “boots on the ground” monitoring plan.

- Section 6.1 Water Quantity, Water Budget and Water Conservation Plans pgs. 54- 62

The Water Budget and Water Quantity Risk Assessment Guidance Module is described as studies done as part of the Source Protection program and it targets policies to manage water uses to protect sources of municipal drinking water. These studies are done based on local groundwater and aquifer conditions. Regional groundwater aquifer system boundaries do not necessarily align with watershed boundaries. Further guidance on recommended practices for characterization of groundwater and surface water features, areas and functions in a watershed planning study is recommended.

- Section 6.3 Natural Hazards in Watershed Planning & Subwatershed Plans pgs. 73-79

It would be beneficial if some text was added outlining the CAs role in providing technical support and representing the provincial interest in identifying and protecting natural hazards through the land use and watershed planning process. For example it could identify CAs (where they exist) as being the lead for providing input on defining the characteristics of natural hazards (flood hazards, erosion hazards and hazards associated with Great Lakes) and regulating development through the land use planning process.

- Section 6.4 Climate Change & Watershed Management pgs. 83-84

Step 2 should also consider mentioning the influence of extreme storm events on frequency of wastewater treatment plant by-pass and spills – which may be more frequent stressors on water resource systems in the future if not properly mitigated.

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- Section 7.2 Informing Land Use Planning and Integrated Planning for Water, Wastewater and Stormwater pg. 120-121

There are several statements in the sections regarding allocating growth, planning for designated settlement areas and proposals for large-scale development that indicate “growth should be directed to areas outside of water resource systems and key hydrologic areas”. These statements are inconsistent with the Growth Plan, 2017 policies. It is not possible to entirely avoid “water resource systems”, or “key hydrologic areas”, as currently defined by the Growth Plan, 2017, when allocating growth, planning designated greenfield areas or considering large scale development. These sections and all references to similar policy in the guidance document should be carefully reviewed and revised to correctly reference the corresponding provincial plan policies. Growth Plan Sections 2.2.8, 4.2.1, 4.2.2 and 4.2.3 should be reviewed for the correct policy interpretation.

If you have any questions, please contact Mark Head, Manager, Research and Analysis (Mark.Head@peelregion.ca), or 905-791-7800 ext. 4354).

Respectfully,

Arvin Prasad, MPA, RPP, MCIP
Director of Integrated Planning
Public Works

- cc. Ed Sajecki, Commissioner, Planning and Building, City of Mississauga
Rob Elliot, Commissioner of Planning and Development Services, City of Brampton
Peggy Tollett, General Manager of Community Services, Town of Caledon
Chris Lompart, Manager, Land Use Policy Section, Environmental Policy Branch, Ministry of the Environment and Climate Change
Jennifer Keyes, Manager, Water Resources Section, Natural Resources Conservation Policy Branch, Ministry of Natural Resources and Forestry

For Information

DATE: April 18, 2018

REPORT TITLE: **PROVINCIAL NATURAL HERITAGE SYSTEM FOR THE GROWTH PLAN AND AGRICULTURAL SYSTEM FOR THE GREATER GOLDEN HORSESHOE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide a summary of the final Regional Natural Heritage System for the Growth Plan and Agricultural System for the Greater Golden Horseshoe, and next steps for the Regional Official Plan.

REPORT HIGHLIGHTS

- The Province has released:
 - 'Criteria, Methods and Mapping for the Regional Natural Heritage System' and Regional Natural Heritage System for the Growth Plan; and,
 - Mapping and 'Implementation Procedures for the Agricultural System in Ontario's Greater Golden Horseshoe' and Agricultural System agricultural land base map; and,
 - Draft Agricultural Impact Assessment Guidelines
- The Provincial Natural Heritage System and Agricultural System are outcomes of new policies in the 2017 Provincial Growth Plan and Greenbelt Plan.
- The Region provided comment to the Province on the draft Provincial Natural Heritage System and Agricultural System in October 2017.
- Within the Region of Peel:
 - Natural Heritage System mapping identifies three small areas of new Natural Heritage System in the Town of Caledon in the vicinity of Mayfield West and Bolton; and,
 - Agricultural System land base mapping identifies Provincial Prime Agricultural Areas in the Town of Caledon, City of Mississauga and City of Brampton.
- Areas identified as Regional Natural Heritage System for the Growth Plan and Prime Agricultural Area of the Provincial Agricultural System, are now in effect until municipal refinement occurs and new mapping is incorporated into the Regional Official Plan.
- The recently completed Peel-Caledon Land Evaluation and Area Review Study will be used to refine the Agricultural System mapping.
- Appendices I, II and III of this report identify the extent of the new Provincial mapping.

PROVINCIAL NATURAL HERITAGE SYSTEM AND AGRICULTURAL SYSTEM

DISCUSSION

1. Background

Policy in the new Growth Plan (2017) and Greenbelt Plan (2017) directed the Province to identify and map a Regional Natural Heritage System and an Agricultural System for the Greater Golden Horseshoe. On February 9, 2018, the Province released the final 'Criteria, Methods and Mapping for the Regional Natural Heritage System' and 'Mapping and Implementation Procedures for the Agricultural System in Ontario's Greater Golden Horseshoe'. The Regional Natural Heritage System and Agricultural System mapping are now in effect until refined by the Region and incorporated into the Regional Official Plan. Land use planning decisions are required to conform to the Regional Natural Heritage System and Agricultural System policies in the Growth Plan.

The following provides a summary of the new mapping as it relates to the Region of Peel, and next steps for the Regional Official Plan.

2. Regional Natural Heritage System for the Growth Plan

a) Overview

The Regional Natural Heritage System for the Growth Plan requires the application of specific policies for the protection of natural heritage features and areas. Municipalities are required to incorporate the Natural Heritage System mapping as an overlay in their official plans and apply the policies of the Growth Plan to protect key natural heritage features, key hydrologic features, and ensure that ecological connections between features are maintained and enhanced. The new Regional Natural Heritage System overlay only applies in mapped areas outside the existing Greenbelt Plans and outside settlement areas.

b) Analysis of Regional Natural Heritage System Growth Plan Mapping in Peel

Within the Region, the new mapping identifies only three small areas in the Town of Caledon as being located in the Natural Heritage System. The mapping and associated policies of the Growth Plan will be incorporated into the Regional Official Plan through the five year review of the Plan (Peel 2041). Minor refinements to the boundaries of the Natural Heritage System may be included in this process.

Mapping showing the new Regional Natural Heritage System is attached as Appendix I.

3. Provincial Agricultural System for the Greater Golden Horseshoe

a) Overview of the Provincial Agricultural System and Implementation Procedures

The Provincial Agricultural System for the Greater Golden Horseshoe consists of two components:

- the agricultural land base mapping comprised of Prime Agricultural Areas and Rural Lands; and,
- the agri-food network of businesses and services that support the agri-food sector.

PROVINCIAL NATURAL HERITAGE SYSTEM AND AGRICULTURAL SYSTEM

Agricultural land use designations are used to guide land use decisions to protect agricultural areas and to provide policies to permit a wide range of agriculture and agricultural-related uses.

The Region will be required to update the mapping of Prime Agricultural Areas in the Regional Official Plan in accordance with the Provincial Implementation Procedures. Municipalities are permitted to refine the Provincial mapping in that process. Until such time that the Region's mapping is updated, the Provincial mapping of Prime Agricultural Areas is in effect and supersedes municipal official plan mapping of Prime Agricultural Areas. When all municipal refinements have occurred, the Province will amend its mapping to reflect the refinements and produce a final Agricultural System land base map for the Greater Golden Horseshoe.

b) Analysis of the Provincial Agricultural System in Peel**i. Provincial Agricultural System - Agricultural Land Base Mapping**

The new Provincial mapping identifies a larger Prime Agricultural Area in Peel than currently identified in the Regional Official Plan, including new Prime Agricultural Area north of the Niagara Escarpment, a small Prime Agricultural Area in the Greenbelt Plan area in Brampton, and a small Prime Agricultural Area within the Ninth Line lands in Mississauga.

The Region, jointly with the Town of Caledon, completed a more refined and locally specific Land Evaluation and Area Review (LEAR) Study to identify the Region's Prime Agricultural Area. The Provincial Implementation Procedures will allow the Region to use the mapping produced through the Peel-Caledon LEAR Study to refine the Provincial mapping so that it reflects local information more accurately.

In the City of Brampton, the Provincial Prime Agricultural Area designation is located within the Greenbelt Plan and Rural System of the Regional Official Plan.

With respect to the Ninth Line lands in Mississauga, the Region has completed a settlement boundary expansion study including an agricultural impact assessment as one of the supporting studies for the settlement expansion. The assessment has addressed provincial policy requirements for settlement expansion and has provided justification to designate the lands for urban uses. The study also addressed potential impacts to prime agricultural lands on the adjacent Prime Agricultural Area designation in Halton Region. The assessment study has been submitted for review by the Province as part of the Ninth Line lands Regional Official Plan Amendment and will be addressed in that amendment process.

The Provincial Prime Agricultural Area designation is now in effect and applies to all Prime Agricultural Areas newly identified by the Province and to lands currently identified as being within the Prime Agricultural Area as shown in the Regional Official Plan. For landowners who were not previously identified as being within a Prime Agricultural Area, this means any change of land use that requires approval under the *Planning Act*, will be subject to Provincial, Regional and local Prime Agricultural Area policies. This includes restrictions on non-farm lot severances and permissions for non-agriculture uses, requirements to justify redesignation to permit non-agricultural

PROVINCIAL NATURAL HERITAGE SYSTEM AND AGRICULTURAL SYSTEM

uses and settlement boundary expansion, and requirements for agricultural impact assessments.

The Provincial Agricultural System mapping of Prime Agricultural Areas will be refined and incorporated into the Regional Official Plan as part of the work plan for the five year review of the Plan (Peel 2041). Consultation with the Province and landowners will be undertaken through that process beginning in 2019.

Mapping showing the new Provincial Agricultural System mapping is attached as Appendix II and Appendix III.

ii. Provincial Agri-Food Network

The agri-food network policies in the Provincial Plans encourage municipalities to support the economic viability of the agri-food sector through economic development and other initiatives. The Peel Agricultural Advisory Working Group, Grown in Peel program and the Region's partnership with the Golden Horseshoe Food and Farming Alliance are examples of initiatives that directly or indirectly support the broader agri-food sector.

iii. Agricultural Impact Assessment

Agricultural impact assessments are undertaken to assess, avoid and mitigate impacts to agricultural resources and farm operations. The Provincial policies require assessments to be undertaken as part of a Municipal Comprehensive Review for a settlement boundary expansion, site-specific planning applications for non-farm uses and infrastructure approvals.

On March 15, 2018, the Province released a draft "Agricultural Impact Assessment Guidance Document" to the Environmental Registry for public comment until July 13, 2018. Regional staff will be submitting technical review comments to the Province prior to the commenting deadline. The draft document is consistent with current impact assessment practices undertaken at the Regional level and addresses new policy direction for agricultural impact assessments as required in the Provincial Plans.

4. Implications for the Region and Next Steps

The Region will need to refine and incorporate the Provincial Natural Heritage and Agricultural System mapping and corresponding Provincial policies into the Regional Official Plan. The Growth Plan only permits refinement of the Provincial mapping through a Municipal Comprehensive Review. This work is identified as a component of the Greenlands System and Agricultural Resources Policy Review focus areas in Peel 2041 and will be included as part of the Region's overall Municipal Comprehensive Review to conform to the Growth Plan. This work will need to be integrated with the Region's growth management work.

Regional staff will continue to work with the Peel Agricultural Advisory Working Group, the Peel Federation of Agriculture, Conservation Authorities, the Province, local municipalities, stakeholders and the public throughout the refinement and conformity process.

PROVINCIAL NATURAL HERITAGE SYSTEM AND AGRICULTURAL SYSTEM**CONCLUSION**

The work to bring the Regional Natural Heritage System for the Growth Plan and the Provincial Agricultural System land base mapping into the Regional Official Plan is already part of the Peel 2041 work plan and Municipal Comprehensive Review for Provincial Plan conformity, as components of the Greenlands System and Agricultural Resources Policy Reviews. Regional staff will continue to work with the local municipalities, the Peel Agricultural Advisory Working Group, Peel Federation of Agriculture, Conservation Authorities, stakeholders and the public throughout the refinement and Regional Official Plan amendment process.



Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Regional Natural Heritage System for the Growth Plan

Appendix II - Agricultural System for the Greater Golden Horseshoe Agricultural Land Base Map (Town of Caledon and City of Brampton)

Appendix III - Agricultural System for the Greater Golden Horseshoe Agricultural Land Base Map (City of Mississauga)

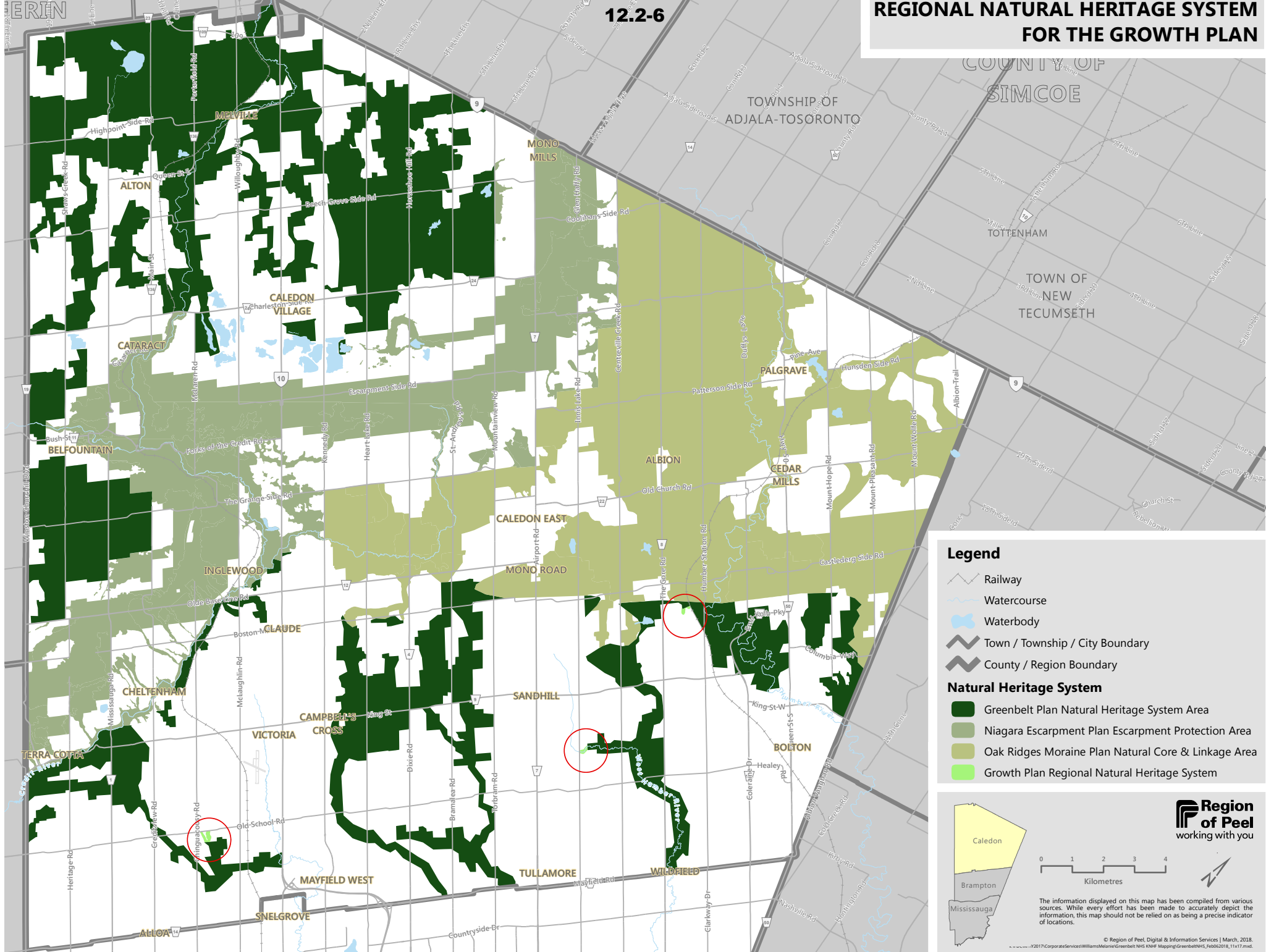
For further information regarding this report, please contact Arvin Prasad, Director, Integrated Planning Division, extension 4251, Arvin.Prasad@peelregion.ca.

Authored By: Mark Head, Manager, and Melanie Williams, Principal Planner, Integrated Planning Division

Reviewed in workflow by:

Financial Support Unit

REGIONAL NATURAL HERITAGE SYSTEM FOR THE GROWTH PLAN



Legend

- Railway
- Watercourse
- Waterbody
- Town / Township / City Boundary
- County / Region Boundary

Natural Heritage System

- Greenbelt Plan Natural Heritage System Area
- Niagara Escarpment Plan Escarpment Protection Area
- Oak Ridges Moraine Plan Natural Core & Linkage Area
- Growth Plan Regional Natural Heritage System

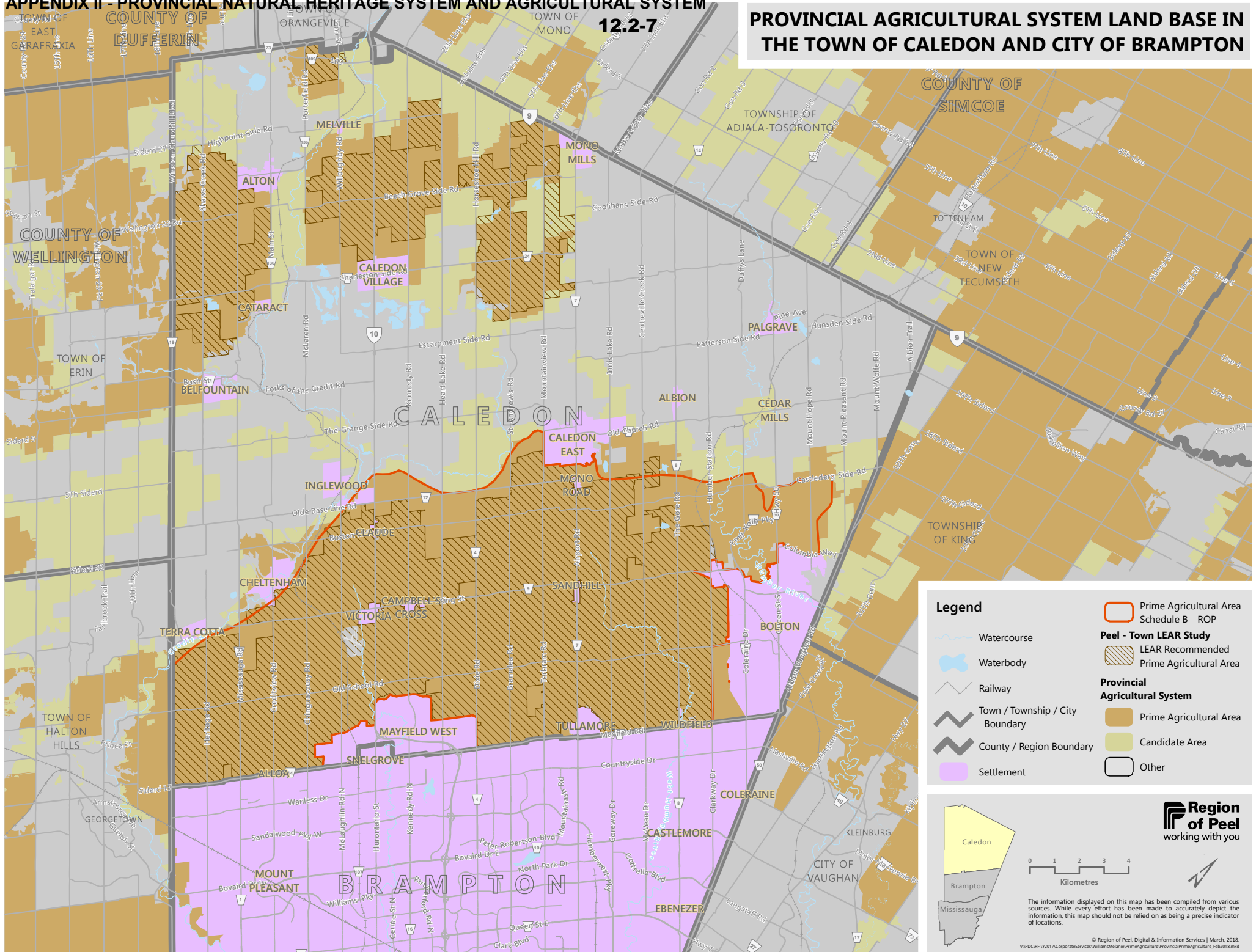
Region of Peel
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Kilometres

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2017/CorporateServices/WilliamsMelrose/Greenbelt/HS/KN/F Mapping/GreenbeltHS_Feb062018_11x17.mxd

PROVINCIAL AGRICULTURAL SYSTEM LAND BASE IN THE TOWN OF CALEDON AND CITY OF BRAMPTON



Legend

- Watercourse
- Waterbody
- Railway
- Town / Township / City Boundary
- County / Region Boundary
- Settlement
- Prime Agricultural Area Schedule B - ROP
- Peel - Town LEAR Study**
 - LEAR Recommended
 - Prime Agricultural Area
- Provincial Agricultural System**
 - Prime Agricultural Area
 - Candidate Area
 - Other

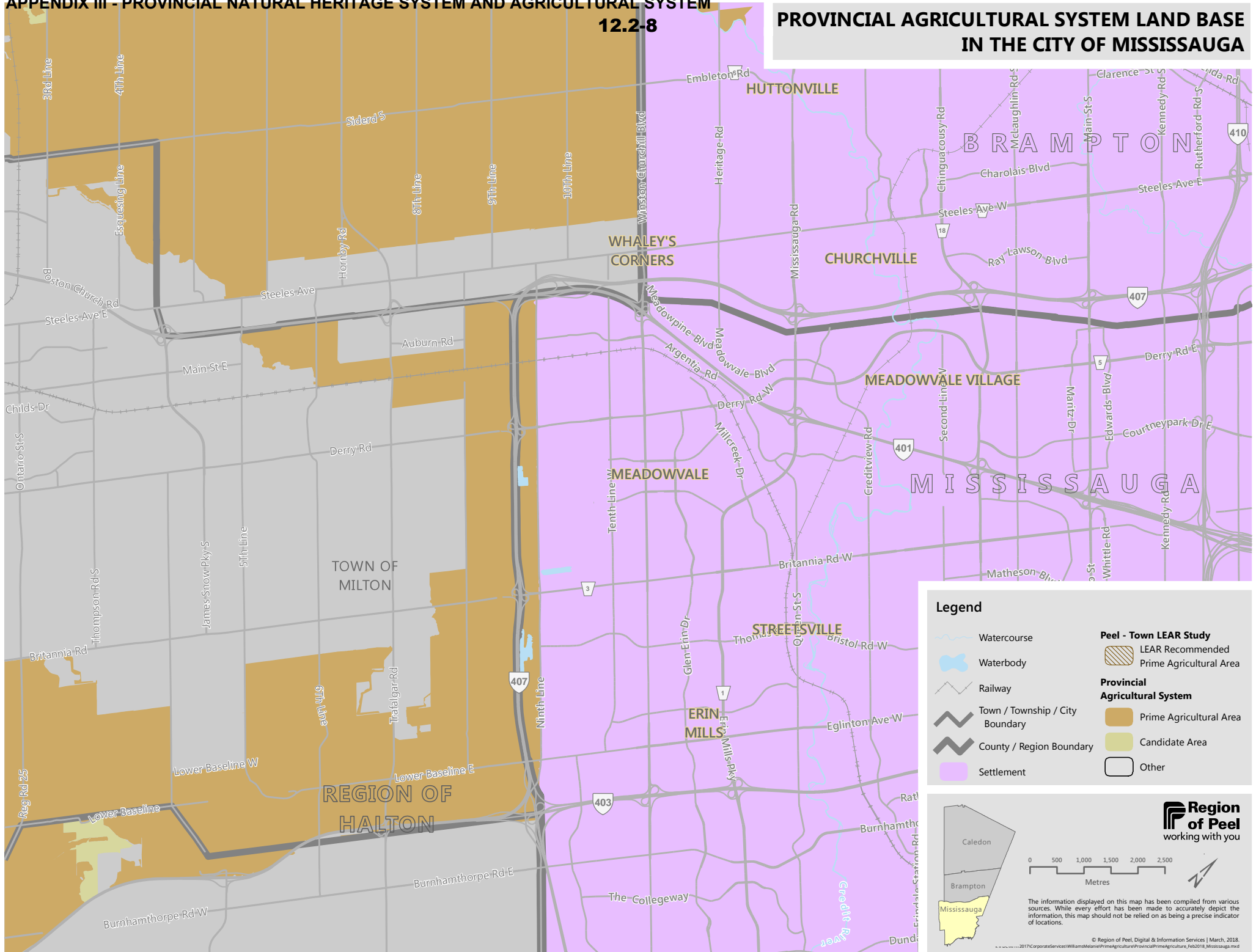
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**PROVINCIAL AGRICULTURAL SYSTEM LAND BASE
IN THE CITY OF MISSISSAUGA**



Legend

- Watercourse
- Waterbody
- Railway
- Town / Township / City Boundary
- County / Region Boundary
- Settlement
- Peel - Town LEAR Study**
- LEAR Recommended Prime Agricultural Area
- Provincial Agricultural System**
- Prime Agricultural Area
- Candidate Area
- Other

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Metres

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DATE: April 11, 2018

REPORT TITLE: **EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the “Region of Peel Emergency Detour Route Plan” be endorsed;

And further, that the necessary by-law be presented for enactment to amend the Region of Peel Traffic By-law 15-2013 to temporarily suspend certain truck restrictions on the affected roadways in the event of the activation of an emergency detour route by the Ontario Provincial Police;

And further, that the Region of Peel, where authorized, implement the Emergency Detour Route signage plan on Regional and Local Municipal roads in the Region of Peel;

And further, that a copy of the Region of Peel Emergency Detour Route Plan be provided to the City of Brampton, City of Mississauga, Town of Caledon, Regions of Halton and York, City of Toronto, the Counties of Wellington, Simcoe and Dufferin, Peel Regional Police, York Regional Police, Toronto Police, Halton Regional Police and the Ontario Provincial Police – Wellington, Dufferin, Caledon and Port Credit Detachments.

REPORT HIGHLIGHTS

- An Emergency Detour Route helps motorists identify priority routes to bypass incidents on highways and minimize delays in travel.
- An Emergency Detour Route Network has been developed in consultation with local municipal staff, first responders, emergency management staff and other stakeholders.
- The Emergency Detour Route Plan supports the Region’s Goods Movement Strategic Plan, Action Item #18: Improve Incident Management and the Term of Council Priority to “Improve Goods Movement”.
- Full implementation of signing is expected to conclude in late 2019.

EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL**DISCUSSION****1. Background**

An Emergency Detour Route is a pre-determined route to help motorists bypass an emergency road closure and minimize delays in travel. The purpose of an Emergency Detour Route Plan is to provide alternative routings to be used in the event of a provincial highway closure to keep traffic moving. These alternative routings are delineated through the use of permanent signs on provincial highways and along the detour route on municipal and Regional roads.

Currently, there are seven 400-series highways and two King's Highways across Peel Region, however only one Emergency Detour Route is in place in Caledon for a section of Highway 410 and Highway 10/Hurontario Street. While the development of Emergency Detour Routes is not mandated by any provincial legislation, the Ministry of Transportation supports the establishment of these routes as an important proactive component of incident management. The proposed plan provides a complete Emergency Detour Route network for the following highways in Peel: Queen Elizabeth Way, Highway 401, Highway 403, Highway 410, Highway 9 and Highway 10.

The Region of Peel Goods Movement Strategic Plan Action 18 is to "Improve Incident Management". The Emergency Detour Route Plan directly addresses this action item.

2. Stakeholder and Public Consultation

The proposed Emergency Detour Route Plan was developed through extensive consultation with stakeholders, local and adjacent municipalities, and Ministry of Transportation staff through stakeholder committee meetings and workshops.

Two stakeholder workshops including first responders, emergency management staff and traffic operations staff from Peel and the local and neighbouring municipalities were conducted. In addition, several meetings were held with local municipalities and Ministry of Transportation staff to develop a comprehensive plan that clearly articulates roles and responsibilities, and chain of action in the event of a provincial highway road closure.

The following stakeholders were involved in the development of this plan:

- Ministry of Transportation
- City of Brampton
- Town of Caledon
- City of Mississauga
- Ontario Provincial Police
- Peel Regional Police
- Halton Region
- County of Simcoe
- Regional Emergency Management
- Peel Paramedics

EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL

Regional staff also hosted one public consultation event in each local municipality during community events to gauge public insights and knowledge and inform the development of the plan.

3. Process for Establishing Detour Routes

The proposed Emergency Detour Route Network, found in Appendix I, was developed through: an environmental scan of best practices; a review of roadway geometrics and structural adequacy; and traffic management planning. The network was developed through consultation with stakeholders as the proposed routes are on both Regional and local roadways.

4. By-law Amendment

The proposed Emergency Detour Route network includes some local and Regional roads that are currently truck restricted. These routes have been confirmed to have the geometric and load bearing capacity to allow for the movement of trucks, however they are truck restricted for other reasons, such as community concerns.

As the activation of the Emergency Detour Route Plan is infrequent in nature and incidents can result in severe congestion, it is recommended that Council amend the Region of Peel Traffic By-law to include provisions to suspend truck restrictions for the roads identified in Appendix I for the duration of an Emergency Detour Route activation. Since the Emergency Detour Route network is comprised of both Regional and local truck restricted roadways, local municipal staff will also be recommending similar amendments to their respective traffic by-laws.

5. Long Combination Vehicles during an Emergency Detour Route Activation

In Ontario, a Long Combination Vehicle ("LCV") is considered any combination of vehicles over 25 metres (82 feet) and up to 40 metres (131 feet) in length, consisting of a tractor pulling two full-length semi-trailers. Due to the atypical length of these vehicles, they are limited to using approved roadways which can geometrically accommodate their through and turning movements. The Region of Peel has an approved LCV Route Network comprised of provincial highways, Regional and local roadways that can accommodate LCVs based on a number of approved LCV origin and destination points. As these vehicles have specific routes and strict guidelines, there are occasions where LCVs are required to remain on the highway in the event of an Emergency Detour Route activation.

6. Traffic Incident Management Plan

A Traffic Incident Management Plan consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. An effective Traffic Incident Management Plan reduces the duration and impacts of traffic incidents and improves the safety of motorists, accident victims and emergency responders. The proposed Emergency Detour Route Plan includes a Traffic Incident Management Plan which details the coordination and responsibilities of all participating agencies.

EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S HIGHWAYS IN THE REGION OF PEEL

7. Intelligent Transportation Systems Elements

The proposed Emergency Detour Route Plan contains a number of Intelligent Transportation System elements to detect and verify incidents, provide traveler information, coordinate a response and contribute to successful traffic control and quick clearance and recovery. These include the Ministry of Transportation's Transportation Management Centre and associated separate Peel/Caledon, Mississauga and Brampton Traffic Management Centre systems. Near and long-term future advancements in Intelligent Transportation Systems are expected to increase the success of Emergency Detour Routes.

In support of the Emergency Detour Route Plan, the Region recently implemented a new Advanced Traffic Management System and a Traffic Management Centre to better manage the traffic signals in the Town of Caledon. As part of this project, new communication infrastructure has been put in place to provide better connectivity between the Traffic Management Centre and field equipment. This helps to increase the efficiency of the overall traffic operations and enable quick response time in the event of any incidents on the Regional roadways.

8. Implementation

The implementation of the Emergency Detour Route Plan will require permanent signage on provincial highways as well as Regional and local roadways. The Ministry of Transportation will be providing all Emergency Detour Route signage to the Region and each route will be signed according to a staged implementation plan. Full implementation is anticipated to conclude in late 2019. Going forward, maintenance of the signs will be the responsibility of the agency that has jurisdiction over the roadway that the sign is installed.

Regional staff have established a communication plan to be executed in the event of an incident as well as a general education and outreach strategy to inform residents on what an Emergency Detour Route is and how to navigate through the alternate routes using the signing.

FINANCIAL IMPLICATIONS

The Emergency Detour Route signs are being provided by the Ministry of Transportation at no cost to the Region of Peel or Local Municipality. This includes all signs required as part of the Emergency Detour Plan on Regional and Local Municipal road jurisdiction. Anticipated installation and material cost will be in the order of approximately \$80,000, of which, 50 per cent will be completed in 2018 and 50 per cent will be completed in 2019. The cost to install and maintain the Emergency Detour Route signs on Regional Roads can be accommodated by the existing budget.



Janette Smith, Commissioner of Public Works

12.3-5
**EMERGENCY DETOUR ROUTE PLAN FOR 400 SERIES HIGHWAYS AND KING'S
HIGHWAYS IN THE REGION OF PEEL**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

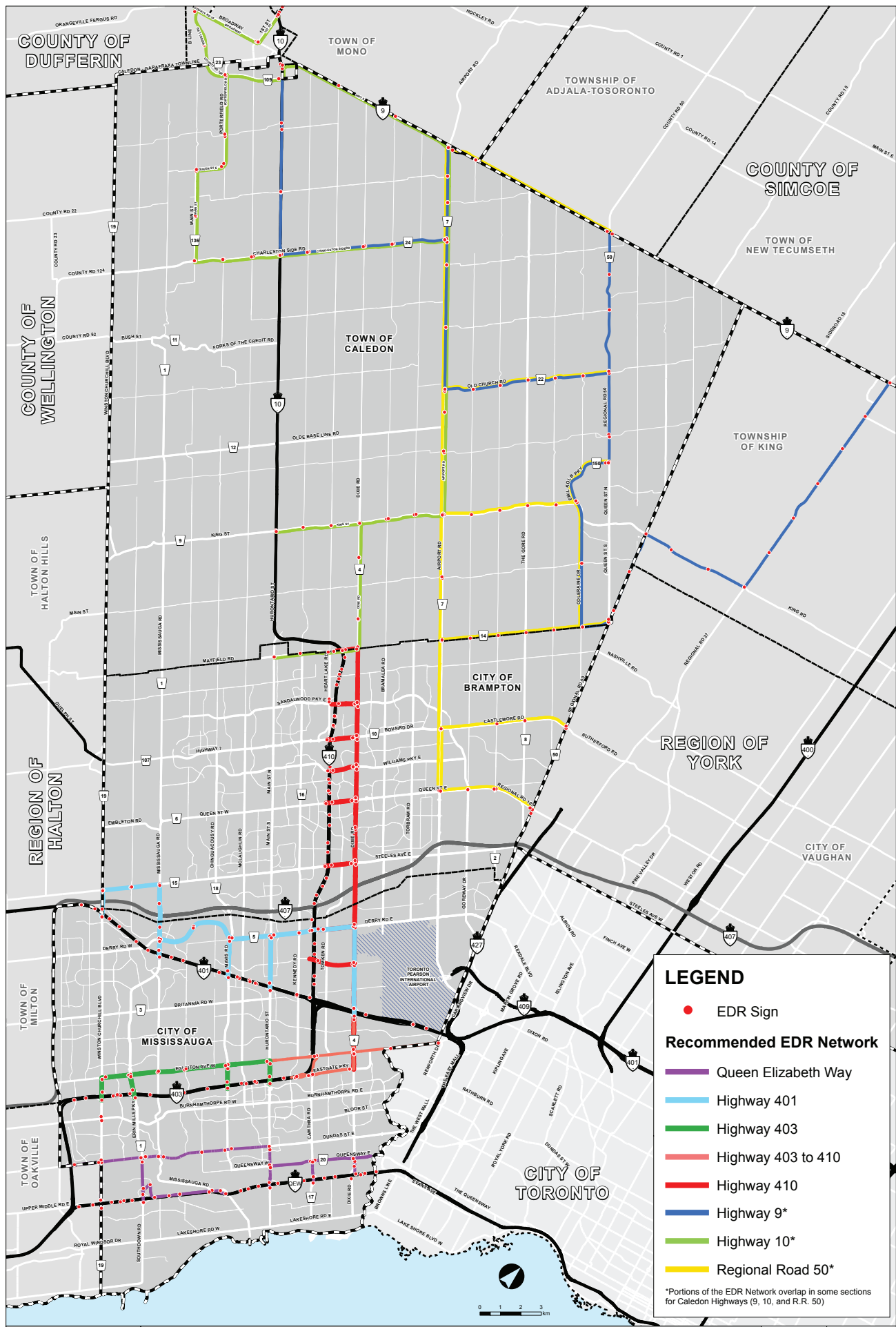
Appendix I – Emergency Detour Route Network Plan

For further information regarding this report, please contact Joe Avsec, Manager, Traffic and Sustainable Transportation, extension 7910, Joe.Avsec@peelregion.ca.

Authored By: Tina Detaramani, Principal Planner, Policy Development, Public Works

Reviewed in workflow by:

Financial Support Unit
Legal Services



DATE: April 18, 2018

REPORT TITLE: **ESTABLISHING THE SMART FREIGHT CENTRE – WORKING WITH A COLLABORATIVE NETWORK TO IMPROVE GOODS MOVEMENT IN PEEL REGION**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the Region of Peel enter into a Collaboration Agreement to establish the Smart Freight Centre, as described in the Report of the Commissioner of Public Works titled “Establishing the Smart Freight Centre – Working With a Collaborative Network to Improve Goods Movement in Peel Region”;

And further, that the Region of Peel provide funding to McMaster University, the University of Toronto, and York University for the establishment of the Smart Freight Centre, in the annual amount not to exceed \$240,000 (excluding applicable taxes) for an initial 12 month term, in accordance with Purchasing By-law 113-2013;

And further, that the Director of Transportation be authorized to execute agreements, and any amendments, together with any further ancillary documents deemed necessary or advisable for the establishment and implementation of the Smart Freight Centre as generally described in the subject report;

And further, that staff report back to Regional Council in 2019 with a recommendation on exercising the option to extend agreement(s) for up to four additional one-year periods in accordance with the terms of the agreement(s), subject to program performance and progress, service, in-kind contributions, and approved capital budget.

REPORT HIGHLIGHTS

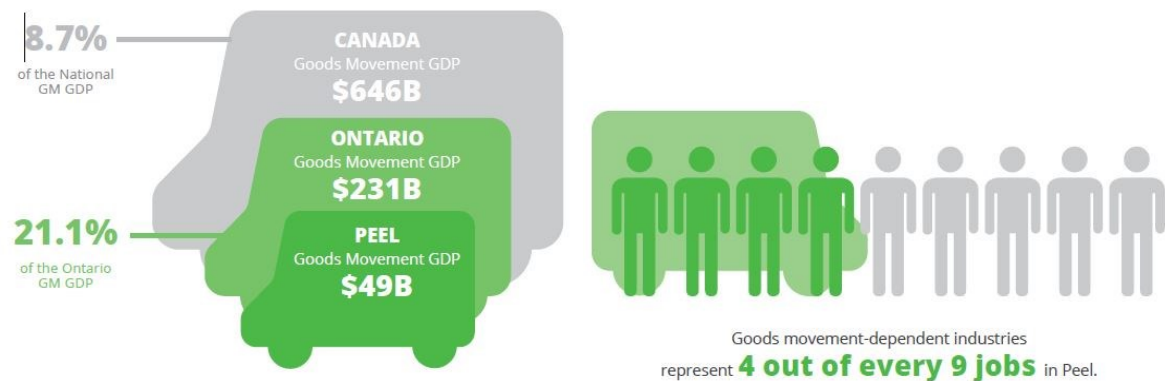
- Regional Council approved the establishment of the Smart Freight Centre as part of the approved Goods Movement Strategic Plan 2017-2021 (Resolution #2017-432).
- The Smart Freight Centre is recommended as a five year collaborative network between the Region of Peel (Region), McMaster University, University of Toronto, and York University. It will work on regionally significant goods movement issues and projects in Peel Region and the GTHA to reduce community impacts of moving goods.
- The Region would support by contributing funding up to \$1.2M over the first five years (if approved each year by Council) to establish the Centre. McMaster University, the University of Toronto, and York University will each match the Region’s contribution by contributing \$1.2M in-kind which includes using real estate accommodations (e.g. computing labs and offices), faculty and staff salaries, and access to support services.

SMART FREIGHT CENTRE PARTNERSHIP

- Staff is recommending funding \$240,000 for the first year and will report back on outcomes and progress before seeking funding for years two through five.
- The Centre will enable the Region to work with a network of experts and resources to improve goods movement.

1. BACKGROUND

The Region has been one of Canada's most important multimodal goods movement hubs, supported by Canada's largest cargo airport and strong rail and road infrastructure. An estimated \$1.8 billion worth of commodities travel to, from, and through Peel every day. Goods movement industries make up a significant part of Peel's economy as demonstrated below.



It is important to continue proactively planning the goods movement network and its associated land uses. This is especially true since congestion and trade have been top of mind issues in Peel. There have also been several changes affecting goods movement, like climate change, development patterns, population growth, jobs and the economy, technology, and decreasing capacity on Peel's roads. There have also been changing policy directions and proposed regional transportation strategies. For example, in May 2017, the Province released the Growth Plan for the Greater Golden Horseshoe. Its goods movement policy directions were to support goods movement activities by integrating land use and transportation planning. In December 2017, Metrolinx released the draft Regional Transportation Plan which also emphasized land use and transportation integration to support goods movement, and improving existing transportation infrastructure to deliver goods and services in the Greater Toronto and Hamilton Area (GTHA). These changes will require municipalities to work with industry, other municipalities, and academics in goods movement.

2. DISCUSSION

The Smart Freight Centre: A Goods Movement Centre of Excellence

Although the Region of Peel has been a leader in understanding and improving goods movement in the GTHA, the Region cannot alone address goods movement issues. To continue improving goods movement in Peel and help build a Community for Life, it requires a long term and formal network of municipalities, academics, and industry that have a high degree of coordination and collaboration on goods movement initiatives across the GTHA. It

SMART FREIGHT CENTRE PARTNERSHIP

is recommended that this formal network be the Smart Freight Centre and that the Region help to establish it.

The goal for the Centre is to evolve into a formal network between governments, academics, and industry that work on goods movement issues of regional significance. These will include issues that affect more than one municipality, cannot be addressed in isolation, and require long term solutions.

Establishing the Smart Freight Centre

The Centre will be established in two stages. The first stage will be considered as the start-up stage and be for five years. It will involve the Region, McMaster University, the University of Toronto, and York University. It is recommended that the Region support the initiative by contributing initial funding for the Centre in the amount of \$240,000 for the first year, with a possible total contribution of up to \$1.2M over the five years. This will be for conducting the Centre's projects. In response, each university will match the Region's funding through in-kind contributions valuing at \$1.2M over the five years. These contributions will go towards conducting the Centre's projects, being able to use valuable real estate accommodations (e.g. computing labs and offices), faculty and staff salaries and time, accessing equipment and software, and receiving support services.

Staff have approached the Peel Goods Movement Task Force, industry, and other governments to help contribute funds during this start-up stage. The stakeholders that have been approached include Niagara Region, Durham Region, York Region, Waterloo Region, City of Toronto, City of Hamilton, Metrolinx, the Ministry of Transportation, and Transport Canada. All stakeholders are reviewing their funding potential with their senior management but have not yet made any commitments. At the time of writing, Metrolinx had indicated a preference to contribute funding specifically to the Centre's off-peak delivery pilot project. Transport Canada is also reviewing their contribution potential to the Centre's e-commerce project. During the start-up stage, staff will continuously work with other stakeholders to encourage contributing initial funds from them.

The start-up stage will consist of a Governance Committee and Scientific Advisory Committee. The Governance Committee will be responsible for governing the Centre and its direction to ensure work on regionally significant goods movement issues is advanced. The Region and universities will each appoint a representative to be on the Governance Committee. For the Region, this will be the Manager of Transportation Systems Planning. The Scientific Advisory Committee will be responsible for ensuring all of the Centre's projects are evidence-based and maintain its scientific integrity. The University of Toronto will be the lead university for the Centre's administrative matters during the start-up stage, such as submitting financial and progress reports of the Centre to the Region and distributing the Centre's funds according to the Governance Committee's decisions. It is anticipated during this start-up stage that each of the universities will serve a term as the Centre's lead. The lead will perform the daily management of the Centre and identify regionally significant goods movement issues in order to recruit collaborative teams to address them. These committees, roles, and responsibilities are further reflected in the Collaboration Agreement, which is discussed later in this report.

The second stage will begin after five years and at that time the Region will reduce its funding. The goal is for the senior level governments to own the Centre. The Region will remain involved in the Centre to continue to support goods movement work. A transition

SMART FREIGHT CENTRE PARTNERSHIP

plan will be developed for the Region to reduce its funding and support the universities in identifying a senior level government to own the Centre.

Staff has assessed the option of incorporating the Smart Freight Centre as a not-for-profit corporation. However, at this time the three universities prefer to work collaboratively as an unincorporated network and to monitor the Centre's progress during the start-up stage to determine if incorporation is best, and more generally the process to sustain the Centre after five years.

Year One Work Plan

In the first year of the Centre, the work plan will consist of the following projects:

Project	Desired Outcome	Lead University
Adapting to E-Commerce Advancements and Shifts	Tools and resources developed to better plan and adapt to the shifting retail landscape.	McMaster University
Piloting Off-Peak Delivery to Improve Infrastructure Efficiencies	Improve travel time by shifting peak deliveries to off-peak, where feasible.	University of Toronto
Feasibility and Implementation of Truck Friendly Measures	Aligning with the Council-approved Vision Zero. Determine the need for and feasibility of implementing truck friendly measures in the GTHA and Peel Region, and identify pilot roadways where measures could be implemented and assessed.	York University

There is the potential for more projects to be added in the first year, however these are the three projects that are planned at this time. These projects will be funded using the Region's initial funding and universities' matching contributions for the first year. The projects will involve industry and other government stakeholders. These projects are also examples of the types of regionally significant goods movement issues that the Centre will address in subsequent annual work plans throughout the five years of the start-up stage.

Agreements of the Smart Freight Centre*Collaboration Agreement*

In order for the Region to begin establishing the Centre, staff is recommending that the Region enter into a Collaboration Agreement with McMaster University, University of Toronto, and York University. This Agreement will set out the roles and responsibilities of each party while in the start-up stage, in addition to the Centre's governance structure and committees as described earlier in this report. The Agreement will also set out the amount and types of funding and contributions to be provided by each of the parties and the reporting requirements that will be tied to the funding provided by the Region.

SMART FREIGHT CENTRE PARTNERSHIP

Research Project Agreements

The Region will also enter into Research Project Agreements with the universities and potentially also with other third parties in relation to the Centre's projects which are identified as part of the Centre's annual work plan. These Agreements will be in a standard form and will outline the rights and responsibilities of each of the parties to the agreement as well as the agreed upon budget for the specific project, statement of work, reporting requirements, milestones and timelines, and publication and intellectual property rights. Staff is recommending that the Director of Transportation be authorized to sign these Research Agreements, on behalf of the Region. The Director with the support of the department's subject matter expert staff is in the best position to assess the need for a project and whether the project's approach is appropriate, to therefore enter into the Research Agreements.

Benefits to the Region of Peel of Establishing the Smart Freight Centre

Establishing the Smart Freight Centre will further lead to the following benefits to goods movement initiatives for the Region of Peel:

- **Involving educational institutions will facilitate data sharing with industry.** Industry needs other ways of sharing data to participate in public sector projects. This can largely be done using nondisclosure and data agreements, but has required extensive administrative work. To sustain industry engagement in projects, impartial entities like educational institutions are needed to share data for decision making.
- **Resources will be further optimized.** Regional staff currently pursue opportunities, as they arise, to work with academics, industry, and other orders of government to improve goods movement for the community. Depending on this "right place, right time" approach has made it challenging to coordinate resources. A benefit of the Centre is that resources will be optimized to work on goods movement solutions.
- **Improving the regional capacity of goods movement data collection, interpretation, and application.** Goods movement data is limited, as it is not a popular area to collect data for, and to promote. The Region has been a leader in this area by partnering with the Ministry of Transportation and Transport Canada in contributing to goods movement data collection and analysis efforts. The Centre will provide a wider reach of coordinating goods movement data for decision making across the GTHA.
- **Academic expertise and resources will be more accessible.** Staff is only able to access these through specific projects and contracts. The Centre and its annual work plan will allow the Region access to academic resources while conducting specific Centre projects. This will reduce the Region's need to acquire expensive services, equipment, and software.

RISKS

If the Region were to help establish the Smart Freight Centre for the next five years, there are financial and project management risks. They will be mitigated through:

SMART FREIGHT CENTRE PARTNERSHIP

- Regular reports submitted to the Region and evaluated by staff to identify any issues and review the quality of tasks completed,
- Transferring the \$1.2M installments throughout the five years and only when submitted reports are sufficient. The Region will be able to withhold future installments if issues are identified in the reports or the quality of the deliverables do not meet staff expectations,
- Staff being involved in regular project meetings to guide deliverables, and
- Staff being involved in the Governance Committee to guide the direction of the Centre to ensure it is addressing regionally significant goods movement issues and considering community impacts.

If the Region were not to establish the Smart Freight Centre, the risks are:

- Loss of opportunity to improve industry engagement in goods movement projects,
- Loss of opportunity to improve access to academic resources and experts,
- Inability to leverage funding for goods movement projects from other governments, and
- A missed window of opportunity to invest in a collaborative and innovative network where governments, academics, and industry will work together to address regionally significant goods movement issues. These collaborative networks are becoming more apparent in municipalities to address community needs. For example, a cargo bikes pilot project was recently announced with York University, the City of Toronto, and UPS. The Town of Innisfil and Uber also announced a pilot to address the community's transportation needs. These are examples of the collaborative networks that are starting to form in order to make evidence based decisions in municipalities.

FINANCIAL IMPLICATIONS

It is recommended that the Region provide initial funding to the Smart Freight Centre for five years up to \$1.2M. There are sufficient funds available in the approved budget to carry out the report's recommendation for the first year's contribution of \$240,000. Future regional funding requirements will be incorporated into future capital budgets, therefore funding from years two to five will be subject to Council approval through the annual budget process. This is reflected in the Collaboration Agreement.

The universities will match the Region's funding through in-kind contributions valuing at \$1.2M. The Region's initial funding and universities' matching contributions will go towards completing goods movement projects for that year.

Staff will continue to leverage funds from other governments and by applying to project grants as part of the Centre. For example, The Atmospheric Fund recently granted approximately \$20,000 to pilot off-peak delivery in Peel Region. Metrolinx is also providing financial contributions to the off-peak delivery pilot project. The pilot is part of the Centre's year one work plan and the Council approved Goods Movement Strategic Plan 2017-2021, led by the Peel Goods Movement Task Force.

SMART FREIGHT CENTRE PARTNERSHIP

RECOMMENDATION

It is recommended that the Region of Peel enter into the five year Collaboration Agreement to establish the Smart Freight Centre and commit the first year of funding of \$240,000. Staff will report back on outcomes and progress of the Centre at the end of the first year. It is further recommended that the Director of Transportation be authorized to executive agreements, and any amendments, together with any further ancillary documents deemed necessary or advisable for the establishment and implementation of the Smart Freight Centre (e.g. Research Project Agreements).



Janette Smith, Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Sabbir Saiyed, Manager, Transportation System Planning (sabbir.saiyed@peelregion.ca, ext. 4352)

Authored By: Elizabeth Bang, Principal Planner, Transportation Division (elizabeth.bang@peelregion.ca, ext. 4694)

Reviewed in workflow by:

Financial Support Unit
Purchasing

DATE: April 18, 2018

REPORT TITLE: **NEW TEN-YEAR AGREEMENT WITH THE ONTARIO CLEAN WATER AGENCY FOR THE MANAGEMENT, OPERATIONS AND MAINTENANCE OF THE SOUTH PEEL WATER AND WASTEWATER FACILITIES, DOCUMENT 2018-324N**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2018-324N) for the Management, Operations and Maintenance of the South Peel Water and Wastewater Facilities be awarded to the Ontario Clean Water Agency (OCWA) for a period of ten years, subject to the Region of Peel's right to extend for up to two further five-year periods, in the estimated annual amount of \$51,944,609 for the first year (excluding applicable taxes), in accordance with Purchasing By-law 113-2013;

And further, that the Director of Procurement along with the General Manager of Water and Wastewater be delegated authority to jointly authorize adjustments for increases in costs and amendments resulting from inflation, capital expansions, and additional services on an as required basis in accordance with the agreement;

And further, that the Commissioner of Public Works report back to Council in 2028 with a recommendation on exercising the option to extend the agreement for the first additional five-year period in accordance with the terms of the agreement, if deemed appropriate by the Commissioner;

And further, that the new ten-year contract with OCWA commence on January 1, 2020;

And further, that staff report back to Council on the performance of the agreement on an annual basis.

REPORT HIGHLIGHTS

- In October 2016 Council approved the establishment of an Advisory Group of staff and Councillors to review the options available for the future management, operations and maintenance of the South Peel Water and Wastewater Facilities beyond 2019.
- In May 2017, Council directed staff to negotiate a new longer term contract with the Ontario Clean Water Agency (OCWA).
- The negotiations are completed and the new agreement has been improved with new provisions to protect Peel's assets, enhance balance of risk, maintain the benefits of the current agreement and provide the best value to customers.

NEW TEN YEAR AGREEMENT WITH OCWA

- OCWA is a long-standing partner and continues to provide Peel with excellent operations and maintenance services

DISCUSSION**1. Background**

The Region of Peel has a ten-year agreement with the Ontario Clean Water Agency (OCWA) for the management, operations and maintenance of the Lorne Park Water Treatment Plant, Lakeview Water Treatment Plant, Clarkson Wastewater Treatment Plant, G.E. Booth Wastewater Treatment Plant, eleven water pumping stations and water storage facilities, and 150 km of large diameter transmission watermains ("South Peel Water and Wastewater Facilities"). The term of the agreement expires on December 31, 2019.

On October 13, 2016, Council Resolution 2016-766 was approved to create the South Peel Water and Wastewater Agreement Advisory Group ("Advisory Group") of staff and Councillors to research and review options for the management, operations and maintenance of the South Peel Water and Wastewater Facilities beyond 2019. The Advisory Group recommended negotiating a long term agreement with OCWA.

On May 25, 2017 Regional Council endorsed the Advisory Group recommendation (Council Resolution 2017-437). The purpose of this report is to inform Council on the results of the negotiations and to endorse the recommendations for a new ten-year agreement with OCWA commencing January 1, 2020.

2. Findings**a) Key Objectives of a New Agreement**

Prior to entering negotiations, the Advisory Group reviewed and updated the scope of services, identified and confirmed Peel's business priorities, and amended the current agreement to reflect the desired future requirements along with lessons learned from the first seven years of the current agreement.

Maintain Existing Level of Service (at a minimum)

Performance reviews of the current agreement are completed annually and the results along with recommendations for improvement are reported to Council. These performance reviews demonstrate the current level of service provided by OCWA is meeting the needs of the Region. Therefore, one of the key objectives of a new agreement is to maintain the current level of service at a minimum, and enhance the level of service where the best value and balance of risk for Peel could be achieved.

Protecting Assets

The estimated replacement value of the South Peel Water and Wastewater Facilities is \$4.1 billion. This is expected to grow by approximately \$1.2 billion in the next ten years. Therefore, maintenance management and long term asset management are key business priorities of the new agreement.

Protection and Access to Information

OCWA generates and manages a great deal of critical records, documents and performance information. This information must be protected, controlled and made readily available to the Region to facilitate effective oversight of the agreement requirements, to help make short term and long term evidence-based decisions, and to enable Peel to meet regulatory compliance requirements and other owner accountabilities. Peel will continue to own and lead the standards and implementation of technology and software that manages the information.

Balance of Risk

Risk is allocated to the party best able to manage the risk. OCWA will continue to be responsible for labour, day-to-day operations and maintenance, corrective maintenance, employee training, health and safety, regulatory compliance, and performance monitoring and reporting. Peel will continue to be responsible for capital projects, major capital maintenance and replacements, the process control and automation system, and leverage the corporate procurement of electricity and natural gas.

Staff reviewed the cost of insurance and process chemicals and determined that OCWA continues to procure these at a lower cost due to their buying power as a Provincial agency. The cost of insurance, process chemicals and fuel will continue to be invoiced to Peel as a “passthrough” with no mark-up.

b) Results of Negotiations

The results of the negotiations were reviewed by the Advisory Group on January 25, 2018. The Advisory Group recommended a new ten-year agreement with OCWA with the option of two five-year extensions at the sole option and discretion of the Region.

The new agreement maintains the current well-performing baseline level of service plus enhancements and new provisions that position Peel to achieve the key objectives described above and move forward with key business priorities. The table below lists the key changes, enhancements and benefits to Peel of the new agreement.

The new agreement with OCWA includes the Essential and Emergency Service Agreement process. OCWA's bargaining employees are represented by the Ontario Public Service Employees Union (OPSEU). The Crown Employees Collective Bargaining Act requires OPSEU and OCWA (employer) to negotiate an Agreement to provide essential and emergency services in the event of a labour interruption.

12.5-4
NEW TEN YEAR AGREEMENT WITH OCWA

Change in Level of Service	Benefits
Enhanced maintenance planning, scheduling and reporting	Implementation of best practices, improved project coordination between Peel and OCWA, reduced project/maintenance activity conflicts, take advantage of process shutdown opportunities, greater accountability and transparency, facilitates agreement oversight
Monitoring and reporting of subcontracted work and vendor performance management	Alignment with Peel's vendor performance methodology, greater transparency and accountability for work subcontracted by OCWA
Document/Records Management	Digitization of all documents and records to protect, control and make accessible. Peel will not be dependent on OCWA to obtain information
Spare Parts Inventory Control	Greater accountability for spare parts cost, implementing best practice, reduced cost of inventory
Approval of asset replacement and spare parts standards	Greater standardization and consistency enabling Peel to leverage emerging technology, achieve maintenance efficiency and reliability
Access to maintenance performance reporting	Peel will not be dependent on OCWA to obtain maintenance performance information
OCWA's risk for maintenance repairs and replacement costs increased from \$10,000 to \$25,000 per incident	Reduces Peel's risk for maintenance repairs and replacement costs
Improved security standards	Greater control over physical security of the facilities, moving from two different systems to one by leveraging Peel's existing security vendors and standards
Increased financial holdbacks and penalties	Increased to reflect increase to overall cost of the agreement
Termination for convenience	Greater control
Letter of Credit	Increased from \$5 million to \$7.5 million to reflect the increase in the total value of the agreement (minimal additional cost to Peel)

FINANCIAL IMPLICATIONS

The Service Fee is the fixed annual cost for OCWA's services and any adjustments to their scope of services approved by Peel. The Service Fee excludes the cost of electricity, natural gas, insurance, process chemicals and fuel. The Annual Fee represents the Service Fee plus the passthrough costs of insurance, process chemicals and fuel. Costs for electricity and natural gas are not included in the Annual Fee as the Region will continue to pay these costs

12.5-5

NEW TEN YEAR AGREEMENT WITH OCWA

directly. The Region has the expertise to procure energy in the most efficient manner to reach Peel's energy management and environmental goals.

The Service Fee of the final year of the current agreement is estimated to be \$40,487,650. The Service Fee of the first year of the new agreement is estimated to be \$42,775,410. The increase is comprised of inflation, impacts to the operating budget related to capital growth, and the service level enhancements to achieve Peel's business priorities.

The Service Fee includes an increase to salaries each year to account for inflation. The current agreement allows an adjustment to the cost of salaries at the end of the term to reset this cost to the actual cost of salaries. OCWA's staff compensation over the term of the current agreement has not kept pace with the inflation rate originally applied to the Service Fee. Thus, the actual cost of salaries is estimated to be \$342,300 less than the Service Fee of the final year and OCWA extended this benefit to Peel during negotiations.

	Estimated Service Fee
Year 10 (current agreement)	\$ 40,487,650
2% CPI (inflation)	\$ 802,200
Growth-related impact to O&M	\$ 654,500
Enhanced level of service	\$ 1,173,360
Salary adjustment (decrease)	(\$ 342,300)
Year 1 (new agreement) Service Fee	\$ 42,775,410

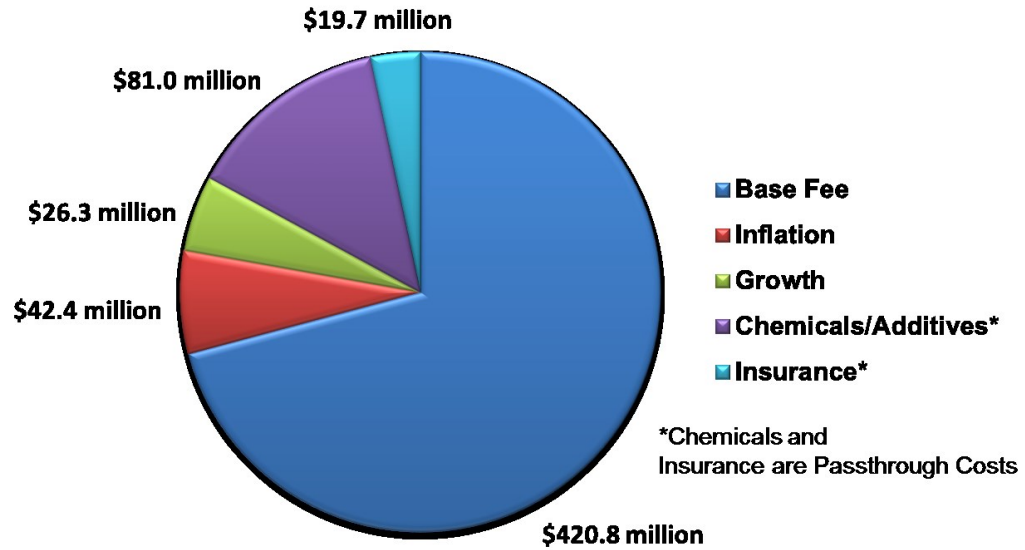
	Estimated Annual Fee
Year 1 (new agreement) Service Fee	\$ 42,775,410
Estimated Chemical, Fuel & Insurance Cost	\$ 9,169,199
Year 1 (new agreement) Annual Fee	\$ 51,944,609

OCWA's proposal includes a fixed annual Service Fee for each year of the ten-year term. The Service Fee increases each year based on inflation and operations and maintenance cost impacts related to capital growth. Capital growth is estimated to be \$1.2 billion by Peel's Master Water and Wastewater Servicing Plan over the term of the agreement. The average annual increase to the Service Fee over the new ten-year term is 2.9 percent. The estimated insured value of the South Peel Water and Wastewater Facilities will be \$5.3 billion excluding annual inflation by the end of the term of the new agreement.

NEW TEN YEAR AGREEMENT WITH OCWA

Each year, as part of the annual operations and capital budget approval process, staff will present details of the upcoming year’s capital budget, as well as the impact to the OCWA agreement, to Council.

10-Year Agreement (2020 to 2029) Annual Fee Breakdown



CONCLUSION

OCWA has been meeting the Region’s expectations in the management, operation and maintenance of the South Peel Water and Wastewater Facilities for many years and remains a trusted partner. The performance of the current agreement has been reviewed and reported to Council annually and continues as a requirement for the new agreement.

The Region of Peel has negotiated a new agreement with OCWA which improves the allocation of risk and enhances the level of service to help the Region achieve key business priorities while providing best value to residents and protects Peel’s long-term interests.

Through a new agreement with OCWA, the Region will continue to meet the goals of our Strategic Plan by providing a safe and secure water supply system to ensure public health while enhancing our operations and protecting the environment.

Janette Smith, Commissioner of Public Works

NEW TEN YEAR AGREEMENT WITH OCWA

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Greg Aickele, Advisor, Water Division at extension 4194 or via email at greg.aickele@peelregion.ca.

Authored By: Greg Aickele, Advisor, Water Division

Reviewed in workflow by:

Purchasing
Financial Support Unit



Civil & Mineral Engineering
UNIVERSITY OF TORONTO

13.1-1



RECEIVED

April 17, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

April 16th, 2018

Dear Chair Dale and Members of Regional Council,

Peel Region is one of Canada’s most important multimodal goods movement hubs because of its location at the junction of North America’s most important north-south and east-west trade routes and well-developed multi-modal transportation infrastructure. The Region of Peel has continued to be a leader in goods movement and ensuring the goods movement network is safe, sustainable, efficient, and reduces community impacts.

To support Peel Region and the Greater Toronto and Hamilton Area (GTHA) in managing and improving the delivery of goods and services, **McMaster University, the University of Toronto, and York University are pleased to collaborate with the Region of Peel in establishing the Smart Freight Centre over the next five years.** We recognize the importance of evidence-based decision making in planning, managing, and improving the goods movement network. Therefore, the universities will **provide a combined in-kind contribution valuing at \$1.2 million to support the establishment of the Smart Freight Centre and its goods movement projects.** This includes access to valuable real estate accommodations, such as computing labs and offices, faculty and staff salaries, and access to support services. These will support the Centre in completing projects in the first year such as piloting off-peak delivery to improve infrastructure efficiencies, identifying e-commerce impacts to supply chains to improve planning tools, and investigating truck friendly measures to support Vision Zero.

We share in the goal of the Centre to advance work on regionally significant goods movement work in Peel Region and the GTHA. Our universities lead in applied research, technology development, and innovation. We are committed to educating and training the next generation of professionals for the public and private sectors. The Centre will enable us to collaborate with government and industry to address regional goods movement issues, in addition to educating and training students on municipal transportation planning needs.

We look forward to this collaboration over the next five years and are pleased to provide our support to the Region of Peel to establish the Smart Freight Centre, a collaborative network to improve goods movement in Peel Region and the GTHA.

Sincerely,

Dr. Elkafi Hassini
Professor and Chair
Operations Management
DeGroote School of Business
McMaster University

Dr. Brent Sleep
Professor and Chair
Dept. of Civil & Mineral Engineering,
University of Toronto

Dr. Jit Sharma
Professor and Chair
Dept. of Civil Engineering
York University

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



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April 18, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

April 18, 2018

Frank Dale, Region of Peel Chair
Region of Peel
10 Peel Centre Dr.,
Brampton, ON L6T 4B9

Dear Chair Dale and Members of Regional Council

Metrolinx is pleased to endorse the Region of Peel's efforts to establish a Smart Freight Centre. The activities of the Smart Freight Centre align with the 2041 Regional Transportation Plan and the GTHA Urban Freight Action Plan by facilitating the movement of goods, while managing conflicts between trucks and other vehicles, in order to maintain and enhance the economic competitiveness of the region.

Metrolinx has a strong commitment to sponsoring freight-related research which furthers the goal of understanding and facilitating regional goods movement. As an example, research being led by the University of Toronto through the Smart Freight Centre is exploring off-peak delivery to improve infrastructure efficiencies. Metrolinx has made a financial contribution to support this academic project, in addition to providing staff time to monitor the project and review the final deliverables.

Metrolinx is encouraged by the focus on sharing data and academic expertise envisioned in the creation of the Smart Freight Centre. The Region of Peel, already a leader on planning for goods movement, will benefit the entire GTHA through the Smart Freight Centre.

Metrolinx looks forward to working with the Region of Peel and other regional stakeholders to further the goals of improving goods movement in the GTHA. The creation of the Smart Freight Centre is a very positive step in this direction.

Sincerely,

Antoine Belaieff
Director, Regional Planning
Metrolinx

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

AIRD BERLIS

Laura Dean
Direct: 416.865.7706
E-mail: ldean@airdberlis.com

RECEIVED

April 24, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

April 24, 2018

BY EMAIL

Our File No.: 124346

Members of Regional Council
c/o Manager of Legislative Services
10 Peel Centre Drive, Suite A and B,
Brampton, ON L6T 4B9
council@peelregion.ca

Dear Members of Regional Council:

Re: Item 12.2: Report re Provincial Natural Heritage System for the Growth Plan and Agricultural System for the Greater Golden Horseshoe

Transmetro Properties Limited

We act on behalf of Transmetro Properties Limited, owners of lands municipally known as 0 Highway 9, Concession Road 1, PT Lot 30 ("0 Highway 9"), 0 Porterfield Road, Concession Road 3, PT Lot 29 ("0 Porterfield Road") and 0 Willoughby Road, Concession Road 2, PT Lot 29 ("0 Willoughby Road"). These lands are located in the Town of Caledon (the "Town") in the Region of Peel (the "Region").

We have reviewed the above noted report which is on the April 26, 2018 Regional Council meeting agenda.

We note that the report acknowledges that through the Municipal Comprehensive Review process, municipalities are permitted to refine the Province's recently released Agricultural System mapping.

The recently released Implementation Procedures for the Agricultural System in the Greater Golden Horseshoe locate our clients' lands at 0 Porterfield Road and 0 Willoughby Road within the Agricultural Land Base and part of a Prime Agricultural Area.

We have previously submitted correspondence to the Town and the Region raising our client's objection to the identification of these properties as Prime Agricultural Area primarily because of their size (i.e. <250 Ha) and other reasons in accordance with our client's agricultural consultant's analysis of the lands.

We respectfully request that the Region consider our client's position in this regard in any future discussions with the Town and/or the Province and during the course of any future exercise to refine the mapping system.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

April 24, 2018
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Yours truly,

AIRD & BERLIS LLP



Laura Dean

LD/cw

c: Client

32392557.1

**ITEMS RELATED TO
HEALTH**

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For Information

DATE: April 16, 2018

REPORT TITLE: **SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM**

FROM: Nancy Polsinelli, Commissioner of Health Services
Janice Sheehy, Commissioner of Human Services
Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

OBJECTIVE

To provide an update on the Smile with Confidence Pilot Adult Dental Program.

REPORT HIGHLIGHTS

- Adult oral health care in Peel is primarily financed through employment-based insurance and out-of-pocket payments.
- Dental treatment options for adults on Ontario Works are typically limited to emergency services and are inadequate for maintaining good oral health.
- The goals of the Smile with Confidence program are to increase employability for Ontario Works clients by removing their oral health barrier, and to improve Ontario Works clients' oral health and overall health and well-being.
- Six months after treatment was completed, participating Ontario Works clients reported significant improvements in oral health and confidence, thus removing or reducing the oral health barriers to employability.
- The Smile with Confidence program evaluation is ongoing and 12 month follow-up data will be reported to Council in 2019.

DISCUSSION

1. Background

Good oral health is an important component of overall health, allowing individuals to function at their full capacity and to have better quality of life. In addition, poor oral health may result in poor nutrition, reduced self-esteem, social isolation, and may also impact employability.^{1,2} The majority of Peel adults report positive oral health status (86 per cent); however, vulnerable groups (i.e., low income immigrants) with limited access to dental care are more likely to have poorer oral health. Approximately 50 per cent of low to middle income Peel residents do not have dental insurance, making access to oral health services out of reach if they lack the financial resources to afford dental care.³ This creates oral health inequities for Peel residents.

¹ Oral Health in Peel: A Taste of Risk Factors and Oral Health Outcomes. Peel Public Health. 2017

² Sheiham A. Oral health, general health and quality of life. Bulletin of the World Health Organization 2005; 83(9):641

³ Canadian Community Health Survey Share File 2013/2014, Statistics Canada. Ontario Ministry of Health and Long-Term Care.

SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM

Clients on social assistance currently have limited dental benefits coverage under the Ontario Works Adult Emergency Discretionary Dental plan. Although all regions in Ontario must deliver this program, benefits are discretionary and vary by region. In Peel, dental coverage is provided for emergencies according to the Ontario Works in Peel Schedule of Emergency Dental/Denture Services and Fees and has been established by the Region of Peel. For services not covered, clients are required to pay out-of-pocket. For this reason, adults on Ontario Works are typically limited to emergency care, which are inadequate for maintaining good oral health.

Clients on social assistance have also reported a significant negative impact on their self-esteem, social interaction and employability when their dental appearance was poor.⁴ Furthermore, evidence suggests that receiving oral health treatment may have a positive impact on a client's self-esteem and may facilitate job procurement.⁵

2. Smile with Confidence Program Overview

Human Services is mandated by the Ministry of Community and Social Services, through the *Ontario Works Act*, to assist individuals in short-term financial need to find and retain viable employment and to achieve self-sufficiency. In addition, assistance is provided to ensure clients are employment ready and to remove any barriers to employment.

As reported to Council on January 30, 2017 in the report titled "2016 Peel Oral Health Status Report", the Public Health and Human Services departments collaborated to develop the Smile with Confidence program in June 2016. This program addresses the oral health needs of clients receiving Ontario Works for whom oral health is a barrier to employability. Peel adults on social assistance aged 18-64 were eligible for one-time funding for dental care through the program if they were identified as having a level two or three barrier to employability (see Appendix I).

The Smile with Confidence program protocol and schedule of services were modelled after the Region of Peel Low Income Seniors' Dental Program.

The primary goal of the Smile with Confidence program is to reduce or remove the oral health barrier(s) for Ontario Works clients seeking employment by:

- Providing dental treatment to clients for whom oral health is an identified barrier to employment; and,
- Improving oral health and overall health and well-being.

The Region of Peel partnered with WellFort and East Mississauga Community Health Centres to deliver the Smile with Confidence program. Caseworkers began assessing client eligibility in June 2016. Public Health collected data pertaining to clients' self-perceived health status, oral health related quality of life, and confidence in finding a job (i.e., job seeking self-esteem). Upon completing this assessment, clients were referred to one of the Community Health Centres where they received their dental services. Services covered

⁴ Bedos C, Levine A, Brodeur JM. How people on social assistance perceive, experience, and improve oral health. *Journal of Dental Research* 2009; 88(7):653-7

⁵ Singhal, S, The Role of Dental Treatment in Welfare-to-Work. Dissertation. University of Toronto, 2015.

SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM

through the program included diagnostic and preventive services (e.g. cleaning), as well as extractions, fillings and dentures. Client follow-up is ongoing at six and 12 months after treatment, with Public Health administering telephone surveys and Human Services collecting employability data. At follow up, the same data are collected from clients as the initial assessment in addition to program satisfaction data. Data collection is expected to be complete by December 2018.

A total of 92 Peel residents received services at a total cost of \$163,864 (approximately \$1,780 per person), with the majority of program costs funded by the Ministry of Community and Social Services. Public Health and Human Services staff time was provided in-kind for this pilot.

3. Smile with Confidence Program Preliminary Evaluation Results

As of December 2017, 92 of the 98 clients (94 per cent) referred to the pilot program completed their treatment. The remainder of clients did not initiate treatment due to personal barriers (e.g., competing priorities, social anxiety or an inability to be reached by the Community Health Centre). The evaluation will focus on the impact on clients' oral health outcomes, including perceived oral health and employability outcomes. As of February 2018, 57 clients completed the six month follow-up survey (62 per cent response rate). At six months after treatment, significant improvements in self-rated oral health and confidence were reported, and the oral health barrier to employability was removed or reduced. Key findings from the analyses are summarized below:

a) Before Treatment

Baseline characteristics

- Average client age was 46 years and 64 per cent were female;
- One in three clients had visited a dentist in the past year;
- Over half of clients reported "fair" or "poor" oral health (see Appendix II, Figure 1);
- Sixty six per cent had at least one tooth with tooth decay and 21 per cent had severe gum disease;
- Over 80 per cent of clients had poor-to-fair oral hygiene; and
- Lack of self-confidence was the most frequently reported barrier to employment (59 per cent).

b) Six Months After Treatment

i) Oral Health and oral health related quality of life outcomes

- Clients reported a significant improvement in self-rated oral health (see Appendix II, Figure 1).
- Clients showed significant improvements in oral health-related quality of life in the following areas:
 - Psychosocial impact: fewer clients were worried and self-conscious about their oral health, and more clients were happy with their appearance;
 - Behavioral impact: fewer clients reported limiting the amount or type of food they ate; and,
 - Pain and discomfort: fewer clients experienced teeth sensitivity to hot or cold.

SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM

ii) Employability Outcomes

- Clients had higher perceived confidence in finding a job (i.e., job seeking self-efficacy).
- One in four clients gained employment (25 per cent).
- Fewer clients considered the appearance of their smile or teeth as a barrier in searching, interviewing, or securing a job.
- One in five clients (21 per cent) saw an improvement in their employment barrier-level.
- Fewer clients reported lack of confidence as an employment barrier, with a decrease from 59 per cent to 41 per cent (see Appendix II, Figure 2).

iii) Oral Health Service Delivery

- Clients were satisfied with the program (91 per cent) and the quality of care received.

NEXT STEPS

1. Complete collection and analysis of six months after treatment evaluation data in 2018;
2. Complete collection and analysis of 12 months after treatment evaluation data by early 2019; and,
3. Report final pilot evaluation findings and recommendations to Council in 2019.

Staff are aware that the potential impact of a commitment to free universal dental care by one of the provincial parties, as precursor to the election, would affect any possible plans related to implementing this initiative on a broader scale.

FINANCIAL IMPLICATIONS

During the pilot, 92 Peel residents received dental treatment costing \$163,864 (approximately \$1780 per person), which was funded mainly by the Ministry of Community and Social Services. The Regional net contribution was \$6,829. This contribution does not include the in-kind staff time of Region of Peel-Public Health and Human Services for this pilot.

CONCLUSION

The preliminary results from the six month Smile with Confidence pilot program evaluation show significant improvements in self-rated oral health status, oral health related quality of life, and effectively removed or mitigated the oral health barrier to employability for eligible Ontario Works clients. The 12 month follow-up Smile with Confidence pilot program evaluation data will be collected and analyzed in 2018 and will be reported to Council in 2019.



Nancy Polsinelli, Commissioner of Health Services

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SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM



Janice Sheehy, Commissioner of Human Services



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

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Employability Categories for Clients on Ontario Works
Appendix II - Smile with Confidence Program Evaluation Data

For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, Ext. 2013.

Authored By: Varinder Singh, Acting Manager, Chronic Disease and Injury Prevention

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APPENDIX I SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM

Employability Categories for Clients on Ontario Works*

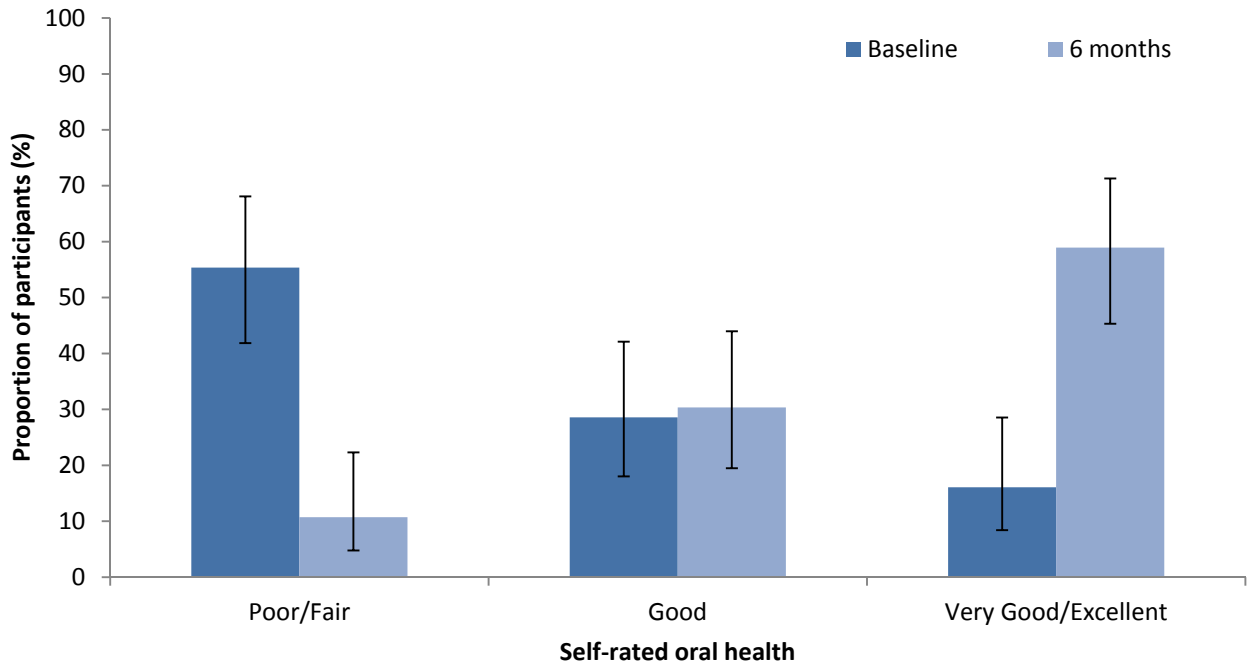
Level	Detail
One	Clients are currently deferred from employment activities as employment is not a priority or realistic goal at the present time.
Two	Clients are experiencing life and personal development challenges such as addiction, unstable housing, etc. If appropriate supports are provided client can be on the path to employment readiness.
Three	Clients have gaps in employment and may require skills upgrading, or assistance with career planning to increase employment readiness.
Four	Clients have reasonable personal stability and the necessary skills and experience employers are looking for but may lack effective job searching tools.
Five	Clients require little or no support to secure employment and will be referred to Employment Ontario to access a full range of self-directed employment services and training programs.

*Sedore K & Schaefer A. Employment Programs & Services Business Review: Final Report. Region of Peel – Human Services. May 2014.

APPENDIX II **14.1-7**
SMILE WITH CONFIDENCE PILOT ADULT DENTAL PROGRAM

Smile with Confidence Program Evaluation Data

Figure 1. Self-rated oral health at baseline and six months after treatment

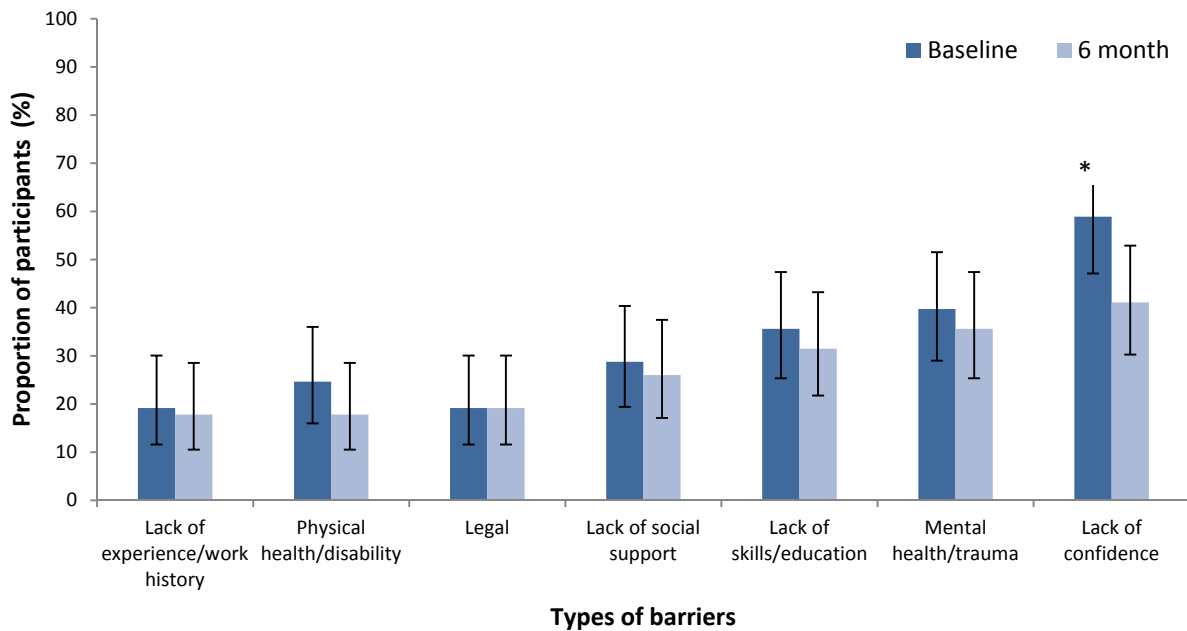


Source: Smile with Confidence, February 2018, Region of Peel (n=56)

Error bars represent 95% confidence intervals.

Note: Missing responses removed from analysis

Figure 2. Types of barriers to employment at baseline and six months after treatment



Source: Smile with Confidence, March 2018

Error bars represent 95% confidence intervals.

n=73 (those who received dental treatment and have before and after data; missing/unknown responses removed)

*Statistically significant p<0.05 (McNemar test)

For Information

DATE: April 16, 2018

REPORT TITLE: **2017 CHILDREN'S ORAL HEALTH ANNUAL REPORT**

FROM: Nancy Polsinelli, Commissioner of Health Services
Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

OBJECTIVE

To provide an update on Children's Oral Health programming in 2017.

REPORT HIGHLIGHTS

- Tooth decay continues to be one of the most common chronic diseases affecting children. In Peel, there are high proportions of low to middle income families with oral health needs who do not have dental insurance.
- On October 27, 2016, Council approved an expansion of oral health programming for children and youth (Resolution 2016-817).
- Oral health outcomes for vulnerable Peel children and youth were improved through service delivery enhancements.
- A new dental mobile bus was acquired and began providing services in April 2018. This bus will be integral to improving access to preventive dental care for children in their community.

DISCUSSION
1. Background
a) Oral Health Among Children and Youth

Tooth decay is one of the most common chronic diseases affecting children and is largely preventable. It can significantly impact a child's well-being, including nutrition and growth, self-esteem, speech, and school or childcare attendance and performance. Tooth decay is a chronic disease caused by individual behaviours and environmental factors. The challenge, as with most chronic diseases, is that there is no individual preventive measure that is completely effective on its own. Maintaining good oral health requires a combination of interventions (population, community and individual level services and programs) that work together.

At the individual level, dental screening is provided to children and youth in schools and community clinics. Children and youth identified as having an oral health preventive or treatment need are referred to available programs and services. Behavioral practices such as consumption of high sugar foods and lack of adequate oral self-care can contribute to tooth decay. Furthermore, the lack of affordable dental care and out-of-pocket costs related to dental services makes accessing oral health care prohibitive for

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many families in Peel, particularly for newcomers and low-to-middle income earners. In 2017, approximately one in three screened kindergarten students in Peel had experienced tooth decay.

At the community level, oral health promotion, such as outreach activities in collaboration with community partners (e.g., location of mobile dental clinics to reach at risk groups), and promoting good oral health practices, help decrease the risk of poor oral health outcomes among priority populations. The maintenance of good oral health is also supported at the population level through community water fluoridation. The combination of population, community and individual level services and programs are particularly important in helping to address oral health needs of vulnerable residents in Peel.

Regional Council, in its role as the Board of Health, is mandated under the Ontario Public Health Standards: Requirements for Programs, Services and Accountability to provide oral health services to children and youth aged 0 to 17 years. Public Health addresses dental health inequities in children through the use of a comprehensive approach including school and community screening, client follow-up, case management, prevention, health promotion, and policy/advocacy.

b) Provincial Oral Health Program Integration

On January 1, 2016, the Ministry of Health and Long-Term Care launched the Healthy Smiles Ontario program, integrating six provincially funded children's oral health treatment programs into one. The overall goal of this amalgamation was to provide an enrollment process that was easier for children and youth to access preventive and restorative dental services, including urgent care, based on meeting financial and/or clinical eligibility criteria.

c) Region of Peel Oral Health Reinvestment

On October 27, 2016, Council approved the recommendation to expand oral health programming for children and youth (Resolution 2016-817).

2. 2017 Oral Health Program Highlights

a) The overall goal of the children's oral health program is to improve children's oral health outcomes and reduce inequities. Public Health offers a variety of 'upstream' children's oral health services including dental screening, preventive services and client case management to help families access the Healthy Smiles Ontario program.

b) Dental Screening

Dental screening involves a quick visual check of the mouth by a Registered Dental Hygienist. There are two settings where screening takes place, in publicly funded elementary schools and alternate settings such as community clinics. Most children are identified with dental needs through school screening. Screening was provided for children in grades JK, SK and 2 in all publicly funded Peel schools and for additional grades in selected high-needs elementary schools. A strategy using local data and the Ontario Public Health Standards is used to determine the school screening intensity.

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Children screened in the community clinics were self-referred by their parents. Hours were extended in these clinics to include regular evening, weekend and walk-in appointments. This improved access and the availability of appointments in settings outside of the school environment.

In 2017:

- Approximately 88,000 dental screenings were completed;
- 16,000 children screened had at least one decayed tooth; and
- 37,000 children screened (42 per cent) needed preventive services such as teeth cleaning, dental sealants and professionally applied topical fluoride.

Parents of all identified children were notified and had the option to utilize their private insurance, pay out of pocket, or if financial assistance was needed, apply for the publicly funded Healthy Smiles Ontario program. Dental services would then be available to all children in need.

In addition to the school and clinic screening model, there was new focus on screening children younger than age four and youth in high schools.

i) Early Years Dental Screening (0-3 years)

One in three junior kindergarten children in Peel has experienced tooth decay and early identification of tooth decay is important. Recognizing this, Public Health placed greater emphasis on screening children aged 0 to 3 years. In 2017, almost 3,000 dental screenings were performed in various settings to reach this population. Children's healthy growth and development is supported by engaging their parents, care providers, and community partners in appropriate oral health care in the early stages of their child's life.

ii) Youth Dental Screening (14-17 years)

Screening youth in secondary schools is not mandated by the Ministry of Health and Long-Term Care. As opportunities to reach this population are limited, staff used a targeted approach to screen youth in schools with the greatest need. Because eligibility for the Healthy Smiles Ontario program ends at age 18 years, and there is not a publicly funded adult dental program, staff invested in screening this priority population and assisting with improving access to care. In 2017, 6,407 clients between the ages of 14 to 17 were screened primarily in schools. This represents a 76 per cent increase over 2016. In the targeted screening of these youth, 3,800 children were identified to be in need of preventive services and 850 children were identified to have tooth decay.

c) Prevention

To help reduce barriers for parents and improve access to dental services, the oral health program offers free preventive dental services. (i.e. teeth cleaning). As highlighted above, approximately 37,000 children were identified with preventive needs through the screening process and many of the families did not require financial assistance. In order to provide services to children at most risk of poor oral health

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outcomes, staff used local data and evidence to target high need areas. In 2017, there was a 60 per cent increase in preventive services provided by Public Health staff: 7,322 children compared to 4,589 children in the previous year. Children received services in their schools and various community agencies through portable and mobile clinics, and the Region's two dental clinics.

Region of Peel Public Health has operated a mobile dental bus since 2006. In September 2017, the seasonally operated, single dental chair bus was retired and a new all-season bus was purchased from another Ontario public health unit at a reduced cost. The bus meets the requirements of the *Accessibility for Ontarians with Disabilities Act*, has two dental chairs, and can provide preventive services 12 months of the year. This increase in capacity will help meet the needs of clients in their own neighbourhoods. The bus began providing services in April 2018.

d) Client Case Management

Providing client case management through supporting enrollment and utilization of the Healthy Smiles Ontario program is a requirement of the Ontario Public Health Standards. This oral health navigation role involves extensive client interactions to provide enrollment assistance and to help clients access the services available in the program.

To increase Healthy Smiles Ontario program enrollment, the oral health program leveraged internal partnerships, including the Family Health division of Public Health, Regional departmental partners such as Human Services, and external agencies such as the "We Welcome the World" Peel District School Board settlement organization for new immigrants to Peel.

CONCLUSION

In 2017, the oral health program improved oral health outcomes for vulnerable Peel children and youth. These improvements were achieved through increased screening and follow-up of priority populations, including client navigation, increased delivery of preventive dental services, expanded hours and walk-in appointment availability, and a new focus on the pre-school and youth populations. In addition, capital funds were used to replace the aging dental mobile bus with a newer and larger bus that became available for service delivery in April 2018.



Nancy Polsinelli, Commissioner of Health Services



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

14.2-5
2017 CHILDREN'S ORAL HEALTH ANNUAL REPORT

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, Ext. 2013 or via email at Paul.Sharma@peelregion.ca.

Authored By: Varinder Singh, Acting Manager, Chronic Disease and Injury Prevention

For Information

DATE: April 16, 2018

REPORT TITLE: **UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION**

FROM: Nancy Polsinelli, Commissioner of Health Services

OBJECTIVE

To provide an update on the Region of Peel's planning to support Peel's growing aging population.

REPORT HIGHLIGHTS

- Seniors continue to be the fastest growing age group in Peel and across Canada, creating increasing pressures on health and human services and the seniors sector broadly.
- Over the past several years, all orders of government have been planning for the growing aging population with a common goal of supporting seniors to age in place, and at all stages of life.
- The Aging Population Steering Committee of Council was established in 2013 to help guide decision making within the roles that the Region plays. The final report of the Committee included a policy framework which outlined 26 recommendations regarding future delivery of Regional programs and services that are consistent with the Region's responsibilities as an upper-tier municipality.
- Since the last update in 2016, there continues to be progress in preparedness planning across the seniors sector. The Region has successfully implemented a number of recommendations and continues to advance the seniors policy framework (Appendix I). These efforts continue to be in alignment with directions of other levels of government to support the aging population.
- An examination of the current health status of seniors and reviews of the latest and best evidence will be conducted in the next phase of the Region's preparedness planning for the aging population.

DISCUSSION
1. Background

Seniors (individuals aged 65 and older) continue to be the fastest growing age group in Peel and across Canada. The 2016 Census from Statistics Canada reported that for the first time in Canadian history, Canada's seniors outnumbered children under fifteen, representing 16.9 per cent and 16.5 per cent of the population respectively. In Ontario, the increasing proportion of seniors is a trend that is expected to continue. By 2041, it is projected that 25 per cent of Ontario's population will be 65 years or older, almost doubling from 3 million seniors in 2016 to 4.6 million seniors. For Peel, it is estimated that by 2041, the number of

UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

seniors will increase by 134 per cent from 177,000 (2016) to 415,000. By that time, one in five Peel residents will be a senior citizen.

The rapid rise and growth of the aging population creates increasing pressures across the seniors' services sector, including all levels of government. As depicted in the system map of government-funded services included as Appendix II, each order of government plays a distinct role in the system and has diverse legislative responsibilities and accountabilities.

Over the past several years, all orders of government have engaged in preparedness planning to support seniors. Most recently, the provincial government released a renewed action plan in 2017, "Aging with Confidence: Seniors Action Plan" that builds upon the 2013 plan designed to meet the needs of an aging population and support seniors at all stages of life.

In 2015, the Mississauga Halton and Central West Local Health Integration Networks (LHIN) completed capacity plans to inform local planning. These capacity plans set forth a number of recommendations that are in alignment with current Regional directions including enhancing housing options for seniors, stimulating innovative seniors housing developments (community hubs and specialized dementia friendly units), enhancing options for community care, and filling current gaps in the system not being met by other private and non-profit partners serving senior residents of Peel.

a) Region of Peel Preparedness Plan

Recognizing the potential impact on Regional services and Peel residents, Regional Council identified preparedness planning for the aging population as a priority for the 2010-2014 term of council. Further, preliminary financial projections identified that it would not be sustainable to serve the same proportion of seniors through its current mix of programs and services. In response, Regional Council created the Aging Population Steering Committee with a mandate to assess and determine the appropriate roles and service levels that the Region of Peel could prioritize to support the growing aging population. The goal was for Peel to be an age-friendly community where seniors have access to supports that enable them to age safely and with dignity, and maximize their quality of life.

Recognizing the complexity of the system, and the Region's limited policy levers, the planning process was guided by three principles that account for the Region's distinct role:

1. Collaborate and partner with other levels of government, as well as the private and non-profit sectors to reduce duplication and to enhance knowledge transfer and exchange;
2. Be fiscally responsible and ensure the long term sustainability of government programs by making decisions based on the best available evidence and the principles of the Long Term Financial Planning Strategy; and,
3. Serve the public good by addressing gaps and inequities to support vulnerable populations.

To inform recommendations for the roles and service levels, the Committee reviewed the best available evidence and consulted industry experts and relevant stakeholders. In

UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

keeping with the guiding principles, the evidence was considered within the context of the roles of the Region in relation to other local system stakeholders to reduce duplication and maintain consistency with the Region's long term financial planning strategy. The outcome of this process was a policy framework to guide the Region's planning, including 26 recommendations that ranged from reviewing the Region's current services to enhancing the services it delivers. Copies of the final report are available in the Office of the Regional Clerk.

As outlined in Appendix I, the recommendations are categorized under four overarching roles that fall within the scope of the Region's responsibilities as an upper-tier municipal government:

1. Set strategic direction and establish policy positions for community-wide issues (Regional Official Plan, Housing Service System Manager);
2. Deliver high quality, sustainable services for seniors that are regularly reviewed to reduce duplication, identify efficiencies and ensure outcomes are achieved (Long Term Care provider, Paramedic services, Public Health programming);
3. Be a catalyst for community capacity building; and
4. Advocate on behalf of the Peel community.

2. Findings

a) Update on Provincial Policy Context

Since the last update to Council in 2016, directions and discussions occurring at other levels of government continue to build on and affirm the directions of the Region in response to aging preparedness.

Provincially, directions from the Ministry of Health and Long-Term Care and the Ministry of Housing demonstrate a commitment to invest in ways that will reduce system burdens, improve access to equitable and consistent health care, improve access to housing, and support seniors to age in place.

As foundational legislation to health care reform, the *Patients First Act (2016)* enacted structural and functional reforms to Ontario's health system and intended to improve the patient experience through better access to service and more integrated care. Changes included an expanded role for the Local Health Integration Networks (LHINs) in health system planning, funding and oversight. Since the Act was passed in December 2016, the province has also moved forward with a number of actions that build on the commitments from *Patients First* to achieve high quality, integrated supports and services that meet the health needs of seniors at all stages. Key examples include:

- The creation of the first standalone provincial Ministry of Seniors Affairs in 2017 with a mandate to help improve the quality of life of Ontario seniors and support public education efforts for and about older Ontarians.
- Commitment to a comprehensive dementia strategy, including \$101 million over three years to support dementia friendly initiatives in the community and long term care homes.

UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

- A new action plan, *Aging with Confidence: Seniors Action Plan*, released in November 2017, which builds on the Province's 2013 plan. The new plan focuses on supporting seniors to live independent, healthy and active, safe and socially connected lives at every stage of their life. The plan includes a commitment to new long term care beds (5000 beds by 2022, and more than 30,000 over the next ten years) and additional hours of care for long term care residents. Further details on this announcement are included in the accompanying report, dated April 26, 2018, titled "New Long Term Care Bed Capacity in Peel".
- Additional investments announced as part of the 2018 pre-election budget, include \$300 million over three years in new funding to increase hours of care per resident in long term care homes, an additional investment of \$650 million over three years in home and community care services such as personal support workers and caregiver respite, and a new Seniors Healthy Home Program starting in 2019-2020 that would provide over \$1 billion over three years to help seniors with the costs of maintaining their homes.
- The provincial Supportive Housing Framework was released in spring 2017 and identified a commitment to serve high risk seniors while addressing unmet demand, streamlining and coordinating services, and focusing on outcome-focused performance measures.

b) Update on Regional Efforts

While demands continue to grow throughout the entire sector, and at all orders of government, the Region has achieved progress with planning for the aging population. Key updates on the Regional priorities are included as Appendix I. Some key successes include:

- **Age-friendly planning:** The resolution of Regional Official Plan Amendment (ROPA) 27, passed in early 2017, includes age-friendly built environment principles. Healthy and age-friendly built environment continues to be an area of focus for the Region as a current Term of Council priority.
- **Accessible and appropriate housing options for seniors:** Recommendations to support housing options for seniors continue to evolve and will be addressed through the Region's work to update the Peel Housing and Homelessness Plan.
- **Innovative and dementia friendly Long Term Care:** The redevelopment of Peel Manor into a Seniors Health and Wellness Village with other health and social services for seniors continues to move forward. The Region also continues the transition towards person-centred care models in our five long term care homes through the DementiAbility Montessori Approach and the Butterfly Care Model.
- **Paramedic Services that meet the evolving needs of seniors:** Recent amendments to the *Ambulance Act* will allow new models of care for paramedics to move forward, including alternate pathways and treat and release protocols. As a result, staff continue to explore the Region's role in Community Paramedicine.

UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

- **Public Health programs:** Staff continue to work collaboratively with the local municipalities and the LHINs to implement age-friendly planning and fall prevention programs. The Province now funds the shingles vaccine for seniors aged 65-70.
- **Advocacy and strategic partnerships:** Since the policy framework was approved in 2014, Council has also endorsed a number of additional advocacy positions related to supports for seniors. Staff continue to advance these positions which aim to address funding inequities and requirements to support the complex care needs of seniors both in the community and in the Region's long term care homes.

As highlighted in Appendix I, in consideration of growing resource demands, staff are continually considering funding opportunities, advocacy, and efficiencies that can be realized through ongoing reviews including opportunities to work across the sector to offset these demands. Additional reports will be coming in the near future and will offer more details on specific initiatives stemming from this work including an update on the Butterfly Care Model Pilot, Seniors Dental, Community Paramedicine, and the Project Lifesaver Evaluation.

In the upcoming years, the Region will have new opportunities to make lasting impacts on the lives of the growing number of seniors and families in Peel. To this end, staff will examine the current health status of seniors, conduct rigorous reviews of the latest and best evidence available, reaffirm the Region's role based on current context, and refresh a course of action to serve the seniors of Peel now and well into the future.

CONCLUSION

The changing policy context over the past years continues to demonstrate provincial commitment to supporting seniors to live healthy and engaged lives, and provides an opportunity to expand on the progress with Council-endorsed policy and program decisions. Staff will continue to focus on working with system partners to ensure services are available to promote the health and wellbeing of seniors in the community, while also realizing service efficiencies to address growing demands.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

APPENDICES

Appendix I – APSC Updates – March 16, 2018

Appendix II – An Overview of Government-funded Services for Seniors – A Regional Perspective

For further information regarding this report, please contact Dawn Langtry, Director, ext. 4138, dawn.langtry@peelregion.ca.

Authored By: Nicole Britten and Kassandra Masley, Strategic Policy & Projects

APPENDIX I

UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

Final Recommendations from the Aging Population Term of Council Priority Steering Committee and Key Status Updates

Role 1: Set strategic direction and establish policy positions for community wide issues (Regional Official Plan, Housing Service System Manager)		
Theme	Recommendation(s)	Status
Age-friendly Planning	<ol style="list-style-type: none"> 1. Amend the Regional Official Plan to incorporate the use of age-friendly principles and the Healthy Development Index to complement existing municipal and Regional design guidelines for land use and buildings, as well as responsibilities outlined in the <i>Accessibility for Ontarians with Disabilities Act</i>. 	<ul style="list-style-type: none"> • Regional Official Plan Amendment (ROPA) 27 includes built environment and age-friendly planning principles and was adopted by Council in February 2017. • Continues to be an area of focus as, “Promote Healthy and Age-Friendly Built Environments” was identified as a term of council priority for 2014-2018.
Accessible and appropriate housing options for seniors	<ol style="list-style-type: none"> 2. Develop local rules to enhance options for seniors related to living arrangements and access to housing, such as: <ul style="list-style-type: none"> • Allowing single seniors requiring subsidy to cohabitate in multi-room units; and • Investigating the potential to establish priorities for the Centralized Wait List and new development to meet current and future demand from the aging population 3. Identify ways to stimulate innovative seniors housing developments among private sector partners and identify opportunities where governments can streamline building approval processes. 4. Work with the Local Health Integration Networks (LHINs) and Community Care Access Centres (CCACs) serving Peel to facilitate the effective roll-out of provincial policy changes related to the control of access to supportive housing services in Peel. 5. Strengthen partnerships with the LHINs to explore funding options and facilitate the provision of space for public, private or non-profit partners to deliver services to seniors, such as supportive housing. 	<ul style="list-style-type: none"> • Regional staff are exploring different housing models and partnering with the private sector and key partners to determine housing options. • With Regional Council approval of the updated Peel Housing and Homelessness Plan on April 5, 2018, the emphasis on the Centralized Wait List and determining eligibility will move to transforming service access. Further, evidence and best practices will be reviewed to maximize existing stock including home-sharing, co-housing and creating additional second units in Peel designs. As part of that review, subsidy implications will be determined. • Findings from the Supportive Housing Action Plan report continue to be explored through the Supportive Housing Roundtable.

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Appendix I
Update on the Region of Peel’s Preparedness Planning for the Aging Population

	<p>6. Assess the potential for the Region of Peel to provide rent supplements in existing private and non-profit retirement homes.</p> <p>7. Explore opportunities to support the Peel Elder Abuse Prevention Network (PEAPN) to establish the “Safe Housing Project” for victims of elder abuse</p>	
	<p>8. Use the governance model work related to Peel’s Housing and Homelessness Plan to review and determine the future role of the Housing for Older Adults in Peel (HOAP) Working Group.</p>	<ul style="list-style-type: none"> The Safe Housing Project was approved by Regional Council for one year, with a \$10K grant from the Ontario Trillium Foundation. Funding ceased in April 2017.
	<p>9. Explore opportunities to align application and assessment processes for the Peel Renovates program with other government services that conduct comprehensive assessments of clients to facilitate information sharing, improve client service and help ensure holistic assessments are completed.</p>	<ul style="list-style-type: none"> Staff are currently exploring opportunities to integrate the Peel Renovates assessment process with health system partners. Program will be reviewed in 2018.
<p>Role 2: Deliver high quality, sustainable services for seniors that are regularly reviewed to reduce duplication, identify efficiencies and ensure outcomes are achieved (Long Term Care provider, Paramedic Services, Public Health programming)</p>		
Theme	Recommendation	Status
Innovative and dementia-friendly Long Term Care	<p>10. Maintain the Region’s investment and a role in long term care to ensure no reduction in services, while exploring public and private partnership opportunities to maximize the use of existing infrastructure and resources.</p> <p>11. Maximize the use of Regional long term care homes to serve as community hubs and explore partnerships with public, private and non-profit providers to deliver services to both long term care residents and seniors living in the surrounding community.</p> <p>12. Deliver long term care services that include a focus on specialty areas that meet the needs of seniors in Peel and fill gaps in the system not being met by private or non-profit partners (e.g. behavioural supports, respite</p>	<ul style="list-style-type: none"> Staff continue to strengthen staff education and training, and facilitating evidence-based practice. Plans to redevelop the Peel Manor Long Term Care home to serve as a health and wellness village are underway. A feasibility report is planned for 2018. Peel Long Term Care continues to improve the use of its specialized services which focus on helping care for residents with behavioural and psychological symptoms of dementia. Two neuro-behavioural nurse practitioners were hired last year to enhance specialized clinical supports. The dementia-friendly Butterfly Care Model is currently being piloted in a unit of Malton Village

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	care, etc.).	providing specialized supports to residents with a focus on person-centred care.
	13. Keep the marker in the 10-year capital plan to continue to collect Development Charges for the expansion of long term care services to provide flexibility for future Councils.	<ul style="list-style-type: none"> • Marker remains in the 10-year capital plan. Council is given a reminder of this action during budget deliberations each year.
Seniors support in the community	14. Enhance and expand the Region’s existing Community Support Services for seniors, subject to the availability of provincial funding. 15. Explore the potential to expand the delivery of community support services out of other locations, including other Regional buildings and building owned or operated by municipal, private sector or community partners.	<ul style="list-style-type: none"> • Regional staff are exploring partnerships and funding opportunities with system partners (e.g. Change Foundation) and the private sector, as well as other models to provide coordinated community care (e.g. PACE pilot). • Additional permanent base funding was approved by Council in February 2017 and has allowed for enhanced services.
Paramedic Services that meet the evolving needs of seniors	16. Through the planned review of the Community Referral by Emergency Medical Services (CREMS) program, explore the potential to: <ul style="list-style-type: none"> • Implement the Paramedics Assessing Elders at Risk of Independence Loss (PERIL) tool to identify seniors most at-risk; and • Strengthen partnerships with police services and community partners to identify and support potential victims of elder abuse. 17. Work collaboratively with the Sunnybrook Centre for Pre-hospital Medicine to research the potential benefit of developing treat and release/refer protocols that can help reduce unnecessary transports to area hospitals and provide seniors with faster access to the care and services they need. 18. Work collaboratively with health system partners to increase public awareness and understanding of the 911 system to improve health system functioning and client satisfaction.	<ul style="list-style-type: none"> • The Region continues to explore and evaluate the role of paramedics in relation to recent changes to the policy context: <ul style="list-style-type: none"> ○ The Ambulance Act has been amended to allow for future flexibility with the delivery of care. The Region is exploring community paramedicine programs. ○ The Patients First Act resulted in structural changes of the LHINs assuming the roles of the Community Care and Access Centres. This will result in the review of the CREMS program.
Public Health programs	19. Work collaboratively with the Local Health Integration Networks (LHINs) to identify ways to support LHIN-	<ul style="list-style-type: none"> • The Mississauga Halton LHIN Exercise and Fall

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Update on the Region of Peel’s Preparedness Planning for the Aging Population**

	wide initiatives and other programs related to falls prevention and substance misuse prevention more broadly.	Prevention Collaborative developed a fall prevention strategy in 2016 which is being operationalized.
	20. Increase accessibility and enhance the promotion of the shingles vaccine among seniors in Peel.	<ul style="list-style-type: none"> • The Province now funds the vaccine for seniors aged 65+
	21. Work collaboratively with local municipalities and other organizations to promote healthy and active lifestyles.	<ul style="list-style-type: none"> • Collaborative work with the local municipalities is ongoing. This includes the implementation of age-friendly planning (Recommendation 1) under the current ToCP to Promote Healthy and Age-Friendly Built Environments.
Evaluation of non-mandated programs	<p>22. Conduct an evaluation of the following non-mandated programs, in collaboration with key partners, to determine if program outcomes are being achieved and to identify the appropriate role for the Region of Peel:</p> <ul style="list-style-type: none"> ▪ Seniors Dental Program ▪ Project Lifesaver Peel ▪ 211 Information and Referral Services 	<ul style="list-style-type: none"> • Evaluation of Seniors Dental program demonstrated the program is achieving its intended objectives. The Region will continue to look for opportunities to enhance access, services, partnerships and ongoing evaluation. • Evaluation of Project Lifesaver is complete and findings will be presented to Council in 2018. • Region of Peel 211 Information and Referral Service delivery transitioned to 211 Central (Findhelp Information Services) to ensure continued service for Peel residents in a cost effective and efficient manner.
Role 3: Be a catalyst for community capacity building		
Theme	Recommendation	Status
Capacity building	23. Research the feasibility of different models that the Region could adopt to build capacity among community agencies providing programs or services to seniors.	<ul style="list-style-type: none"> • Preliminary research is complete. The Region is continuing to explore ways to further build capacity through other initiatives, such as Regional efforts related to community hubs.
Volunteer and Social Enterprise	24. Continue to support and collaborate with existing organizations, such as Volunteer Mississauga/ Brampton/ Caledon, to promote and support volunteering and social enterprise opportunities among the seniors population. This could include	<ul style="list-style-type: none"> • Regional staff collaborate with key partners on an ongoing basis to facilitate volunteer and social enterprise opportunities. • Volunteers in the Regional Long Term Care Homes contributed over 32,000 hours in 2017.

Appendix I
Update on the Region of Peel’s Preparedness Planning for the Aging Population

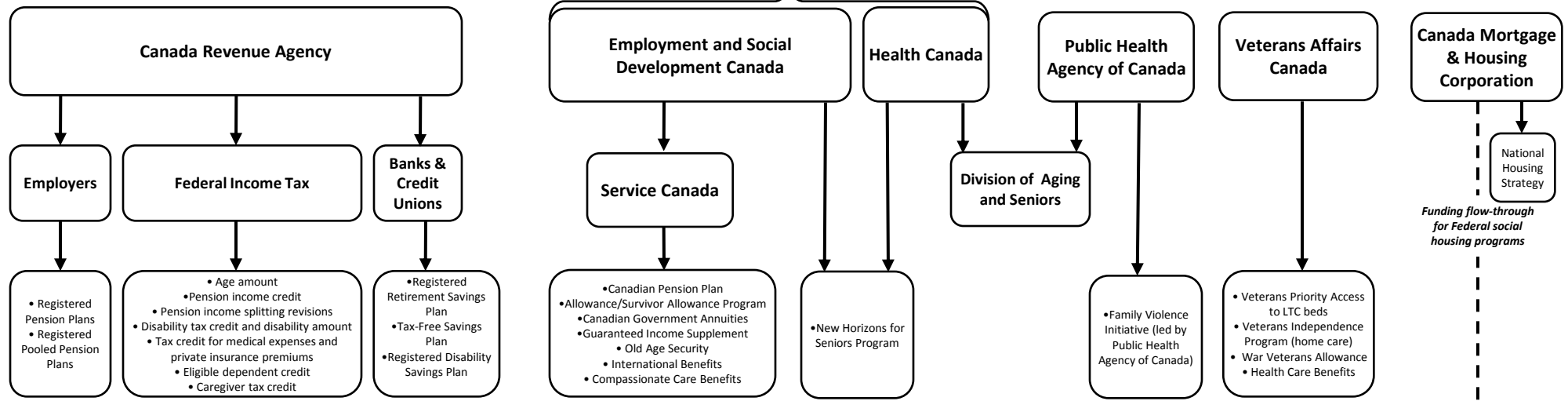
	developing opportunities through Regional programs and services.	<ul style="list-style-type: none"> Ontario Early Years Centre staff are encouraging the participation of grandparents in their programming.
Role 4: Advocate on behalf of the Peel community		
Theme	Recommendation	Status
Advocacy and Strategic Partnership	<p>25. Together with key partners and associations, demonstrate to the Province the need for a specific strategy for seniors through its Mental Health and Addictions Strategy.</p> <p>26. In cooperation with other impacted stakeholders, work with the Ministry of Health and Long-Term Care to address funding inequities experienced by municipal long term care providers compared to private operators, through provincial legislation and the interest arbitration process.</p>	<ul style="list-style-type: none"> Since the 2014 report, advocacy to support seniors has continued to evolve with a number of additional positions being endorsed to Council. These include: <ul style="list-style-type: none"> Funding inequities and integration in the Home and Community Care Sector Mental health and addictions funding and system integration Peel Manor Funding Long term care support/ specialized units (Dementia/ responsive behaviours) Staff continue to advance all seniors positions as appropriate. Key advocacy actions include: submissions to inform the Province in the development of Ontario’s Dementia Strategy, Patients First Act, 2018 Pre-Budget Submission, Seniors Action Plan, and advocacy for provincial support of the Peel Manor redevelopment project.

Overview of Government-funded Services for Seniors – A Region of Peel Perspective

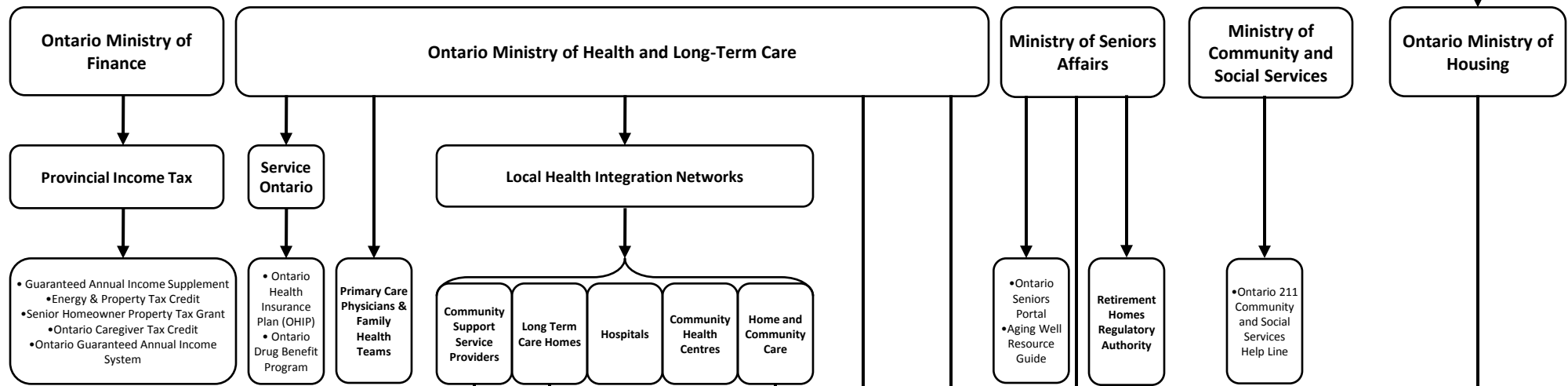
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APPENDIX II UPDATE ON THE REGION OF PEEL'S PREPAREDNESS PLANNING FOR THE AGING POPULATION

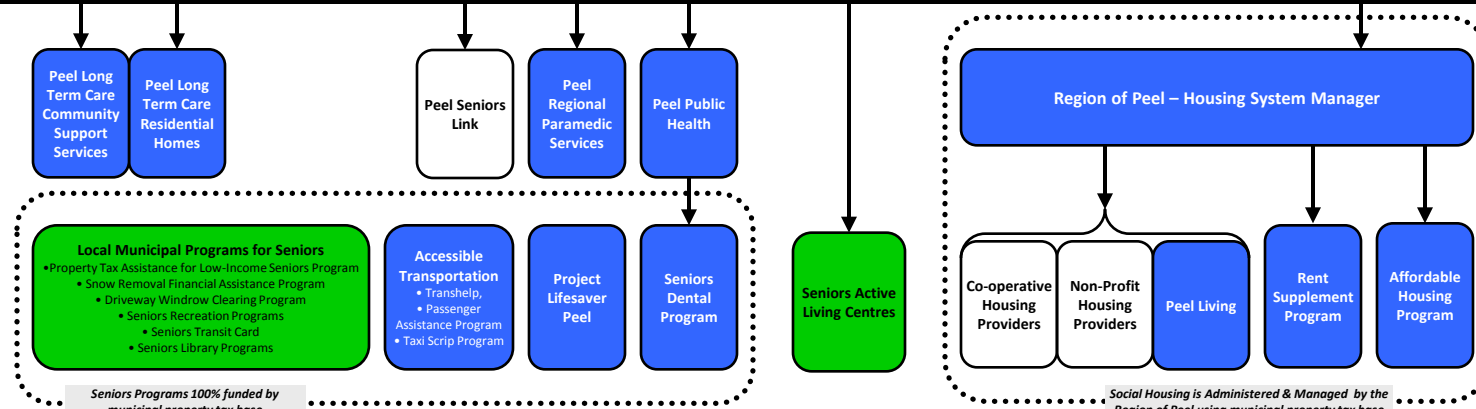
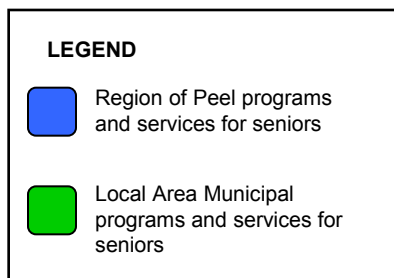
FEDERAL GOVERNMENT



PROVINCIAL GOVERNMENT



LOCAL GOVERNMENT



DATE: April 16, 2018

REPORT TITLE: **NEW LONG TERM CARE BED CAPACITY IN PEEL**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the Region of Peel write a letter of support to the Ministry of Health and Long-Term Care, endorsing applications for new Long Term Care beds within the Mississauga Halton and Central West Local Health Integration Networks, as part of Aging with Confidence: Ontario's Action Plan for Seniors.

REPORT HIGHLIGHTS

- On February 12, 2018, the Ministry announced a Call for Applications to apply for 5,000 new long term care beds by 2022, as part of Aging with Confidence: Ontario's Action Plan for Seniors.
- This is part of a larger commitment to enhance long term care bed capacity by over 30,000 new beds over the next decade.
- As part of their role in local system planning and health service delivery, the Mississauga Halton and Central West Local Health Integration Networks are seeking Regional support for organizations within Mississauga, Brampton, and Caledon that have applied for new long term care beds.
- The Region of Peel has not submitted an independent application at this time. Staff are currently reviewing programs and resources to ensure an appropriate mix of services to support the growing senior's population and to confirm our senior's mandate outlined in the "Update on Region of Peel's Preparedness Planning for the Aging Population" report dated April 26, 2018.

DISCUSSION

1. Background

The Region of Peel operates five long term care centers across Mississauga, Brampton and Caledon. Sheridan Villa, Malton Village, Peel Manor, Tall Pines and the Vera M. Davis Centre offer a combined total of 703 beds, which accounts for 17 per cent of the total number of long term care beds in Peel. Funding for the Region's long term care homes is shared between the Ministry (43 per cent), the Region of Peel (39 per cent) and resident accommodation fees (18 per cent), as annually determined by the province.

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NEW LONG TERM CARE BED CAPACITY IN PEEL

In 2014, Regional Council endorsed recommendations to maintain the Region's investment in long term care to ensure no reduction in services, as outlined in the report "Update on the Region of Peel's Preparedness Planning for the Aging Population" dated April 26, 2018. Staff are currently reviewing programs and resources to ensure an appropriate mix of services to support the growing senior's population and to confirm our seniors' mandate. Ongoing partnerships and advocacy through the Mississauga Halton and Central West Local Health Integration Networks (LHIN) strengthens the Region's ability to improve the lives of residents with the most complex needs while also supporting system-level planning and capacity-building for the long term care sector.

a) Aging with Confidence: Open Call for Long Term Care Beds

In 2017, the provincial government announced Aging with Confidence: Ontario's Action Plan for Seniors ("Aging with Confidence"), a renewed action plan demonstrating continued efforts to support seniors at every stage of their lives. The plan announced significant investments to the long term care sector, to ensure the continued effectiveness and sustainability of long term care services across the province, including:

- Creating 30,000 new long term care beds over the next 10 years – adding 5,000 new beds by 2022;
- Investing in more staffing and supports in long term care to reach an average of four hours of direct care per resident per day;
- Promoting innovation in long term care by the introduction of new technologies to all long term care homes to help create a modernized and efficient system;
- Providing greater access to culturally appropriate services and in-home supports; and,
- Reaffirming the government's commitment to modernize 30,000 long term care beds through redevelopment.

The goal of the new long term care beds is to assist in reducing wait times for those in crisis and those within hospital who are ready to be discharged to long term care, provide more services for cultural needs, and expand access in areas of the province that will experience the most growth in their seniors population. Between February 12 and March 2, 2018, the Ministry accepted applications from interested health service providers to apply for the first round of new beds (5,000 beds to be open by 2022).

2. Findings

As part of their role in local system planning and health service delivery, the Mississauga Halton and Central West LHIN have submitted applications for additional long term care bed capacity and are seeking Regional support. Given this is the first opportunity from the Ministry to apply for licensed beds, a shift from the traditional focus on home and community care to reduce system burdens and delay the need for long term care, the Region of Peel has not submitted an independent application at this time.

a) Long Term Care Bed Capacity in the Mississauga Halton and Central West LHIN

Demand for long term care home placement within Mississauga Halton and Central West LHIN is significantly higher than the provincial average (refer to table 1). In

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NEW LONG TERM CARE BED CAPACITY IN PEEL

comparison to the provincial average, the Mississauga Halton LHIN has 25 per cent fewer beds per individual 65 years and over and the Central West LHIN has 12 per cent fewer beds per individual 65 years and over. Community capacity studies conducted in 2015 forecasted that by 2025, the Mississauga Halton LHIN would require a 55 per cent increase in licensed beds and the Central West LHIN would require a 72 per cent increase in licensed beds to meet the anticipated demand for long term care services.

Table 1: Mississauga Halton and Central West Long Term Care Bed Projections

	Total # of Licensed LTC Homes (2017)	Total # of Licensed LTC Beds (2017)	Total # of Days Waiting for a Licensed LTC Bed (2017)	% Increase of Licensed LTC Beds Required by 2025
Mississauga Halton LHIN	27 homes	4,142 beds	760 days	55 per cent
Central West LHIN	23 homes	3,285 beds	865 days	72 per cent
Ontario	625 homes	78,094 beds	133 days	N/A

Access to the right level of care at the right time is an important measure of health system performance. To offset the growing demands for long term care beds, community-based services, such as supports for daily living, adult day programs and resources for informal caregivers, are essential for high-needs individuals to live safely within the community.

b) Potential for Additional Long Term Care Beds in Peel

The changing policy context to enhance and ensure the sustainability of the long term care sector demonstrates provincial commitments to support seniors who can no longer live independently. In keeping with the LHINs' critical role in local system planning and health service delivery, the Mississauga Halton and Central West LHIN are working with local organizations to support their applications for additional long term care beds. The potential implication of these beds will be to provide greater access for individuals and their families who are currently waiting for long term care placement and increase capacity to serve individuals requiring long term care supports in the future. As Mississauga, Brampton and Caledon are located within the Mississauga Halton and Central West LHIN's service areas, Peel residents will benefit from these additional supports. To better inform the allocation of potential new licensed beds, both LHINs have shared local data with the Ministry to identify high needs areas, based on seniors growth, service utilization, socio-cultural and clinical needs. In addition, the LHINs will be consulted during the Ministry's approval process.

3. Proposed Direction

Aligned with system-level planning and capacity-building for the long term care sector, it is recommended that the Regional Chair, on behalf of Council, write a letter of support to the Ministry's Long Term Care Home Renewal Branch to support organizations within Mississauga, Brampton and Caledon who have applied for new Long Term Care beds within the Mississauga Halton and Central West Local Health Integration Networks, as part of Aging with Confidence: Ontario's Action Plan for Seniors. The addition of new beds will

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NEW LONG TERM CARE BED CAPACITY IN PEEL

support individuals and their families in high-needs areas access long term care supports within both the Mississauga Halton and Central West LHIN's communities.

CONCLUSION

In partnership with the Local Health Integration Networks, the Region of Peel plays an integral role in the municipal delivery of long term care services. System-level planning for the aging population with the Mississauga Halton and Central West LHIN's will strengthen the overall capacity of the long term care sector and contribute towards the Region's ability to provide person-centred care for residents now and well into the future.



Nancy Polsinelli, Commissioner of Health Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Cathy Granger, Director, Long Term Care at Cathy.Granger@peelregion.ca.

Authored By: Khanh Dang, Long Term Care

RECEIVED
February 21, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: Irene Ostrowski <IOstrowski@amo.on.ca>

Date: February 21, 2018 at 10:24:09 AM EST

To: "Blair Lancaster (Burlington)" <blair.lancaster@burlington.ca>, "Cathy Downer (Guelph)" <cathy.downer@guelph.ca>, "Dean Lett (Ottawa)" <dean.lett@ottawa.ca>, "dhumphreys@advantageontario.ca" <dhumphreys@advantageontario.ca>, "Jane Sinclair (Simcoe)" <Jane.Sinclair@simcoe.ca>, "Kevin Queen (Kenora District Homes)" <Kevin.Queen@kenoradistricthomes.ca>, Leslie Muñoz <LMunoz@amo.on.ca>, "Lou Turco (Sault Ste. Marie)" <l.turco@cityssm.on.ca>, "Lynne Johnson (County of Grey)" <lynne.johnson@grey.ca>, Michael Jacek <MJacek@amo.on.ca>, Monika Turner <MTurner@amo.on.ca>, "Polsinelli, Nancy" <nancy.polsinelli@peelregion.ca>, "Pat Kemp (Havelock-Belmont-Methuen)" <pkemp@hbmtp.ca>, "Paul Grenier (Niagara Region)" <paul.grenier@niagararegion.ca>, "Rebecca Johnson (City of Thunder Bay)" <rjohnson@thunderbay.ca>, "Rebecca MacKay (rebecca.mackay@burlington.ca)" <rebecca.mackay@burlington.ca>, "Ronald Holman (Rideau Lakes)" <rholman@ripnet.com>, "Virginia Ridley (London)" <vridley@london.ca>

Subject: Seniors' Services

Hello Members of AMO's Age-Friendly Communities and Long-Term Care Task Force,

Please find attached a letter that was sent to Premier Wynne and Ministers Damerla and Hoskins on Thursday 15 February 2018 regarding Seniors' Services.

Thank you,

Irene

Irene Ostrowski
Administrative Assistant – Policy
Association of Municipalities of Ontario
801 – 200 University Avenue
Toronto, Ontario M5H 3C6
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Toll Free: 1-877-426-6527
Fax: 416-971-6191
E-mail: iostrowski@amo.on.ca

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Sent by e-mail: premier@ontario.ca
dipika.damerla@ontario.ca
Eric.Hoskins@ontario.ca

February 15, 2018

The Honourable Kathleen Wynne
Premier of Ontario
Legislative Building, Queen's Park
Toronto, Ontario M7A 1A1

The Honourable Dipika Damerla
Minister of Seniors Affairs
Frost Building South, 6th Floor
7 Queen's Park Crescent
Toronto, Ontario M7A 1Y7

The Honourable Dr. Eric Hoskins
Minister of Health and Long-Term Care
80 Grosvenor Street
10th Floor, Hepburn Block
Toronto, Ontario M7A 2C4

Dear Premier Wynne and Ministers Damerla and Hoskins:

On behalf of the Association of Municipalities of Ontario, I would like to commend your government on the commitments made through the *Aging with Confidence: Ontario's Action Plan for Seniors*. It is most welcome news to see new government investments in seniors' services and planning initiatives. This is most critical as the population ages. I would say, however, that we were somewhat surprised that AMO was not substantively involved in the policy development discussions through our government-to-government table or other consultation forums.

As you are aware, municipal governments are co-funders, employers and deliverers of long-term care and seniors services so we have a significant interest in the outcome. Municipal governments are at the forefront of developing and implementing plans to become responsive age-friendly communities. Increasingly, local residents are looking to municipal councils to represent their community interests to the Province and institutions, such as LHINs and hospitals, regarding long-term care, healthcare and other senior's services.

Given the municipal interest in the vitality and sustainability of long-term care and seniors services in Ontario's communities, AMO has an Age-Friendly Communities and Long-Term Care Task Force to consider policy issues. As you may be aware, AMO developed a policy

discussion paper called *Strengthening Age-Friendly Communities and Seniors' Services for 21st Century Ontario*. For ease of reference, it is found on the AMO [website](#). We are still awaiting a provincial response to the recommendations since we circulated the paper in 2016 to your respective ministries.

Included with this letter in Appendix A, is our association's analysis of our recommendations compared with provincial action over the past year, including the commitments made through the action plan. As you will see, the recommendations span a wide range of policy areas from long-term care to community planning, transportation, community hubs, and supportive and affordable housing. The underlying theme is that improving outcomes for seniors needs to involve a 'whole of government' approach. This is clearly evident also in *Aging With Confidence* so it appears we are on the same page on this. Our hope is that our analysis will serve as a springboard for discussion.

In addition, AMO provided a submission to the recent provincial consultation on long-term care of which we would also like consideration. In it, AMO asserted that the way in which seniors services are planned and delivered needs to change significantly to meet the needs of aging Ontarians both today and tomorrow. Collectively developing an overarching vision for long-term care and other services that assist seniors to age in place in communities is an essential first step.

Municipal governments are well placed to provide advice and identify municipal implications yet we feel that formal mechanisms for our involvement is lacking on long-term care and seniors issues, including healthcare. Conversations are needed to determine the best way to do this and move forward on shared provincial-municipal interests for the benefit of aging Ontarians. This can happen at the staff level, through our task force but should also include discussion through the political MOU table.

I look forward to conversations about our advice to the government, as well as our involvement, as planning moves forward.

Sincerely,



Lynn Dollin
AMO President

cc: The Honourable Bill Mauro, Minister of Municipal Affairs
The Honourable Peter Milczyn, Minister of Housing
The Honourable Kathryn McGarry, Minister of Transportation
Karen Pitre, Special Advisor to the Premier on Community Hubs
Paul Grenier, Chair of AMO's Age-Friendly Community and Long-Term Care Task Force
and Councillor, Niagara Region

Strengthening Age-Friendly Communities and Seniors' Services for 21st Century Ontario: A New Conversation About the Municipal Role
February 15, 2018

AMO Ask	Provincial Action	Status
<i>Age-Friendly Communities</i>		
Establish a regular policy forum with AMO and municipal long-term care administrators to inform policy planning and decision-making from a municipal perspective.	None	Outstanding
Continue to disseminate the Finding the Right Fit: Age-Friendly Community Planning guide.	Continuing	Addressed
Facilitate the dissemination of best practices by supporting existing age-friendly communities of practice, such as the Southern Ontario Age Friendly Network, and updating and disseminating provincial webinar series and support materials as new strong and innovative practices develop.	Continuing	Addressed
Continue to provide the Age-Friendly Communities Planning Grant and the Seniors Community Grant Program, and align their grant objectives, target populations, and funding cycles to amplify impact. The scope of these grant programs should also be expanded to include funding for small infrastructure and capital projects that improve accessibility of the built environment.	Continuing	Addressed partially; scope of grant not expanded to include funding for small infrastructure and capital projects that improve accessibility of the built environment.
Support municipal governments with its Community Hubs vision to develop coordination or co-location across the various actors and initiatives providing services to seniors to establish coordination and integration.	Continuing	Partially addressed; full implementation of the Special Advisor's recommendations is needed with specific focus on seniors.
Engage AMO on behalf of the municipal sector as they undertake a systems capacity planning exercise to determine the need for seniors' services, long-term care beds, and supportive housing.	None	Outstanding

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AMO Ask	Provincial Action	Status
<i>Community Services and Housing</i>		
Change the way municipal governments receive funding for the range of seniors' services they provide (including long-term care) by creating a broad and flexible funding envelope. This would allow municipal governments to innovate, problem solve, and provide context-appropriate services.	None	Outstanding
Examine ways to support municipal governments to develop transportation options for seniors, especially in rural and northern areas.	Continuing Community Transportation Grant Program (\$30 million over 5 years)	Addressed partially; funding sufficiency needs to be assessed.
Enhance funding for the Elderly Persons Centres program to expand the number of centres across the province, and to rename them to Seniors Active Living Centres (SALCs).	Continuing Commitment to expand 40 SALCs across the province.	Addressed partially; more centres could be funded in the future to expand to more communities. A review of the adequacy of funding, especially for renovations and small capital repairs, is needed.
Increase capital and operating funding for seniors' affordable and supportive housing within the provincial capacity planning work, especially in rural and northern areas where supportive housing has been proven to be particularly effective, and make it easier to develop additional stock.	Continuing Ministry of Housing "Homes for Good" program helping 6,000 families; however, not all 47 municipal service system management areas were funded (Ministry of Housing). Development of an "Ontario Supportive Housing Policy Framework". Action Plan for Seniors commitment to provide over 500 transitional care spaces serving 1, 700 people.	Addressed partially; need to build more supportive housing units for seniors.

15.1-6

AMO Ask	Provincial Action	Status
	Assisted Living for High Risk Seniors (MOHLTC)	
Consider the role of community paramedicine in providing primary health care in the community and fully fund its implementation.	Continuing Pilots morphed into ongoing program.	Addressed partially; limited funding available so not full implementation across Ontario.
Long-Term Care		
Amend the Long-Term Care Homes Act, 2007 to provide municipal governments the choice to operate a Long-Term Care Home which would allow the flexibility for municipal governments to invest their property tax dollars in the provision of services most appropriate to their local residents' needs.	None	Outstanding
Provide for greater local flexibility and shift from burdensome inflexible regulatory frameworks and service agreements toward outcomes reporting.	None	Outstanding
Work to develop a strategy to reduce wait times in long-term care homes to avert care on acute care, and consider other options including increasing access to supportive housing as seniors transition from aging at home to other forms of care.	Continuing Commitment through the <i>Aging with Confidence: Ontario's Action Plan for Seniors</i> to expand 30, 000 new beds within 10 years.	Partially addressed; the target for meeting the demand for beds needs to be assessed.
Work with the sector to develop a province-wide human resources strategy to address staffing issues, including overcoming the challenges of insufficient human resources, such as nurses and personal support workers, in certain regions especially northern and rural areas.	Continuing	Addressed; outcome pending. New approaches and regulatory change may be needed to address the need for qualified staff. Resources and support for staff training also needs to be considered. Currently, this is unfunded.

15.1-7

AMO Ask	Provincial Action	Status
Provide adequate provincial funding to care for an aging population with more complex medical conditions and challenging behaviours such as dementia, and shift over time to funding for four hours of care per resident per day.	Continuing <i>Aging with Confidence: Ontario's Action Plan for Seniors</i> commitment to an additional 15 million hours of care and staff with specialized training bringing the average up to four hours of care per resident per day.	Partially addressed. Overall funding adequacy needs to be addressed given rising acuity levels, labour and supply costs. Continued funding and consideration of best practices models for behavioral supports is needed on an ongoing basis.
Play a role in gathering and disseminating promising practices to facilitate innovation with new models, e.g. the campus care model.	None	Outstanding
Facilitate the growth of long-term care homes into community hubs where feasible and desirable with a range of services to better meet the needs of seniors in the community.	None	Outstanding More could be done through the Enhanced Long-Term Care Renewal Strategy to facilitate community hubs.
Undertake a review of the adequacy of the current funding models for long-term care homes.	None No full review conducted, however, funding increased in 2017 Budget including the Raw Food Per Diem, Nursing and Personal Care (NPC) and Programs and Support Services (PSS).	Outstanding Continuing funding increases are needed on an ongoing basis. As well, a full review on funding adequacy is still needed given rising acuity levels, labour, and supply costs.

15.1-8

AMO Ask	Provincial Action	Status
		Consideration should be given to how homes of different sizes and in different geographic areas are funded.
Work towards identifying a new source of funding to ensure adequate supply is available given the assessed future need.	Continuing <i>Aging with Confidence: Ontario's Action Plan for Seniors</i> commitment to funding for expansion of new beds starting with 5,000 by 2022 and 30,000 over the next decade.	Partially addressed; the target for meeting the demand for beds needs to be assessed.
Expand the Enhanced Long-Term Care Renewal Strategy to help a greater number of homes to modernize and redevelop.	None; however, continuation of original program to re-develop 30,000+ beds in more than 300 long-term care homes by 2025 still in place with ongoing implementation.	Outstanding Inclusion of municipal "older A" homes will facilitate improved and more equitable accommodations and provide municipal governments with an opportunity to leverage other services and partners to develop broader "seniors campus continuums" as part of the capital redevelopment.
Regionally-Specific Issues		
Ensure a minimum network of affordable, reliable transportation service routes across rural and northern Ontario to ensure residents of remote areas can access the care they need. This should include maintaining and enhancing the Northern Health Travel Grant.	Continuing Modest increase in funding from 2017 Budget through the Community Transportation Grant Program (\$30 million over 5 years).	Completed partially; funding sufficiency needs to be assessed to meet the regional needs of northern and rural Ontario.

15.1-9

AMO Ask	Provincial Action	Status
	Increased funding for Northern Health Travel Grant from the 2017 Budget.	
Support virtual seniors' services and care for residents in remote areas where transportation options are limited.	Continuing Considering applications for the Seniors Active Living Centres including virtual and mobile services. <i>Aging with Confidence: Ontario's Action Plan for Seniors</i> commitment to develop a 'one-stop-website' and toll free number.	Addressed; outcomes pending.
Prioritize supporting community hubs, supportive housing, and transportation options in rural, northern, and remote areas.	Continuing Work underway from various ministries through Community Hubs (Infrastructure), Homes for Good (Housing) and the Community Transportation Grant Program (Transportation) to address all regions of the province.	Addressed partially Need for more financial support to expand range of options.
Provide financial support to ensure small private retirement homes in rural areas can afford to install sprinkler systems to comply with the Fire Code and continue to operate.	Continuing Small and rural retirement homes and those in financial need can apply for funding; \$20 million committed.	Addressed; funding sufficiency to meet the demand needs to be assessed. The government should consider that there are a number of other seniors' residences that fall under the definition of "care occupancy" that need similar financial support to meet Fire Code regulations. The Ministries of Housing and of

15.1-10

AMO Ask	Provincial Action	Status
		Health and Long-Term Care should engage with AdvantAge and the Ontario Non-Profit Housing Association (ONPHA) about these needs.
<i>Delivering Culturally-Appropriate Services</i>		
Develop a strategy, in consultation with Indigenous Peoples and ethno-cultural groups, to support the long-term care sector to develop culturally appropriate and responsive programming through training and development of resource toolkits.	<p>Continuing</p> <p>Ontario’s Centers for Learning, Research and Innovation in Long-Term Care (CLRI)(clri-ltc.ca)are developing tools and resources to support the Long-Term Care Sector.</p> <p>Action Plan for Seniors committed to culturally appropriate long-term care such as culturally appropriate meal preparation and support in the resident’s language of choice.</p>	<p>Partially addressed.</p> <p>A strategy, in consultation with indigenous peoples and ethno-cultural groups, needs to be developed. AMO and the sector associations should also be engaged.</p>

**ITEMS RELATED TO
HUMAN SERVICES**

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For Information

DATE: April 16, 2018

REPORT TITLE: **COMMUNITY DOOR FUNDING UPDATE**

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To provide an update on funding provided to the Community Door.

REPORT HIGHLIGHTS

- Council approved funding of \$500,000 per year, for 2015 and 2016, funded from working fund reserves, to support organizational long-term sustainability and service enhancements for Community Door.
- Community Door requested to retain only \$500,000 of the overall investment and Council approved the agency to carry forward unspent funding of \$286,000.
- Two organizational reviews were conducted in 2017; one by the Region and one by consultants on behalf of Community Door.
- The operational assessment review initiated by the Region found that while positive impacts are being realized, the organization requires a clear vision to ensure sustainability beyond 2021.
- The strategic and lease renewal planning review, as commissioned by the organization, provided recommendations which have led to a redeveloped business model consisting of updated governance.
- As a result, it is anticipated that Community Door is positioned to enhance its integrated service delivery model in a financially sustainable manner, with increased collaboration and efficiencies for its tenants and the clients they serve.

DISCUSSION
1. Background

The Community Door opened in 2011 as one of Peel Region's first community hub models for community agencies. Locations were opened in Brampton and Mississauga. In 2015, the Community Door Board Chair delegated to Regional Council and requested Region of Peel funding to support organizational long-term sustainability and service enhancements. The approved 2015 financial request for the organization (Resolution 2015-66) was for Regional funding of \$500,000 per year, over a two-year period (2015 and 2016), funded from the Working Fund Reserve (R1260).

COMMUNITY DOOR UPDATE

The funding provided to Community Door focused on the following:

- Income Generation
- Cost Savings Opportunities
- Financial Management
- Operational Oversight

By focusing on these areas, Community Door intended to enhance service access, increase operational effectiveness and improve collaboration among member agencies and within the community.

On December 8, 2016, Region of Peel Council received a second delegation and a report entitled “Community Door Request to Retain Funding,” which outlined the status of the initial \$500,000 in funding received by the Community Door in 2015 and included a request for additional time to complete the intentions of the financial grant. Council approved the agency to carry forward the unspent funding of \$286,000, and the agency was not issued the second \$500,000 that was previously approved. As such, the funds were retained in the Working Fund Reserve to support other regional initiatives. Further, Council endorsed the Region to conduct an operational review of the Community Door (Resolution 2016-924).

To date, there are a total of 11 organizations within the Community Door, which has offices in Brampton and Mississauga (see Appendix I); collectively, these agencies served close to 100,000 clients in 2016. The lease terms of these organizations are up for renewal in 2021. Informed by the results of the organizational reviews outlined below, the Board of Directors is taking the necessary steps to ensure a long-term sustainable and economic service model is attained with its current member agencies.

2. Organizational Reviews

Two organizational reviews of the Community Door were conducted in 2017: one was initiated by the Region of Peel and the second was commissioned by the Board of Directors.

a) Operational Assessment Review

Regional staff retained Environics Research to conduct an organizational assessment of the Community Door through two distinct phases of stakeholder research: one-on-one interviews with members of the Board of Directors and an online survey of Community Door tenants from both the Mississauga and Brampton locations. The results of the assessment revealed that while both tenants and Board members have similar outlooks on the organization, there is room for improvements and future planning by the stakeholder groups.

b) Strategic and Lease Renewal Planning Review

The Community Door hired the consulting firm Cushman & Wakefield Brokerage Limited in the summer of 2017 to support the strategic planning process and help the agency provide a clear and detailed plan to enable the retention of current tenants and the expansion to new tenants for 2021 and beyond. As of October 2017, there have also been notable changes in leadership of the Board of Directors, which the organization

COMMUNITY DOOR UPDATE

states will revitalize and refocus the members towards addressing the upcoming challenges and outlining the future of the agency.

3. Future Direction of Community Door

From the recommendations of both Environics and Cushman & Wakefield, Community Door will transition towards a “Community Door 2.0” model that will focus on the following outcomes to enhance capacity and provide value-added services to the community and its member tenants:

- Focus on consultation to ensure the redeveloped integrated service model deliverables align with member tenant and community priorities
- Facilitate opportunities for partnerships between member tenants
- Strengthen the current governance model
- Develop a marketing and communication strategy focused on increased awareness and engagement with Community Door
- Use regional data on neighbourhoods to inform future planning
- Explore hub partnerships across the Peel Region
- Develop performance scorecards that meet the needs of members, funders, Board of Directors and clients

It is anticipated that Community Door 2.0 will continue to strengthen the manner in which it supports partner agencies to deliver services to the residents of Peel and that no further Regional funding will be required to support organizational direction.

FINANCIAL IMPLICATIONS

Funding of \$500,000 per year, over a two-year period totaling \$1,000,000, was approved for Community Door. Based on organizational spending plans, only \$500,000 was issued, with the second portion remaining in reserves. Appendix II outlines Community Door’s expenditures by each area of focus with a total spend by the organization of \$485,735. As a result, the unspent amount of \$14,264 will be returned to the Region and deposited back into the Working Fund Reserve.

CONCLUSION

The organizational reviews have confirmed that Community Door requires an updated business model to achieve its priorities of providing access to human services through collaborative agencies in a financially sustainable, efficient and customer focused model.

COMMUNITY DOOR UPDATE

The successes and challenges of the Community Door reveal the complexities of creating a truly shared-space model of human service delivery. As the Community Door moves towards reviewing and renewing its business model, the benefits to the residents of Peel will continue in the years to come.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - 2018 Community Door Member Agencies
Appendix II - Community Door Expenditures

For further information regarding this report, please contact Sonia Pace, Director, Community Partnerships, sonia.pace@peelregion.ca, ext. 3807.

Authored By: Violette Geadah, Program Support Analyst, Community Partnerships

Reviewed in workflow by:

Financial Support Unit

**APPENDIX I
COMMUNITY DOOR FUNDING UPDATE**

2018 Community Door Member Agencies

Brampton Member Agencies	Mississauga Member Agencies
<ul style="list-style-type: none"> • Canadian Mental Health Association - Peel • Centre for Education and Training • FAME (Family Association for Mental Health Everywhere) • Multiple Sclerosis Society of Canada • Peel HIV/AIDS Network • Peel Senior Link • Volunteer MBC 	<ul style="list-style-type: none"> • Centre for Education and Training • CNIB (Canadian National Institute for the Blind) • Collège Boréal • DSO (Developmental Services Ontario) • FAME (Family Association for Mental Health Everywhere) • Peel Senior Link • United Way of Peel Region

16.1-6**APPENDIX II
COMMUNITY DOOR FUNDING UPDATE****Community Door Expenditures**

Area of Focus	Expenditures
Income Generation (e.g., Boardroom bookings, facility and software upgrades)	\$61,036
Cost Savings (e.g., Review and renewal of vendor agreements, HVAC and Hydro improvements)	\$30,724
Financial Management (e.g., Taxes, Maintenance and Insurance relief, budget forecasting and reporting)	\$1,000
Operational Oversight (e.g., Governance improvements, marketing planning, salary of temporary Director)	\$226,647
Lease Renewal Planning (e.g., Strategic planning and real estate expertise)	Strategic Planning \$110,329 Real Estate Expertise \$56,000
Total	\$485,736
Amount Unspent	\$14,264

DATE: April 16, 2018

REPORT TITLE: **INCREASED 2018 FEDERAL/PROVINCIAL FUNDING AND PRIORITIES FOR PEEL'S EARLY YEARS AND CHILD CARE SYSTEM**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the 2018 Child Care Services gross expenditures and revenues be increased by \$16.2 million with no net impact, as a result of additional Federal/Provincial Funding;

And further, that the 2018 Early Growth and Development Services gross expenditures and revenues be increased by \$1.6 million with no net impact, as a result of additional Federal/Provincial Funding;

And further, that the proposed 2018 Early Years and Child Care Funding allocation approach, including the addition of seven full-time equivalent positions be approved;

And further, that the Commissioner of Human Services and or the Director or Manager of Early Years and Child Care be authorized to approve grant applications and execute funding agreements for the provision of early years and child care services or programs under the Ministry of Education Transfer Payment Agreement or any amendments or successor agreements, as prescribed by the Ontario Child Care Service Management and Funding Guideline.

REPORT HIGHLIGHTS

- An increased funding allocation was recently announced related to the provincial Child Care Expansion Plan, the Canada-Ontario Early Learning and Child Care Agreement, and the new Fee Stabilization Support. A budget adjustment to gross expenditures and revenue of \$17.8 million (\$16.2 million in Child Care Services and \$1.6 million in Early Growth and Development Services) is required to reflect the receipt of this new Federal/Provincial Funding effective for January 1, 2018.
- In addition, the province has approved the carry forward of funding received late in 2017 of \$12.3 million in Child Care Services and \$0.7 million in Early Growth and Development Services to 2018.
- The new 2018 gross Regional Budget is now \$177.3 million for Child Care Services and \$31.7 million in Early Growth and Development Services for a total of \$209.0 million.
- To be responsive to the needs of families and achieve Regional outcomes, in 2018 the Region of Peel, as Service System Manager, will focus investments on increasing access to affordable licensed child care for families.

INCREASED 2018 FEDERAL/PROVINCIAL FUNDING AND PRIORITIES FOR PEEL'S EARLY YEARS AND CHILD CARE SYSTEM

- Seven full-time equivalent positions (\$0.7 million) are requested to keep pace with increased fee subsidy demand and new provincially mandated initiatives. There is no net impact to the Regional budget as the positions are 100 per cent provincially funded.

DISCUSSION

1. Background

The Region of Peel's role as Service System Manager for Early Years and Child Care ("Service System Manager") has increased significantly over the past six years in scope and accountabilities due to regional, provincial and federal initiatives.

From 2012 to 2018, Federal/Provincial Early Years and Child Care Funding to the Region of Peel has increased by 220 per cent. This substantial increase in funding has allowed the Service System Manager to improve outcomes for Peel's children and families.

2. Responding to Changing Needs in the Early Years and Child Care System

A key responsibility of the Service System Manager is to respond to changes and set priorities to meet the needs of families and the early years and child care system in Peel. 2018 investments will enable the Service System Manager to respond to shifting demographics, growth in child population for children aged 0 to 12 years,¹ the prevalence of low-income families in Peel, and the rising cost of child care. To be responsive to these changes, the Service System Manager will capitalize on federal and provincial investments and realign selected funding streams to better support families by:

- Increasing access to safe and affordable child care in Peel; and
- Supporting children to achieve their mental and physical potential.

The following provides a breakdown of service outcomes in the four priority areas:

Child Care Services \$177.3 million

A. Increase Parental Choice and Access for Families - \$82.9 million

\$77.1 million + \$5.8 million (new allocation)

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

- Increase fee subsidy funding to serve approximately 16,606 children (increase of 87 per cent since 2012) and their families in 2018;
- Continue outreach to build awareness of fee subsidy supports and eligibility requirements; and
- Increase the number of non-profit child care spaces for children 0 to 3.8 years.

B. Foster a Thriving Workforce - \$47.5 million

\$46.0 million + \$1.5 million (new allocation)

¹ Statistics Canada, Census Canada, 2016

INCREASED 2018 FEDERAL/PROVINCIAL FUNDING AND PRIORITIES FOR PEEL'S EARLY YEARS AND CHILD CARE SYSTEM

Improving outcomes for children is the primary objective of high quality early years and child care programs. Ensuring that child care staff are appropriately compensated and provided with professional development opportunities supports staff retention, positive adult-child relationships and improved outcomes for children.

In 2018 the Service System Manager has been mandated to allocate provincial funding to enhance wages and reduce the wage gap between Early Childhood Educators working in child care and the school board.

C. Improve Affordability and Support Viability - \$46.9 million

\$38.0 million + \$8.9 million (new allocation)

Affordability of child care is a significant concern for families. Preliminary research suggests that for child care to be considered affordable, families in Peel should spend no more than 11% of their net household income on child care. Currently, a family with two young children spends about 35% of their net income on child care.

As child care fees play a major role in decision-making and labour force participation, addressing the growing issue of child care affordability is a key priority.² In 2018, the Service System Manager will provide funding to eligible licensed child care providers to decrease fees by an average of 8 per cent to 19 per cent for approximately 12,100 children (0 to 3.8 years). The percentage decrease will depend on the age group and individual fees set by providers. For a family with two young children, this investment would reduce the percentage of net income spent on child care by up to 7 per cent (28 per cent from 35 per cent).

In addition, a long-term strategy to further support families in accessing safe and affordable child care in Peel is being developed. The Service System Manager anticipates that additional provincial funds will be made available in 2018 to increase access to affordable licensed child care.

Early Growth and Development Service - \$31.7 million

D. Support Children's Mental and Physical Potential - \$31.7 million

\$30.1 million + \$1.6 million (new allocation)

Early child development sets the foundation for learning, behaviour and health and is shaped by children's experiences and environments³. To ensure every child has access to inclusive child care programs, the Service System Manager will enhance special needs supports for school aged children (4 to 12 years) in licensed child care and support the delivery of Indigenous led culturally relevant programming.

In addition, the transformation of Peel's EarlyON Child and Family Centres will continue in 2018 with a focus on programming that supports families and enhances children's development and wellbeing. Staff will report back to Council on May 24, 2018 with details of the EarlyON Child and Family Centres Service Delivery Plan for Peel Region.

² The Parent Trap: Child Care Fees in Canada's Big Cities 2014

³ Early Learning for Every Child Today, A Framework for Ontario Early Childhood Settings, Best Start Expert Panel on Early Learning, January 2007.

INCREASED 2018 FEDERAL/PROVINCIAL FUNDING AND PRIORITIES FOR PEEL'S EARLY YEARS AND CHILD CARE SYSTEM

The above priority areas will be further explored as part of broad engagement with parents/caregivers, providers and community partners to inform Peel's Early Years and Child Care Programs and Services Plan. This Plan will provide an in-depth overview of priorities over a five year period and be presented to Regional Council by June 30, 2019.

3. Resources Required to Deliver on Mandated Service System Manager Responsibilities

Since 2013, there has been no wait list for fee subsidy and the total number of children served is projected to grow by 87 per cent (since 2012) without an increase in staffing resources. Due to enhanced demand for fee subsidy, five full-time equivalent positions are required to:

- Process fee subsidy eligibility to avoid excessive wait times and maintain service standards;
- Conduct annual and random spot check reviews of eligibility; and
- Enhance the client experience by addressing the results of the Region's External Client Satisfaction Survey 2017, which identified concerns related to the wait time for receiving approval for fee subsidy, challenges in getting access to staff and lack of referral to other services and programs.

Due to enhanced Service System Manager Responsibilities and increased funding, two full-time equivalent positions are requested to support the implementation of:

- Fee Stabilization Support Program which offsets the cost of minimum wage increases as a result of the *Fair Workplaces, Better Jobs Act, 2017*; and
- Accountability measures to ensure appropriate internal controls including verification of child care wages and impact of program funding on parent fees are in place.

The seven full-time equivalent positions, at a cost of \$0.7 million, will be 100 per cent provincially funded with no net cost to the Region. The positions will be funded through the 10 per cent allowable provincial administration funding and the Region remains under that threshold.

RISK CONSIDERATIONS

Further to the report to Regional Council on July 6, 2017 entitled "Increased 2017 Provincial Funding and Priorities for Peel's Early Years and Child Care System", staff continues to monitor funding implications related to the provincial 'for-profit auspice [limit] threshold'. Staff has requested an adjustment to the threshold to reflect Regional Council's approval to prioritize parental choice and access to subsidized spaces whether they are non-profit or for-profit licensed child care providers.

FINANCIAL IMPLICATIONS

There is no net impact to the 2018 Regional operating budget as a result of this report; however, an increase of \$17.8 million (\$16.2 million in Child Care Services and \$1.6 million in Early Growth and Development Services) is required as a result of additional Federal/Provincial Early Years and Child Care Funding.

**INCREASED 2018 FEDERAL/PROVINCIAL FUNDING AND PRIORITIES FOR PEEL'S
EARLY YEARS AND CHILD CARE SYSTEM**

CONCLUSION

Additional funding from the Federal/Provincial governments in 2018, along with their commitment to increase licensed child care spaces and affordability, will further build on the substantive progress that has been made to strengthen Peel's early years and child care system. Staff will continue to report back to Regional Council on new provincial investments as received and continued efforts to transform the early years and child care system.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix 1 – 2018 Funding Priorities for Peel's Early Years and Child Care System

For further information regarding this report, please contact Suzanne Finn, Director, Early Years and Child Care Services, extension 7242, suzanne.finn@peelregion.ca.

Authored By: Lisa Pecarski and Marcela Rosero, Early Years and Child Care Services Division

Reviewed in workflow by:

Financial Support Unit

2018 FUNDING AND PRIORITIES FOR PEEL'S EARLY YEARS AND CHILD CARE (EYCC) SYSTEM

2018 PRIORITIES

Increase **PARENTAL CHOICE** and **ACCESS** to licensed child care

Foster a **THRIVING WORKFORCE** of qualified EYCC professionals

Improve **AFFORDABILITY** for families while supporting **VIABILITY** of service providers

Assist parents to support children to achieve their **MENTAL AND PHYSICAL POTENTIAL**

FEDERAL AND PROVINCIAL ENABLING FACTORS

- Significant investments to:
 - increase fee subsidies and access
 - improve affordability for families
- Increased provincial investment to transition and transform Peel's EarlyON sector

LOCAL ENABLING FACTORS

- Local commitment to build a *Community for Life* where:
 - residents have access to safe and affordable child care
 - children are supported to achieve their mental and physical potential
- System expansion in response to growth in child population -15.8% of Peel's population is aged birth to 12 years*
- Increasing demand for fee subsidy - 19.3% of children aged birth to 5 years are living in low-income*
- The rising cost of child care - average cost is increasing faster than the rate of inflation**

Total Funding for 2018 Priorities: **\$209M**

Child Care

**Parental
Choice / Access**

\$82.9M

(39.7% of total funding)

**Thriving
Workforce**

\$47.5M

(22.7% of total funding)

**Affordability /
System Viability**

\$46.9M

(22.4% of total funding)

Early Growth and Development

**Mental and Physical
Potential**

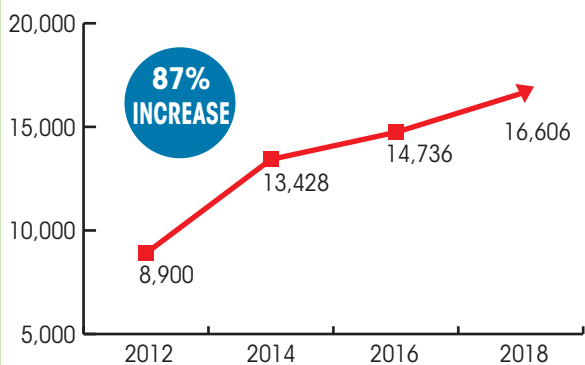
\$31.7M

(15.2% of total funding)

2018 Projected Results

INCREASE PARENTAL CHOICE AND ACCESS

Child Care Fee Subsidy Children Served (Total)



FOSTER A THRIVING WORKFORCE

Registered Early Childhood Educators Median Hourly Wage



20% of child care providers pay the School Board median hourly wage or more

- ▶ Staff retention helps to maintain program quality and supports healthy child development
- ▶ Investments will reduce the gap in wages enabling staff retention

* by child care agency

IMPROVE AFFORDABILITY AND SYSTEM VIABILITY

Affordability is a barrier to accessing licensed child care

* based on the combined average cost for one toddler and one preschool child



35% OF MEDIAN HOUSEHOLD INCOME

11% Research shows that families should not spend more than 11% of their average net household income on child care

NEW for 2018

Exploring opportunities to reduce child care costs for families

\$14/hr
MINIMUM WAGE

NEW for 2018

Fee Stabilization Support

Supports improved wages for licensed child care staff and affordability for families

SUPPORT MENTAL AND PHYSICAL POTENTIAL



EarlyON Centres Transformation

Enhance services, increase access and assist parents and caregivers to support children's developmental health and well-being

2,176*

Special Needs Resourcing

Children with special needs will benefit from enhanced resources

* This target does not include 2018 pilot projects

11% INCREASE

Professional Development

In the number of training and professional development opportunities for front-line staff

60

NEW for 2018 – Journey Together

Sites supported with Indigenous- led culturally relevant programming for families and children (0 – 12 years) and early years and child care staff

RESOURCES REQUESTED

Seven full-time equivalents are requested to support the increase in fee subsidy demand and enhanced Service System Manager mandated responsibilities

DATE: April 17, 2018

REPORT TITLE: **SUPPLY AND IMPLEMENTATION OF PUBLIC SECTOR GRANTS MANAGEMENT TECHNOLOGY SOLUTION - DOCUMENT 2017-724P**

FROM: Janice Sheehy, Commissioner of Human Services
Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

RECOMMENDATION

That the Contract (Document 2017-724) for the Supply and Implementation of Public Sector Grants Management Technology Solution be awarded to REI Systems, Inc. in the estimated amount of \$4,116,729.00 (excluding applicable taxes) in accordance with Purchasing By-Law 113-2013;

And further, upon successful implementation of the solution, that approval be granted to renew the annual maintenance and support portions of the Contract for five optional 12 month periods, subject to available funding and satisfactory performance, with the total for the five year period estimated at \$2,705,192.91;

And further, that at the conclusion of the Contract, authority be granted to the Director of Procurement to approve further extensions of the maintenance and support portions of the Contract on an annual basis, subject to satisfactory performance, pricing and approved funding;

And further, that the Director of Procurement be authorized to approve the purchase of additional items and services that are deemed proprietary or similar in nature to address future requirements through a direct negotiation with REI Systems, Inc., subject to the terms and conditions of the contract.

REPORT HIGHLIGHTS

- In 2018, the Region of Peel, as Service System Manager for Peel's Early Years and Child Care System, will oversee and administer investments of \$209 million to over 180 Early Years and Child Care licensed child care providers and other community agencies.
- A new Enterprise technology solution is being requested to support the effective oversight and management of these investments and enhance service to internal staff, external partners and stakeholders, and citizens of Peel.
- Request for Proposal (RFP) Document 2017-724P was competitively issued, to help ensure good value to the Region.
- REI Systems, Inc. is recommended for award.

SUPPLY AND IMPLEMENTATION OF PUBLIC SECTOR GRANTS MANAGEMENT TECHNOLOGY SOLUTION – DOCUMENT 2017-724P**DISCUSSION****1. Background**

Since 2010, the Region's mandated role as Service System Manager for Peel's Early Years and Child Care (EYCC) System has increased in scope and accountabilities due to a series of regional, provincial and federal initiatives aimed at modernizing the Early Years and Child Care sector.

The Service System Manager is responsible for the effective oversight and administration of various EYCC programs totalling \$209 million in 2018. This investment supports positive outcomes for Peel's children and families through the provision of funding supports to over 180 licensed child care providers and other EYCC community agencies which requires: contract management; funding approval and distribution; reconciliation, audit and reporting; and document retention. In addition to EYCC funding, the Region also manages \$7.0 million to support community agencies with grants through the Community Investment Program, which will also be supported through this new grants management technology.

Between 2012 and 2018, Peel experienced an 87 per cent increase in the number of children (8,900 to 16,606) served through fee subsidy funding. In addition, the number of children with special needs supported is projected to increase by 135 per cent from 929 to 2,176. Since 2013, the number of licensed child care spaces has increased 50.3 per cent from 30,061 to 45,172. Funding investments are currently managed through internal manual processes and outdated technology solutions such as the provincial Ontario Child Care Management System which is 20 years old. This currently leads to operational inefficiencies, staff overtime and an inability to ensure that the services provided are citizen-centred, value-add, online and can offer citizen and service providers secured self-serve options where appropriate.

The Region is looking to implement an Enterprise technology solution to deliver, manage and distribute multiple funding investments and grants while being flexible enough to accommodate future investments. Potential opportunities to use the technology solution for other Regional programs to increase efficiencies and productivity are being reviewed.

The platform will need to meet the Region's current requirements and the ongoing fulfilment of the Digital Strategy; and have the flexibility to accommodate both common and unique requirements of the end-to-end grants management process.

With the implementation of the Enterprise technology solution, the Region will; strengthen business operations through more effective management and administration of funds; increase productivity through streamlined and automated processes, reducing manual work; increase operational efficiencies through improved accuracy; and improve reporting capabilities to the Province within desired timeframes through automation.

2. Procurement Process

In accordance with Purchasing By-law 113-2013, the process to award this Contract was compliant and requires Regional Council approval.

SUPPLY AND IMPLEMENTATION OF PUBLIC SECTOR GRANTS MANAGEMENT TECHNOLOGY SOLUTION – DOCUMENT 2017-724P

The Region issued RFP Document 2017-724P for the Supply and Implementation of Public Sector Grants Management Technology Solution on December 7, 2017 and it closed on January 25, 2018.

Submissions for the Request for Proposal (RFP) were received from REI Systems, Inc.; Funding Portal Inc.; CM Inc.; Frequency Foundry Inc.; and SmartSimple Software Inc.

The submissions were reviewed and evaluated by a staff committee. The evaluation included vendor profile and experience, a project management and implementation plan, licensing, maintenance and support services, and vendor interviews and demonstrations. Upon completion of the technical evaluation, only REI Systems, Inc. advanced to the second phase of the evaluation where the Purchasing representative opened the financial proposal and completed the analysis. The solutions proposed by other vendors were deemed not to meet the document requirements and were given no further consideration.

The proposal submitted by REI Systems, Inc. demonstrated a thorough understanding of the functional and technical requirements, and presented a well-structured and detailed methodology by demonstrating the full capability of the proposed out of the box application and their understanding of the level of effort required for the successful implementation of the solution. The evaluation committee has concluded that the proposal submitted by REI Systems, Inc. provides good value to the Region.

FINANCIAL IMPLICATIONS

The estimated capital cost of \$3,370,774 will be funded through four Council approved capital accounts.

The estimated annual operating cost of \$745,955 for user licensing fees will be cost-shared (up to a maximum of 50 per cent or \$372,978) between Regional and Provincial funds from within the 2018 approved EYCC Budget.

CONCLUSION

The end-to-end public sector funds management solution provided by REI Systems, Inc. will support the effective administration and management of Early Years and Child Care funding, and grants through the Community Investment program and will enhance service to internal staff, external partners and stakeholders, and Peel citizens.



Janice Sheehy, Commissioner of Human Services



Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

16.3-4
**SUPPLY AND IMPLEMENTATION OF PUBLIC SECTOR GRANTS MANAGEMENT
TECHNOLOGY SOLUTION – DOCUMENT 2017-724P**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Suzanne Finn, Director, Early Years & Child Care Services ext. 7242 or at Suzanne.finn@peelregion.ca

Reviewed in workflow by:
Purchasing

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 24-2018

**A by-law to set out the duties of the
Regional Clerk, and to appoint a Deputy
Clerk, and to repeal By-law 8-97.**

WHEREAS section 228 (1) of the *Municipal Act 2001*, as amended, (the “Act”) states that a municipality shall appoint a clerk whose duty it is to perform certain duties listed in that section and such other duties as may be assigned to him or her by Regional Council;

AND WHEREAS, section 228(2) states that a municipality may appoint deputy clerks who have all the powers and duties of the clerk under the *Act* and other Acts;

AND WHEREAS, the Council of the Regional Corporation on the 13th of February 1997 passed By-law 8-97 being a by-law to set out the duties of the Regional Clerk and to allow for the appointment of an Acting Regional Clerk;

AND WHEREAS, the Council of the Regional Corporation has, by resolution adopted on the 26th of April, 2018, authorized the enactment of a by-law to appoint the holder of the position of Manager, Legislative Services as Deputy Clerk under the *Act*;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. The officer appointed as Regional Clerk shall exercise the authority and carry out all duties assigned to the Office of the Clerk under all applicable statutes and regulations.
2. The Regional Clerk shall have and perform on behalf of the Regional Corporation all of the customary duties of a municipal clerk as those duties apply to the Regional Corporation and without limiting the foregoing, the Regional Clerk shall:
 - (a) carry out those functions assigned to the Regional Clerk in the Procedure By-law and any other by-law of the Regional Corporation or by any resolution of the Regional Council;
 - (b) keep records of the proceedings of Council and its Committees, including by-laws, minutes and agendas, and provide public access to those records in accordance with law;

- (c) have charge of the corporate seal and attach the seal to documents of the Regional Corporation on the order of the Regional Council or in connection with the proper purposes of the Regional Corporation, and delegate this authority to the Treasurer and the Commissioner of Finance and Chief Financial Officer for the purpose of sealing debentures and any other documents relating thereto;
 - (d) be the source of public record, ensure the formal communication of Council decisions, and provide information regarding decisions of the Council to the public upon request; and
 - (e) carry out any other function the law may require be that the clerk carry out.
3. The holder of the position of Manager, Legislative Services, or the person designated as Acting Manager of Legislative Services from time to time by the Regional Clerk or the Commissioner of Corporate Services, is hereby appointed Deputy Regional Clerk and shall have all the powers and duties of the Regional Clerk.
4. That By-law 8-97 be repealed.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 26th day of April, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 25-2018

A by-law to designate a head of the Regional Municipality of Peel, and to appoint a Deputy Clerk, and to delegate the powers and duties of the head for the purposes of *The Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. M. 56, as amended, and to repeal By-law 32-97.

WHEREAS under sub-section 3(1) of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, Chapter M.56, as amended, (the "Act") the council of a municipality may by by-law designate from among its members an individual or a committee of the council to act as the head of the municipal corporation for the purposes of the Act;

AND WHEREAS, under sub-section 49 (1) of the Act, the head may delegate a power or duty granted or vested in the head to an officer or officers subject to such conditions as the head may set out in the delegation;

AND WHEREAS, the Council of the Regional Corporation on the 24th of April 1997 passed By-law 32-97 being a by-law to designate a head of the Regional Municipality of Peel and to delegate the powers and duties of the head, for the purposes of *The Municipal Freedom of Information and Protection of Privacy Act*;

AND WHEREAS, the Council of the Regional Corporation has by resolution adopted on the 26th of April, 2018, authorized the enactment of a by-law to appoint the holder of the position of Manager, Access to Information and Privacy as Deputy Clerk under the Act and to repeal By-law 32-97;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. The Council of the Regional Municipality of Peel is designated as head of the Regional Corporation for the purposes of *The Municipal Freedom of Information and Protection of Privacy Act*.
2. All of the powers and duties of the head specified in the Act are hereby delegated to the Regional Clerk. These powers and duties shall be exercised in consultation with the Regional Solicitor and Regional department heads as required. In particular, the powers to refuse to disclose a record that is subject to solicitor-client privilege (section 12 of

the *Act*) and to make representations on appeal (section 41 of the *Act*) shall be exercised in consultation with the Regional Solicitor or his or her designate.

3. The holder of the position of Manager, Access to Information and Privacy is appointed as Deputy Clerk under the *Act* and may exercise any powers or duties of the Regional Clerk, doing so in respect of the powers and duties of the head in accordance with section 2 of this By-law.
4. That By-law 32-97 be repealed.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 26th day of April, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 26-2018

**A by-law to amend By-law 1-2007, titled
the "Records Retention By-law".**

WHEREAS, the Council of the Regional Municipality of Peel ("Regional Corporation") on March 29th, 2007 passed By-law 1-2007 to provide for the preservation and destruction of records of the Regional Municipality of Peel, referred to as the "Records Retention By-law";

AND WHEREAS, the Council of the Regional Corporation on September 25, 2014 passed By-law 70-2014 to amend By-law 1-2007;

AND WHEREAS, the Council of the Regional Corporation has, by resolution adopted on April 26, 2018, authorized the enactment of the by-law herein to further amend By-law 1-2007;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Schedule A attached to By-law 1-2007, as amended by By-law 70-2014, is deleted and replaced with the Schedule A attached hereto.
2. That this by-law takes effect on the date it is passed.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 26th day of April, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 27-2018

A by-law to temporarily suspend Heavy Truck Restrictions on Regional Roads in the event an Emergency Detour Route is activated; 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 jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 26th day of April, 2018, authorized the enactment of a by-law to temporarily suspend certain truck restrictions from affected Regional Roads if an Emergency Detour Route has been Activated by the Ontario Provincial Police;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Subsection 2(1) of By-law 15-2013 is amended by adding the following definitions:

“Emergency Detour” means the period of time in which an Emergency Detour Route is in effect.

“Emergency Detour Route” means the pre-determined route marked by a series of emergency detour route signs, to help Vehicles bypass an emergency road closure by diverting traffic in the event of a provincial highway closure.

2. That Section 14 of By-law 15-2013 is amended by adding subsection (6) as follows:

When the Ontario Provincial Police activate an Emergency Detour Route the portion that is on a Regional Road with a Heavy Truck restriction shall have the truck restriction temporarily suspended for the duration of the Emergency Detour. Those Regional Roads with Heavy Truck restrictions that are also on Emergency Detour Routes are set out in Schedule A of this by-law, Part 26, Column 1 between the limits set out in Column 2 of the said Part;

3. That Schedule A of By-law 15-2013 is amended by adding Part 26 as follows:

Schedule A Part 26 of By-law Number 15-2013 Heavy Truck Exemptions on Emergency Detour Routes	
Column 1	Column 2
Regional Road No.	Between
4	Orenda Road West and Regional Road 14
17	QEW South Ramp and Regional Road 20
19	North Sheridan Way and Dundas Street West
20	Boundary between the City of Toronto / Region of Peel and Regional Road 4

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 26th day of April, 2018.

Regional Clerk

Regional Chair

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**



Region of Peel Council Meeting

REGIONAL COUNCIL MEETING – APRIL 26, 2018

Delegation from Mr. Don Given, Malone Given Parsons Ltd.
on behalf of the Mayfield West Phase 2 – Stage 2 Landowners

Growth Plan – 2031A and 2031B

2013 Growth Plan with Amendment 2

Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s)								
			UPDATED FORECASTS					
	POPULATION	EMPLOYMENT	POPULATION			EMPLOYMENT		
	2031A	2031A	2031B	2036	2041	2031B	2036	2041
Region of Durham	960	310	970	1,080	1,190	360	390	430
Region of York	1,590	790	1,590	1,700	1,790	790	840	900
City of Toronto	3,080	1,640	3,190	3,300	3,400	1,660	1,680	1,720
Region of Peel	1,640	870	1,770	1,870	1,970	880	920	970
Region of Halton	780	390	820	910	1,000	390	430	470
City of Hamilton	660	300	680	730	780	310	330	350
GTAH TOTAL*	8,620	4,330	9,010	9,590	10,130	4,380	4,580	4,820

2017 Growth Plan

Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s)						
	POPULATION			EMPLOYMENT		
	2031	2035	2041	2031	2036	2041
Region of Durham	970	1,080	1,190	360	390	430
Region of York	1,590	1,700	1,790	790	840	900
City of Toronto	3,190	3,300	3,400	1,660	1,680	1,720
Region of Peel	1,770	1,870	1,970	880	920	970
Region of Halton	820	910	1,000	390	430	470
City of Hamilton	680	730	780	310	330	350
GTAH TOTAL*	9,010	9,590	10,130	4,380	4,580	4,820

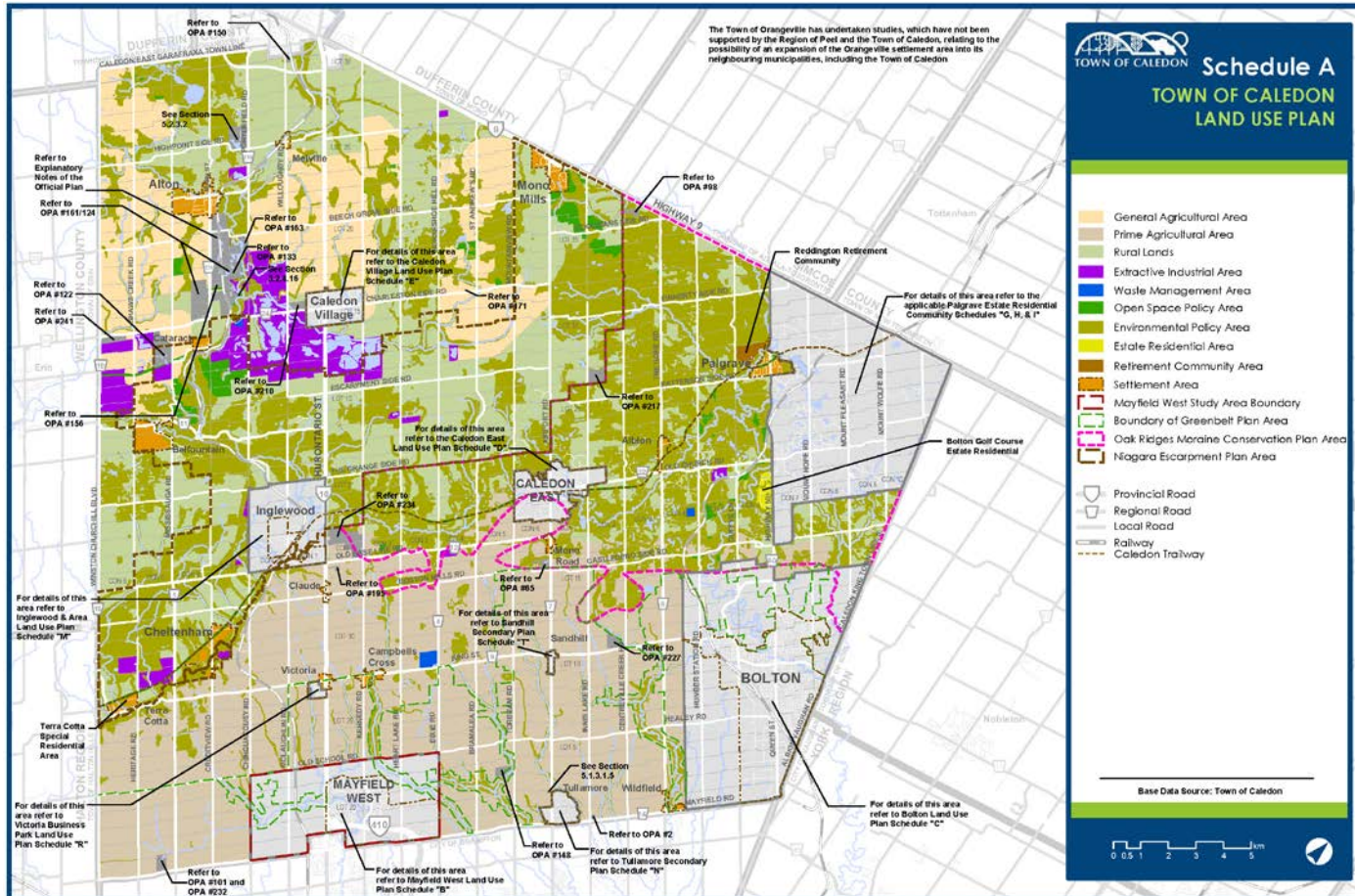


Use of 2031B Forecasts

- The transition policies of the 2013 update to the Growth Plan stated that the updated forecasts (2031B) would apply to any planning matter occurring after June 17, 2013, when the Province released Amendment 2 to the Growth Plan
- As such, the overall population of 1,770,000 persons to 2031 was to be used to implement Amendment 2 which staged the allocation of growth
- This process was altered by the release of the 2017 Growth Plan



Mayfield West Study Area

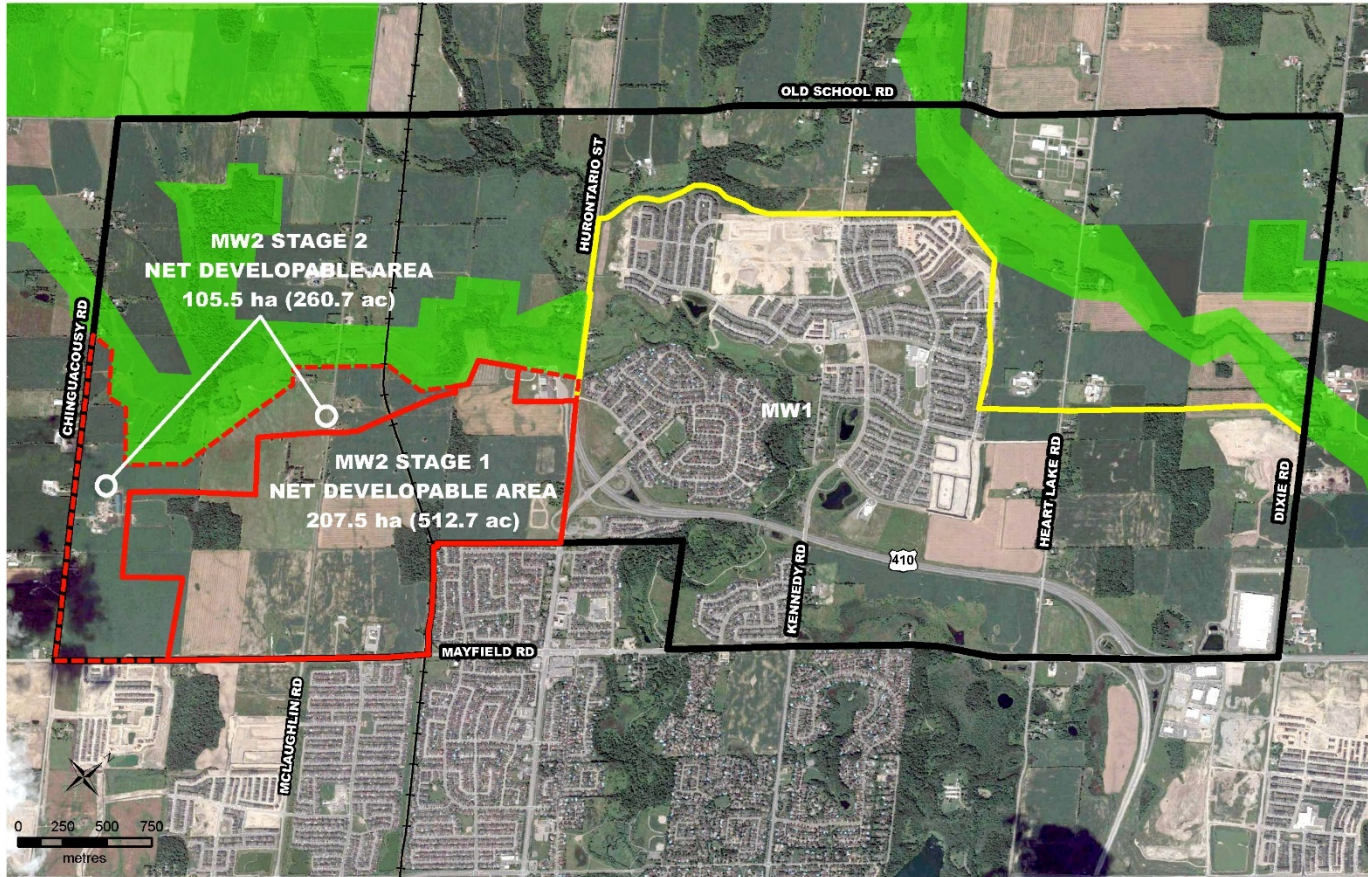


Mayfield West Planning History

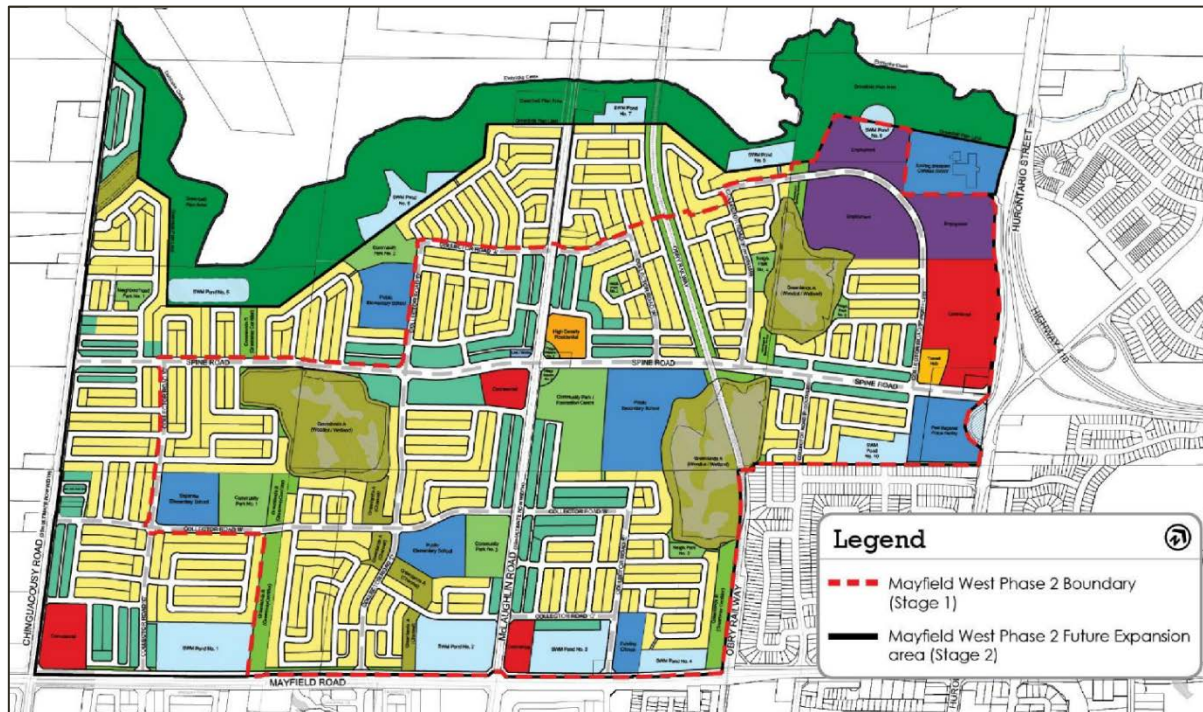
- 1997 – OPA 114: established Tri-Nodal Growth Strategy
- 2005 – ROPA 17: established Mayfield West Study Area
- 2012 – ROPA 24: Regional Growth Plan conformity exercise
- 2013 – OPA 226: implementation of ROPA 24 allocations
- 2013 – Amendment 2 to Growth Plan
- 2014 – ROPA 29: expanded Settlement Boundary to include MW2-1 lands
- 2017 – New Growth Plan released
- 2018 – GTA West Corridor EA process suspended
- 2018 – Implementation guidelines for the Growth Plan released



Mayfield West Phase 2 – Stage 2 (MW2-2)



Comprehensive Planning of Mayfield West Phase 2 (MW2)



- MW2 was comprehensively planned and has integrated features between Stage 1 & 2. Examples include:
 - Servicing and Stormwater
 - Roads
 - Parks & community facilities



All MW2-2 Background Studies Completed

- The MW2-2 Landowners group have provided the Region with the necessary documents to fulfill the requirements for a ROPA
 - Planning Justification/Development Staging and Sequencing
 - Transportation Master Plan
 - Comprehensive Environmental Impact Study & Management Plan
 - Functional Servicing Report
 - Fiscal Impact Study
 - Commercial Needs Assessment
 - Noise and Vibration Analysis
 - Agricultural Impact Assessment
 - Archeological/Cultural Heritage Assessment



Request

- That the MW2-2 situation be viewed as **unique** as it has a **long history** of planning for development, extending back to 1997
- That the Region request the Province to modify their Growth Plan implementation guidance documents to add flexibility to allow for a staged approach to Settlement Boundary Expansions to recognize the long history of the Town's intent to plan for development in Mayfield West in the OMB approved Study Area





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www.mgp.ca

April 25, 2018

Regional Chair & Council
Region of Peel
10 Peel Centre Drive, Suite A & B.
Brampton, ON, L6T 4B9

MGP File: 15-2347

RECEIVED

April 25, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Attn: Regional Clerk

**RE: Regional Council Meeting – April 26, 2018
Item 8 Growth Management –Request for a Staged Municipal Comprehensive Review Process**

Malone Given Parsons Ltd. (MGP) is submitting this correspondence on behalf of the BILD, the Building Industry and Land Development Association (BILD), to provide comments on the Growth Management reports (Items 8.1-8.5) on the April 26, 2018 Peel Regional Council Agenda.

The reform to the Municipal Comprehensive Review (MCR) policies in the 2017 Growth Plan has removed the multi-stage approach to the MCR process and now requires that MCR's be completed by the Region through a single amendment. As part of the work completed for Peel Region in 2012 for the evaluation of the Town of Caledon's Municipal Comprehensive Review, MGP established that an MCR could be completed in stages. This position was supported by Town and Regional staff.

Therefore, after a review of the supporting materials, we agree with staff's recommendation that flexibility should be provided in the MCR process to permit a staged implementation of Official Plan Amendments which would provide for an integrated approach to planning for complete communities. As such, it is our request:

- **That Council support Regional staff's recommendations for a staged MCR process and that Regional Staff provide written feedback to the Province recommending flexibility in the implementing MCR guidelines to permit a staged approach.**

We remain available to provide further input and dialogue and request that we also be notified of any reports, meeting or other items relating to the Peel 2041 MCR process. We would be happy to sit down with you and staff to discuss our comments in detail.

Yours very truly,
MALONE GIVEN PARSONS LTD.

Matthew Cory, MCIP, RPP, PLE, PMP
Partner
mcory@mgp.ca

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

cc. Building Industry and Land Development Association