

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

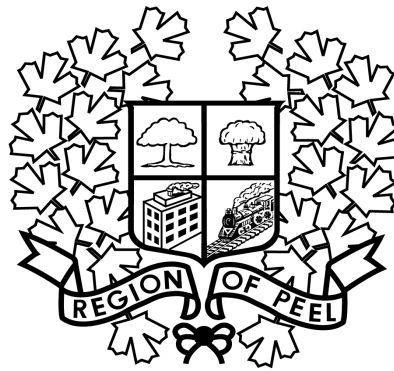
P. SAITO

B. SHAUGHNESSY

J. SPROVIERI

R. STARR

A. THOMPSON



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, June 28, 2018

Time: 9:30 AM

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

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

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

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1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. June 14, 2018 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **CONSENT AGENDA**

7. **DELEGATIONS**

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

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

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

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

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

8.1. Internal Chargeback Fees for Members of Council

8.2. Advancement of the Regional Council Strategic Plan and Community for Life Report (For information) (**A copy of Community for Life Report is available from the Office of the Regional Clerk for viewing**) (**A video presentation will be provided at the June 28, 2018 Regional Council meeting**)

8.3. Amendment to Regional Road System By-law 95-2007, Transfer of a Portion of Regional Road 5 (Derry Road West) to The Corporation of the City of Mississauga - City of Mississauga, Ward 11 (Related to By-law 37-2018)

- 8.4. Removal of the Residential Structure from Region Owned Lands Located at 11962 The Gore Road in Conjunction with the Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to West of Regional Road 8 (The Gore Road) - City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4
- 8.5. Region of Peel Corporate Risk Profile (Related to 8.6) **(Referred from the June 7, 2018 Audit and Risk Committee meeting)**
- 8.6. Report of the Audit and Risk Committee (ARC-3/2018) meeting held on June 7, 2018 (Related to 8.5)

9. COMMUNICATIONS

10. ITEMS RELATED TO PUBLIC WORKS

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

- 10.1. Authorization to Hold a Public Meeting for an Application for Exemption under the *Retail Business Holidays Act* by Seafood City Supermarket at 800 Boyer Boulevard - City of Mississauga, Ward 11 **(A copy of Seafood City's Application is available from the Office of the Regional Clerk for viewing)**
- 10.2. Request to Proceed to a Public Meeting for the Proposed Amendment to Airport Policies in the Region of Peel Official Plan **(A copy of the City of Mississauga Application to Amend the Region of Peel Official Plan is available from the Office of the Regional Clerk for viewing)**
- 10.3. Peel Agricultural Advisory Working Group and Golden Horseshoe Food and Farming Alliance Annual Update and Funding Request (Related to 11.1) **(A copy of the 2017 Program Guidelines is available from the Office of the Regional Clerk for viewing)**
- 10.4. Revisions to Greenlands Securement Program Implementation Guidelines
- 10.5. North West Brampton Shale Resources Policy Review Study Conclusions **(A copy of the North West Brampton Policy Area Review Study Report is available from the Office of the Regional Clerk for viewing)**
- 10.6. Update on Work with Local Municipalities on Road Operations and Access Control (For information)
- 10.7. Piloting Off-Peak Delivery in the Region of Peel to Improve Existing Infrastructure Efficiencies and Manage Existing Truck Traffic (For information)
- 10.8. Courtneypark Drive East at Highway 410 Bridge Widening and Interchange Improvements
- 10.9. Residential Water and Sewer Line Warranty Protection Program Update and Service Line Warranties of Canada, Inc. Agreement Extension Request

- 10.10. 2017 Annual Performance Review of the South Peel Water and Wastewater Management, Operations and Maintenance Agreement with the Ontario Clean Water Agency (For information)
- 10.11. Coordination of Water and Wastewater Infrastructure Works with the Ontario Ministry of Transportation's Queen Elizabeth Way Improvements Projects, City of Mississauga, Wards 1, 2, 7 and 8
- 10.12. Engineering Services Design and Construction of an Organic Rankine Cycle Turbine at G.E. Booth Wastewater Treatment Plant, Projects 18-2991 and 16-2924, Document 2018-053P, City of Mississauga, Ward 1
- 10.13. Engineering Services for New Sanitary Sewer on Fair Birch Drive, Birchview Drive, Queen Victoria Avenue and Lorne Park Road, Project 18-2300, Document 2018-224P, City of Mississauga, Ward 2
- 10.14. Engineering Services for Sanitary Sewer Construction on Regional Road 16 (Kennedy Road North) and Conservation Drive, Project 15-2153, Document 2018-142P, City of Brampton, Ward 2

11. COMMUNICATIONS

- 11.1. **Bill Hodgson, Councillor, Region of Niagara and Chair, Golden Horseshoe Food and Farming Alliance**, Letter dated May 1, 2018, Regarding the Golden Horseshoe Food and Farming Alliance Request for Extended Funding Support (Receipt recommended) (Related to 10.3)
- 11.2. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated June 4, 2018, Providing a Copy of the City of Brampton Resolution and Report titled "Hurontario Light Rail Transit Project Update – Operation and Maintenance Responsibilities" (Receipt recommended)
- 11.3. **J.W. Tiernay, Executive Director, Ontario Good Roads Association (OGRA)**, Letter dated June 7, 2018, Requesting Support from the Region of Peel to Participate in OGRA's Municipal Alliance for Connected and Autonomous Vehicles in Ontario Initiative for Controlled Testing of Autonomous Vehicles (Referral to Public Works recommended)

12. ITEMS RELATED TO HEALTH

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

- 12.1. Update on Provincial Dispatch Reform (For information)

13. COMMUNICATIONS

14. ITEMS RELATED TO HUMAN SERVICES

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

- 14.1. Brampton Bramalea Christian Fellowship Residences Ltd. Affordable Housing Project Update
- 14.2. Affordable Transit Program Update (For information)
- 14.3. Governance for Housing and Homelessness for the 2018 to 2022 Term of Council
Presentation by Janice Sheehy, Commissioner of Human Services
- 14.4. Affordable Housing Active Living Design Elements Program Update

15. COMMUNICATIONS

16. OTHER BUSINESS

17. NOTICE OF MOTION/MOTION

- 17.1. **Motion from Councillor Fonseca** Regarding Federation of Canadian Municipalities Special Advocacy Fund

- 17.2. **Motion from Councillor Crombie** Regarding National Plastics Reduction Strategy

18. BY-LAWS

Three Readings

By-law 37-2018: A by-law to amend By-law 95-2007 being a by-law to set out all the roads in the Regional Road System, to delete a portion of Regional Road 5 (Derry Road West) in the City of Mississauga. (Related to 8.3)

19. IN CAMERA MATTERS

- 19.1. June 14, 2018 Regional Council Closed Session Report
- 19.2. Proposed Lease Amending and Extending Agreement - Public Works Property - City of Mississauga, Ward 9 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.3. Payment of Compensation Pursuant to the *Expropriations Act*, R.S.O. 1990, C. E.26 – Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road – City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)

- 19.4. Payment of Compensation Pursuant to the *Expropriations Act*, R.S.O. 1990, C. E.26 – Regional Road 6 (Queen Street West) Widening from Regional Road 1 (Mississauga Road) to Chinguacousy Road – City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.5. Proposed Willing Seller Property Acquisition Regional Road 14 (Mayfield Road) Widening from Regional Road 1 (Mississauga Road) to Regional Road 19 (Winston Churchill Boulevard) - Town of Caledon, Ward 2 and City of Brampton, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.6. Expropriation Proceedings Regional Road 14 (Mayfield Road) Widening from Regional Road 7 (Airport Road) to Regional Road 150 (Coleraine Driver) - City of Brampton, Ward 10 and Town of Caledon, Wards 2 and 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.7. Proposed Willing Seller Property Acquisitions, Regional Road 1 (Mississauga Road) Widening from Regional Road 107 (Bovaird Drive West) to Regional Road 14 (Mayfield Road) - City of Brampton, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.8. Proposed Willing Seller Property Acquisition, Regional Road 1 (Mississauga Road) Widening from Financial Drive to Regional Road 6 (Queen Street West) - City of Brampton, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.9. Proposed Property Acquisition - City of Mississauga, Ward 6 (A proposed or pending acquisition or disposition of land by the municipality or local board)
- 19.10. Bargaining Strategy 2019-2023 (Labour relations or employee negotiations)
- 19.11. Impact of China's National Sword Campaign on Peel's Blue Box Program (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

20. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 38-2018:

21. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

22. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
June 14, 2018**

Regional Chair Dale called the meeting of Regional Council to order at 9:33 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

1. ROLL CALL

Members Present:	G. Carlson	S. McFadden
	D. Cook	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♦	R. Starr
	J. Kovac	A. Thompson*
	M. Mahoney♦	

Members Absent:	B. Crombie	Due to other municipal business
	J. Sprovieri	Due to other municipal business

Also Present: D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; J. Smith, Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; N. Polsinelli, Commissioner of Health Services; 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

* See text for arrivals
♦ See text for departures
★ Denotes alternate member

2. DECLARATIONS OF CONFLICTS OF INTEREST

Councillor Saito declared a conflict of interest with respect to Item 14.5, listed on the June 14, 2018 Regional Council agenda, as a family member is employed with the Region of Peel.

Councillor Moore declared a conflict of interest with respect to Item 14.5, listed on the June 14, 2018 Regional Council agenda, as a family member is employed with the Region of Peel.

Councillor Miles declared a conflict of interest with respect to Item 14.5, listed on the June 14, 2018 Regional Council agenda, as a family member is employed with the Region of Peel.

3. APPROVAL OF MINUTES

3.1. May 24, 2018 Regional Council meeting

Moved by Councillor Groves,
Seconded by Councillor Kovac;

That the minutes of the May 24, 2018 Regional Council meeting be approved.

Carried 2018-507

4. APPROVAL OF AGENDA

Moved by Councillor McFadden,
Seconded by Councillor Mahoney;

That the agenda for the June 14, 2018 Regional Council meeting include a delegation from Joanne Reece, CSR Retail Employee, regarding the retail holiday shopping by-law, to be dealt with under Delegations – Item 7.8;

And further, that the agenda for the June 14, 2018 Regional Council meeting include a delegation from Kathleen Mathews, Retail Worker, regarding the retail holiday shopping by-law, to be dealt with under Delegations – Item 7.9;

And further, that the agenda for the June 14, 2018 Regional Council meeting be approved, as amended.

Carried 2018-508

Related to 2018-564, 2018-565 and 2018-573

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

6. CONSENT AGENDA

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the following matters listed on the June 14, 2018 Regional Council Agenda be approved under the Consent Agenda:

- 8.5. Amendment to the Region of Peel Traffic By-law 15-2013 to Extend the Night Time Parking Prohibition on Regional Road 11 (Forks of the Credit Road), Town of Caledon, Ward 1
- 8.6. Report of the Waste Management Strategic Advisory Committee (WMSAC-2/2018) meeting held on May 17, 2018
- 9.1. Carey deGorter, General Manager, Corporate Services/Town Clerk, Town of Caledon, Letter dated May 15, 2018, Providing a Copy of the Town of Caledon Resolution and Report titled "Provincial and Regional Planning Initiatives and Implications on Land Use Planning in Caledon"
- 9.2. Eileen Ptok, Worker, Email dated June 7, 2018, Regarding Holiday Shopping
- 10.2. Amendments to *Immunization of School Pupils Act*
- 10.3. Report of the Health System Integration Committee (HSIC-2/2018) meeting held on May 17, 2018
- 12.1. Proposed Name for the Seniors Housing Project in Caledon
- 12.2. GreenON Social Housing Program - Requesting Authority to Participate and Award Funds
- 14.2. Statement of Development Charge Reserve Funds - Fiscal 2017
- 14.4. Contract Increases Resulting from Changes to Minimum Wage Under the *Fair Workplaces, Better Jobs Act, 2017*
- 14.6. Enterprise Resource Planning (ERP) Strategy and Roadmap

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

Carried 2018-509

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the following matter listed on the June 14, 2018 Regional Council Agenda as item 14.5 be approved:

14.5. Employee Group Benefits, Document 2015-330N

In Favour	G. Carlson; D. Cook; J. Downey; C. Fonseca; G. Gibson; A. Groves; J. Innis; L. Jeffrey; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; M. Palleschi; K. Ras; B. Shaughnessy; R. Starr	Total 16
Opposed		
Abstain <i>(counted as a no vote)</i>	G. Miles•; E. Moore•; P. Saito•	3
Absent <i>(from meeting and/or vote)</i>	B. Crombie; N. Iannicca; C. Parrish; J. Sprovieri; A. Thompson	5

Carried 2018-510

• *due to declared conflict of interest*

Councillor Parrish arrived at 9:39 a.m.
Councillor Iannicca arrived at 9:44 a.m.

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

8.5. **Amendment to the Region of Peel Traffic By-law 15-2013 to Extend the Night Time Parking Prohibition on Regional Road 11 (Forks of the Credit Road), Town of Caledon, Ward 1**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the night time parking prohibition be extended from 2:00 am to 6:00 am on the north side of Regional Road 11 (Forks of the Credit Road) from 125 metres (410 feet) east of Chisholm Street to 35 metres (115 feet) east of Dominion Street to 10:00 pm to 6:00 am in the Town of Caledon;

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

And further, that Ontario Provincial Police and Town of Caledon By-law Enforcement be advised.

Carried 2018-511

Related to 2018-581

8.6. **Report of the Waste Management Strategic Advisory Committee (WMSAC-2/2018) meeting held on May 17, 2018**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the report of the Waste Management Strategic Advisory Committee (WMSAC-2/2018) meeting held on May 17, 2018 be adopted.

Carried 2018-512

1. DECLARATIONS OF CONFLICT OF INTEREST – Nil

2. APPROVAL OF AGENDA

RECOMMENDATION WMSAC-6-2018:

That the agenda for the May 17, 2018 Waste Management Strategic Advisory Committee meeting, be approved.

Approved 2018-513

3. DELEGATIONS

- 3.1. **Catherine Leighton, Coordinator, Waste Management, Partners in Project Green, Toronto and Region Conservation Authority (TRCA), Providing an Overview of TRCA's Recycling Collection Drive Campaign with the Region of Peel, City of Brampton, City of Mississauga and the Town of Caledon and their Plans for Waste Reduction Week; and Presenting the Partners in Project Green Certificate of Diversion to the Region of Peel**

Received 2018-514

- 3.2. **Sherry Irwin, Townhouse Owner, Peel Condominium Corporation #180 (PCC 180), City of Mississauga, In Support of Petitions Opposing Waste and Recycling Carts for PCC 180 and Other Townhouse Complexes**

Received 2018-515

Related to 2018-516 and 2018-524

Item 4.5 was dealt with.

- 4.5. **Townhouse Conversion Update**

Received 2018-516

Related to 2018-515 and 2018-522 to 2018-534 inclusive

4. REPORTS

- 4.1. **Let them Loose: Targeted Contamination Campaign (Oral)**
*Presentation by Erwin Pascual, Manager, Waste Planning;
Amie Miles, Manager, Strategic Client Communications;
and, Dennis King, Digital Specialist*

Received 2018-517

- 4.2. **Resident Awareness Campaign to Reduce Contamination in Recycling and Organics Programs**

Received 2018-518

- 4.3. **Update on Textile Collection Pilot Projects**

Received 2018-519

4.4. **Organics Collection Pilot at Multi-Residential Locations**

Received 2018-520

4.5. **Townhouse Conversion Update**

This item was dealt with under Resolution 2018-516

4.6. **Follow up on Delegation by Sean Rana, Bagez Product**

Received 2018-521

5. **COMMUNICATIONS**

5.1. **Andrew Kryvonis and Natalja Oksa, on behalf of the Residents at Peel Condominium Corporation #231, City of Mississauga, Letter dated March 23, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-522

Related to 2018-516 and 2018-525

5.2. **James Fieldhouse and Laura Fieldhouse, on behalf of the Residents at Peel Condominium Corporation #203, City of Mississauga, Letter dated April 2, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-523

Related to 2018-516

5.3. **Sherry Irwin, Lynda O-Rourke, Gord MacLean, on behalf of the Residents at Peel Condominium Corporation #180, City of Mississauga, Letter dated April 3, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-524

Related to 2018-515 and 2018-516

- 5.4. **Matthew Atkin, Property Manager, GSA Property Management, on behalf of the Board of Directors of Peel Condominium Corporation #231, City of Mississauga, Letter dated April 5, 2018, Supporting the Petition in Opposition to Cart-Based Collection Program for Townhouses Submitted by the Residents of Peel Condominium Corporation #231**

Received 2018-525

Related to 2018-516 and 2018-522

- 5.5. **Andrew Szczotka, on behalf of the Residents at Peel Condominium Corporation #185, City of Mississauga, Letter dated April 10, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-526

Related to 2018-516

- 5.6. **Matthew Atkin, Property Manager, GSA Property, on behalf of the Board of Directors of Peel Condominium Corporation #189, City of Mississauga, Letter dated April 24, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-527

Related to 2018-516

- 5.7. **Matthew Atkin, Property Manager, GSA Property, on behalf of the Board of Directors of Peel Condominium Corporation #612, City of Mississauga, Letter dated April 24, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-528

Related to 2018-516

- 5.8. **Matthew Atkin, Property Manager, GSA Property, on behalf of the Board of Directors and Residents at Peel Condominium Corporation #23, City of Mississauga, Letter dated April 26, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-529

Related to 2018-516

- 5.9. **Joyce Kamel, on behalf of the Residents at Peel Condominium Corporation #175, City of Mississauga, Letter dated April 26, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-530

Related to 2018-516

- 5.10. **Matthew Atkin, Property Manager, GSA Property, on behalf of the Board of Directors of Peel Condominium Corporation #595, City of Mississauga, Letter dated May 1, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-531

Related to 2018-516

- 5.11. **Matthew Atkin, Property Manager, GSA Property, on behalf of the Board of Directors of Peel Condominium Corporation #576, City of Mississauga, Letter dated May 2, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-532

Related to 2018-516

- 5.12. **Paul Rennalls, President; Elizabeth Elysee-Collen, Peter Harris, Janet Parsons, Janet Richardson, Members, Board of Directors of Peel Condominium Corporation #176, City of Mississauga, Letter dated April 23, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-533

Related to 2018-516

- 5.13. **Matthew Atkin, Property Manager, Dawneen MacKenzie, President, Board of Directors, GSA Property Management, on behalf of the Residents at Peel Condominium Corporation #219, City of Mississauga, Letter dated May 8, 2018, Providing a Copy of a Petition in Opposition to Cart-Based Collection Program for Townhouses**

Received 2018-534

Related to 2018-516

- 5.14. **Chris Ballard, Minister of the Environment and Climate Change, Letter dated May 7, 2018, Regarding Windup and Transition of the Existing Municipal Hazardous or Special Waste (MHSW) Program**

Received 2018-535

- 5.15. **Ministry of the Environment and Climate Change Brochure titled "Ontario's Food and Organic Waste Framework", Climate Change Action Plan**

Received 2018-536

- 9.1. **Carey deGorter, General Manager, Corporate Services/Town Clerk, Town of Caledon, Letter dated May 15, 2018, Providing a Copy of the Town of Caledon Resolution and Report titled "Provincial and Regional Planning Initiatives and Implications on Land Use Planning in Caledon"**

Referred to Public Works 2018-537

- 9.2. **Eileen Ptok, Worker, Email dated June 7, 2018, Regarding Holiday Shopping**

Received 2018-538

Related to 2018-559 to 2018-562 inclusive, 2018-563, 2018-564, 2018-558 and 2018-581

- 10.2. **Amendments to Immunization of School Pupils Act**

Received 2018-539

10.3. **Report of the Health System Integration Committee (HSIC-2/2018) meeting held on May 17, 2018**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the report of the Health System Integration Committee (HSIC-2/2018) meeting held on May 17, 2018 be adopted.

Carried 2018-540

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

RECOMMENDATION HSIC-4-2018:

That the agenda for the May 17, 2018 Health System Integration Committee meeting include an oral presentation titled "Overview of the Butterfly Project", to be dealt with under Reports – Item 4.5;

And further, that the Agenda for the May 17, 2018 Health System Integration Committee meeting, be approved, as amended.

Approved 2018-541

3. DELEGATIONS - Nil

4. REPORTS

Item 4.5 was dealt with.

4.5. Overview of the Butterfly Project
Presentation by Cathy Granger, Director, Long Term Care

Received 2018-542

Related to 2018-541

4.1. Peel Housing and Homelessness Plan and Mental Health
Presentation by Aileen Baird, Director, Housing Services and Sue Ritchie, Manager, Program Design and Development

Received 2018-543

4.2. ***Mental Health and Addictions System and Supports in Peel***

Received 2018-544

4.3. ***Physical Activity Among School-Aged Children and Youth***

Received 2018-545

RECOMMENDATION HSIC-5-2018:

That Peel Health staff be directed to advocate to the Ministry of Education to change its high school curriculum to require three compulsory Physical Education credits for a student to receive a high school diploma.

Approved 2018-546

4.4. ***Health System Integration Committee Summary Report***

Presentation by Dawn Langtry, Program Director, Operational Policy and Program Design

Received 2018-547

4.5. ***Overview of the Butterfly Project***

Presentation by Cathy Granger, Director, Long Term Care

This item was dealt with under Resolution 2018-542

12.1. **Proposed Name for the Seniors Housing Project in Caledon**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the Seniors Housing Project currently being constructed at 12600 Kennedy Road, Caledon, Ward 2, be named "Mayfield Seniors Apartments".

Carried 2018-548

12.2. **GreenON Social Housing Program - Requesting Authority to Participate and Award Funds**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That participation by the Region of Peel in the Green Ontario Fund's GreenON Social Housing Program (GreenON) administered by the Housing Services Corporation be approved;

And further, that the Housing Services Corporation's Transfer Payment Agreement and any related amendments and extensions (the "Transfer Payment Agreement"), together with such further agreements and ancillary documents that may be required for participation in the GreenON, be executed by the Region of Peel's duly authorized signing officers, provided the Transfer Payment Agreement and any such further agreements and ancillary documents are in a form satisfactory to the Regional Solicitor;

And further, that a capital project in the amount of \$322,972 to fund awarded GreenON projects be approved;

And further, that staff be authorized to follow a competitive application process to identify eligible projects for the receipt of GreenON funding;

And further, that the Commissioner of Finance and Chief Financial Officer (CFO) and the Commissioner of Human Services be authorized to award up to \$322,972 in GreenON funding for eligible projects following the completion of a competitive application process.

Carried 2018-549

14.2. **Statement of Development Charge Reserve Funds - Fiscal 2017**

Received 2018-550

Related to 2018-579

14.4. **Contract Increases Resulting from Changes to Minimum Wage Under the *Fair Workplaces, Better Jobs Act, 2017***

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the Commissioner of Finance and Chief Financial Officer and the Commissioner responsible for the program be authorized, on a case by case basis, to assess and approve requests for contract price increases to offset impacts resulting from changes to minimum wage under the *Fair Workplaces, Better Jobs Act, 2017*, where such requests are deemed appropriate by the Commissioners, having regard for the considerations outlined in the Report of the Commissioner of Finance and Chief Financial Officer, titled "Contract Increases Resulting from Changes to Minimum Wage under the *Fair Workplaces, Better Jobs Act, 2017*";

And further, that where the Commissioner of Finance and Chief Financial Officer is the Commissioner responsible for the program, the Chief Administrative Officer shall be authorized to assess and approve such requests, together with the Commissioner of Finance and Chief Financial Officer.

Carried 2018-551

14.5. **Employee Group Benefits, Document 2015-330N**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the contract, Document 2015-330N, for the Employee Group Benefits with Sun Life Assurance Company of Canada be extended for a 12-month term commencing July 1, 2018 in the estimated amount of \$24.7 million (excluding applicable taxes), in accordance with Purchasing By-law 113-2013.

Carried 2018-552

14.6. **Enterprise Resource Planning (ERP) Strategy and Roadmap**

Moved by Councillor Mahoney,
Seconded by Councillor Carlson;

That the Enterprise Resource Planning Strategy and Roadmap, as outlined in the joint report of the Commissioner of Corporate Services and the Acting Commissioner of Digital Information and Services, titled "Enterprise Resource Planning (ERP) Strategy and Roadmap", be approved.

Carried 2018-553

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS

Items 7.5 and 12.4 were dealt with.

- 7.5. **Sandra Rupnarain, Director, Client Services, Family Services of Peel,** Presenting the Work that Family Services of Peel – Peel Institute on Violence Prevention is Doing in Regards to Human Trafficking

Received 2018-554

Related to 2018-556

Moved by Councillor Medeiros,
Seconded by Councillor Miles;

That in accordance with section 5.4.9 of Region of Peel Procedure By-law 9-2018, the time for the delegation by Sandra Rupnarain, Director, Client Services, Family Services of Peel, be extended.

Carried 2018-555

Sandra Rupnarain, Director, Client Services, Family Services of Peel, stated that the goal of the collaborative survivor centred approach to human sex trafficking in Peel Region is to increase service provider's capacity to support survivors of trafficking and their families on their journey to recovery and healing. The project was guided by three research questions:

- Who are the survivors of human trafficking in Peel?
- What are the unique service needs of survivors of human trafficking?"
- How can we increase the response to those needs by service providers and communities?

Sandra Rupnarain provided an overview of accomplishments made to date, as well as recommendations that have been identified, including:

- The appointment of an interdisciplinary and inter-sectorial collaborative organization to lead the initiative in the Region of Peel
- The need to identify evidence of what constitutes best practice, best prevention and best intervention strategies
- The development of a trauma screening tool
- The development of education and outreach programs that target the appropriate demographics
- The provision of culturally sensitive training with an evaluation process

Councillor Jeffrey suggested that the public and local municipal staff who work with young people should be made aware of the signs of human trafficking.

Members of Regional Council recognized the members of the Human Trafficking Advisory Committee for their work on the Strategy to address Human Sex Trafficking, as well as the agencies who provided support.

12.4. **A Strategy to Address Human Sex Trafficking in Peel Region**

Presentation by Jason Hastings, Director, Strategic Initiatives

Received 2018-556

Related to 2018-557

Moved by Councillor Downey,
Seconded by Councillor Miles;

That the Strategy as outlined in the report of the Commissioner of Human Services, titled "A Strategy to Address Human Sex Trafficking in Peel Region", be endorsed;

And further, that Regional Council advocate to the Provincial Anti-Human Trafficking Coordination Office for additional funding to support this initiative;

And further, that a copy of the subject report be sent to the Chief, Peel Regional Police; Director, Provincial Anti-Human Trafficking Coordination Office; Chief

Executive Officer, Peel Children's Aid Society; Director of Education, Dufferin-Peel Catholic District School Board; Director of Education, Peel District School Board; Président, Conseil Scolaire Viamonde; Executive Director, Ontario Federation of Independent Schools; Directeur de l'éducation, Conseil Scolaire Catholique MonAvenir; and representatives of the Peel Human Trafficking Service Providers Committee.

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; R. Starr	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; J. Sprovieri; A. Thompson	3

Carried 2018-557

Related to 2018-555 and 2018-556

Jason Hastings, Director, Strategic Initiatives, provided facts related to human sex trafficking in Peel Region, noting that Peel Region is at the centre of sex trafficking due to its close proximity to major highways.

Jason Hastings advised that to bridge gaps in services, a Strategy to address human sex trafficking in Peel Region was developed to provide services that are trauma-informed, person-centred, human rights based and focussed on harm reduction. The Strategy includes a three-year pilot for the implementation and operation of one safe/emergency house, one transitional house and one dedicated hub that will provide core services.

The three-year pilot is expected to increase awareness of human sex trafficking through prevention and education; increase access to dedicated and reliable services that are easy to navigate for victims/survivors; and, increase access to dedicated, safe and supportive housing for victims/survivors. These outcomes will establish baseline data to better define the current situation in the Region of Peel.

Item 8.1 was dealt with.

- 8.1. **Regulating Retail Business Holiday Shopping in the Region of Peel**
Presentation by Adrian Smith, Acting Director, Integrated Planning

Received 2018-558

Related to 2018-559 to 2018-562 inclusive, 2018-563, 2018-564, 2018-565, 2018-538 and 2018-581

Adrian Smith, Acting Director, Integrated Planning, reviewed the history of provincial legislation related to retail business holiday opening. He advised that in 2016, section 1.2 of the *Retail Business Holidays Act* was proclaimed, permitting upper and single tier municipalities to exempt themselves from the requirements of the *Act* by substituting their own municipal by-laws to regulate retail business holiday closures and classes of retail business.

A consultative approach was taken to develop a “made-in-Peel” by-law, which included online surveys and stakeholder workshops. The proposed Peel Region Retail Holiday Shopping By-law:

- Retains emphasis on the value of a common pause day
- Continues essential service exemptions already existing in the *Act*
- Maintains previously approved exemptions under the *Act* through a “grandfathering” provision
- Provides a mechanism for tourism area exemptions through a Local Municipal Tourism Strategy

The proposed Region of Peel By-law provisions include the Region of Peel as the approval authority for matters as they relate to Regional retail holiday shopping; the implementation of exemptions through the new open, clear and understandable definitions; and, enforcement through the set fines process.

In response to a question from Councillor Saito, Adrian Smith advised that applications for retail business holiday openings would not need to be submitted to the Region of Peel provided that local municipal tourism strategies specifically define tourist areas and include provisions for holiday retail openings in those areas.

In response to a question from Councillor Starr, Adrian Smith advised that the proposed Regional of Peel By-law eliminates the application process but would not preclude local municipalities from considering specific circumstances to meet their tourism objectives.

In response to a question from Councillor Parrish, the Regional Solicitor advised that the implementation of a \$500 penalty for by-law contraventions is consistent with an expedited prosecution process; however, a Provincial Offences Prosecutor could opt to seek a higher penalty by pursuing the prosecution by means of a different prosecution process.

Members of Council discussed the implications of eliminating the “grandfathering” clause from the proposed Region of Peel By-law for existing exemptions and suggested that staff report to a future meeting with options for eliminating the “grandfathering” clause and replacing it with a “sunset” clause.

7.1. **Gord Currie, President and Tony Falcone, Vice President, Unifor Local 414,**
Regarding the Holiday Shopping By-law

Received 2018-559

Related to 2018-560 to 2018-562 inclusive, 2018-563, 2018-564, 2018-565, 2018-558, 2018-538 and 2018-581

Gord Currie, President and Tony Falcone, Vice President, Unifor Local 414, highlighted the challenges faced by retail workers to plan and spend time away from work, noting that many are scheduled to work on holidays even if working on holidays is considered optional. They submitted a petition on behalf of Unifor containing approximately 2,000 signatures, calling on Regional Council to suspend proposed changes to by-laws that would allow stores to open on statutory holidays.

- 7.2. **Louis Ursue, Retail Worker**, Regarding the Importance of the Nine Statutory Holidays for Retail Workers

Received 2018-560

Related to 2018-559, 2018-561, 2018-562, 2018-563, 2018-564, 2018-565, 2018-558, 2018-538 and 2018-581

Louis Ursue, Retail Worker, stated the need for retail workers to have personal and family time and stated his support for maintaining the status quo regarding retail business holiday openings.

Councillor Thompson arrived at 10:49 a.m.

- 7.3. **Jason Parkes, Retail Worker**, Regarding the Holiday Shopping By-law

Received 2018-561

Related to 2018-559, 2018-560, 2018-562, 2018-563, 2018-564, 2018-565, 2018-558, 2018-538 and 2018-581

Jason Parkes, Retail Worker, advised that he does not support retail openings on holidays, noting the need for workers to spend time with their family and the difficulty in scheduling workers on holidays.

- 7.4. **Jim McDowell, Unifor Local 1285, Union in Politics Co-Chair and Past President, Peel Region Labour Council**, Regarding the Issue of Retail Workers and the Need for the Statutory Holidays as Guaranteed Days of Rest

Received 2018-562

Related to 2018-559 to 2018-561 inclusive, 2018-563, 2018-564, 2018-565, 2018-558, 2018-538 and 2018-581

Jim McDowell, Unifor Local 1285, Union in Politics Co-Chair and Past President, Peel Labour Council, thanked Region of Peel staff for their work on the proposed Retail Holiday Shopping By-law, noting that the public consultations were well structured. He stated the importance of holidays as family time and indicated his satisfaction with the proposed By-law.

In response to a question from Councillor Parrish, Jim McDowell advised that he would not object to the inclusion of “grandfathering” or “sunset” clauses in the proposed by-law.

- 7.5. **Sandra Rupnarain, Director, Client Services, Family Services of Peel,** Presenting the Work that Family Services of Peel – Peel Institute on Violence Prevention is Doing in Regards to Human Trafficking

This item was dealt with under Resolution 2018-554

- 7.6. **David Wojcik, President and Chief Executive Officer, Mississauga Board of Trade,** Regarding the *Retail Business Holidays Act*

Received 2018-563

Related to 2018-559 to 2018-562 inclusive, 2018-564, 2018-565, 2018-558, 2018-538 and 2018-581

David Wojcik, President and Chief Executive Officer, Mississauga Board of Trade, advised that York Region recently passed a by-law that allows retail establishments to remain open on all statutory holidays, with the exception of Christmas Day. He stated his concern that Peel businesses could lose money because shoppers will go to neighbouring areas, if retail businesses in Peel Region must remain closed on holidays.

David Wojcik expressed Mississauga Board of Trade's concerns that the definition of tourism is being taken advantage of and he encouraged Regional Council to conduct further stakeholder consultations on the issue of maintaining a grandfathering clause for existing exemptions. He also noted concern for the impact on youth who depend on income from working on holidays.

The Regional Solicitor noted that the past tourism criteria would no longer be applicable under the proposed Retail Holiday Shopping By-law and that applications could be submitted to the local municipality which could choose to consider such requests and make a determination whether the application aligns with their tourism strategy.

Items 7.8, 7.9 and 8.1 were dealt with.

- 7.8. **Joanne Reece, CSR Retail Employee,** Regarding the Retail Holiday Shopping By-law

Received 2018-564

Related to 2018-559 to 2018-562 inclusive, 2018-563, 2018-565, 2018-558, 2018-538 and 2018-581

Joanne Reece, CSR Retail Employee, requested clarification regarding whether businesses in the vicinity of exempted establishments would still have the ability to remain closed under the proposed Retail Holiday Shopping By-law.

The Regional Solicitor confirmed that nothing in the proposed by-law would compel any business to open on statutory holidays.

7.9. **Kathleen Mathews, Retail Worker**, Regarding the Retail Holiday Shopping By-law

Received 2018-565

Related to 2018-559 to 2018-562 inclusive, 2018-563, 2018-564, 2018-558, 2018-538 and 2018-581

Kathleen Mathews, Retail Worker, stated the importance of family time to retail workers, noting that working on holidays is not always voluntary and that it is difficult to find child care.

In response to a question from Councillor Starr, Kathleen Mathews stated that she does not object to exemptions for ethnic establishments provided that the employees do not object to working on holidays.

In response to a question from Councillor Parrish, Kathleen Mathews indicated that she would not object to the inclusion of a “sunset” clause for establishments who have obtained exemptions under the current legislation.

8.1. **Regulating Retail Business Holiday Shopping in the Region of Peel**

Moved by Councillor Medeiros,
Seconded by Councillor Starr;

That the proposed approach to and criteria for regulating retail business holiday shopping in Peel, as outlined in the report of the Commissioner of Public Works titled, “Regulating Retail Business Holiday Shopping in the Region of Peel”, be implemented;

And further, that the Region of Peel exempt itself from the *Retail Business Holidays Act* statutory holiday closure scheme by enactment of a by-law pursuant to Section 1.2 of the *Retail Business Holidays Act*;

And further, that By-law 18-1999 be repealed;

And further, that the new Region of Peel by-law be presented for enactment to regulate retail holiday shopping in the Region of Peel, in accordance with Section 148 of the *Municipal Act, 2001, as amended*, which by-law shall be effective on the date of enactment, with the exception of the Set Fines in Schedule ‘B’ which shall not be effective until approval by the Regional Senior Justice of the Ontario Court of Justice;

And further, that staff submit the proposed Set Fines to the Regional Senior Justice of the Ontario Court of Justice for approval;

And further, that the Regional Solicitor be authorized to approve and implement any minor changes required by the Regional Senior Justice of the Ontario Court of Justice to the Set Fines;

And further, that a copy of the subject report be circulated to the City of Mississauga, City of Brampton, and Town of Caledon, for information.

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; R. Starr; A. Thompson	Total 22
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; J. Sprovieri	2

Carried 2018-566

Related to 2018-559 to 2018-562 inclusive, 2018-563, 2018-564, 2018-565, 2018-538 and 2018-581

Moved by Councillor Parrish,
Seconded by Councillor Kovac;

That staff report to a future meeting of Regional Council with options for the inclusion of “sunset” and “grandfathering” clauses for existing exemptions within the Retail Business Holiday Shopping By-law.

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	Total 20
Opposed	R. Starr; A. Thompson	2
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; J. Sprovieri	2

Carried 2018-567

7.7. **David Wojcik, President and Chief Executive Officer, Mississauga Board of Trade**, Regarding the Vacant Unit Property Tax Rebate Program

Received 2018-568

Related to 2018-569

David Wojcik, President and Chief Executive Officer, Mississauga Board of Trade (MBOT), on behalf of MBOT members who own and operate commercial and industrial properties in Peel Region, expressed concern that Region of Peel staff continue to support the phase out of the Vacant Unit Property Tax Rebate Program. He stated that phasing out the program would result in a litany of property assessment appeals. David Wojcik requested that Regional Council direct staff to work with the MBOT to maintain the program, with the right rules in place, until a detailed analysis can be conducted and presented to Regional Council.

In response to a question from Councillor Ras, David Wojcik advised that the Ontario Chamber of Commerce, which supported the elimination of the program, represents sectors across Ontario; whereas, MBOT represents businesses in Mississauga which has a large sector invested in the issue.

Members of Regional Council discussed their interest in reviewing additional data related to the program and requested that staff report to Regional Council in January 2019 to re-evaluate the issue.

Councillor Iannicca departed at 11:35 a.m.

Item 14.3 was dealt with.

14.3. Vacant Unit Rebate Program Update Report

Received 2018-569

7.8. Joanne Reece, CSR Retail Employee, Regarding the Retail Holiday Shopping By-law

This item was dealt with under Resolution 2018-564

7.9. Kathleen Mathews, Retail Worker, Regarding the Retail Holiday Shopping By-law

This item was dealt with under Resolution 2018-565

8. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor R. Starr

8.1. Regulating Retail Business Holiday Shopping in the Region of Peel
Presentation by Adrian Smith, Acting Director, Integrated Planning

This item was dealt with under Resolutions 2018-558, 2018-566 and 2018-567

8.2. Update on the Waste Collection Contractor Performance
Presentation by Norman Lee, Director, Waste Management

Received 2018-570

Related to 2018-573

Norman Lee, Director, Waste Management, provided an overview of the history of Emterra’s performance issues with respect to waste collection and advised that Emterra has added trucks but continues to struggle to get enough drivers each day and continues to struggle with poor management. These struggles have resulted in worsening service and ongoing late and missed collections. He highlighted options for the consideration of Regional Council including maintaining the status quo, directing Emterra to add resources; removing routes from Emterra; and, terminating the contract.

Councillor Palleschi commended staff’s efforts to work with the contractor to improve service to residents however, he advised that he has been receiving an increased number of calls from concerned residents. Councillor Palleschi indicated his support for removing routes from Emterra.

Councillor Parrish noted that cancelling Emterra’s contract would be a complicated process and she suggested that staff consult with Emterra to determine the number of routes that should be removed in order to address performance issues.

Janette Smith, Commissioner of Public Works, advised that under the contract with Emterra, she has authority to take all steps necessary, up to and including termination of the contract.

Moved by Councillor Palleschi,
Seconded by Councillor Gibson;

That the agenda for the June 14, 2018 Regional Council meeting include a communication from the City of Brampton regarding waste collection performance issues within Brampton provided by Emterra Waste Collection Limited.

In Favour	G. Carlson; D. Cook; J. Downey; C. Fonseca; G. Gibson; A. Groves; 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; R. Starr; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; N. Iannicca; J. Sprovieri	3

Carried by a two-thirds majority 2018-571

Related to 2018-573

Moved by Councillor Palleschi,
Seconded by Councillor Innis;

That Regional Council supports staff taking action to exercise powers within the Emterra contract to improve performance, including removing one or more routes.

In Favour	G. Carlson; D. Cook; J. Downey; C. Fonseca; G. Gibson; A. Groves; 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; R. Starr; A. Thompson	Total 21
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; N. Iannicca; J. Sprovieri	3

Carried 2018-572

Additional Item 9.3 was dealt with.

9.3. **City of Brampton, Council Resolution**, Regarding Waste Collection Performance Issues within Brampton Provided by Emterra Waste Collection Limited

Received 2018-573

Related to 2018-570

8.3. **Update - Brampton Brick Limited – Norval Quarry Proposal, City of Brampton, Ward 6**

Received 2018-574

Councillor Mahoney departed at 12:22 p.m.
Councillor Palleschi departed at 12:25 p.m.

8.4. **Private Noise Attenuation Wall Conversion Program Implementation Plan**

Received 2018-575

Councillor Carlson noted that the effects of wind and weather are impacting the durability of noise attenuation walls and he suggested that additional funds be placed in reserves to keep up with their maintenance and replacement needs.

At the request of Councillor Saito, Gary Kocialek, Director, Transportation, undertook to check the condition of the noise attenuation walls on Millcreek Drive.

At the request of Councillor Groves, Gary Kocialek undertook to determine whether the noise attenuation walls on Coleraine Drive were funded through development charges.

9. COMMUNICATIONS

These items were dealt with under Consent Agenda

10. ITEMS RELATED TO HEALTH

Chaired by Councillor E. Moore

10.1. Seniors' Services 2017 Annual Report

Presentation by Cathy Granger, Director and Dr. Sudip Saha, Senior Medical Director, Long Term Care

Withdrawn 2018-576

11. COMMUNICATIONS - Nil

Regional Council recessed at 12:38 p.m.

Regional Council reconvened at 1:10 p.m.

Members Present:	G. Carlson	M. Medeiros
	D. Cook	G. Miles
	F. Dale	E. Moore
	J. Downey	C. Parrish
	G. Gibson	K. Ras
	A. Groves	P. Saito
	J. Innis	B. Shaughnessy
	L. Jeffrey♦	R. Starr
	J. Kovac	A. Thompson
	S. McFadden	

Members Absent:	B. Crombie	Due to other municipal business
	C. Fonseca	
	N. Iannicca	
	M. Mahoney	Due to other municipal business
	M. Palleschi	
	J. Sprovieri	Due to other municipal business

Also Present: D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; J. Smith, Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; N. Polsinelli, Commissioner of Health Services; 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

12. ITEMS RELATED TO HUMAN SERVICES

Chaired by Councillor M. Medeiros

12.3. Update on the Region of Peel's Centralized Waiting List for Housing in 2017

Received 2018-577

Moved by Councillor Jeffrey,
Seconded by Councillor Parrish;

Whereas addressing affordable housing is complex and the responsibility of all levels of government;

And whereas, the federal government released Canada’s first National Housing Strategy (NHS), a 10-year \$40-billion plan that includes a series of investments in the National Housing Co-Investment Fund; investments in Community Housing Resilience; Enhanced Federal-Provincial/Territorial Partnerships; and A Plan to Make Homelessness History;

And whereas, the Region of Peel, as Service Manager, is responsible for managing a Centralized Waiting List (CWL), where at year end 2017 totaled 13,597 households;

And whereas, 83 per cent of households in the Region of Peel are not in receipt of either Housing Allowance or Rent Geared to Income Subsidy;

And whereas, the City of Mississauga has released “Making Room for the Middle: A Housing Strategy for Mississauga” and the City of Brampton is developing “Housing Brampton” to address specific community needs;

Therefore be it resolved, that the Region of Peel, in collaboration with the Cities of Brampton, Mississauga and Town of Caledon, develop an aggressive advocacy strategy that helps accelerate access to available federal funding, and identifies innovative solutions to address the ongoing affordable housing needs across the Region of Peel;

And further, that the Region of Peel immediately reach out to newly elected Members of Provincial Parliament and Members of Parliament to express the urgent need of the Provincial Government to address the affordable housing situation in a explosive population growth area like the Region of Peel;

And further, that a copy of this resolution be circulated to the Minister of Families, Children and Social Development; Premier-Designate Doug Ford, the Minister of Housing, Peel Members of Parliament, Peel Members of Provincial Parliament-Elect, local municipalities.

In Favour	G. Carlson; D. Cook; J. Downey; G. Gibson; A. Groves; J. Innis; L. Jeffrey; J. Kovac; S. McFadden; M. Medeiros; G. Miles; E. Moore; C. Parrish; K. Ras; B. Shaughnessy; R. Starr; A. Thompson	Total 17
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; N. Iannicca; M. Mahoney; M. Palleschi; P. Saito; J. Sprovieri	7

Carried 2018-578

Councillor Jeffrey highlighted the need to access federal housing funding as soon as possible in order to address ongoing affordable housing needs.

Councillor Jeffrey departed at 1:19 p.m.

- 12.4. **A Strategy to Address Human Sex Trafficking in Peel Region**
Presentation by Jason Hastings, Director, Strategic Initiatives

This item was dealt with under Resolution 2018-556

Related to 2018-554

13. **COMMUNICATIONS** - Nil

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

- 14.1. **Development Charges Program Update**
Presentation by Stephanie Nagel, Treasurer and Director of Corporate Finance

Received 2018-579

Related to 2018-550

Stephanie Nagel, Treasurer and Director, Corporate Finance, provided an overview of the Development Charges program performance for the period 2013 – 2017, highlighting the impact of the Growth Management Strategy and risks to the sustainability of the Development Charges (DC) program.

Stephanie Nagel advised that staff will continue to collaborate with local municipal staff and builders to mitigate risks and prepare an updated Development Charges by-law for Regional Council's consideration prior to the October, 2020 statutory deadline.

Councillor Ras noted that the lag between growth investments and DC collection could be attributed to local municipalities placing developments on hold until certain conditions are met.

In response to a question from Councillor Ras, Stephanie Nagel advised that secondary suites are exempted from DCs and therefore represent a cost to the Region of Peel.

In response to a question from Councillor Miles, Stephanie Nagel advised that fulsome information regarding debt limits for DCs would be included in the next DC Background Study.

15. **COMMUNICATIONS** - Nil

16. **OTHER BUSINESS** - Nil

17. NOTICE OF MOTION/MOTION

17.1. Motion from Councillor Innis Regarding the Canadian Pacific Rail Overpass of Highway 50 South of Palgrave in the Town of Caledon

Moved by Councillor Innis,
Seconded by Councillor Thompson;

Whereas the Canadian Pacific (CP) overpass of Highway 50 south of Palgrave in Caledon is in poor aesthetic condition;

Therefore be it resolved, that CP Rail be requested to undertake works to improve the aesthetics of the CP overpass of Highway 50 south of Palgrave;

And further, that a copy of the resolution and request be provided to the Town of Caledon for information.

In Favour	G. Carlson; D. Cook; J. Downey; G. Gibson; A. Groves; J. Innis; J. Kovac; S. McFadden; M. Medeiros; G. Miles; E. Moore; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; R. Starr; A. Thompson	Total 17
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; N. Iannicca; L. Jeffrey; M. Mahoney; M. Palleschi; J. Sprovieri	7

Carried 2018-580

18. BY-LAWS

Three Readings

By-law 34-2018: A by-law passed under Section 1.2 of the *Retail Business Holidays Act* providing that the Act does not apply to The Regional Municipality of Peel and as per Section 148 of the *Municipal Act*, to regulate closing of business establishments within The Regional Municipality of Peel and to establish procedures for implementing exemptions to the holiday closure requirements; and to repeal By-law 18-1999.

By-law 35-2018: A by-law to prohibit night time parking from 10:00 p.m. to 6:00 a.m. on the north side of Regional Road 11 (Forks of the Credit Road) from a point 125 metres east of Chisholm Street to a point 35 metres east of Dominion Street; 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.

Moved by Councillor Shaughnessy,
Seconded by Councillor Groves;

That the by-laws listed on the Regional Council agenda, being By-laws 34-2018 and 35-2018, 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 2018-581

Related to 2018-559 to 2018-562 inclusive, 2018-563, 2018-564, 2018-565, 2018-558, 2018-511 and 2018-538

19. IN CAMERA MATTERS

At 1:43 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Thompson,
Seconded by Councillor Starr;

That Council proceed "In Camera" to consider the May 24, 2018 Regional Council Closed Session report and Council report relating to the following:

- Proposed Property Acquisitions for Future Human Services Needs - City of Mississauga, Wards 9 and 11; and City of Brampton (A proposed or pending acquisition or disposition of land by the municipality or local board)

2018-582

Moved by Councillor Cook,
Seconded by Councillor Thompson;

That Council proceed out of "In Camera".

2018-583

Council moved out of closed session at 2:19 p.m.

19.1. **May 24, 2018 Regional Council Closed Session Report**

Received 2018-584

19.2. **Proposed Property Acquisitions for Future Human Services Needs - City of Mississauga, Wards 9 and 11; and City of Brampton (A proposed or pending acquisition or disposition of land by the municipality or local board)**

Moved by Councillor Carlson,
Seconded by Councillor Parrish;

That The Regional Municipality of Peel, as Purchaser, enter into Agreements of Purchase and Sale with The Children’s Aid Society of the Region of Peel as Vendor, for the fee simple acquisition of two Mississauga residential properties as identified in the joint In Camera report titled “Proposed Property Acquisitions for Future Human Services Needs – City of Mississauga, Wards 9 and 11; and City of Brampton”, on terms and conditions acceptable to the Commissioner of Corporate Services and Commissioner of Human Services, and in a form satisfactory to the Regional Solicitor;

And further, that the Commissioner of Human Services be granted delegated authority to approve and execute all agreements and documents necessary for the negotiation, acquisition and closing of a fee simple acquisition of one residential property in the City of Brampton, on terms and conditions acceptable to the Commissioner of Corporate Services, and in a form satisfactory to the Regional Solicitor;

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

And further, that a Capital Project in the amount of \$3,500,000 with funding from Regional Reserves (R1160) be established, to cover the expected capital costs for the Mississauga properties and the future Brampton property.

In Favour	G. Carlson; D. Cook; J. Downey; G. Gibson; A. Groves; J. Innis; J. Kovac; S. McFadden; M. Medeiros; G. Miles; E. Moore; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; A. Thompson	Total 16
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; N. Iannicca; L. Jeffrey; M. Mahoney; M. Palleschi; J. Sprovieri; R. Starr	8

Carried 2018-585

20. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor Carlson,
Seconded by Councillor Gibson;

That By-law 36-2018 to confirm the proceedings of Regional Council at its meeting held on June 14, 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 2018-586

21. ADJOURNMENT

The meeting adjourned at 2:22 p.m

Regional Clerk

Regional Chair

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 2018/06/28	MEETING NAME Regional Council
--	---

DATE SUBMITTED YYYY/MM/DD
2018/03/07

NAME OF INDIVIDUAL(S)
Jennifer Evans

POSITION(S)/TITLE(S)
Chief of Police

NAME OF ORGANIZATION(S)
Peel Regional Police

E-MAIL Jennifer.Evans@peelpolice.ca	TELEPHONE NUMBER (905) 453-2121	EXTENSION 4000
---	---	--------------------------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Request for the Chief of Police to present the Provincial Adequacy Standards Regulation presentation to the Regional Council on June 28, 2018.

A formal presentation will accompany my delegation Yes No

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

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

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

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7.1-2

Advancement

T H R O U G H

COLLABORATION



JUNE 28, 2018





POLICING IN PEEL

What has been going on?





2018

Chief's Management Group



CHRIS MCCORD

DEPUTY CHIEF
INVESTIGATIVE SERVICES



DAVE JARVIS

DEPUTY CHIEF
CORPORATE SERVICES



INGRID BERKELEY-BROWN

DEPUTY CHIEF
FIELD OPERATIONS



MARC ANDREWS

DEPUTY CHIEF
OPERATIONS SUPPORT

AREAS OF FOCUS OF STRATEGIC PLAN



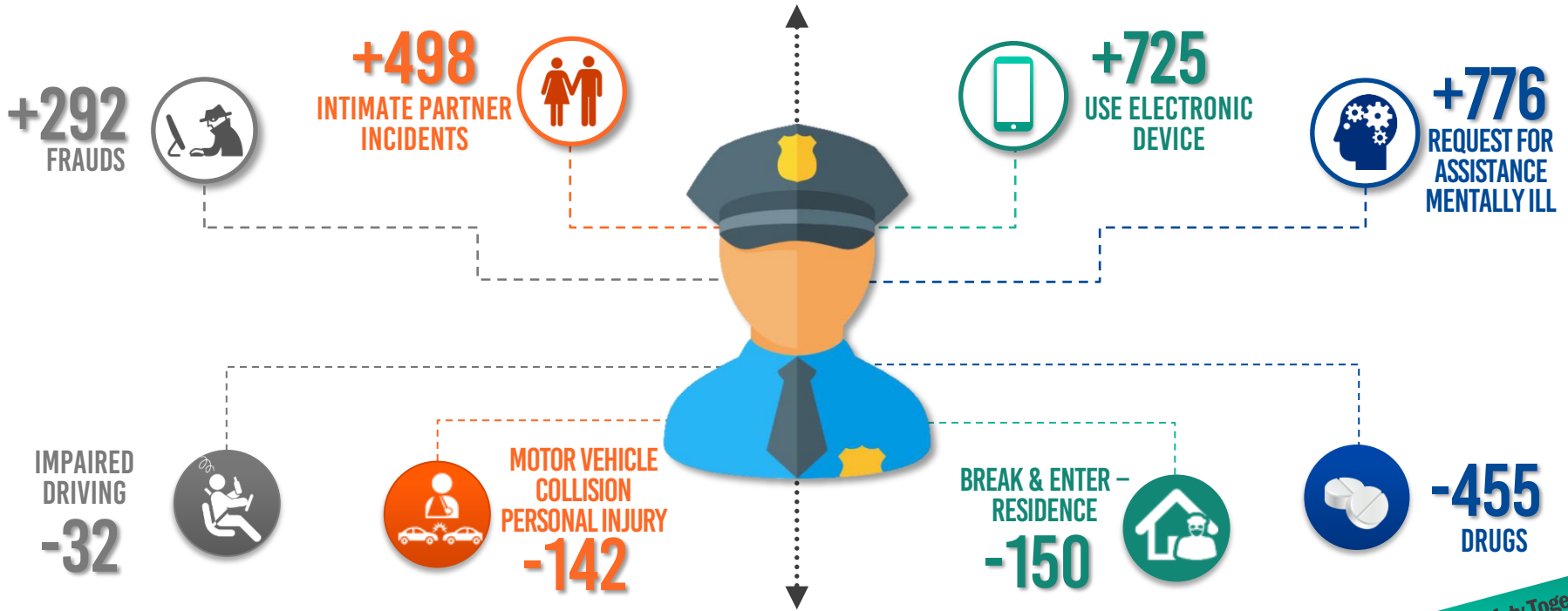
COMMUNITY SAFETY TOGETHER





WORKLOAD TRENDS

2016-2017



CITIZEN-INITIATED EVENTS



Total Frontline Patrol Officer Hours On Scene (Top 10 Events)



DOMESTIC
58,779



MEDICAL ASSIST
18,766



SUICIDE ATTEMPT
18,666



MVC-PERSONAL INJURY
18,072



MENTAL HEALTH ACT
13,914



MVC-PROPERTY DAMAGE
12,889



DISTURBANCE
11,769



PREMISE CHECK
11,712



WEAPONS DANGER
11,682



ASSIST CITIZEN
10,936



ROAD SAFETY (2017)

Fatal Collisions & Traffic Enforcement

**VICTIMS
OF FATAL COLLISIONS**
28

**FATAL
COLLISIONS**
25

AVERAGE/DAY
3

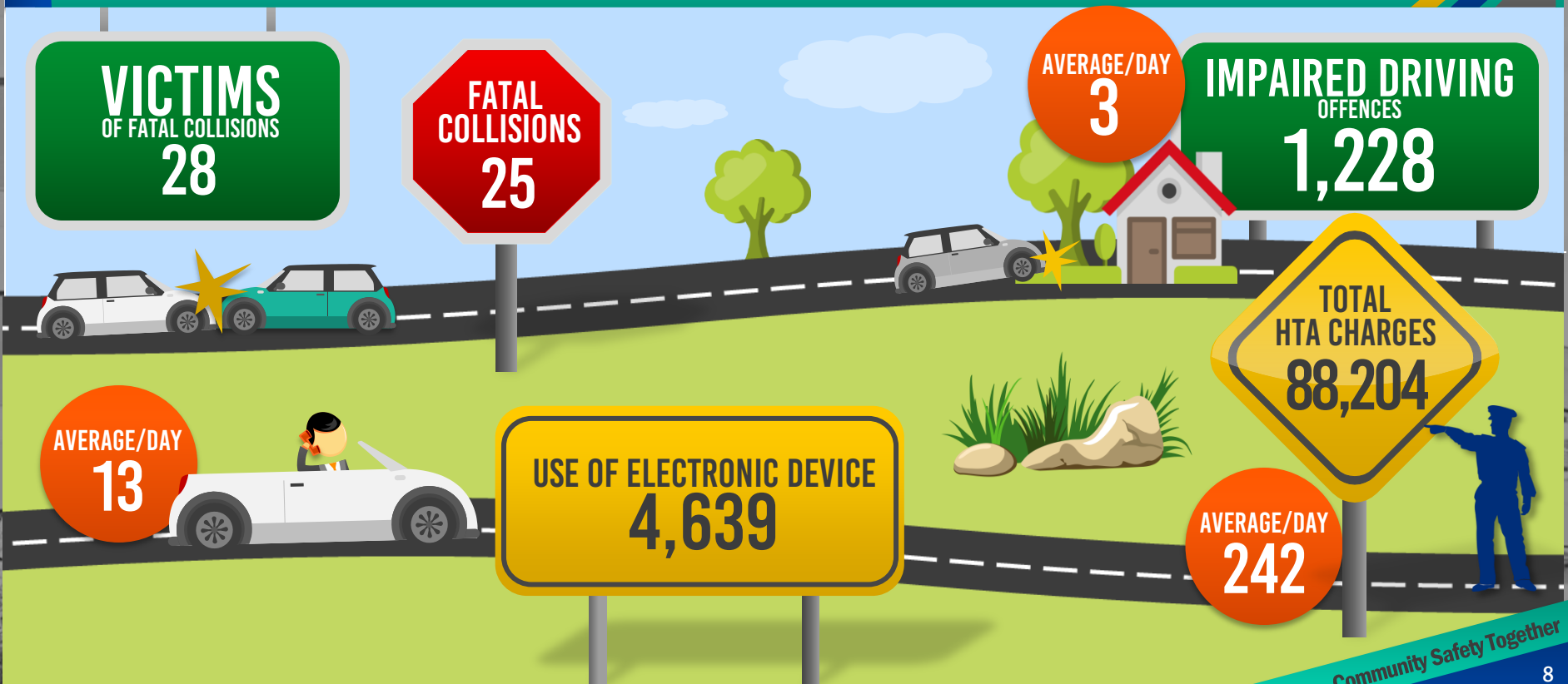
**IMPAIRED DRIVING
OFFENCES**
1,228

**TOTAL
HTA CHARGES**
88,204

USE OF ELECTRONIC DEVICE
4,639

AVERAGE/DAY
13

AVERAGE/DAY
242



INTIMATE PARTNER INCIDENTS



Awareness & Prevention

PUBLIC EDUCATION / AWARENESS

Intimate Partner Violence Prevention
Fact Sheet

PRP Website

Presentations



PROJECT GUARDIAN

Victim Services of Peel in Partnership with
PRP

Device - GPS Technology / 2-way hands
free voice

Designed to provide assistance to persons
who are at high risk of life threatening
violence



COMMUNITY PARTNERSHIPS / COMMITTEE REPRESENTATION

Victim Services of Peel

Peel Committee Against Women Abuse

Peel Children's Aid

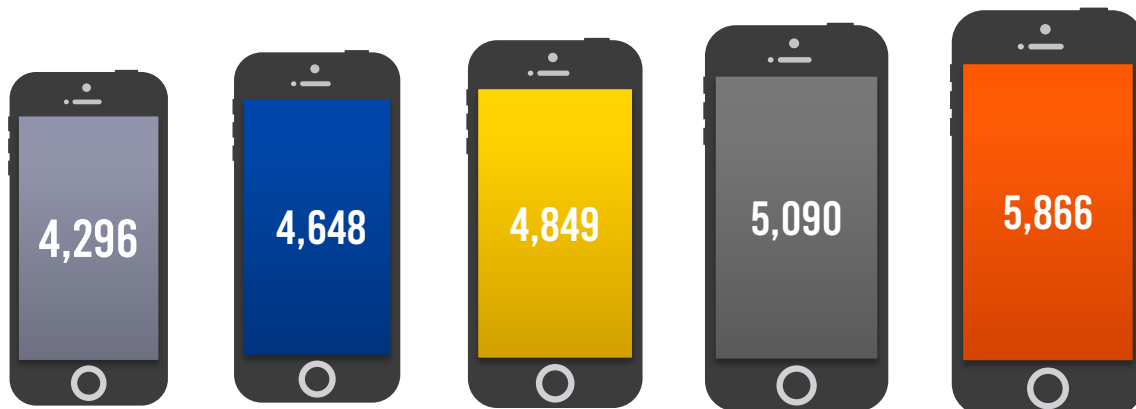
Victim Witness Assistance Program, etc...



REQUEST FOR ASSISTANCE – MENTALLY ILL OCCURRENCES



(2013-2017)



2013

2014

2015

2016

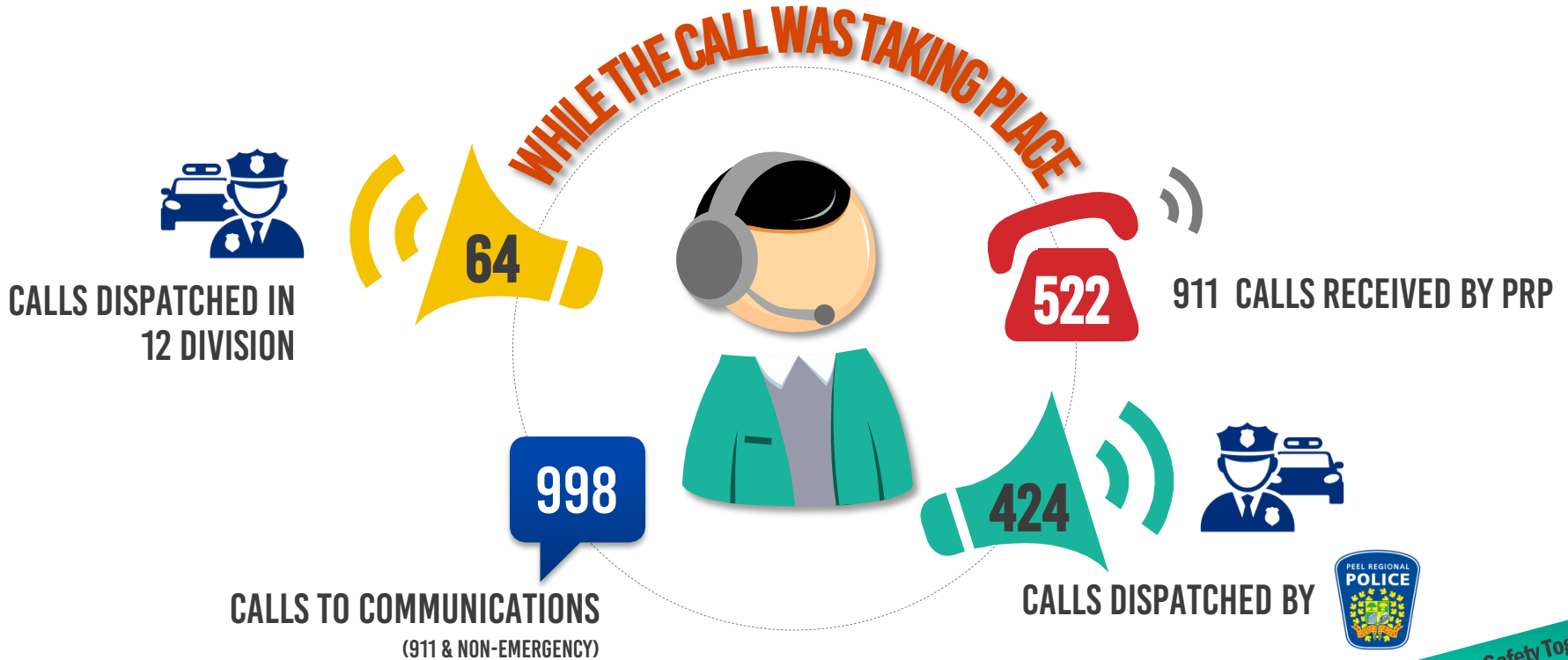
2017

Average/Day
16



[CLICK HERE FOR VIDEO](#)

EXAMPLE: POLICE RESPONSE

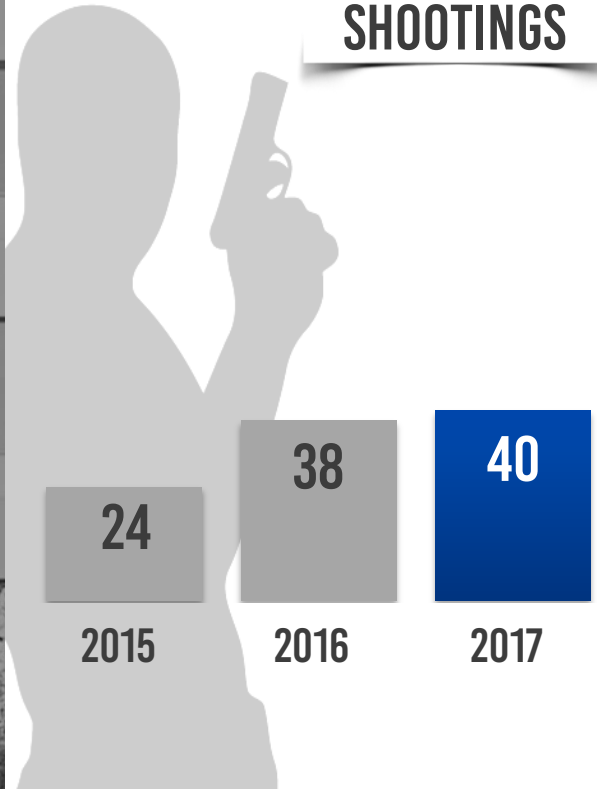


VIOLENT CRIME (2015-2017)

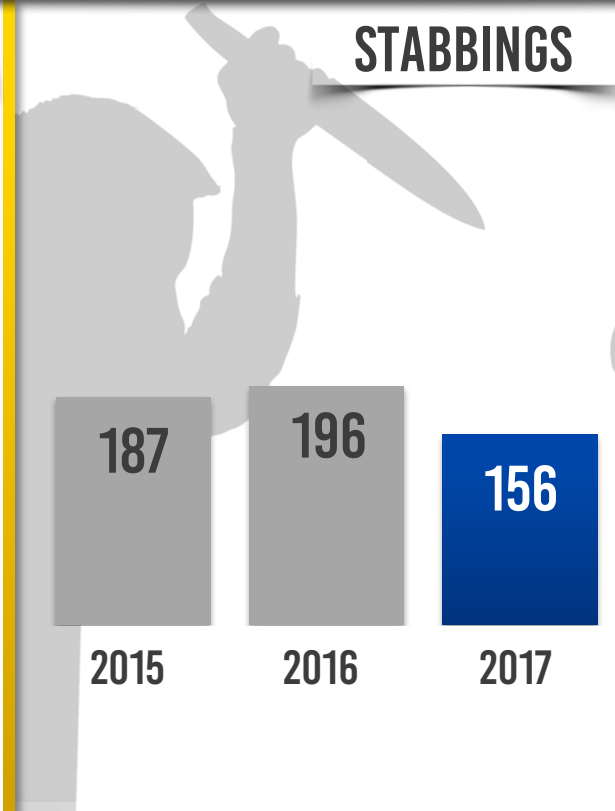


Victims

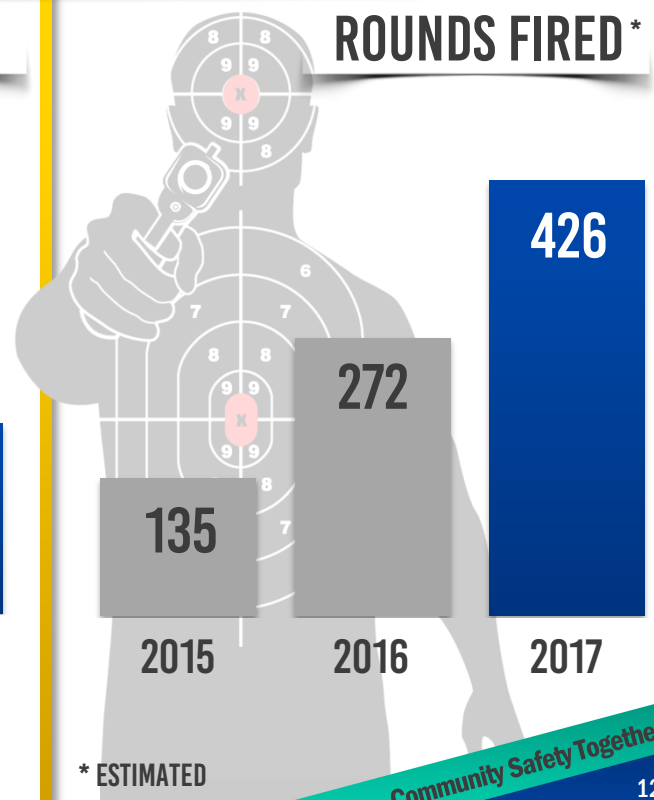
SHOOTINGS



STABBINGS



ROUNDS FIRED *

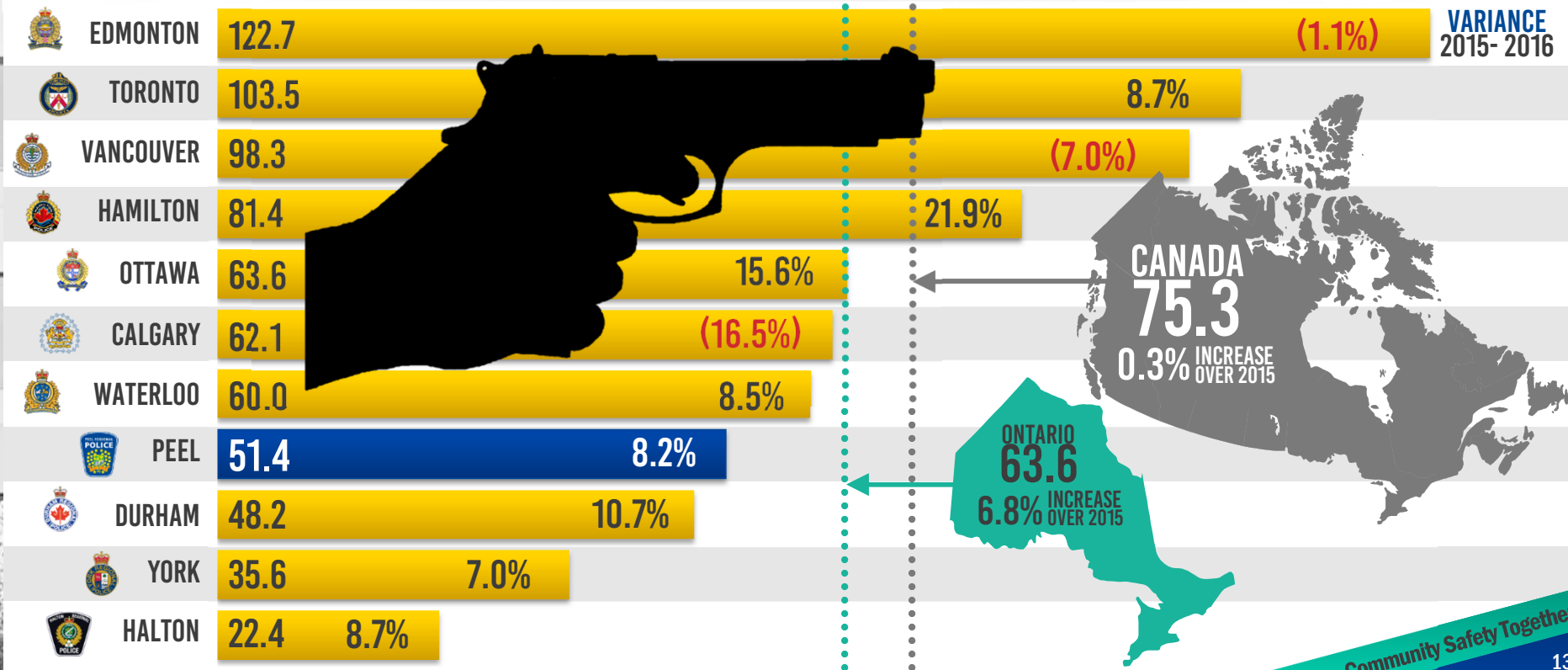


* ESTIMATED

VIOLENT CRIME SEVERITY INDEX



2016





CRIME & SOLVENCY RATES

Peel Regional Police Remains...

ABOVE

FOR SOLVENCY RATES
FOR PROPERTY & VIOLENT CRIMES



NATIONAL & PROVINCIAL RATES

BELOW

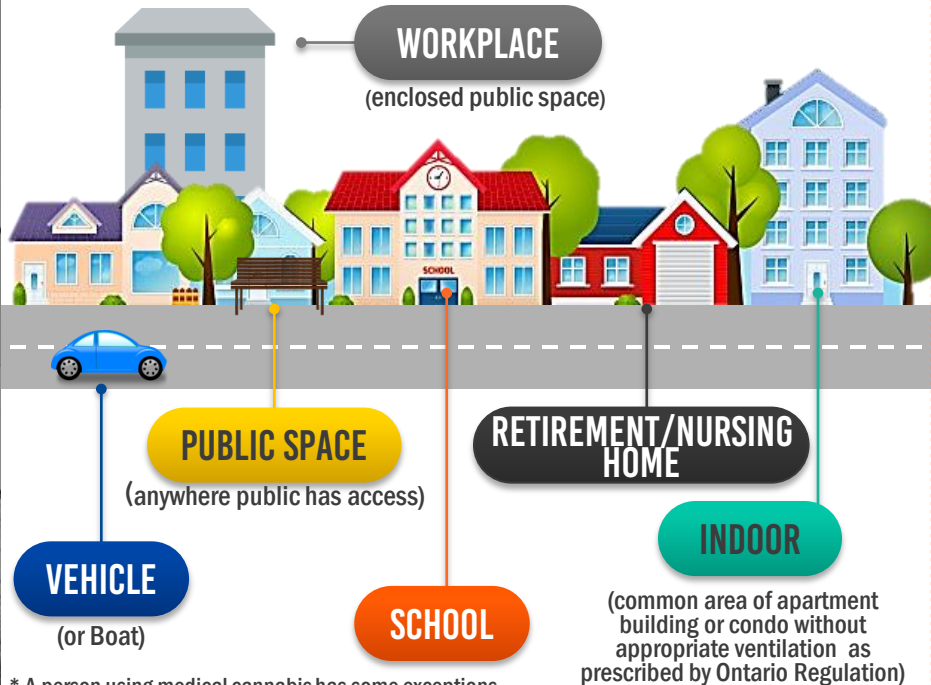
FOR PROPERTY & VIOLENT CRIME RATES



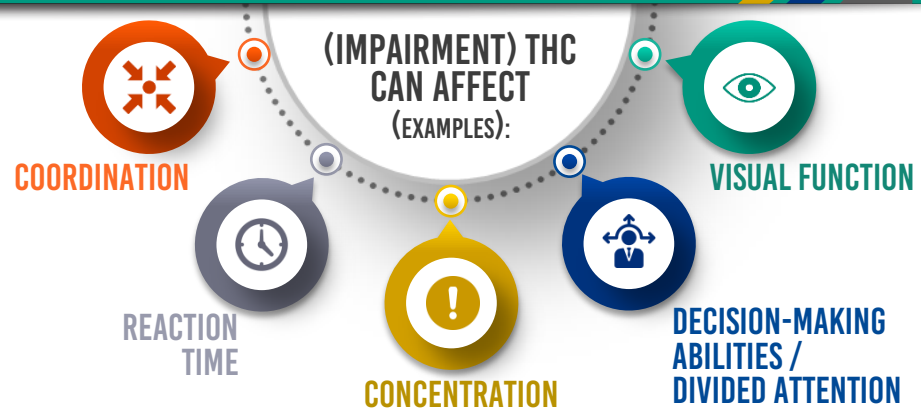
CANNABIS LEGALIZATION



Upon legalization, unlawful to smoke cannabis or use a vape in:



* A person using medical cannabis has some exceptions



RECOGNIZING DRUG-IMPAIRED DRIVING



DRUG RECOGNITION EXPERT (D.R.E)



HEALTH CANADA RESEARCHING APPROPRIATE DEVICE FOR TESTING THC LEVELS

PARTNERSHIPS & YOUTH



Class of 2017



YOUTH IN POLICING INITIATIVE (YIPI) & PEEL POLICE YOUTH INITIATIVE (PPYI)



20 students (YIPI), funded by Ontario Ministry of Children and Youth Services



5 additional students (Peel Police Youth Initiative), funded by PSB, will work in conjunction with the YIPI program



1 Youth Leadership Counsellor, funded by the United Way (Safe City Mississauga manages the posting/hiring of this position)



YOUTH CYBER SAFETY ACADEMY



Launched in partnership with:

- Peel Children's Safety Village
- Peel District School Board,
- Dufferin-Peel Catholic District School Board
- Sheridan College



Over 11,000 students have attended (including pilot classes)

ENGAGING COMMUNITY PARTNERS



Community Mobilization Teams (CMT)

Focus on increasing community engagement and improving trust through:



Effective Investigations & Enforcement



Proactive Strategies



Educational Initiatives



Increased Police Visibility



Increasing Policing Capacity



SAFE PLACE PROGRAM



PEELPOLICE.CA/SAFEPLACE



Aims to assist LGBTQ+ Citizens in identifying places within the community that support securing their safety in a time of immediate need



Advertised signage identifying organizations/businesses that support the program



Focus is to reduce anti-LGBTQ+ crimes, LGBTQ+ student bullying



PRP will be the first police service in Ontario and the second in Canada to implement the program

PROFESSIONAL, DIVERSE & SUPPORTIVE WORKPLACE





TRAINING



2017 TRAINING HOURS



* Uniform & Civilian Employees

2018 will see a significant increase in training as we transition from:





RECRUITING

2017

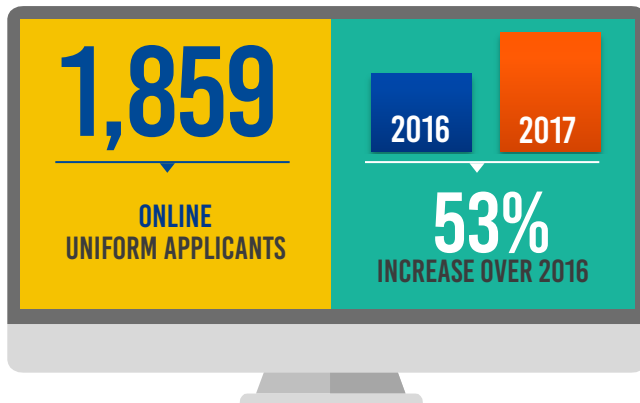
RACIALIZED PEOPLE HIRED



48%
UNIFORM



60%
CIVILIAN



ONLINE UNIFORM APPLICANTS

INCREASE OVER 2016

763
RACIALIZED



59%

304
FEMALE



176%



Professional, Diverse & Supportive Workplace



SUPPORTING OUR EMPLOYEES

PEER SUPPORT &
CRITICAL INCIDENT
RESPONSE TEAM

POST TRAUMATIC
STRESS DISORDER
(PTSD)
PREVENTION PLAN



SAFEGUARDING
PROGRAM

EARLY
INTERVENTION
SYSTEM (EIS)

SPEAKER SERIES /
INFORMATION
SESSIONS



QUALITY SERVICE & FISCAL RESPONSIBILITY



POTENTIAL BUDGET RISKS



2019 and Beyond



- Grant Funding
- Additional Courtrooms (8)

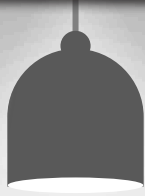


- Bill 163 – Supporting Ontario’s First Responders Act
- Increase in WSIB Expenses due to Post Traumatic Stress Disorder



- (2018) Date of legalization TBD
- Training of Officers on New Laws
- Conducting Roadside Drug Impaired Driving Testing

TECHNOLOGY & EQUIPMENT ENHANCEMENTS



COMMAND CENTRE VEHICLE

NEW



TRUNARC DRUG SPECTROSCOPY ELEMENTAL ANALYSIS UNIT

NEW



MARINE ZODIAC

NEW



UNMANNED AERIAL VEHICLE

(UAV)

AERIAL SUPPORT UNIT

12
TRAINED PILOTS

2
UAVs



Applications of UAV:



7.1-28

USING TECHNOLOGY TO ENHANCE COMMUNICATION

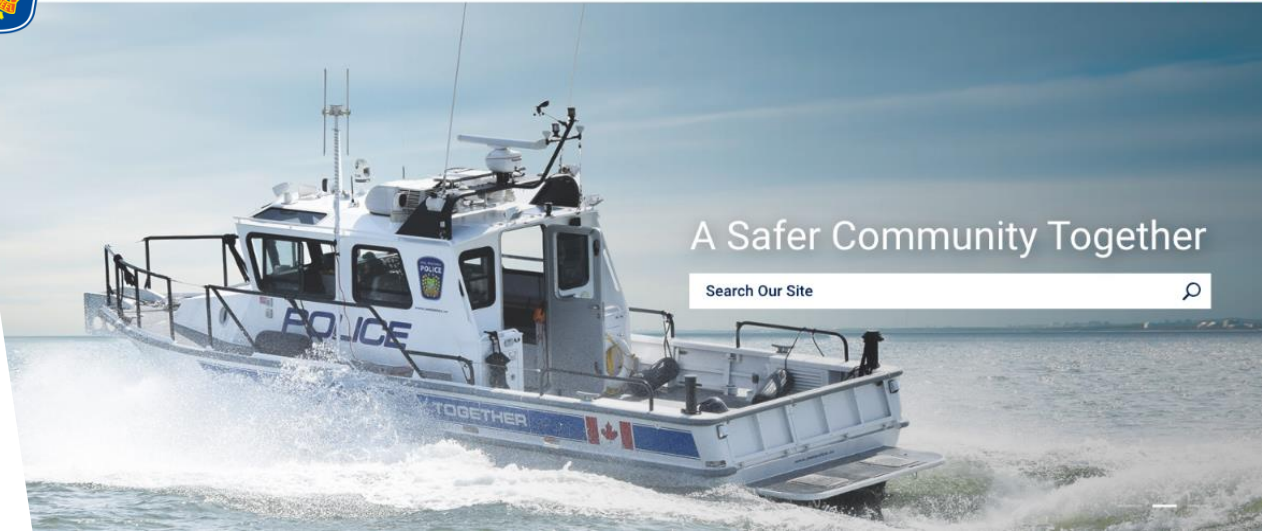


Emergency: **9-1-1** Contact Us Documents News FAQs Translate Popular Links

Who We Are Report It Work With Us Services Safety Tips In the Community

Top News: Police Seek Public's Assistance in Identifying Break and Enter Suspect – Firearm Stolen | More...

f t G+ in e +



NEW WEBSITE REFRESH

Quality Service & Fiscal Responsibility

FACILITIES

New Headquarters/ Renaming of Former Headquarters



HEADQUARTERS

7150 Mississauga Rd.



THE SIR ROBERT PEEL CENTRE & 22 DIVISION

7750 Hurontario St.

RECENT ACCOMPLISHMENTS



Platinum Excellence Canada Certification



Joined
Excellence
Canada 2008

Achieved Platinum Level Certification
through Excellence Canada's
Excellence, Innovation and Wellness Standard

Progressive
Excellence
Program (PEP) **November
2008**

**November
2010**

December
2012

**June
2014**

December
2017

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/06/28	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD 2018/05/03
--

NAME OF INDIVIDUAL(S) John MacKenzie
--

POSITION(S)/TITLE(S) Chief Executive Officer
--

NAME OF ORGANIZATION(S) Toronto and Region Conservation Authority (TRCA)
--

E-MAIL leena.eappen@trca.on.ca	TELEPHONE NUMBER (416) 661-6600	EXTENSION 5254
--	---	--------------------------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) TRCA update for 2018 Budget and meeting 2019 Budget Target as requested by Peel Regional Council.

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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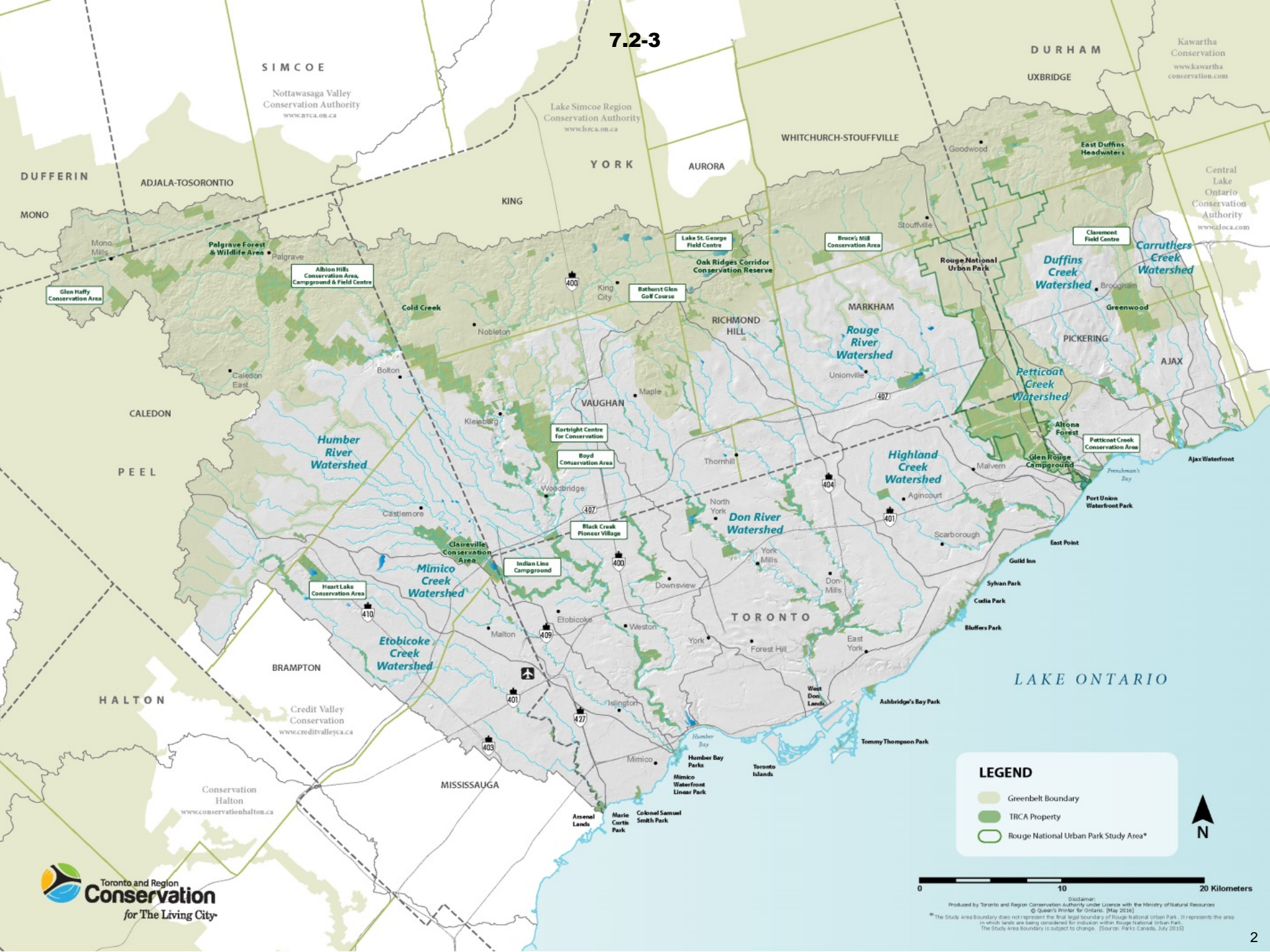
Toronto and Region Conservation Authority Highlights & 2019 Budget Peel Regional Council

June 28, 2018



Member of Conservation Ontario

7.2-3



SIMCOE

Nottawasaga Valley Conservation Authority
www.nvca.on.ca

Lake Simcoe Region Conservation Authority
www.lsrca.on.ca

DURHAM

Kawartha Conservation
www.kawarthaconservation.com

UXBRIDGE

WHITCHURCH-STOUFFVILLE

Central Lake Ontario Conservation Authority
www.cloca.com

DUFFERIN

ADJALA-TOSORONTO

YORK

AURORA

MONO

KING

Glen Haffy Conservation Area

Palgrave Forest & Wildlife Area

Albion Hills Conservation Area, Campground & Field Centre

Cold Creek

400

Bathurst Glen Golf Course

Lake St. George Field Centre

Oak Ridges Corridor Conservation Reserve

Bruce's Mill Conservation Area

Rouge National Urban Park

Claremont Field Centre

Duffins Creek Watershed

Carruthers Creek Watershed

CALEDON

Nobleton

RICHMOND HILL

MARKHAM

PICKERING

AJAX

PEEL

Humber River Watershed

Kortright Centre for Conservation

Boyd Conservation Area

Thornhill

407

Rouge River Watershed

Highland Creek Watershed

Petticoat Creek Watershed

Ajax Waterfront

Castlemore

Woodbridge

North York

404

401

Agincourt

Malvern

Glen Rouge Campground

Petticoat Creek Conservation Area

Port Union Waterfront Park

HALTON

BRAMPTON

Etobicoke Creek Watershed

Claireville Conservation Area

Black Creek Pioneer Village

Downsview

403

401

Scarborough

East Point

Guild Inn

Sylvan Park

Cullen Park

Bluffers Park

Credit Valley Conservation
www.creditvalleyca.ca

MISSISSAUGA

Etobicoke

Weston

York Mills

Don Mills

Forest Hill

East York

Conservation Halton
www.conservationhalton.ca

Islington

West Don Lands

Ashbridge's Bay Park

Tommy Thompson Park

LAKE ONTARIO

Aspen Lands

Marie Curtis Park

Colonel Samuel Smith Park

Number Bay

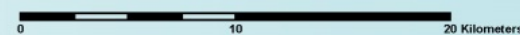
Humber Bay Parks

Mimico Waterfront Linear Park

Toronto Islands

LEGEND

- Greenbelt Boundary
- TRCA Property
- Rouge National Urban Park Study Area*



Produced by Toronto and Region Conservation Authority under Licence with the Ministry of Natural Resources
© Queen's Printer for Ontario, (May 2016)
*The Study Area Boundary does not represent the final legal boundary of Rouge National Urban Park. It represents the area in which lands are being considered for inclusion within Rouge National Urban Park.
The Study Area Boundary is subject to change. (Source: Parks Canada, July 2015)



Watershed 2018

Output

Input

\$4,364,100

44 Projects

Activities

- Increased coverage of real-time flood warning network
- 2D modelling study for Spring Creek
- Updates to Humber and Etobicoke-Mimico Ecologically Significant Groundwater Recharge Areas [ESGRA]
- Organize and deliver **10 events** and engage **500 participants** in community based restoration initiatives
- Engage **8,300** students through *Watershed on Wheels*, *Aquatic Plant Planting* and *Yellow Fish Road Programs*
- Ongoing Citizen Science activities
- **10** natural channel performance monitoring sites
- **1000m** of riparian planting; **50m** stream restoration
- **6ha** of reforestation; **1ha** wetland restoration
- Total **137** Regional Watershed Monitoring Sites

Outcomes

Improved public safety and awareness

State of the Art flood management

Reduced erosion

Watershed Plan priorities implemented

Highly connected healthy habitats

Shared data & effective planning tools



Climate Change 2018

Output

Input

\$6,977,000

29 Projects

Activities

- 4 major erosion control projects
- 5 flood remediation studies
- 5 municipal class EAs underway to protect Peel infrastructure
- Enhance restoration of **4ha** wetlands, **2000m** riparian habitat, **3ha** reforestation & **100m** stream restoration
- Construct **1 ha** of infiltration wetlands and tertiary treatment wetland to improve water quality, infiltration and habitat.
- Enhanced community-based restoration: planting **2500** native shrubs and **800** native trees
- Reduce GHG emissions at **5** conservation areas
- Increased delivery of GHG emissions reduction programs to **PPG** network
- Advancing **3 SNAP** Neighbourhoods
- Delivering *Greening Health Care* to **4** hospitals

Outcomes

Reduced vulnerability and risk across sectors and systems

Resilient ecosystem services

More distributed green infrastructure

Increased carbon sequestration

Sustainable technology market acceleration

Reduced GHG from ICI sectors

Renewed Peel climate change partnership / priorities delivered



Infrastructure 2018

Output

- Draft a comprehensive Asset Management Strategy
- Major road repairs at Glen Haffy Conservation Area
- Design of water service replacement at Claireville Conservation Area
- Design and schedule major road repairs and replacements at Albion Hills
- Complete electrical servicing replacement at Indian Line Campground
- Complete Indian Line Campground Pool Building waterproofing and walkway replacement
- Begin construction for Phase I (Retrofit and Redevelopment) at Bolton Camp
- Finalize TRCA Trail Strategy for final external partner engagement
- Initiate Background Report Phase (Phase I of Master Plan) for the Glen Haffy Conservation Area Master Plan

Input

\$7,271,900

11 Projects

Activities

Outcomes

State of good repair

Exceptional natural and cultural experience

Improved accessibility

Sustainability through innovation

Maximized youth employment opportunities

Connected people and nature

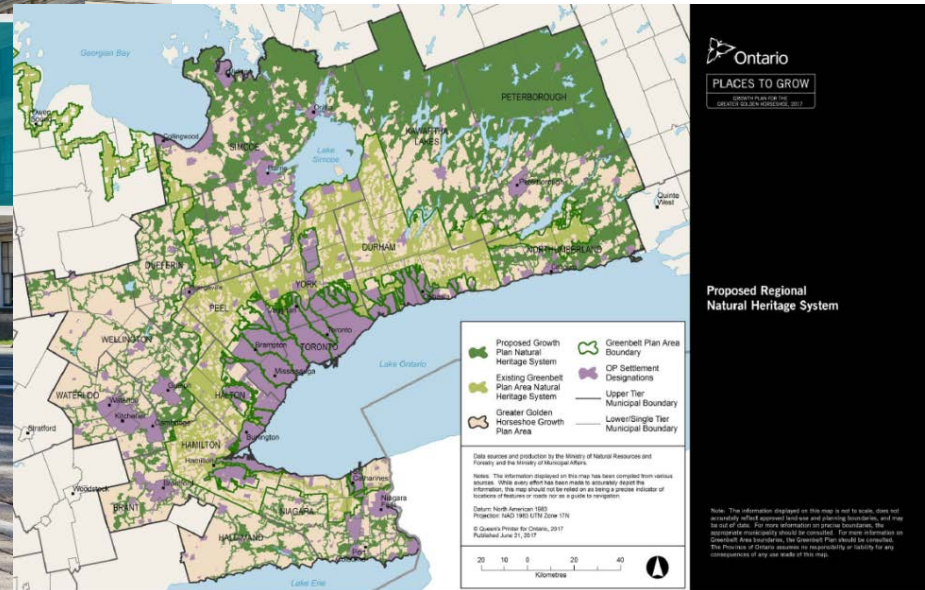
Inter-regional active transport



Supporting Growth Plan Conformity



- Watershed Planning
- Subwatershed Planning
- Natural Heritage



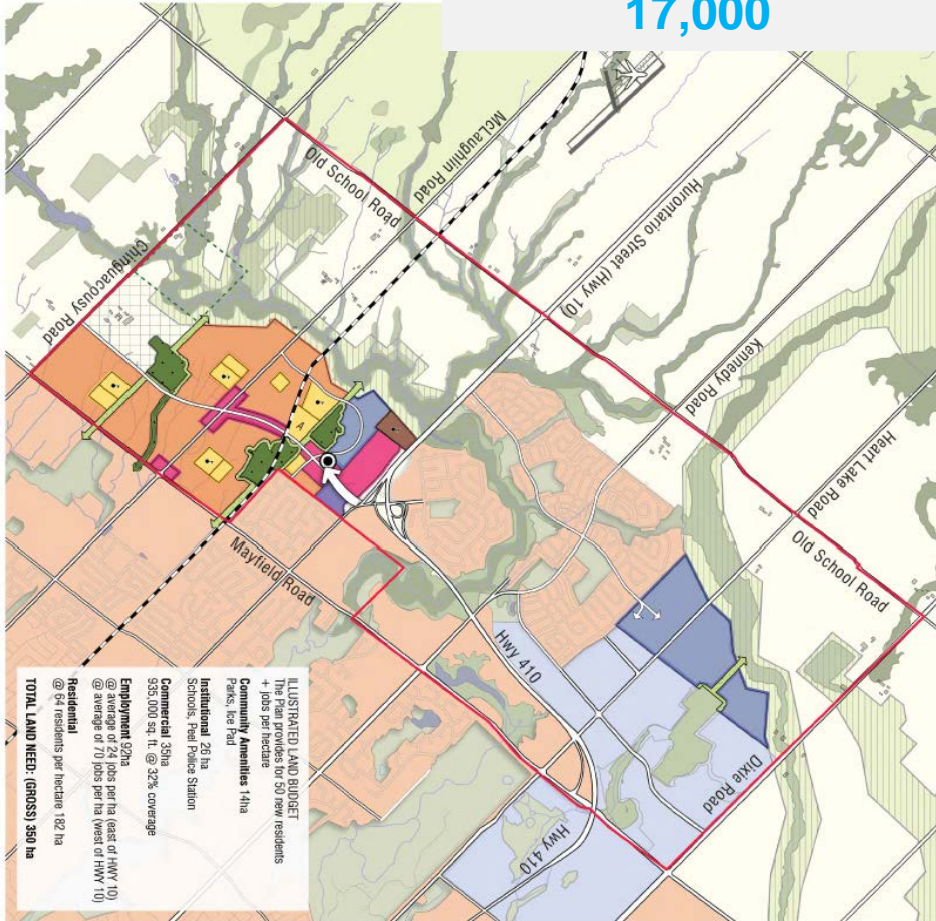


Mayfield West

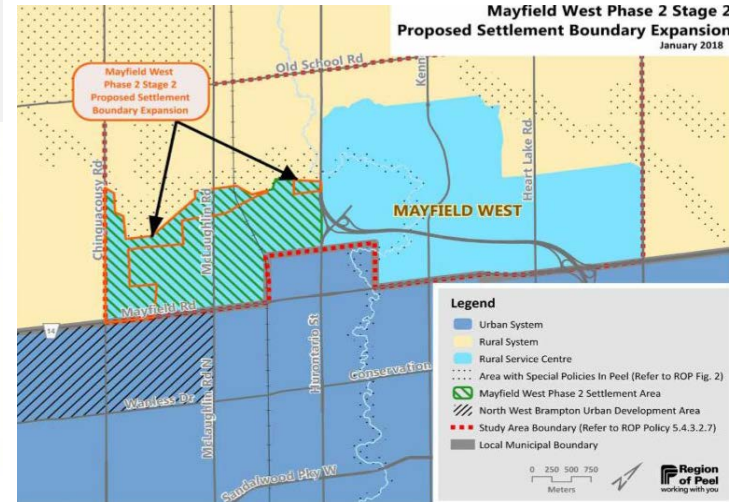
MW2 SECONDARY PLAN
August 10, 2010

**Proposed Population:
17,000**

PREFERRED SCENARIO



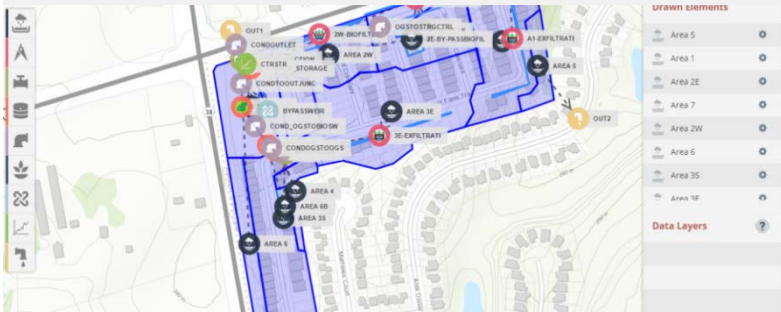
ILLUSTRATED LAND BUDGET
The Plan provides for 50 new residents + jobs per hectare
Community Amenities: 1/ha
Parks, Ice Pad
Institutional: 20/ha
Schools, Peel Police Station
Commercial: 55/ha
935,000 sq. ft. @ 32% coverage
Employment: 92/ha
@ average of 24 jobs per ha (east of HWY 10)
@ average of 10 jobs per ha (west of HWY 10)
Residential
@ 64 residents per hectare: 182/ha
TOTAL LAND NEED: (GROSS) 350 ha



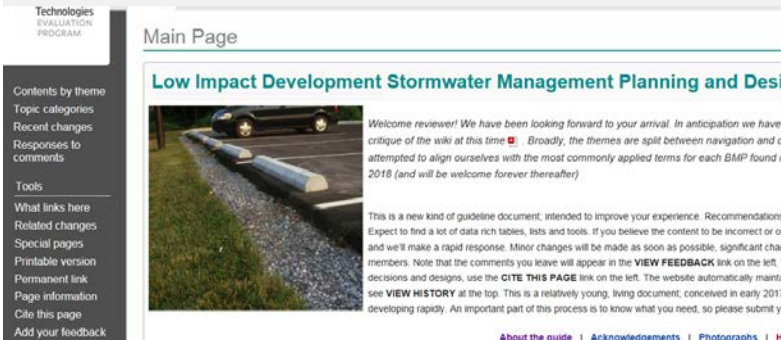


Technical Studies, Science and Knowledge Mobilization

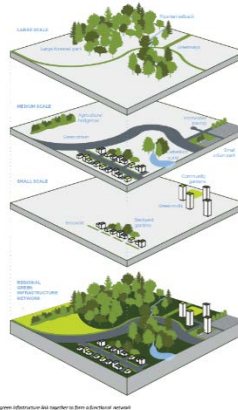
Version 2.0 LID Treatment Train Stormwater Modelling Tool



On-line wiki Low Impact Development Planning and Design Guide



21+
Ecosystem
Science &
Climate
Research
projects in 2018



Stormwater Resource Library



TRIECA Conference



850 Attendees

62 Trade Show Booths

... Supporting Evidence-based Planning and Decision Making



Data Management

Fisheries Data Explorer

EM&DM Fisheries Monitoring Data Explorer

Fisheries Monitoring Locations

Begin by selecting one or more monitoring locations from the map. Use the filters below to narrow down your search. [Click here for more help.](#)

Selected Sites:

- Tommy Thompson Park Embayment C South Shore
- Tommy Thompson Park - Embayment/Enhancement - Embayment C - South-east shore
- Tommy Thompson Park Embayment C North-East Shore
- Tommy Thompson Park Embayment C - 24 Footpad
- Tommy Thompson Park Embayment C - 24 Footpad
- Tommy Thompson Park - Embayment/Enhancement - Embayment C - North shore
- Tommy Thompson Park Embayment C
- Tommy Thompson Park Embayment C - 144 Footpad
- Tommy Thompson Park Embayment C Pike Channel
- Tommy Thompson Park - Embayment/Enhancement - Embayment C - 100m west of bridge

10 sites selected.

Export Raw Data
View CPUE / BPUE
View Species Composition
Clear All

Species At Risk Status Report

Species Richness and Simpsons Diversity

Species Composition by Thermal Regime

Common Species Composition
Candidate Species Composition
Intermediate Species Composition

Mean Annual Catch per Unit Effort per 1000 seconds

Mean Annual Biomass per Unit Effort (g) per 1000 seconds

CPUE Values

Year	Mean Annual CPUE	CPUE Linear Trend
1998	15.0	15.0
1999	14.5	14.5
2000	14.0	14.0
2001	13.5	13.5
2002	13.0	13.0
2003	12.5	12.5
2004	12.0	12.0
2005	11.5	11.5
2006	11.0	11.0
2007	10.5	10.5
2008	10.0	10.0
2009	9.5	9.5
2010	9.0	9.0
2011	8.5	8.5
2012	8.0	8.0
2013	7.5	7.5

Water Temperature Monitoring

Summer Temperature Analysis Results

Select a station to view analysis results:

DF018WM (CPD18WM) DF018WM 2013

Summer Temperature Overview

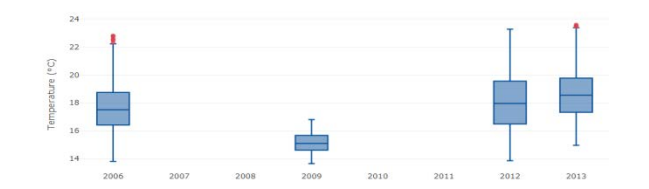
Station: DF018WM
Logger: DF018WM
Year: 2013
Average Temperature: 18.66°C
Average Flux: 7.04°C
60 Day Average: 16.84°C
60 Day Maximum: 23.59°C

Thermal Assessments

Thermal Classification: **Cool**
Thermal Stability Rating: **Moderately Stable**

Species Assessments

Temperature Plot for July 1-21 2013

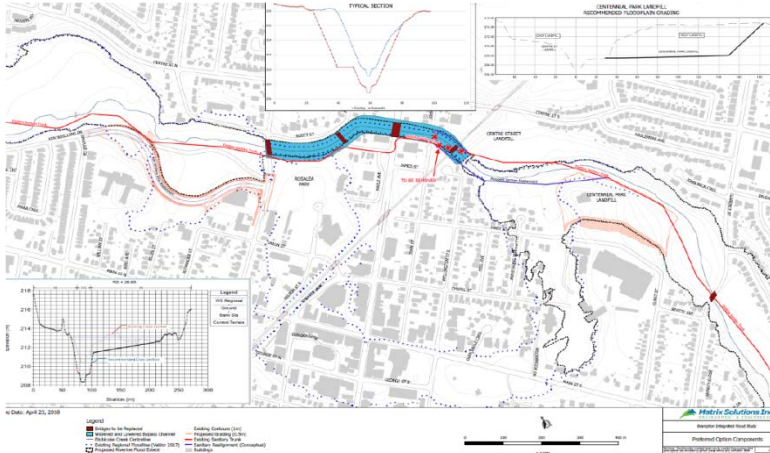




Flood Risk Management: Analysis, Assessment and Maintenance

5 Flood Remedial Projects

- Humber River in Peel Region Floodplain Mapping Update
- Downtown Brampton Integrated Flood Analysis
- Little Etobicoke Creek Flood Analysis
- Flood Protection Land Forming Technical Guideline Document
- Palgrave Dam Safety Review



Downtown Brampton Integrated Flood Analysis

Little Etobicoke Creek Flood Analysis

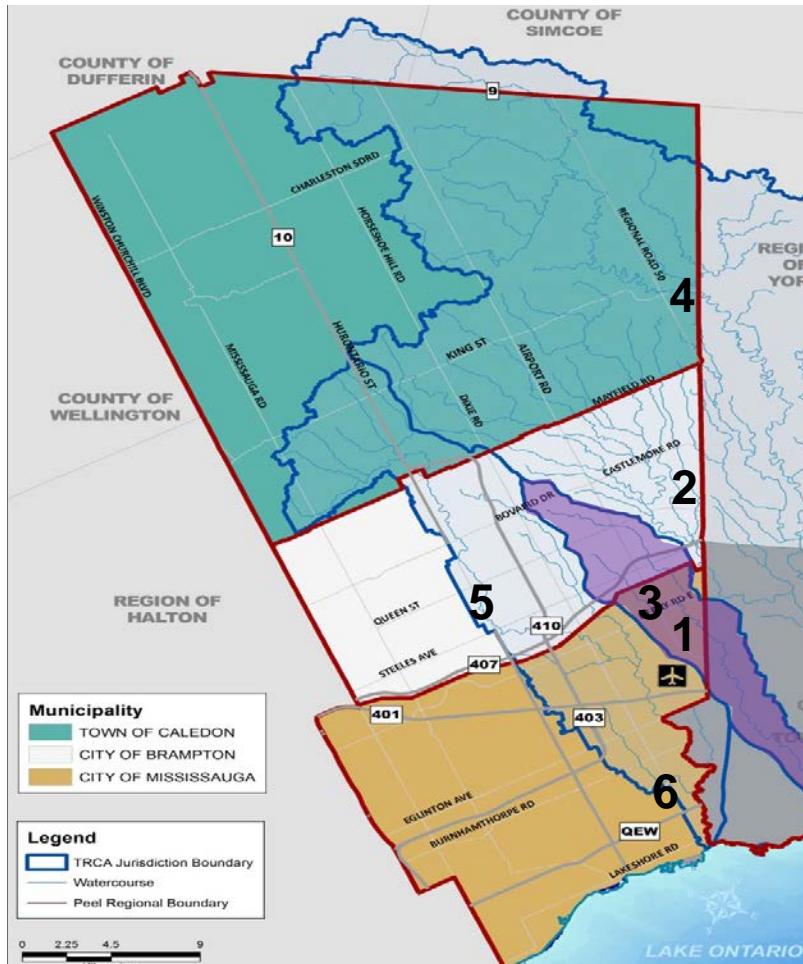


Regional Flood Depth Map

Regional Flood Risk Map



Flood Risk Management: Analysis, Assessment and Maintenance



1. Mimico Creek Hydrology Update (NDMP);
2. Clairville Dam Operations and Feasibility Assessment (NDMP), and Clairville Dam Mechanical Upgrade;
3. Malton Channel Culvert Repair;
4. Bolton Berm Restoration Plan;
5. Downtown Brampton Riverwalk Flood Remediation Environmental Assessment; and
6. Dixie Dundas SPA Flood Remediation Environmental Assessment.



Erosion Control and Infrastructure Protection



Approximate location of scour

Derry Greenway Sanitary Infrastructure Protection



MANHOLE

Bren Road Sanitary Infrastructure Protection



Brandon Gate Park Bank Stabilization and Infrastructure Protection



Approximate location of sanitary lines

Peel Village Golf Course Sanitary Infrastructure Protection

... Our Commitment to Action



Emerald Ash Borer

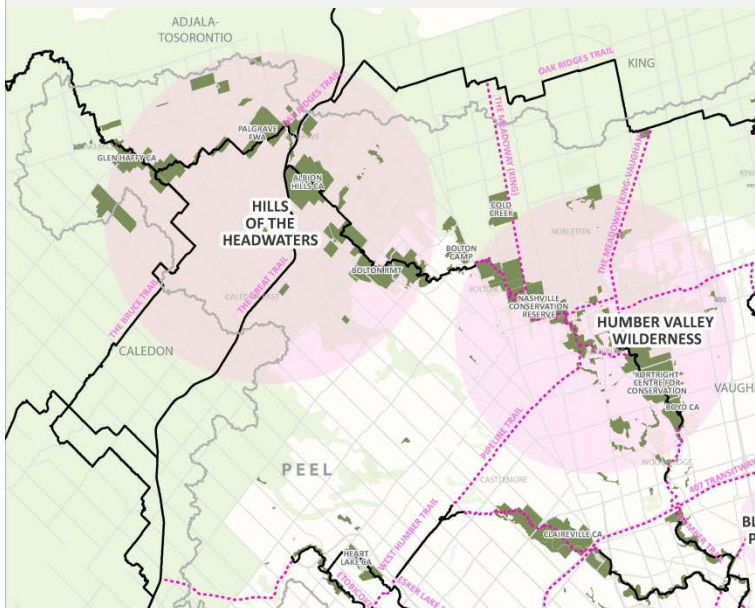
- **496** removals in Glen Haffy Conservation Area
- **70** hazard tree removals across the Region
- **129** ash trees to be treated throughout the Region this season
- **4,280** ash and hazard tree removals remaining in Peel Region





Connected and Diverse Regional Trail Network

TRCA Trail Strategy - Draft Concept Plan



170 km total trails in Peel identified in the Trail Strategy Concept

- **110 km** existing trails
- **60 km** trail gaps

- Active Transportation System
- Health and Well-Being
- Ecotourism Economy
- Nature-Based Recreation



Glen Haffy



Bolton Resource Management Tract



Asset Management



Albion Hills: Septic System Replacements



Indian Line Campground: Electrical Servicing Replacement



Albion Hills: Transportation Infrastructure Assessments



Indian Line Campground: Pool Building Waterproofing and Walkway Replacement



Transforming Neighbourhoods and Employment Lands

Partners in Project Green Recycling Collection Drive



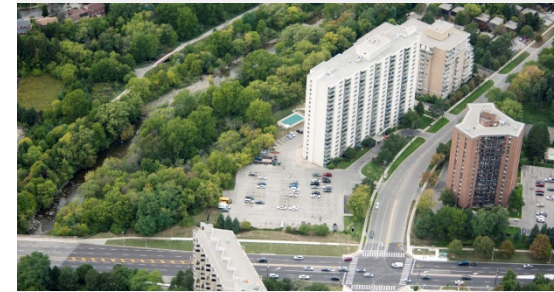
4 sites and diverted **7,488kg** of waste

Claireville CA – Community Based Restoration



Vegetation Planted	# of Pieces Planted	Total Area Enhanced (sw.m.)	# of Participants	Participants Hrs Contributed
Trees & Shrubs	630	1225	300	900

Sustainable Neighbourhood Retrofit Action Plans



- 2** Neighbourhood discovery walks
- 3** DIY home energy parties



- Regional and local tiers are involved in Mayors' Megawatt Challenge



- All Peel hospitals are members

... **Changing Behaviours**



Environmental Leaders of Tomorrow

Potential environmental impact of students' commitment to reducing their ecological footprint*



982 kg of CO₂ reduced
by students walking or cycling to school



282 kg of waste reduced
by students bringing a waste-free lunch to school



122,659 L of water conserved
by students taking shorter showers



1,473 kg of waste diverted from landfills
by students composting organic waste at home



296 kg of greenhouse gas emissions reduced
by students choosing local foods when shopping with their families

*Results calculated based on local and national resource consumption averages using data acquired through student self-assessment using the Ecofootprint Challenge survey (complete data sets only).

93% of teachers indicated that student awareness of environmental issues increased.

96% overall level of satisfaction with the program.



690 students from
23 classes in
high priority neighbourhoods



Bolton Camp



GIRLS CAN TOO

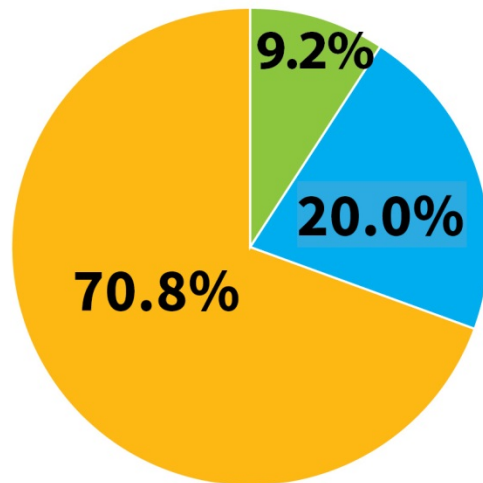


Accessible Baseball Diamond





Climate Risk Methodology



2018 PROJECT CLASSIFICATION

■ Act
 ■ Invest
 ■ Sustain

ACT

of Projects

4

Respond

to a life threatening event or one that acutely compromises human health or safety

Maximize

emergency preparedness

Minimize

chance of incurring significant financial cost

Implement

direction or resolution from a municipal council or approved by TOCP/CA board; aligned to council strategic priorities or targets

INVEST

of Projects

21

Address

consequences or conditions that are becoming worse or increasing in financial or social costs

Generate

knowledge to fill gaps, takes advantage of emerging science to better manage imminent/identified risks that currently lack innovative or technical tools to resolve in the short term

Produce

a local measureable benefit through implementation; likely increase in effectiveness over long-term and/or with larger scale applications

Elevate

awareness amongst residents, business, stakeholders and youth to drive attitudinal change with respect to human impacts on climate and the environment

SUSTAIN

of Projects

4

Anticipate

a potential impact, a shift in trend or flags an emerging issue/costs

Maintain

watershed resilience, achieves outcomes and demonstrates effectiveness using current best practices



THE NUMBERS

2018 / 2019



TRCA – Peel Forecasted Budget vs. Target (\$000s)

Levy Funding By Peel	2018 Approved Budget	2019 Forecast	2019 Peel Target	Reduction to meet Target
General Levy	1.856	1.917	1.917	-
Special Levy	15.928	16.176	16.176	-
Sub-total TRCA – Levies	17.784	18.093	18.093	-
One-Time Cost Special Levy – EAB	85	50	50	-
One-Time Cost Special Levy – Bolton Camp	2.600	-		
TOTAL	20.469	18.143	18.143	-



FUTURE PRESSURES

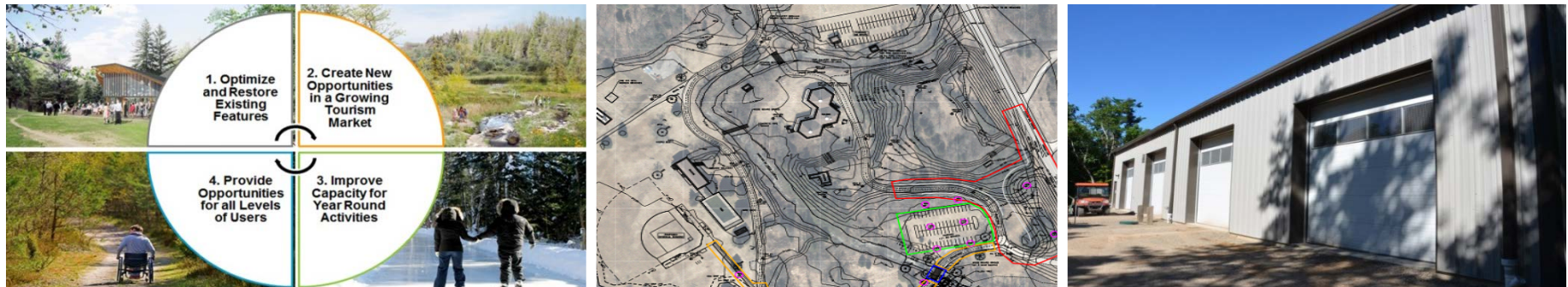
Implementing Resilient Action



TRCA – Peel Forecasted Future Budget Pressures(\$000s)

Projects	Projected Cost			
	2019	2020	2021	2022
Bolton Camp Community Infrastructure	2.500	2.500	2.500	2.500
Albion Hills Conservation Area Master Plan Implementation	1.800	2.000	2.000	2.000
Capital Asset Management Plan Implementation	500	1.000	1.000	1.000
Watershed Plan Development*	TBD	TBD	TBD	TBD
Toronto Wildlife Centre	565	565	565	-

*TRCA is engaging municipal partners to determine the work required to compile and update watershed planning information. Updated information will ensure that Municipal Comprehensive Reviews conform to new provincial Growth Plan policies. At this time, provincial requirements have not yet been fully articulated. As a result, the cost and anticipated timelines associated with compiling and updating has not been established at this time. TRCA will continue collaborating with municipal staff, and will report back in the Fall when more information is available.





Thank you for your support.



Member of Conservation Ontario

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/06/28	MEETING NAME Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2018/05/03

NAME OF INDIVIDUAL(S)
Deborah Martin-Downs

POSITION(S)/TITLE(S)
CAO

NAME OF ORGANIZATION(S)
Credit Valley Conservation

E-MAIL deb.martindowns@cvc.ca	TELEPHONE NUMBER (905) 670-1615	EXTENSION 235
---	---	-------------------------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Mid-year report back to Council on the CVC budget and to provide an update on the Credit Valley Trail Strategy

A formal presentation will accompany my delegation Yes No

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

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

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



**Credit Valley
Conservation**
inspired by nature

Annual Report and Mid-Year Update

To Peel Regional Council

June 28, 2018

By Deborah Martin-Downs
Chief Administrative Officer



Outline

- 2017 Annual Report
- Outputs, Outcomes
- Climate Risk Methodology
- Budget Forecast
- Pressures
- Credit Valley Trail Strategy





**Credit Valley
Conservation**
inspired by nature

2017 Annual Report

To view, copy or click on hyperlink:
cvc.ca/2017-annual-report/

2017 General Levy Projects

INPUT
\$8.0M

ACTIVITIES

- Land Acquisition Program
- Permit Applications
- Municipal Plan Review
- Conservation Area Management Plans
- Integrated Watershed Monitoring Program (IWMP)
- Watershed Naturalization and Reforestation
- Flood Management Program

OUTPUTS

- Purchased 70 acres of land raising CVC's current land holdings to over 7,000 acres
- Total of 559 development permits issued, planning applications reviewed and Environmental Assessments submitted for CVC review
- Belfountain Conservation Area Management Plan in progress
- Monitored 70 stream sites, 30 forest sites, 17 wetland sites, 14 groundwater sites
- Planted 25,000 trees and shrubs across watershed
- 12 watershed safety and flood outlook statements
- Completed new floodplain mapping for Orangeville and the East Credit River in Caledon Creek

OUTCOMES

- Protecting land in perpetuity.
- New development and redevelopment that successfully integrates natural and built elements.
- Conservation areas that provide accessible natural spaces and unique environmental experiences.
- Policy, practice and guidelines informed by science.
- Monitoring data that informs decisions, identifies trends and predicts emerging issues in environmental health.
- Increased canopy cover, habitat, carbon storage; improved air quality.

2017 Watershed Projects

INPUT
\$2.3M

ACTIVITIES

- Watershed Health Reporting
- Headwaters Stewardship
- Natural Heritage Systems Science
- Natural Heritage Inventory
- Leaders for Clean Water, Headwaters
- Peel Rural Water Quality
- Restoration and Nursery Operations
- Ecosystem Goods and Services

OUTPUTS

- Supported 30 private land stewardship projects
- Targeted vegetation inventories across 90ha for City of Brampton
- Biological inventory of 1,600 acres of natural area
- Monitoring and knowledge transfer regarding in the ground stormwater infrastructure
- Leading development of Peel-Caledon Natural Heritage System with TRCA
- Propagate/culture 78,000 units for planting projects
- 900 m of stream restored
- 15 aquatic and wetland projects monitored
- Developed model assessing contribution of natural areas to stormwater services delivery

OUTCOMES

- Plans and priorities for natural resources protection/restoration
- Development and sharing of scientific knowledge and innovative approaches
- Improved understanding of aquatic and terrestrial features to inform decision making and action
- Increased awareness and on-the-ground action by landowners to protect and enhance watershed health
- Development and sharing of scientific knowledge for improved decision making
- Improved public awareness and engagement
- Enhanced stormwater management
- Improvement of urban and rural landscapes
- Enhanced understanding of the value of municipal services provided by natural features to support Asset Management and Planning

2017 Peel Climate Change

INPUT
\$8.8M

*Does not include \$463K for EAB

ACTIVITIES	OUTPUTS	OUTCOMES
<ul style="list-style-type: none"> • Climate Change Vulnerability Assessment • Flood Forecasting and Warning • Real Time Water Quality • Infrastructure, Performance and Risk Assessment • Education/CYC • Stormwater Technologies (including LID) • Rural Farm and Non-Farm Stewardship • Urban Outreach and Restoration • Water and Climate Change Risk Sciences • Credit River Water Management Strategy Implementation 	<ul style="list-style-type: none"> • Ongoing maintenance of 31 stream flow and 11 water quality Real Time gauges, 5 climate stations, 13 rainfall gauges • Ongoing technical support to 66 partners for LID Implementation • Ongoing LID monitoring of 11 sites and maintenance inspection of 12 sites • Restoration: plantings (38k), stream (205m), wetland (0.2ha), 95 invasive species projects, grasslands (28 ha.) • Participation in Peel Climate Change Partnership Priority Strategies • Innovative Tool Development to support municipal stormwater adaptation • Enhancement of flood forecasting tools • New guidelines and training materials to aid contractors in integrating LID measures with Peel's Fusion Landscaping • 50,000+ education program participants and 4,500+ volunteers implementing over 275 community projects • 3,000+ landowners engaged (Projects:21 corporate; 82 urban; and 17 rural) • Brampton SNAP Sustainability Framework complete, initiated early actions 	<ul style="list-style-type: none"> • Improved human health and public safety, with fewer personal property losses • Sustainable surface water and groundwater, healthy aquatic and terrestrial ecosystems and protection for rare, threatened and endangered species • Increased jobs, productivity and/or revenue in agriculture, commerce and tourism • Maintaining public services • Less damage to storm and sanitary systems, dams, channel works, roads and crossings • Ecosystem resilience to climate change and management recommendations for CVC's partners • Identified priority planting areas for improved ecosystem benefits • Enhanced environmental literacy among residents • Residents with a strong sense of place, deep connection to their land and appreciation for the connection between nature and their well-being • Informed environmental stewards that take action

2017 Infrastructure Projects

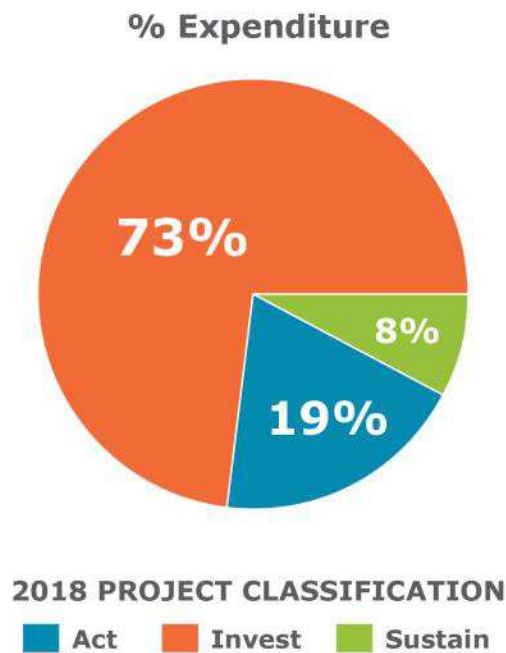
INPUT
\$3.2M

ACTIVITIES	OUTPUTS	OUTCOMES
<ul style="list-style-type: none"> • Infrastructure/ Major Maintenance, CAs and Dams • Flood Risk Mapping • Core 10 (Conservation Area Lands) Projects • Enforcement Program • Corporate Initiatives 	<ul style="list-style-type: none"> • Completed hydrologic modelling and completed/undertaking flood hazard and risk mapping for 14 Lake Ontario tributaries • Undertaking assessment of flood risk for the Credit River watershed upstream of Mississauga • Work at Island Lake Dam to meet current design requirements • Boardwalk replacements at Rattray Marsh, planning for new picnic shelter at Ken Whillans and partnering with OHT on Badlands • Corporate Asset Management Plan work with Peel Staff • Protect lands through inspection and enforcement patrols • Initiated digital transformation deliverables such as Point of Sale and HR systems 	<ul style="list-style-type: none"> • Enhanced tools for flood forecasting and warning • Improving public safety • Improved conservation area visitor experiences through ongoing state of good repair investments and partnerships • Improved decision making and budget forecasting for our asset management needs • Projects are advanced through the use of alternative funding sources • Reduced liability exposure with regular monitoring, enforcement and safety checks • Improved operational efficiency through technology

2019 Budget & Forecast

Peel Funding \$000's	2019 Budget	2020 Forecast	2021 Forecast	2022 Forecast
General Levy	8,460 2.05%	9,042 6.88%	9,585 6.00%	9,968 4.00%
Special Levy	15,537 5.41%	16,311 4.98%	16,844 3.27%	17,518 4.00%
Sub-Total	23,997 4.20%	25,353 5.65%	26,429 4.24%	27,486 4.00%
One-Time Special Levy: EAB	491 2.94%	506 3.05%	521 2.96%	537 3.07%
TOTAL	24,488	25,859	26,950	28,023

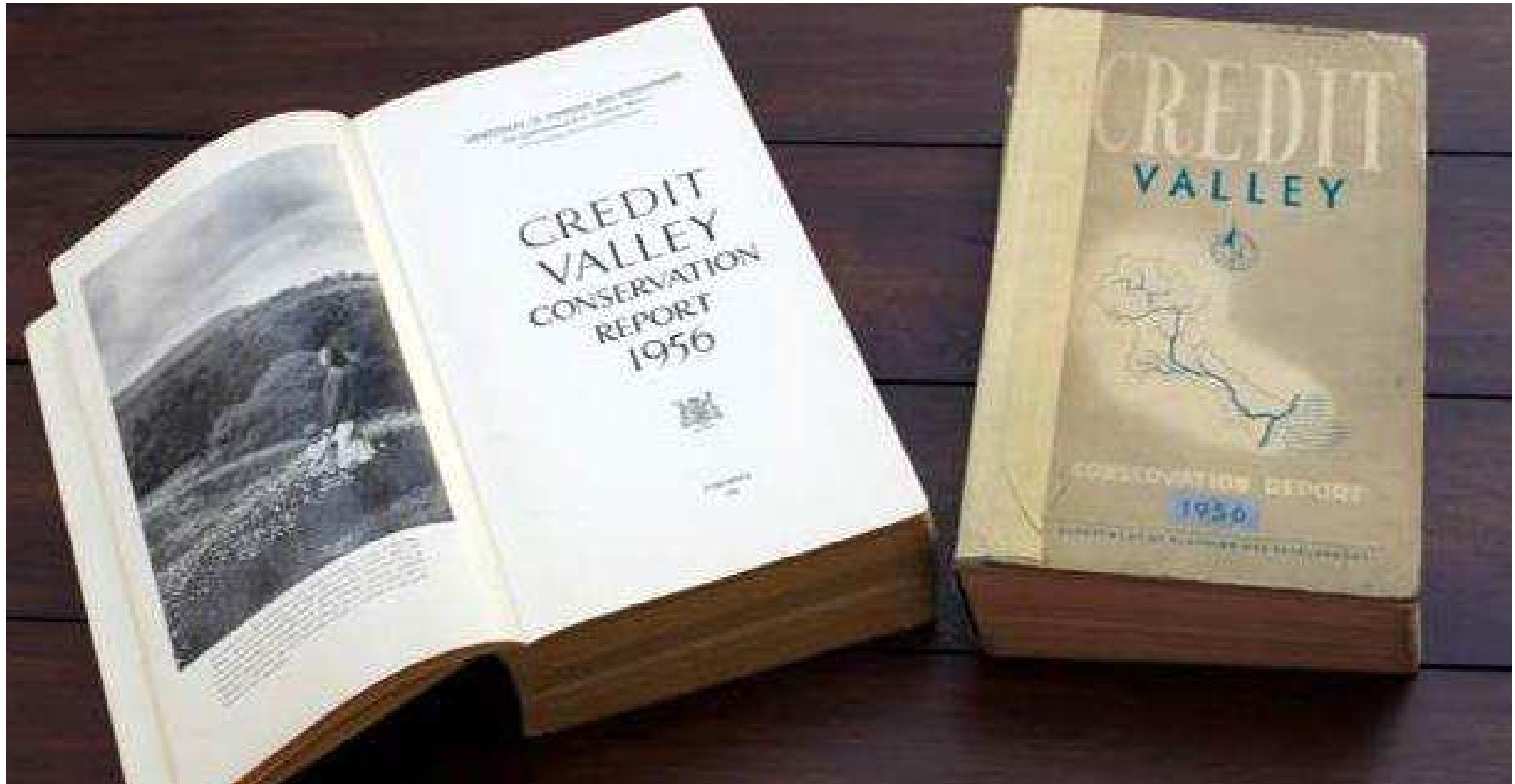
Climate Risk Methodology



ACT		\$2,061,381
# of Projects	<p>4</p> <p>Respond to a life threatening event or one that acutely compromises human health or safety</p> <p>Respond to an immediate impact that requires action with a high level of urgency (but not necessarily life threatening)</p> <p>Enhance a legislative requirement under the CA Act</p> <p>Implement direction or resolution from a municipal council or approved by TOCP/CA Board or aligned to council strategic priorities or targets</p> <p>Maximize emergency preparedness</p>	
INVEST		\$6,626,864
# of Projects	<p>14</p> <p>Produce a local measurable benefit through implementation; likely increase effectiveness over long-term and/or with larger scale application</p> <p>Generate knowledge to fill gaps or take advantage of emerging science to better manage imminent/identified risks that currently lack innovative or technical tools to resolve in the short term</p> <p>Address consequences or conditions that are becoming worse or increasing in financial or social costs</p> <p>Elevate awareness among residents, business, stakeholders and youth to drive attitudinal change with respect to human impacts on climate and the environment</p>	
SUSTAIN		\$886,335
# of Projects	<p>2</p> <p>Maintain watershed resilience, achieve outcomes and demonstrate effectiveness using current best practices</p> <p>Anticipate a potential impact, a shift in trend or to flag an emerging issue</p>	

Peel Forecasted Budget vs. Target (\$000's)

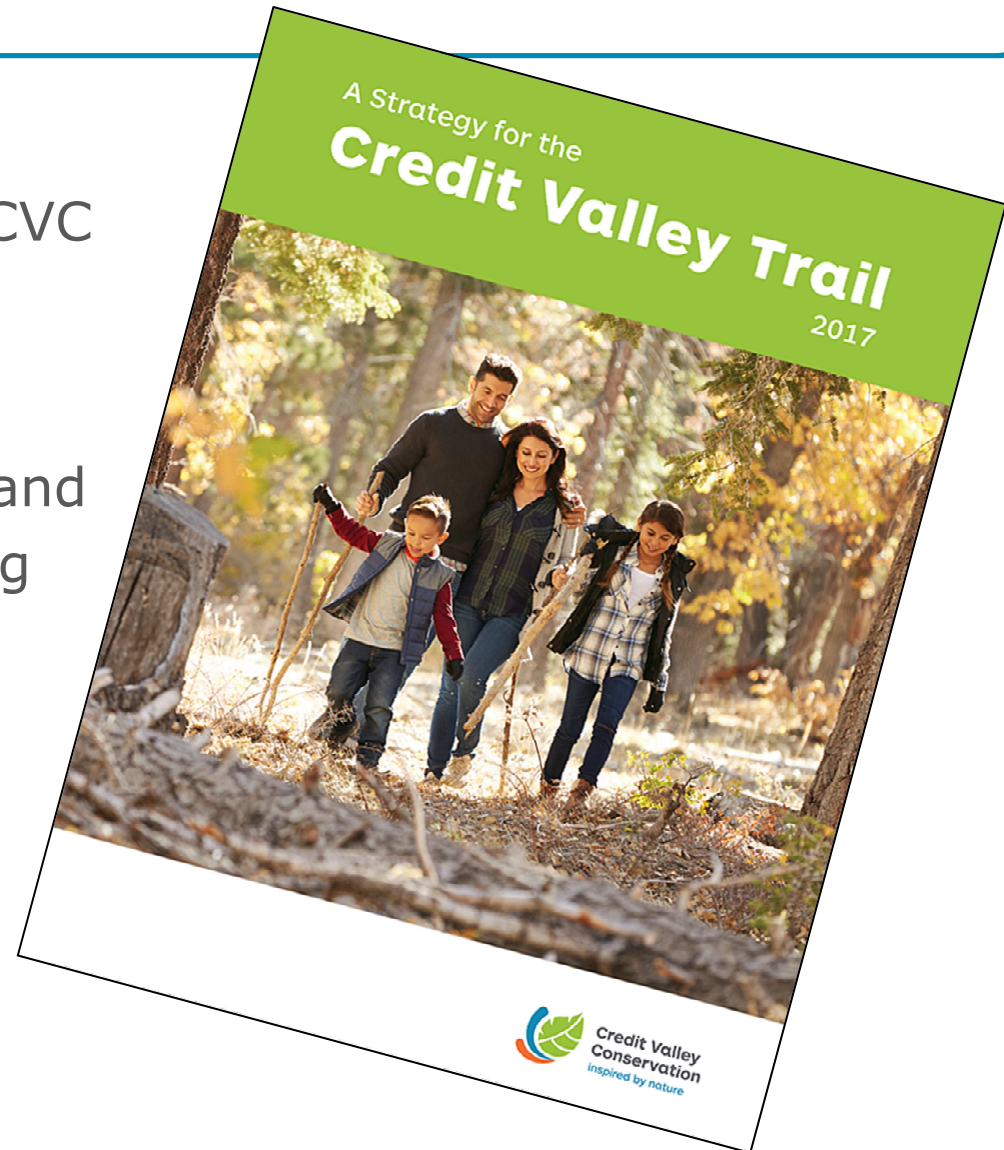
Levy Funding by Peel	2018 Approved Budget	2019 Forecast	2019 Peel Target	Reduction to meet Target of 3.2% (\$000's)
General Levy	8,290	8,460	8,555	(95)
Special Levy	14,740	15,537	15,212	325
SUBTOTAL	23,030	23,997	23,767	230
Special Levy - EAB	477	491	491	0
TOTAL	23,507	24,488	24,258	230



Budget Pressure – Watershed Plan Update

Credit Valley Trail

- Strategy approved by CVC Board of Directors December 8, 2017
- Now ready for release and progress toward making this a reality



inspired by nature

A stylized graphic of a leaf or branch in a lighter shade of green, located in the bottom right corner of the slide.

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**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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DATE: June 19, 2018

REPORT TITLE: **INTERNAL CHARGEBACK FEES FOR MEMBERS OF COUNCIL**

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

RECOMMENDATION

That the fees for mobile signs as utilized by Members of Council for constituent communication purposes, as outlined in the report of the Commissioner of Finance and Chief Financial Officer titled “Internal Chargeback Fees for Members of Council”, be approved;

And further, that the room rental fee for Members of Council for room rentals other than at the Peel Art Gallery Museum and Archives, be approved at \$25 per hour per rental;

And further, that the approved fees be listed in the Business Expense Accounts, Members of Council Policy.

REPORT HIGHLIGHTS

- The Council Expense Policy Review Committee reviewed the Business Expense Accounts, Members of Council policy in 2017 and recommended that Members of Council be charged an internal chargeback for any Region of Peel services or rentals.
- Council approved this internal chargeback on January 11, 2018.
- Mobile sign rental fees will be set at \$145 per sign for a placement of a minimum of seven days and up to 21 days, subject to availability. Since the City of Mississauga charges a \$110 permit fee, this will be added to mobile sign rentals placed in the City of Mississauga.
- Room rental fees will be set at \$25 per hour per rental, other than at the Peel Art Gallery Museum and Archives.
- These chargeback fees would be outlined in the Business Expense Accounts, Members of Council policy and will be reviewed and adjusted annually for inflation.

DISCUSSION

The Council Expense Policy Review Committee was formed in the summer of 2017 to review the Business Expense Accounts, Members of Council policy. The Committee recommended, among other items, that Members of Council be charged an internal chargeback for the use of

8.1-2

INTERNAL CHARGEBACK FEES FOR MEMBERS OF COUNCIL

Region of Peel services such as mobile sign rentals and room rentals, and this was approved by Regional Council on January 11, 2018.

On April 12, 2018, Regional Council directed that staff report to a future meeting of Regional Council with a proposed fee for the use of mobile signs by Regional Councillors. This report deals with the proposed rates for the mobile signs and the room rentals. Once approved, the rates will be listed in the Business Expense Accounts, Members of Council policy. Internal chargebacks will be charged to the Councillors Term Allowance, effective January 1, 2018. These fees will be reviewed and adjusted annually for inflation.

Staff calculated a mobile sign rental fee in the amount of \$145.00 to be charged to a Councillor for each placement of a minimum of 7 days and up to 21 days, subject to availability. This service is not provided to the public. The fee established is based on full costing methodology, and is the actual cost incurred by the Region to provide this service. The fee includes all direct costs as well as a 10 per cent allowance for administration and overhead costs. The location of the mobile sign does not impact the price. Total fees for 2017 were determined as \$253,942 annually with a total of 1,830 sign placements in 2017, giving a cost per sign placement of \$139 for 2017. An inflation rate of 2 per cent results in a \$145 (rounded) cost per sign placement.

In addition to the mobile sign rental fee, the City of Mississauga charges a permit fee of \$110.00 per placement. As a result, the amounts required for payment for each sign placement is as follows:

- City of Brampton: \$145.00
- Town of Caledon: \$145.00
- City of Mississauga: \$145.00 + \$110.00 (permit fee) = \$255.00

During the analysis, staff also reviewed sign placement services provided by private sector companies. Comparable pricing of the two main private sector mobile sign companies in Peel include:

- Big Mobile Sign: Fee of \$195.00 + Tax + \$110.00 (permit fee – Mississauga only)
- Affordable Portable Signs: Fee of \$175.00 + Tax + \$110.00 (permit fee – Mississauga only)

Based on this comparison, the sign fee determined by the Region is competitive with the private sector mobile sign companies in Peel.

A future report will be presented to Regional Council to discuss the current program and address other issues related to the mobile signs such as their location and safety.

Regional staff has calculated the room rental cost as \$25.00 per hour per rental. This covers the room set up and cleaning. The Fees By-law 55-2017 sets the various facility rentals for rooms at the Peel Art Gallery Museum and Archives. The fees outlined in this By-law for the PAMA room rentals would be charged to Members of Council.

INTERNAL CHARGEBACK FEES FOR MEMBERS OF COUNCIL

CONCLUSION

This report outlines the proposed full cost recovery chargeback of fees for Members of Council requiring these services. A future report will be presented to Regional Council to discuss the current program and address other issues related to the mobile signs such as location and the safety of the mobile signs.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

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

Authored By: Monique Hynes

For Information

DATE: June 20, 2018

REPORT TITLE: **ADVANCEMENT OF THE REGIONAL COUNCIL STRATEGIC PLAN AND COMMUNITY FOR LIFE REPORT**

FROM: Mary Killeavy, Acting Commissioner of Corporate Services

OBJECTIVE

To provide the second annual Community for Life Report on the advancement of Regional Council's Strategic Plan, including the four-year Term of Council Priorities (ToCPs), current service outcomes and outputs, and the Strategic Plan's 20-year outcomes.

REPORT HIGHLIGHTS

- On November 12, 2015 Regional Council approved the 20-year Strategic Plan (the "Plan") and identified 11 Term of Council Priorities (ToCPs) in the Living, Thriving and Leading areas of focus.
- During this Term of Council, the Region has made significant progress to achieve the Plan's outcomes.
- To continue to report on advancement of the Plan, for 2017 the report is now offered in a full digital version and provides residents with a view of progress towards approved outcomes.
- This update captures progress on the ToCPs for 2017, as the Region continues to maintain focus on the long-term vision for 2035.

DISCUSSION
1. Background

The Region of Peel's 20-year Strategic Plan was approved in November of 2015. The Plan outlines the Region's vision, mission, 20-year outcomes and four-year ToCPs.

The Strategic Plan is organized around three areas of focus:

- 1) **Living:** People's lives are improved in their time of need;
- 2) **Thriving:** Communities are integrated, safe and complete; and,

ADVANCEMENT OF THE REGIONAL COUNCIL STRATEGIC PLAN AND COMMUNITY FOR LIFE REPORT

- 3) **Leading:** Government is future-oriented and accountable. The three areas of focus allow progress to be monitored, all building on the Region's 20-year vision, a Community for Life.

In order to bring the Community for Life vision to fruition by 2035, eleven ToCPs were chosen to focus attention and resources on pressing priorities that can be addressed over four-year increments, aligning within the Term of Council. Implementation is underway to advance the work and monitor progress towards desired outcomes. This update captures progress on the ToCPs for 2017, as the Region continues to maintain focus on the long-term vision for 2035.

Of the 11 ToCPs, one was on hold throughout 2017. The Increase Stable Employment ToCP continues to await results of the Province's Employment and Social Assistance Transformation review. Despite this, the Region advanced work on this portfolio on a number of fronts. More information on this and the progress of the other 10 ToCPs are captured in Appendix I.

2. Reporting on Community Outcomes

The Community for Life Annual Report publicly reports on the advancement of the Plan. For 2017, the report is now offered in a full digital version and provides residents with an integrated view of progress towards our desired outcomes. This new digital format promotes transparency and accountability through a more visually-appealing and user-friendly design that can be accessed on all devices.

The digital version can be viewed through the Region of Peel website. A hardcopy of the Community for Life Report will be available at the Office of the Regional Clerk for public viewing.

3. Next Steps

This year's progress report does not conclude the work on the current ToCPs or the 20-year outcomes. Progress will continue into 2019 on achieving the four-year outcomes. In 2019, new four-year ToCPs will be chosen by Council. Staff will bring forward a report to the incoming Council related to this process. Progress towards the 20-year outcomes will be assessed and inform the direction of the new set of priorities.

Commitment will continue towards meaningful and transparent performance reporting on advancement of the Plan through the annual Community for Life Report and dashboard.

ADVANCEMENT OF THE REGIONAL COUNCIL STRATEGIC PLAN AND COMMUNITY FOR LIFE REPORT

CONCLUSION

At this time, the Region of Peel is making good progress toward meeting the outcomes set out in Regional Council's Strategic Plan, with key performance indicators surrounding the ToCPs progressing in the desired direction. Staff will continue to monitor these measures to ensure outcomes are met and will report on their progress in future reports.



Mary Killeavy, Acting Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - 2017 Progress on Term of Council Priorities

For further information regarding this report, please contact Steve Saric, Acting Director, Corporate Strategy Office, extension 4962, steve.saric@peelregion.ca.

Authored By: Sondra Davis, Advisor, Strategy and Service Innovation

2017 Progress on Term of Council Priorities

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

4-Year Term of Council Priority	Outcome	Metric(s)	2017 Progress (in 2017 we...)
Increase Affordable Housing	Reduced time to placement for Victims of Family Violence and Choice-Based applicants.	Length of time to placement by segment	<ul style="list-style-type: none"> Received Regional Council approval for the development and purchase of 323 new affordable rental units. Assisted 85 participants who received a Portable Housing Benefit through the provincially-funded "Survivors of Domestic Violence" pilot program who moved into housing faster through the use of portable rent supplements. Invested \$24M in state-of-good-repair and energy efficiencies in social housing to help maintain existing stock.
Reduce Poverty	Increased income for Region of Peel residents, particularly those of lowest income.	<p>(1) Percentage of eligible families receiving appropriate entitlements</p> <p>(2) Amount of increased income for residents involved in the Community Benefits Strategy</p>	<ul style="list-style-type: none"> Served 21,174 clients (an additional 3,000+) at Region of Peel and community income tax clinics, maximizing their incomes through the File your Taxes for Free, Get your Benefits Now Strategy. An increase of 22,040 (16%) of families in Peel received the new Canada Child Benefit in 2017 compared to 2016. Piloted a Community Benefits Strategy to explore how to embed Community Benefits clauses into our vendor agreements. This pilot has allowed us to understand and apply lessons learned towards our Corporate Social. Responsibility Strategy that will be completed in two to three years.
Increase Stable Employment	To be determined based on the Province's Employment and Social Assistance Transformation review.	To be determined based on the Province's Employment and Social Assistance Transformation review	<ul style="list-style-type: none"> Supported 128 youth who completed the Summer Job Challenge program, gaining valuable work experience. Youth (aged 16-24) with one or more barriers to employment, Ontario Works and Ontario Disability Support Program recipients, and clients that identified as having a disability were recruited. Launched Peel as a Model Employer, giving 12 participants a 6-month opportunity for paid employment with the Region of Peel. This was an innovative approach aimed at supporting Peel residents and addressing the gap in employment. It was highlighted in A Guide for Businesses Reducing Poverty by the Tamarack Institute (2017) as one of the top 10 stories across Canada that inspires successful business engagement in poverty reduction and inclusive hiring practices. Fully integrated supports to the Families First program to allow Peel Health and Human Services to work collaboratively with participants. Of the 197 clients who participated in the program, 92% worked intensively with Public Health Nurses to achieve life stabilization while 37% were actively working with Employment Service Workers to increase employment readiness and job acquisition.

Thriving: Communities are integrated, safe and complete

4-Year Term of Council Priority	Outcome	Metric	2017 Progress (in 2017 we...)
Increase Waste Diversion	Increased waste diversion rate with a target of 52% diversion by 2019.	Percent of waste diverted	<ul style="list-style-type: none"> Experienced a 0.5 point decrease from 2016 but maintained an improved Waste Diversion Rate of 4.8 points over 2015 rates, resulting in a waste diversion rate of 49.5% in 2017. Invested in various strategies and purchased a property to build a new anaerobic digestion facility to turn organics waste into natural gas and fertilizer products. This supports our long-term waste diversion target of 75% by 2034.
Adapt to & Mitigate the Effects of Climate Change	<p>Outcome 1: Reduced incidents of sewer back-ups during severe weather events caused by surcharge of the sanitary system.</p> <p>Outcome 2: Decreased corporate greenhouse gas (GHG) emissions (10% below 1990 levels).</p>	<p>Outcome 1: %</p> <ul style="list-style-type: none"> % reduction in inflow & infiltration into wastewater system (in 10 target areas) % reduction in surcharge (in 10 target areas) <p>Outcome 2:</p> <ul style="list-style-type: none"> % Reduction in the amount of Corporate GHG emissions 	<p>Outcome 1:</p> <ul style="list-style-type: none"> Kicked off a Region wide long-term inflow and infiltration strategy to reduce the risk of basement flooding during severe weather events (caused by sewer backups). As part of this, we have continued to study 10 target areas for both inflow and infiltration across Peel with the intent of identifying mitigation plans for the first six by the end of 2018. Implemented new sanitary sewer design and construction standards to ensure new and rehabilitated infrastructure works to reduce the risk of sewer back-ups due to severe weather events. <p>Outcome 2:</p> <ul style="list-style-type: none"> Implemented a combination of energy and fleet strategies to achieve a reduction in corporate GHG emissions of 16% below 1990 levels, exceeding our target of 10% below 1990 levels. Formalized the Office of Climate Change and Energy Management to integrate planning and delivery of climate change efforts throughout the organization and are developing the Peel Climate Change Master Plan. Completed a review of Regional fleet vehicles and identified opportunities to inform the development of the Green Fleet Strategy and recommended fleet greening approach. This will allow us to expand the use of green vehicles with a variety of fuel sources.
Promote Healthy and Age-Friendly Built Environments	Increased proportion of development applications that meet the healthy development criteria.	Number of approved development applications that meet or exceed a pass score on the local health assessment tool	<ul style="list-style-type: none"> Received Provincial approval on Regional Official Plan Amendment 27 (ROPA 27) - Health and the Built Environment, Age-Friendly Planning and Technical and Administrative Updates. Worked in partnership with the three local municipalities to begin implementing ROPA 27. Determined that of the 40 development applications that underwent a health assessment, 68% met or exceeded a pass score.
Improve Goods Movement	Reduce congestion on high volume truck routes at peak hours.	Average travel time on high priority goods movement routes	<ul style="list-style-type: none"> Improved efficiency (travel time, congestion and CO2 emissions) on four routes by 16.8% on average through the coordination of signal timings, (Queen Street, Cawthra Road, Derry Road & Britannia Road). Partnered to create a Smart Freight Centre program for the Greater Toronto and Hamilton Area in partnership with other municipalities, universities, industry experts and the Provincial government in order to coordinate the implementation of tactics, such as off peak deliveries.

			<ul style="list-style-type: none"> Completed a control room for Caledon, to help monitor traffic and incidents, which allow for real-time improvements to reduce congestion, similar to the traffic management centres in Mississauga and Brampton.
Plan & Manage Growth	Increased ability for growth to pay for growth (no growth related debt by 2041).	A reduction in the annual gap between projected development charge revenues and expenditures	<ul style="list-style-type: none"> Collaborated with Brampton, Caledon and Mississauga and the development industry to develop draft growth allocations based on where Peel Region is expected to grow over the next 25 years. Created joint employment and transportation strategies with Brampton, Caledon and Mississauga and the development industry. Achieved a lower debt level than forecasted of \$569 million compared to the 2015 Development Charges Background Study.

Leading: Government is future-oriented and accountable

4-Year Term of Council Priority	Outcome	Metric	2017 Progress (in 2017 we...)
Modernize Service Delivery	Our services are easy to access and service requests are met through each interaction.	To be determined and reframed shortly to align with Digital Strategy	<ul style="list-style-type: none"> Modernized multi-channel service delivery, built platforms for integration and increased service capacity, including: <ul style="list-style-type: none"> Developed a Region of Peel Digital Strategy to focus on providing engaging and seamless resident and employee service experiences through sustainable and integrated business and technology modernization. Developed an e-Bidding platform to allow purchasing documents to be submitted and processed electronically, removing the need for physical paper copies to be submitted. Increased mobile-friendly pages on peelregion.ca for ease of access to frequently requested pages. Developed a modernized Families First program which integrates processes to improve service delivery to clients.
Attract & Retain Top Talent	We have the employees with the skills to deliver on outcomes.	1) Resident satisfaction with Peel staff (External Client Satisfaction Survey) 2) Percentage of residents who agree staff were knowledgeable (Focus GTA Survey)	<ul style="list-style-type: none"> Updated a performance management program that ensures all employees have objectives that align with strategic outcomes. Updated a program to equip leaders with management and leadership competencies required to support their teams in meeting the current and emerging needs of the community.
Create a Modernized Workplace	The work environment meets the demands of the workforce to deliver on outcomes.	Percentage of staff who agree that their environment helps them deliver on client outcomes, as measured in the employee survey	<ul style="list-style-type: none"> Implemented various pilot programs to test modern office designs and equipment. Launched refreshed Regional Values and introduced a new internal Culture and Inclusion Strategy to inspire new ways of working and collaborating.

DATE: June 11, 2018

REPORT TITLE: **AMENDMENT TO REGIONAL ROAD SYSTEM BY-LAW 95-2007, TRANSFER OF A PORTION OF REGIONAL ROAD 5 (DERRY ROAD WEST) TO THE CORPORATION OF THE CITY OF MISSISSAUGA, CITY OF MISSISSAUGA - WARD 11**

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

RECOMMENDATION

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

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

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

REPORT HIGHLIGHTS

- The Subject Lands are a portion of land south of Derry Road West, adjacent to Second Line West, acquired by the Region of Peel and dedicated as public highway and are included as part of the Region of Peel’s road system.
- The City of Mississauga (the “City”) is requesting the Subject Lands and jurisdiction thereof be transferred from the Region of Peel to the City to become part of Second Line West.

DISCUSSION

In 1992 the Region of Peel acquired land for the purposes of constructing a new alignment of Derry Road West which created a by-pass around Meadowvale Village. The new Derry Road

8.3-2

AMENDMENT TO REGIONAL ROAD SYSTEM BY-LAW 95-2007, TRANSFER OF A PORTION OF REGIONAL ROAD 5 (DERRY ROAD WEST) TO THE CORPORATION OF THE CITY OF MISSISSAUGA, CITY OF MISSISSAUGA - WARD 11

West alignment intersected with Second Line West just east of the West Credit River at Meadowvale Conservation Park.

The Subject Lands comprise 11,714.36 square feet (1,088.3 square metres) and are a portion of what was acquired for construction of a road and bridge overpass. The Subject Lands are located where Second Line West ends at Derry Road West and where a turning circle has been constructed, as shown on the attached Appendix I. The Subject Lands were dedicated as public highway by By-law 33-94 and are included in the Region of Peel's road system.

The City of Mississauga is requesting the Subject Lands be transferred to the City of Mississauga to become part of Second Line West which is within the City of Mississauga's jurisdiction.

Regional staff completed an internal circulation to determine if there were any objections to the transfer of the Subject Lands. No objections were received.

Council approval is required to amend Regional Road System By-law 95-2007 to remove the Subject Lands from the Region of Peel's road system and to transfer the Subject Lands to The Corporation of the City of Mississauga.



Mary Killeavy, Acting Commissioner of Corporate Services



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Property Sketch

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

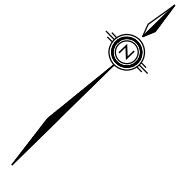
Authored By: Deb Andrews

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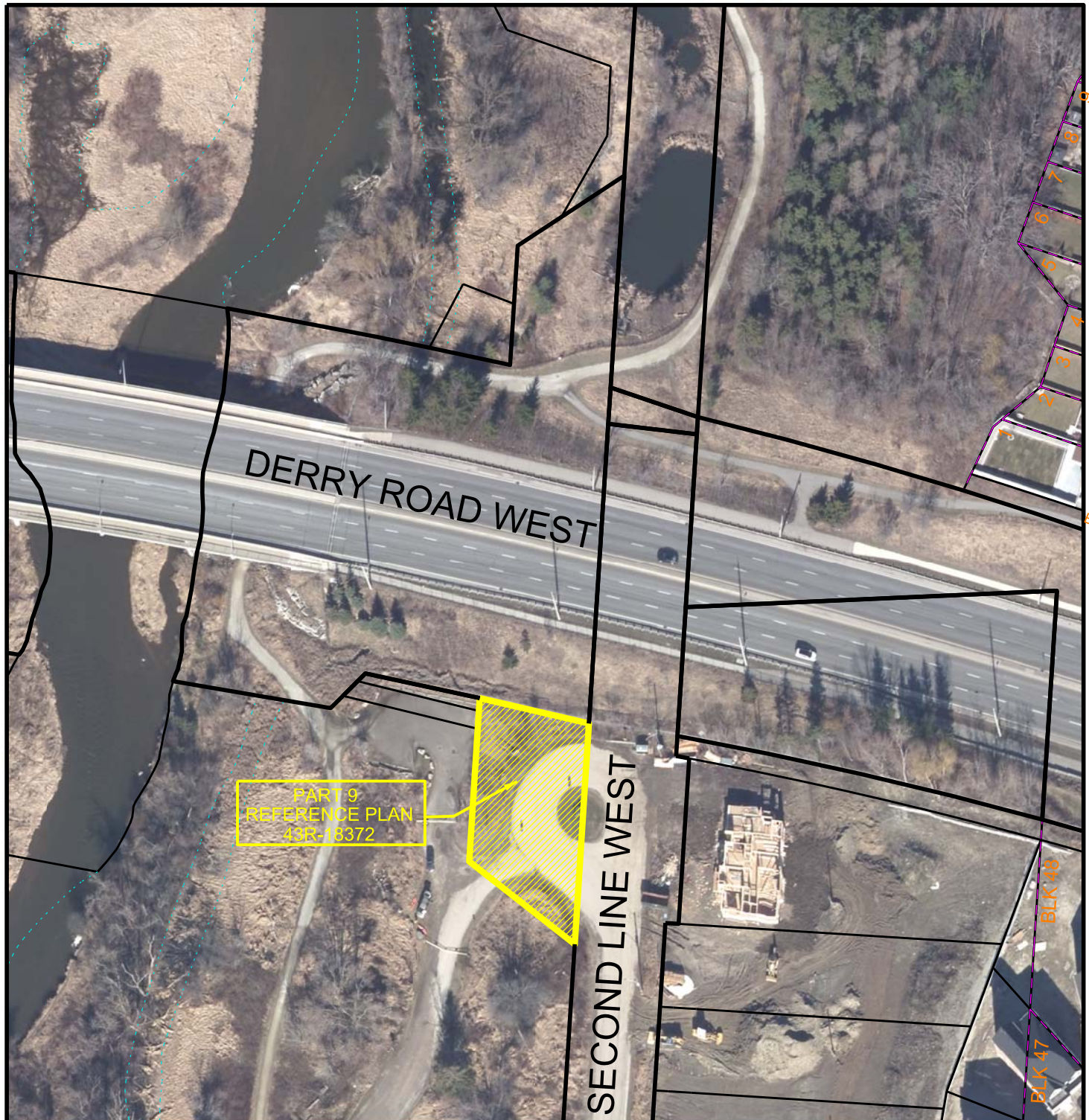
Reviewed in workflow by:

Legal Services

APPENDIX I



AMENDMENT TO REGIONAL ROAD SYSTEM BY-LAW 95-2007 TRANSFER OF A PORTION OF REGIONAL ROAD 5 (DERRY ROAD WEST) TO THE CORPORATION OF THE CITY OF MISSISSAUGA CITY OF MISSISSAUGA - WARD 11



DATE: June 11 2018

REPORT TITLE: **REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE REGIONAL ROAD 14 (MAYFIELD ROAD) WIDENING FROM REGIONAL ROAD 7 (AIRPORT ROAD) TO WEST OF REGIONAL ROAD 8 (THE GORE ROAD) - CITY OF BRAMPTON, WARD 10 AND TOWN OF CALEDON, WARDS 2 AND 4**

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

RECOMMENDATION

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

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

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

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

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

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

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

8.4-2

REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE MAYFIELD ROAD WIDENING FROM AIRPORT ROAD TO WEST OF THE GORE ROAD - CITY OF BRAMPTON, WARD 10 AND TOWN OF CALEDON, WARDS 2 AND 4

REPORT HIGHLIGHTS

- The Subject Property was acquired in 2010 to facilitate two major road projects; one for the widening of Mayfield Road (from Airport to Coleraine) and the other for the widening of The Gore Road (from Castlemore to North of Mayfield).
- Environmental Assessments for both projects concluded that The Gore Road must deviate westward to avoid impacts to the heritage designated St. Patrick's church and cemetery.
- The westward deviation of the Gore Road to avoid impacts to the St. Patrick's church and cemetery will reduce the buildable land area of the Subject Property to a size that will no longer be able to support the 1.5 story brick residence.
- Numerous professional reports and studies have been commissioned to assist the Region in determining the most appropriate course of action to achieve the Environmental Assessment recommendations.
- The costs to relocate the 1,181 sq. ft. (109.72 square metres) Structure are estimated to exceed \$1.4 million.

DISCUSSION

1. Background

In 2010, the Region acquired the residential property at 11962 The Gore Road (the "Subject Property"), City of Brampton. Environmental Assessments for both The Gore Road widening and the Mayfield Road widening projects concluded that the Structure located upon the Subject Property as shown on Appendix I (see attached) would have to be removed in order to facilitate both projects.

On the Subject Property is a one-and-half storey, brick residence constructed in the 1870's (Appendix I). Although the Structure has been listed on the City of Brampton's heritage inventory, it is not designated under the *Ontario Heritage Act*. Additions and alterations have plagued much of the interior and exterior of the Structure. Most of the original interior architectural features such as trim and molding have been long since removed. A "non-period" garage is attached to the north end of the Structure. Despite the Region of Peel's best efforts to secure the Structure, it has been broken into and vandalized on several occasions, resulting in substantial damage to its interior finish and the removal of the majority of its plumbing and electrical services. Continued retention of the Structure poses a liability risk to the Region.

Numerous professional reports and studies have been commissioned to assist the Region in determining the most appropriate course of action to achieve the Environmental Assessment recommendations.

2. Removal / Relocation Options

A Planning Background and Analysis Report was completed by IBI Group (IBI). IBI's task was to determine the potential for on-site relocation of the original Structure while considering the Toronto and Region Conservation Authority (TRCA) regulated area, on-site

8.4-3

REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE MAYFIELD ROAD WIDENING FROM AIRPORT ROAD TO WEST OF THE GORE ROAD - CITY OF BRAMPTON, WARD 10 AND TOWN OF CALEDON, WARDS 2 AND 4

parking requirements and need for a sanitary septic system. IBI concluded that due to the following factors on-site relocation of the Structure is not possible (as shown on Appendix II):

- *Deficient lot area of the remnant parcel post-widening.*
- *Proximity of the adjacent valley feature.*
- *Location of the TRCA top of bank limits.*
- *Lack of excess land necessary to support on site services (septic system and parking).*

In June 2015, the architectural and cultural heritage consulting firm Archaeological Services Inc. finalized the Cultural Heritage Impact Assessment Addendum.

The Impact Assessment made recommendations which include the following:

- *The Structure should be relocated to an appropriate and sympathetic site to ensure that the heritage value of the resource is retained.*
- *An archaeological assessment of any portion of the property at 11962 The Gore Road that has not been previously assessed as part of previous Environmental Assessments should be conducted prior to any relocation activity to address any potential archaeological resources within the property parcel.*
- *Should it be determined that relocation to an alternative site is not feasible, then a commemoration strategy should be developed for the southwest corner of the intersection to interpret the property's lost heritage value and any heritage attributes be subject to salvage activities.*

The Supplementary Building Condition Assessment completed by ERA Architects Inc. in 2015 indicated that the Structure is stable enough to be relocated, however, the firm stressed the following risks and limitations;

- *Potential loss of contextual value, especially if the Structure is relocated off site.*
- *Alterations on all sides of the building have compromised the architectural integrity of the Structure.*
- *The building would require extensive rehabilitation / renovation measures to meet current occupancy standards (building codes).*
- *The condition of the Structure and the presence of mold.*

ERA Architects Inc. recommend that based on the above noted limitations, one approach may be to document and demolish the Structure with an appropriate commemoration strategy.

3. Relocation Costs

ERA Architects also completed a Preliminary Cost Survey to remove, relocate and reconstruct the residential Structure (which excludes the attached garage) to an off-site location in close proximity to the Subject Property. The survey estimated the costs to be approximately \$1.4 million (includes 2017 land value estimate).

8.4-4

REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE MAYFIELD ROAD WIDENING FROM AIRPORT ROAD TO WEST OF THE GORE ROAD - CITY OF BRAMPTON, WARD 10 AND TOWN OF CALEDON, WARDS 2 AND 4

Staff is of the opinion that the foregoing estimate provided by ERA Architects is not exhaustive and cost overruns and budget exceedances would be most probable. Through the Preliminary Cost Survey, ERA Architects assert that the substandard size of the Structure at (1,181 square feet or 109.72 square metres) essentially renders the utility of the building functionally obsolete. Functional obsolescence in this instance relates to the substandard floor area of the Structure, deficient from the typical market standard. ERA Architects states that typical house sizes in the area are substantially larger. They suggest that for marketability purposes a 2,000 square foot (185.8 square metre) addition be added to the original Structure. The estimate for the additional cost of such an addition is \$715,000.00. If the addition is to be added, the estimated total cost would rise to at least \$2.1 million.

4. Region Owned Lands in the Area

The Region of Peel currently owns one suitable vacant residential lot on Mayfield Road in the Village of Wildfield. The property was acquired in connection with the Mayfield Road Widening project. The property has an approximate area of .48 acres (.194 hectares). The lot is located approximately 720 feet (220 metres) northeast of the Subject Property outside the City of Brampton in the Town of Caledon. The market value of this vacant residential lot has been estimated to be in the range of \$650,000.00 to \$750,000.00.

5. Summary of Options

In order to facilitate the westward deviation of The Gore Road, the following removal / relocation options exist for the Structure:

OPTION	COST	RISK	ACTION
1 Recommended	Low	Low	Offer the Structure for sale and relocation to a third party who will, at their own risk and expense, undertake to move the Structure off site to their own land.
2	Low	Low	Develop a commemoration plaque collaboration with the City of Brampton for the southwest corner of The Gore Road and Mayfield Road, and with the necessary approvals complete the demolition of the Structure in order to accommodate the intersection improvements.
3	Low	Moderate	Offer for sale at market value, both the Structure and the Region Owned vacant residential lot on Mayfield Road with the buyer being committed to move the Structure to the nearby lot.
4	Significant	Moderate	Offer the Structure for sale to Habitat for Humanity who can at their own risk and expense undertake all efforts necessary to move the Structure off site to the Region Owned vacant residential lot on Mayfield Road.
5	Significant	Significant	The Region will: a) undertake to relocate, renovate, reconstruct and

8.4-5

REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE MAYFIELD ROAD WIDENING FROM AIRPORT ROAD TO WEST OF THE GORE ROAD - CITY OF BRAMPTON, WARD 10 AND TOWN OF CALEDON, WARDS 2 AND 4

			sell the residential Structure on a Region Owned vacant residential lot. The cost estimated to be approximately \$1.4 million (incl. 2017 land estimate); or b) in order to increase the post-construction salability of this property it was recommended that a 2,000 square foot addition be constructed at an estimated additional cost to the Region of \$715,000.00 (2015 cost est.). The cost for option b) including the cost of land is estimated to be \$2.1 million. Upon completion, the property would be declared surplus and offered for sale on the open market, and sold at market value.
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PROPOSED STAFF DIRECTION

To accommodate the westward deviation of The Gore Road in order to avoid impacts to the St. Patrick's heritage church and cemetery, the residential Structure at 11962 The Gore Road must be removed. All proposed options will result in the loss of contextual value where the Structure once stood on the current site.

Significant non-recoverable costs and substantial financial risks are associated with the execution of options 4 and 5. The costs required to relocate the Structure far exceed the market value estimate of the land and Structure once combined.

Staff recommend that option 1 be executed, offering the residential Structure for sale and relocation by a third party who will, at their own risk and expense, undertake to relocate the Structure off site to their own land at no cost to the Region within 120 days of agreement. If option 1 is unsuccessful, staff shall exercise option 2 to develop a commemoration plaque in collaboration with the City of Brampton and with the necessary approvals, complete the demolition of the residential Structure.

FINANCIAL IMPLICATIONS

There are sufficient funds in Capital Project 11-4075 to carry out the report's direction.



Mary Killeavy, Acting Commissioner of Corporate Services



Janette Smith, Commissioner of Public Works

8.4-6

REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE MAYFIELD ROAD WIDENING FROM AIRPORT ROAD TO WEST OF THE GORE ROAD - CITY OF BRAMPTON, WARD 10 AND TOWN OF CALEDON, WARDS 2 AND 4

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Photos of the Subject Property

Appendix II – Property Sketch

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

Authored By: Owen Chinnery

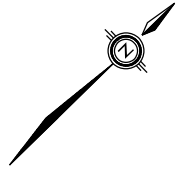
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Financial Support Unit
Legal Services

APPENDIX I

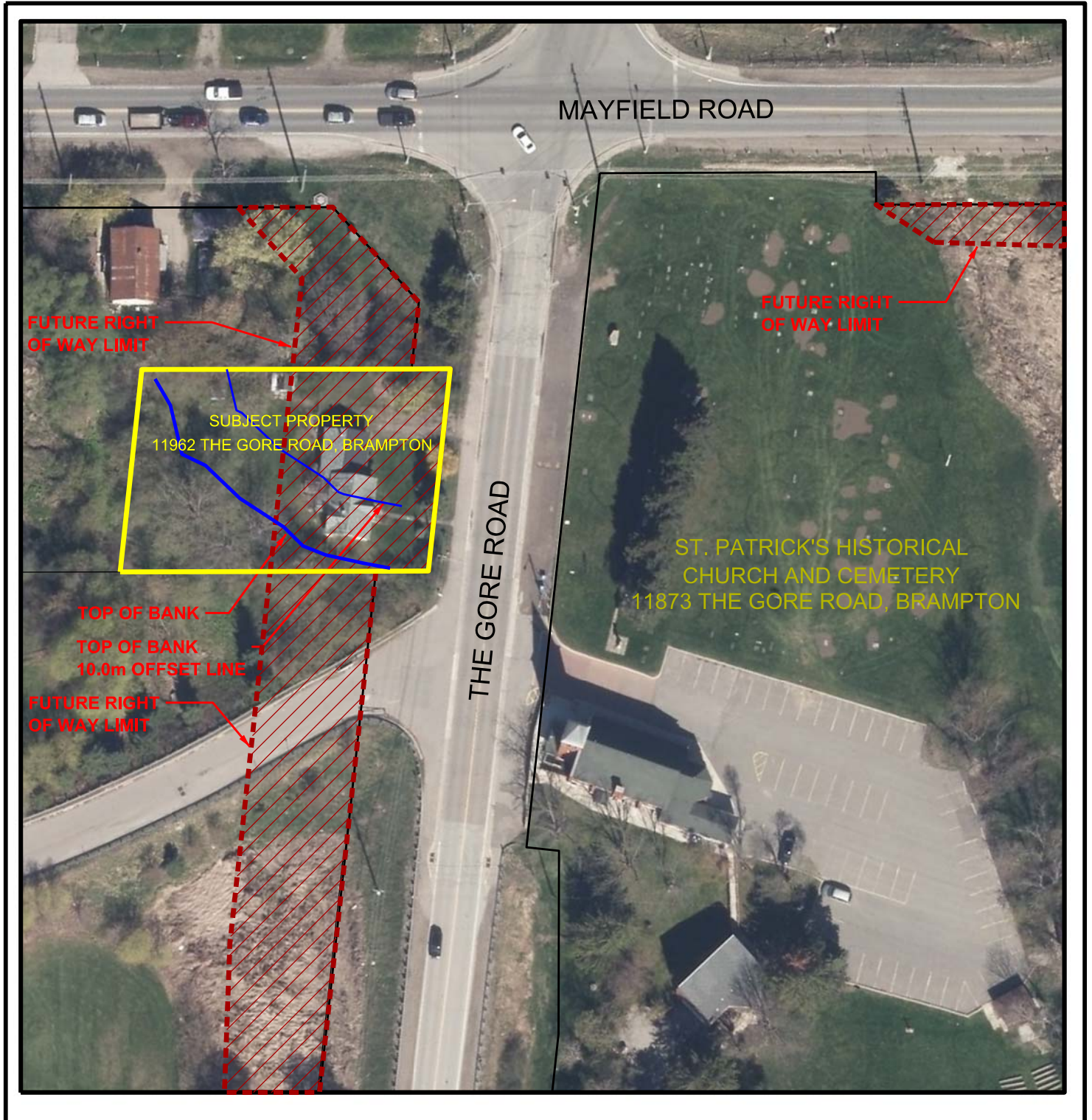
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Photos of the Subject Property





REMOVAL OF THE RESIDENTIAL STRUCTURE FROM REGION OWNED LANDS
LOCATED AT 11962 THE GORE ROAD IN CONJUNCTION WITH THE MAYFIELD
ROAD WIDENING FROM AIRPORT ROAD TO WEST OF THE GORE ROAD
CITY OF BRAMPTON, WARD 10
TOWN OF CALEDON, WARDS 2 AND 4



Region of Peel

**APPROVED AT AUDIT AND RISK COMMITTEE
June 7, 2018**

8.5 Region of Peel Corporate Risk Profile

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

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

Referred to the June 28, 2018 Regional Council meeting ARC-6-2018

DATE: May 30, 2018

REPORT TITLE: **REGION OF PEEL CORPORATE RISK PROFILE**

FROM: Michelle Morris, Director, Enterprise Risk and Audit Services

RECOMMENDATION

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

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

REPORT HIGHLIGHTS

- A Corporate Risk Profile is a communication tool that identifies key risks (internal and external) facing an organization and determines the impact the risks may have on the organization’s ability to deliver on its strategic objectives and outcomes.
- The Corporate Risk Profile allows for further review of existing mitigation plans, gaps and actions required to either reduce or accept risks.
- Major inputs into the development of the profile for the Region of Peel included interviews with subject matter experts and risk input sessions with the Risk Champions and each Departmental Leadership Team.
- The Corporate Risk Profile is presented for review and approval as required by the Audit and Risk Committee Charter.
- The Global Risks 2018, as developed by the World Economic Forum, is appended and provides information on the potential global risks existing in the environment. Several of the Region’s corporate risks are aligned to the global risks and where possible mitigation plans have been developed to manage these risks.

DISCUSSION

1. Background

For several years, the Enterprise Risk and Audit Services division has been working to establish an Enterprise Risk Management program at the Region of Peel. Enterprise Risk Management is the coordinated activities to direct and control an organization with regards to risk. There have been major milestones accomplished towards this goal; with the next major milestone being the development of a Corporate Risk Profile.

REGION OF PEEL CORPORATE RISK PROFILE

A Corporate Risk Profile (the Profile) is a communication tool that identifies key risks (internal and external) facing an organization and determines the impact the risks may have on the organization's ability to deliver on its strategic objectives and outcomes. The purpose for developing a Corporate Risk Profile is to provide a summary of the key risks facing the organization from an internal and external perspective and to assess the impact these risks may have on the Region's ability to achieve the Term of Council Priorities and strategic outcomes. The audience for the Profile includes Regional Council, the Executive Leadership and program and service owners that may be impacted by the risks identified. For the internal risks identified, existing mitigation plans have been included. While the Region cannot control the external risks that exist in the environment the Region operates in, identification of external risks can help position the Region to prepare for any possible negative impacts.

The Corporate Risk Profile is attached as Appendix I. The Global Risks 2018, as developed by the World Economic Forum, is appended in section 5 of the Profile and it provides information on the potential global risks existing in the environment. Several of the Region's corporate risks are aligned to the global risks and where possible mitigation plans have been developed to manage these risks.

2. Methodology

The Profile's methodology is included in section 7, of Appendix I.

CONCLUSION

The Corporate Risk Profile is presented for the Audit and Risk Committee's review and endorsement. The Profile provides a summary of the key risks facing the organization from an internal and external perspective and the impact these risks may have on the Region's ability to achieve the Term of Council Priorities and strategic outcomes. Existing mitigation plans to address the risks are included in the Profile as well as plans that are currently underway.



Michelle Morris, Director, Enterprise Risk and Audit Services

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

Appendix I - Region of Peel Corporate Risk Profile

For further information regarding this report, please contact Michelle Morris at 905 791 7800 ext. 4247 or via email at michelle.morris@peelregion.ca

Authored By: Michelle Morris, CPA, CGA, FCCA, CIA, CRMA and Anila Lalani, CPA, CGA, CIA, CISA



Corporate Risk Profile

Enterprise Risk and Audit Services



May 2018

**APPENDIX I
REGION OF PEEL CORPORATE RISK PROFILE**

Contents

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APPENDIX I REGION OF PEEL CORPORATE RISK PROFILE

1 Introduction

The Corporate Risk Profile (the Profile) is a communication tool that identifies key risks (internal and external) facing an organization. It provides information on the impact the risks may have on the organization's ability to deliver on its strategic objectives and outcomes (Strategic Plan outcomes). It is one of the key milestones resulting from the risk management process and the viewpoint of this document is usually from a strategic lens. For example, the risk of inaccurate growth forecast is likely to impact the timing and location of the Region's infrastructure investment. The audience for the Profile is usually the governing body (Council) and senior management; however, the Profile may also assist program and service managers to identify and address risks that may impact the effective delivery of programs and services.

A corporate risk is defined as an uncertain event causing significant negative impact for an organization due to **internal** and/or **external** risks that may impact its ability to deliver on its strategic plan outcomes and/or erode trust and confidence of stakeholders.

1.1 Purpose

The Corporate Risk Profile provides the Region of Peel with an analysis of the key risks facing the organization from an internal and external perspective and takes into consideration the impact these risks may have on the Strategic Plan outcomes. The Corporate Risk Profile enables the Region to review existing mitigation plans in place to address these risks and determine if additional resources are required to manage the risks or if resources can be reduced where risk exposure is lower. It is a tool that can be used for risk informed decision making and serves as an input in planning, prioritization and resources allocation. Specific uses of the Corporate Risk Profile and users are outlined below in Table 1:

Table 1

User	Usage
Regional Council and Senior Management	<ul style="list-style-type: none"> • Key input into strategic planning to assist in determining areas of focus; • Determine if the Region is taking the right risk to provide better value to citizens; • Improve stakeholders' trust and confidence that an organization is being managed well; and • Improve governance as an organization is proactive in managing risk.
Program/Service Managers	<ul style="list-style-type: none"> • Improve operational effectiveness and efficiency; • Improve controls to increase the likelihood of achieving objectives/outcomes; and • Effectively allocate and use resources for managing risks.

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User	Usage
Enterprise Risk and Audit Services	<ul style="list-style-type: none"> • Input into planning to help ensure audit and risk resources are focused on high risk areas. • Assurance is provided in the higher risk areas.

1.2 Methodology

The Corporate Risk Profile Methodology is appended to this report. Please refer to Appendix 7.1 – Corporate Risk Profile Methodology for detail.

2 Corporate Risks

A total of 15 key risks have been identified that may prevent the Region from achieving its Strategic Plan outcomes. Some of these risks stem from the external environment in which the Region operates and where the Region may not have the ability to mitigate. Such risks manifest outside the Region, but may have significant impact on the Region’s ability to deliver on its Strategic Plan outcomes. Some risks are internal to the organization, where the Region may have the ability to reduce the likelihood and/or the impact of the risks.

The **Table 2** below identifies the significant risks, definitions and expected source of origin:

Table 2

#	Risks	Definitions	Internal /External
1.	Social Cohesion and Intolerance	Erosion and breakdown of social cohesion and growing intolerance in the community and its impact on the Region’s ability to achieve its strategic outcomes.	External
2.	Economic Downturn	Downward shift in the economy could cause an increase in service demand and a loss of revenue for the Region.	External
3.	Changing Government Policies and Levels of Government	Impact of significant changes in other levels of government or its policies on Regional services.	External
4.	Changing Employment and Impacts of Automation	Changing nature of employment including the impact of automation on the labour force.	External
5.	People / Reputation	Actions taken by employee(s) and /or the members of public through various media channels (social media) may harm or compromise the Region’s reputation.	External/Internal
6.	Cyber Attacks	Inability to protect the Region's electronic data and information from cyber-attacks.	External
7.	Growth Management	Impact of inaccurate growth forecasts on Regional growth management plans.	External/Internal

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#	Risks	Definitions	Internal /External
8.	Talent Management	Competition to recruit and retain the right talent. Knowledge loss as a result of baby boomers' retirements.	External/Internal
9.	Information Management	Absence of timely pertinent, consistent and accurate information to support decision making.	Internal
10.	Technology	Region's inability to sustain/ maintain legacy Information Technology systems. The inability to keep pace with the emerging technologies and ensure alignment with business processes and people's skills.	Internal
11.	Climate Change and Environment	Inability to manage/adapt to the impact of climate change that could significantly affect the Region's finances and service delivery. Inability to manage the negative impact on the environment due to Regional hazardous discharge from its various services (Regional environmental foot print).	External/ Internal
12.	Vendor Management	Inability of vendors and/or community partners to deliver services or products to agreed costs and/or specifications.	External/Internal
13.	Modernize Service Delivery	Inability to modernize service delivery - this may include but not limited to technological advancement, innovation, transformation to support the needs of the community and employees. Inability to achieve the expected value from the outcomes – for example, inadequate needs identification, ineffective project management, unable to work collaboratively, unable to dedicate required resources.	Internal
14.	Asset Management	Inability to maintain new and existing infrastructure could impact the Region's ability to maintain levels of services currently provided by the Region.	Internal
15.	Health and Safety	Impact of Region's inability to maintain health and safety practices at the Region's workplace (including violence and harassment).	Internal

There may be additional risks and uncertainties identified and not deemed significant may also impact the Region's ability to deliver its Strategic Plan outcomes.

2.1 Risk Assessment

A set of criteria were used to assess the risks and only risks that were considered significant - 'very high' or 'high' are included in the Corporate Risk Profile. The following definitions have been used for ranking 'very high' and 'high' risk:

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Table 3

Risk Rank	Definitions
Very High	Would prevent achievement of outcomes/objectives, or cause unacceptable cost overruns, or project slippage, or program delivery issues and or compromise Regional credibility and reputation.
High	Would cause substantial delays in the achievement of outcomes/objectives, or cause unacceptable cost overruns, or project slippage, or program delivery issues and or compromise Regional credibility and reputation.

The risk map below provides risk ranking, information on whether mitigation controls exist to manage the risk (green), if there are plans in progress to implement new controls (yellow) and risks where the Region has minimal ability to manage them (white) and classify risks into risk types:

Table 4

	Risk	Risk Assessment	Control	Risk Type
1.	Social Cohesion and Intolerance			Social
2.	Economic Downturn			Economic
3.	Changing Government Policies and Levels of Government			Political
4.	Changing Employment and Impacts of Automation			Economic
5.	People / Reputation			People/ Reputation
6.	Cyber Attacks			Technology/ Information Management
7.	Growth Management			Service Delivery
8.	Talent Management			People
9.	Information Management			Technology/ Information Management
10.	Technology			Technology/ Information Management
11.	Climate Change and Environment			Environmental
12.	Vendor Management			Contractual/ Procurement
13.	Modernize Service Delivery			Service Delivery
14.	Asset Management			Infrastructure / Asset Planning
15.	Health and Safety			People

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3 Impact of Risks to the Region’s Strategic Plan

The Region of Peel Strategic Plan includes both short-term, Term of Council Priorities, and long-term Strategic outcomes that enables the Region to achieve its vision “Community for Life”. The risks identified in the Corporate Risk Profile if materialized may impede or delay the progress to achieve the Region’s strategic outcomes.

Though the risks presented in the Corporate Risk Profile, appear linear in nature, it is important to note that the risks are not mutually exclusive and that an occurrence of one risk may impact another, for example the changes to the climate may impact Regional infrastructural assets.

4 Mitigation Plans and Risk Owners

The following table provides information on mitigation plans and the risk owners to track and manage identified risks in case any of these risks may occur:

Table 5

#	Risks	Mitigation Plans	Owner
1	Social Cohesion and Intolerance	External risk existing in the environment.	
2	Economic Downturn	External risk existing in the environment.	
3	Changing Government Policies and Levels of Government	External risk existing in the environment.	
4	Changing Employment and Impacts of Automation	External risk existing in the environment.	
5	People / Reputation	External/Internal risk existing in the environment	
6	Cyber Attacks	The Region has implemented security measures to mitigate the risks associated with cyber-attacks. Further discussion may be held in camera.	Director Information Systems and Technology Services
7	Growth Management	Plan and manage growth is a Term of Council Priority. An integrated approach to growth planning has been implemented. The following four separate but related committees have been established to discuss issues, trends and forecasts: <ul style="list-style-type: none"> Growth Management Core Team (internal stakeholders), 	Director, Growth Management

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#	Risks	Mitigation Plans	Owner
		<ul style="list-style-type: none"> • Inter-Municipal Working Group (Caledon, Brampton, Mississauga and Regional internal stakeholders), • Development Industry Working Group (Internal & municipal stakeholders along with development industry representatives) and • Steering Committee (Finance & Public Works Commissioners and Directors from the Core team). <p>Comprehensive models are in place to respond to changes in growth forecasts which impact capital planning and spending.</p>	
8	Talent Management	<p>Attract and retain top talent is a Term of Council Priority. The Region is planning to explore the policy issue of attracting and retaining top talent in the public sector and policy options and explore trends around attraction and retention of millennials, including understanding of values, work/life balance, retention mechanisms, etc. (Target Completion – December 2018)</p> <p>The Region is developing strategies for leadership and employee development to ensure employees have skills to deliver on services and Strategic Plan outcomes. (Target Completion – December 2018)</p> <p>The succession planning strategy development has been deferred beyond the Council term.</p>	Director Human Resources
9	Information Management	<p>The following strategies are in progress to facilitate timely access to information:</p> <ul style="list-style-type: none"> • Electronic Content Strategy – It aims to provide a framework for the Region of Peel’s approach to managing information as a critical corporate asset. It will provide clear direction and guide how Regional staff will easily file, find and share their documents and records, regardless of format. Target Completion Date – June, 2018 • Enterprise Business Intelligence Strategy – It aims to guide the organization’s advancement in the management, analysis and reporting of data, resulting in increased evidence informed decision-making to achieve outcomes. Target Completion Date – September, 2018 	Director, Information Management
10	Technology	<p>The following strategies are in place at the Region to keep pace with the emerging technologies to enable service delivery:</p>	Director, Client Delivery

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#	Risks	Mitigation Plans	Owner
		<p>build on existing programs already having an impact in the community, the Region is developing a comprehensive strategy to address the impacts of inflow and infiltration into the sanitary sewer system. The Inflow and Infiltration Reduction and Mitigation Strategy will include many program areas such as:</p> <ul style="list-style-type: none"> • Research and data analysis in order to prioritize the program; • Development of new operations and design standards based on best practices; • Rehabilitation of the existing system and construction of new and upsized assets; and • Community outreach programs <p>Implementation of Strategy will be a collaborative effort between the Region of Peel, local municipalities and the conservation authorities (Target Completion Date – September, 2018)</p>	
12	Vendor Management	<p>There are processes in place that help ensure vendors or community partners are hired/ engaged to deliver services or products to agreed costs and/or specification. The Purchasing Division works collaboratively with user divisions and Legal Services by:</p> <ul style="list-style-type: none"> • Assisting users in developing procurement document (specifications, pricing, terms and conditions, mandatory requirements etc.) • Ensuring the vendor meets all the mandatory requirements prior to moving to evaluation phase. • Provide users tools to capture Vendor Occurrences and Client Satisfaction • Provide Vendor Performance Framework to users to consistently evaluate vendor performance <p>User Division manages contract or agreement as per the agreed upon terms and conditions and manage vendors' or community partners' performances</p>	Director Purchasing and Head of User Division/Department
13	Modernize Service Delivery	<p>Modernize service delivery is a Term of Council Priority. The following seven strategies are in progress to help ensure that Regional services are easy to access, service requests are met through each interaction and employee needs are met:</p> <ul style="list-style-type: none"> • External and Internal Web Site Modernization (Target Completion Date – June, 2019) • End to End Care Management (Target Completion Date – December, 2020) • e-bidding (Target Completion Date – December, 2018) 	Director, Client Delivery & Director Marketing and Communications

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#	Risks	Mitigation Plans	Owner
		<ul style="list-style-type: none"> Housing Transformation Initiative (Target Completion Date – December, 2018) Families First (Completed) Workforce Enablement (On-going) 	
14	Asset Management	<p>The Region complies to the:</p> <ul style="list-style-type: none"> Corporate Asset Management Policy and service level standards Long Term Financial Planning Strategy Application of annual Infrastructure Levy <p>The risk is monitored and yearly monitoring reports and Infrastructure Scorecard and Updates on the Status of Reserves are provided to Regional Council.</p> <p>Further, Region is in a process of acquiring an asset management system that will enable effective and efficient management of assets.</p>	Director, Asset Management
15	Health and Safety	<p>The Region is in the process of developing a robust and integrated corporate health and safety management system to help ensure that the Region has a healthy, safe and resilient workforce. The development of the Region’s health and safety program will take several years to build.</p> <p>The 2018 work plan includes the following:</p> <ul style="list-style-type: none"> Policies, Procedures and Program Updates Joint Health & Safety Committee Optimization Health and Safety Training Security and Emergency Management Risk Assessments Psychological Health Departmental/Divisional Health & Safety Management Systems Optimization of Occupational Health & Safety Software System and Processes <p>(Target Completion Date – December, 2018)</p> <p>Region will continue to mature its Health and Safety program.</p>	Director, Human Resources

5 Global Risks

The World Economic Forum develops the Global Risks Report annually focusing attention on the evolution of global risks.

A “global risk” is defined as an uncertain event or condition that, if it occurs, can cause significant negative impact for several countries or industries within the next 10 years.

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Global Risks and description below are reproduced from the Global Risks Report 2018 with the permission from the World Economic Forum to provide the readers information on potential global risks existing in the environment.

Table 6

Global Risk	Description
Asset bubbles in a major economy	Unsustainably overpriced assets such as commodities, housing, shares, etc. in a major economy or region
Deflation in a major economy	Prolonged near-zero inflation or deflation in a major economy or region
Failure of a major financial mechanism or institution	Collapse of a financial institution and/or malfunctioning of a financial system that impacts the global economy
Failure/shortfall of critical infrastructure	Failure to adequately invest in, upgrade and/or secure infrastructure networks (e.g. energy, transportation and communications), leading to pressure or a breakdown with system-wide implications
Fiscal crises in key economies	Excessive debt burdens that generate sovereign debt crises and/or liquidity crises
High structural unemployment or underemployment	A sustained high level of unemployment or underutilization of the productive capacity of the employed population
Illicit trade (e.g. illicit financial flows, tax evasion, human trafficking, organized crime, etc.)	Large-scale activities outside the legal framework such as illicit financial flows, tax evasion, human trafficking, counterfeiting and/or organized crime that undermine social interactions, regional or international collaboration, and global growth
Severe energy price shock (increase or decrease)	Significant energy price increases or decreases that place further economic pressures on highly energy-dependent industries and consumers
Unmanageable inflation	Unmanageable increases in the general price levels of goods and services in key economies
Extreme weather events (e.g. floods, storms, etc.)	Major property, infrastructure and/or environmental damage as well as loss of human life caused by extreme weather events
Failure of climate-change mitigation and adaptation	The failure of governments and businesses to enforce or enact effective measures to mitigate climate change, protect populations and help businesses impacted by climate change to adapt
Major biodiversity loss and ecosystem collapse (terrestrial or marine)	Irreversible consequences for the environment, resulting in severely depleted resources for humankind as well as industries
Major natural disasters (e.g. earthquake, tsunami, volcanic eruption, geomagnetic storms)	Major property, infrastructure and/or environmental damage as well as loss of human life caused by geophysical disasters such as earthquakes, volcanic activity, landslides, tsunamis, or geomagnetic storms
Man-made environmental damage and disasters (e.g. oil spills, radioactive contamination, etc.)	Failure to prevent major man-made damage and disasters, including environmental crime, causing harm to human lives and health, infrastructure, property, economic activity and the environment
Failure of national governance (e.g. failure of rule of law, corruption, political deadlock, etc.)	Inability to govern a nation of geopolitical importance as a result of weak rule of law, corruption or political deadlock
Failure of regional or global Governance	Inability of regional or global institutions to resolve issues of economic, geopolitical or environmental importance
Interstate conflict with regional consequences	A bilateral or multilateral dispute between states that escalates into economic (e.g. trade/currency wars, resource nationalization), military, cyber, societal or other conflict.

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Global Risk	Description
Large-scale terrorist attacks	Individuals or non-state groups with political or religious goals that successfully inflict large-scale human or material damage
State collapse or crisis (e.g. civil conflict, military coup, failed states, etc.)	State collapse of geopolitical importance due to internal violence, regional or global instability, military coup, civil conflict, failed states, etc.
Weapons of mass destruction	The deployment of nuclear, chemical, biological and radiological technologies and materials, creating international crises and potential for significant destruction
Failure of urban planning	Poorly planned cities, urban sprawl and associated infrastructure that create social, environmental and health challenges
Food crises	Inadequate, unaffordable, or unreliable access to appropriate quantities and quality of food and nutrition on a major scale
Large-scale involuntary migration	Large-scale involuntary migration induced by conflict, disasters, environmental or economic reasons
Profound social instability	Major social movements or protests (e.g. street riots, social unrest, etc.) that disrupt political or social stability, negatively impacting populations and economic activity
Rapid and massive spread of infectious diseases	Bacteria, viruses, parasites or fungi that cause uncontrolled spread of infectious diseases (for instance as a result of resistance to antibiotics, antivirals and other treatments) leading to widespread fatalities and economic disruption
Water crises	A significant decline in the available quality and quantity of fresh water, resulting in harmful effects on human health and/or economic activity
Adverse consequences of technological advances	Intended or unintended adverse consequences of technological advances such as artificial intelligence, geo-engineering and synthetic biology causing human, environmental and economic damage
Breakdown of critical information infrastructure and networks (Critical information infrastructure breakdown)	Cyber dependency that increases vulnerability to outage of critical information infrastructure (e.g. internet, satellites, etc.) and networks, causing widespread disruption
Large-scale cyberattacks	Large-scale cyberattacks or malware causing large economic damages, geopolitical tensions or widespread loss of trust in the internet
Massive incident of data fraud/theft	Wrongful exploitation of private or official data that takes place on an unprecedented scale.

Source: *The Global Risks Report 2018*, World Economic Forum, Switzerland, 2018.

6 Summary and Next Steps

The Corporate Risk Profile provides key risks to the Region that may impact achieving its Strategic Plan outcomes. It is expected to help align an understanding of Region's business outcomes and risk and play an integral role in strategic planning and resource allocation. Existing mitigation plans to address the risks are included in the Profile as well as plans that are currently underway.

Enterprise Risk Management will continue to update corporate risk profile annually, every four years and every ten years to incorporate changes to Region's risk exposure.

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7 Appendices

7.1 Corporate Risk Profile Methodology

The methodology for developing the Corporate Risk Profile included obtaining risk information from the following six resources:

1. Work Plan Interviews – On an annual basis, the Enterprise Risk and Audit Services division conducts interviews with organizational leadership to identify high risk program and services for the development of annual Audit Work Plan. Enterprise Risk Management (ERM) has leveraged the risk information gathered to inform the Corporate Risk Profile.
2. Subject Matter Experts Interviews – ERM team interviewed subject matter experts in the Region to gain an understanding of the broad issues facing the business environment in which the Region operates. This included gathering information from a legal, economic, cash management and policy perspective.
3. Data and Research – This included reviewing external resources on issues facing municipalities, the public in general and global risk trends.
4. Audit Experience - Risk information from audit group's experience, previous audit reports and risk registers were reviewed and summarized for the development of Corporate Risk Profile.
5. Mock Risk Validation Session with Risk Champions - ERM team engaged Risk Champions for a mock risk validation sessions to take their input before leadership team is engaged.
6. Risk Validation Sessions with Leadership Team – ERM team engaged Departmental Leadership Teams and Executive Leadership Team to assess the risks gathered through above sources to identify the key risks that the Region may be exposed to. These sessions were also used to capture risks from leadership perspective.

Interconnectivity Analysis - Information collected through the above mentioned sources were summarized in potential risk events to develop internal and external risk factors facing the Region. The potential impact of these risks to the Strategic Plan and Term of Council Priorities were analyzed.



Corporate Risk Profile

Enterprise Risk and Audit Services

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

Region of Peel



***Management of the Region's
key risks can assist in
achieving the Region's
strategic outcomes.***



Agenda

- 1. Definition*
- 2. Corporate Risk Profile*
- 3. Corporate Risk Profile Usage*
- 4. Next Steps*
- 5. Questions/ Discussion*

Definitions

Corporate Risk Profile

It is a communication tool that identifies key risks (internal and external) facing an organization.

Corporate Risk

A corporate risk is defined as an uncertain event causing significant negative impact for an organization due to **internal** and/or **external** risks that may impact its ability to deliver on its strategic plan outcomes and/or erode trust and confidence of stakeholders.

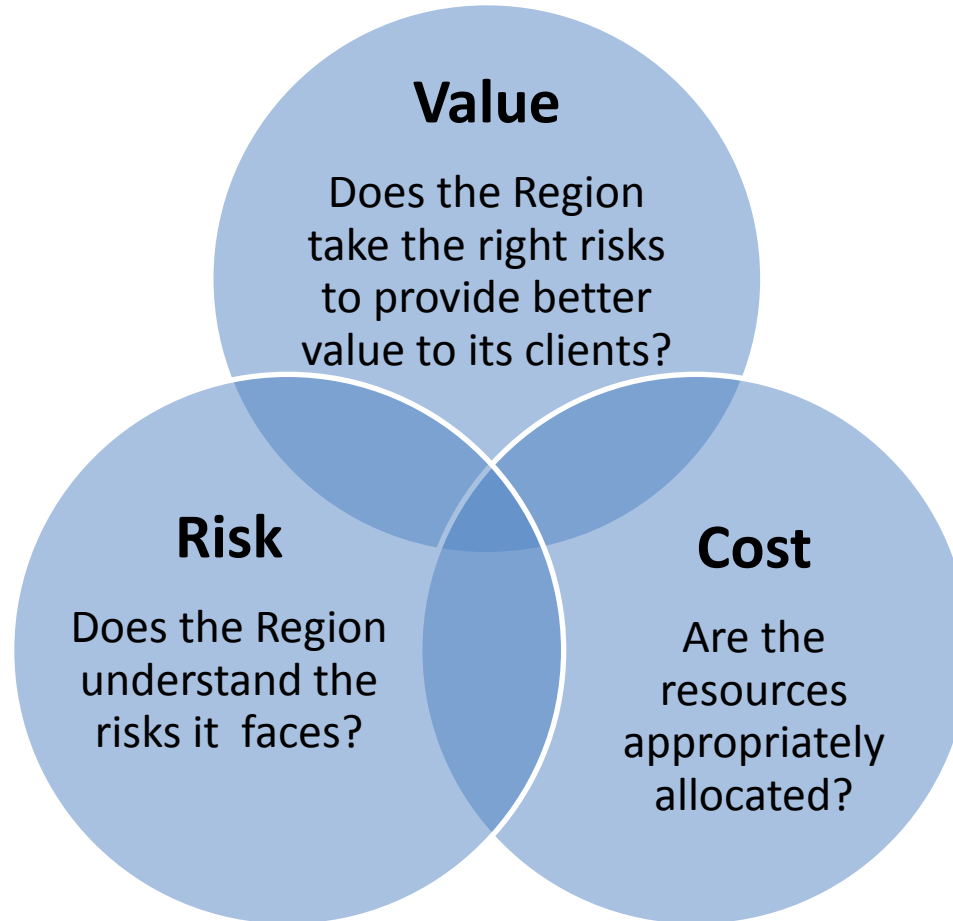
Corporate Risk Profile

Strategic Risks	Operational Risks	Reputational Risks
<p>Risks that may prevent an organization from meeting strategic objectives and outcomes and or loss resulting from lack of response to the changing business environment</p>	<p>Risk of loss from people, systems, and internal procedures (day-to-day risks)</p>	<p>Risk associated with negative publicity, perceived or real regarding Regional business practices</p>
<ul style="list-style-type: none"> • Social Cohesion and Intolerance • Economic downturn • Changing Government Policies • Changing employment and the nature of automation • Climate Change • Asset Management 	<ul style="list-style-type: none"> • Cyber attacks • Growth Management • Talent Management • Information Management • Technology • Vendor Management • Modernize Service Delivery • Health and Safety 	<ul style="list-style-type: none"> • People/ Reputation

Corporate Risk Profile Usage

1. Key input into strategic planning
2. Validates risk taking
3. Risk informed decision making
4. Risk, Controls and Value alignment

Risk Management – A Balance



Next Steps

- *Continue to monitor corporate risks and report back annually*
- *Key input into the strategic planning cycle for 2018-2022*



THE REGIONAL MUNICIPALITY OF PEEL

AUDIT AND RISK COMMITTEE

MINUTES

ARC - 3/2018

The Region of Peel Audit and Risk Committee met on June 7, 2018 at 1:00 p.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

Members Present: C. Fonseca; F. Dale; K. Ras; A. Thompson

Members Absent: R. Starr due to personal matter, G. Miles, due to other municipal business

Also Present: D. Szwarc, Chief Administrative Officer; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; M. Killeavy, Acting Commissioner of Corporate Services; P. O'Connor, Regional Solicitor; J. Smith, Commissioner of Public Works; N. Polsinelli, Commissioner of Health Services; J. Sheehy, Commissioner of Human Services; M. Morris, Director, Enterprise Risk and Audit Services; K. Lockyer, Regional Clerk and Director of Clerks; J. Sawchuck, Acting Director of Human Resources; J. Jones, Committee Clerk; D. Obaseki, Legislative Assistant

Chaired by Chris Fonseca.

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

2. **APPROVAL OF AGENDA**

RECOMMENDATION ARC-5-2018:

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

* See text for arrivals

◆ See text for departures

3. **DELEGATIONS - Nil**

4. **REPORTS**

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

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

Received

RECOMMENDATION ARC-6-2018:

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

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

In response to a question from Councillor Ras with regard to the possibility of including a bottom-up risk assessment process, Michelle Morris stated that it is the goal of the enterprise risk management process to be bottom-up and top-down. This report addressed top-down and Enterprise Risk and Audit will now work with staff to deliver on the bottom-up process. David Szwarc, CAO stated that one of the ways the Region will deliver on the bottom-up process is that most reports coming forward will include a risk commentary and therefore report recommendations will be provided within the risk profile that has been identified.

4.2. **Status of Management Action Plans**

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

Received

In response to a question from Councillor Ras with regard to consideration of financial risk within the three identified risk categories of governance, service delivery and technology, Michelle Morris clarified that the three categories do not include financial risk.

4.3. **Audit and Risk Committee Public Member Participation**

RECOMMENDATION ARC-7-2018:

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

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

In response to a comment from Councillor Ras with regard to coordination of the Region's Audit and Risk Committee recruitment with the City of Mississauga's committee recruitment advertisements in January 2019, Michelle Morris responded that the suggestion would be taken under consideration.

5. COMMUNICATIONS - Nil

6. IN CAMERA MATTERS - Nil

7. OTHER BUSINESS - Nil

8. NEXT MEETING

The next meeting of the Audit and Risk Committee is scheduled for September 20, 2018 at 11:00 a.m. to 12:30 p.m. in the Council Chamber, 5th floor, Regional Administrative Headquarters, Suite A, 10 Peel Centre Drive, Brampton, Ontario.

Please forward regrets to Jill Jones, Committee Clerk, and (905) 791-7800 ext. 4330 or at jill.jones@peelregion.ca.

9. ADJOURNMENT

The meeting adjourned at 1:22 p.m.

**ITEMS RELATED TO
PUBLIC WORKS**

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DATE: June 19, 2018

REPORT TITLE: **AUTHORIZATION TO HOLD A PUBLIC MEETING FOR AN APPLICATION FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* BY SEAFOOD CITY SUPERMARKET AT 800 BOYER BOULEVARD - CITY OF MISSISSAUGA, WARD 11**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

REPORT HIGHLIGHTS

- Seafood City Supermarket has applied to The Regional Municipality of Peel for an exemption under the *Retail Business Holidays Act* based on the maintenance or development of tourism for an existing supermarket located at 800 Boyer Boulevard in Mississauga.
- If granted, the exemption would permit the existing supermarket to remain open voluntarily on New Year's Day, Family Day, Good Friday, Easter Sunday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day, and Christmas Day.
- This exemption request is similar to previous exemptions considered by Regional Council with the exception that exemption to permit Family Day and Christmas Day opening has been requested.
- Peel Region By-law 34-2018 provides for a transition between the previous Peel Region by-law (By-law 18-1999) for consideration of exemption applications from Retail Business Holidays Act and the new by-law enacted at the June 14, 2018 Regional Council meeting for applications filed before May 31, 2018
- Peel Region By-law 18-1999 requires that Regional Council determine whether applications under the *Retail Business Holidays Act* should proceed to a public meeting.
- This report seeks Regional Council authorization for this application to proceed to a public meeting.

APPLICATION FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* BY SEAFOOD CITY SUPERMARKET

DISCUSSION

1. Background

An application was made to the Region on February 8th, 2018 by Seafood City Supermarket (the "Applicant") pursuant to the *Retail Business Holiday's Act*, R.S.O 1990, c. R.30 (the "Act") to permit the existing supermarket to remain open between 7:00 am and 10:00 pm on New Year's Day, Family Day, Good Friday, Easter Sunday, Victoria Day, Canada Day, Labour Day, Thanksgiving Day, and Christmas Day. A copy of the application is available in the Office of the Regional Clerk for viewing. The Applicant's proposed holiday exemptions and hours of operation are similar to previous exemptions considered by Regional Council with the exception of the Applicant's request for exemption to remain open on two additional statutory holidays - Christmas Day and Family Day.

The retail business establishment is generally located on the northwest corner of Mavis Road and Britannia Road West, south of Boyer Boulevard as shown on Appendix I.

2. Regional Role

At its June 14, 2018 meeting Regional Council considered and enacted a new By-law, By-law 34-2018, related to the regulation of closing of business establishments within the Region of Peel on a holiday. By-law 34-2018 does not permit Specialty Food stores such as this Supermarket to remain open on statutory holidays and repeals By-law 18-1999.

However, By-law 34-2018 does provide for a transition between the previous by-law (By-law 18-1999) and this new enacted By-law for the closing of business establishments on a holiday.

Peel Region By-law 34-2018 allows for the review of applications received before May 31, 2018 to be done in accordance with By-law 18-1999 Schedule 'A' procedures for Processing of applications for By-laws under Subsection Section 4 (1) of the *Retail Business Holidays Act*. Should such an application be approved by a resolution of Regional Council, any retail business establishment holiday closing requirements shall be deemed to be a grandfathered exemption for the purposes of subsection 4(9) of Schedule 'A' to By-law 34-2018 without need for the enactment of any by-law, including the enactment of an amendment to By-law 34-2018.

In other words, this application may proceed under the former by-law and if accepted by Regional Council using the former by-law's criteria, will be exempt under the new by-law.

Peel Region By-law 18-1999 details the application submission requirements and process for Regional consideration of applications under the Act. Regional staff are required to circulate application materials to local municipalities prior to convening a public meeting where the application can be decided by Regional Council. The Clerks, Planning and Economic Development Department staff for Mississauga, Brampton and Caledon have been provided with the application and supporting materials. Comments received from the area municipalities advised of no objections to the proposed exemption.

By-law 18-1999 also requires the submission of studies and supporting documentation demonstrating how the exemption would support tourism development. Supporting

APPLICATION FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* BY SEAFOOD CITY SUPERMARKET

documentation, including a report titled Application for Holiday Openings under: The *Retail Business Holidays Act*, prepared by InterStratics Consultants Inc. and dated January 26, 2018 was submitted by the Applicant. The Report concludes that Seafood City Supermarket is a suitable candidate for exemption under the Act, noting proximity to regionally significant retail destinations, cultural destinations, previous exemption sites and the relationship between Seafood City Supermarket and regionally significant retail destinations and cultural attractions. Details of the application and report are to be provided to Council, by the Applicant at the public meeting.

Pursuant to Section 4(1) of the Act, Peel Regional Council may, through the passage of a by-law, permit retail business establishments in the municipality to be open on holidays, recognizing that holidays should be maintained as a common pause day. The Act requires applicants to demonstrate that the exemption criteria outlined in the Act and Regulation (O.Reg. 711/91), excerpts of which are attached as Appendix II, have been addressed and that the exemption would assist in the maintenance or development of tourism activities.

3. Public Meeting

If Council is prepared to authorize a public meeting, this matter will be scheduled for the Regional Council meeting scheduled for September 13, 2018 or as soon as possible thereafter. At the time of the public meeting, the Applicant will identify and further define how the request addresses the applicable criteria (Appendix II).



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Exemption Area Map

Appendix II - Excerpts, Tourism Criteria under the *Retail Business Holidays Act*

For further information regarding this report, please contact Andrea Warren, Director, Development Services, ext. 4355, email at andrea.warren@peelregion.ca.

Authored By: Christina Marzo, Alex Martino

*Reviewed by:
Legal Services*

10.1-4

AUTHORIZATION TO HOLD A PUBLIC MEETING FOR AN APPLICATION FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* BY SEAFOOD CITY SUPERMARKET AT 800 BOYER BOULEVARD - CITY OF MISSISSAUGA, WARD 11

APPENDIX I

Seafood City Supermarket - Exemption Area



AUTHORIZATION TO HOLD A PUBLIC MEETING FOR AN APPLICATION FOR EXEMPTION UNDER THE *RETAIL BUSINESS HOLIDAYS ACT* BY SEAFOOD CITY SUPERMARKET AT 800 BOYER BOULEVARD - CITY OF MISSISSAUGA, WARD 11

APPENDIX II

Retail Business Holidays Act – Tourism Criteria

Excerpts from O.Reg. 711/91 made under the *Retail Business Holidays Act*

2. (1) A retail business establishment may be exempted if,
 - (a) it is located within two kilometres of a tourist attraction; and
 - (b) it is directly associated with the tourist attraction or relies on tourists visiting the attraction for business on a holiday.
- (2) An exemption granted on an area basis may only be given if,
 - (a) all of the retail business establishments in the area are within two kilometres of the tourist attraction;
 - (b) the area does not exceed that necessary to encompass all of the retail business establishments for which an exemption is sought; and
 - (c) at least 25 per cent of the retail business establishments in the area are directly associated with the tourist attraction or rely on tourists visiting the attraction for business on a holiday.
- (3) For the purposes of this section a tourist attraction is limited to,
 - (a) natural attractions or outdoor recreational attractions;
 - (b) historical attractions; and
 - (c) cultural, multi-cultural or educational attractions.
3. Each retail business establishment that on days other than holidays normally uses a total area of 2,400 square feet or more for serving the public or normally has four or more employees serving the public must, in addition to meeting the tourism criteria set out in subsection 2(1), provide goods or services on holidays primarily to tourists.
6. (1) An application for an exemption under subsection 4(3) of the Act shall contain the following:
 1. A description of the area or the retail business establishment for which the exemption is sought.
 2. The justification, in relation to the seasonal nature, if any, of the tourist attraction, for the time period sought in the exemption.
 3. Information establishing that the tourism criteria set out in this Regulation are met.
- (2) An application in respect of a retail business establishment described in section 3 shall be made only by that retail business establishment.

DATE: June 19, 2018

REPORT TITLE: **REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

REPORT HIGHLIGHTS

- The City of Mississauga has applied for a Regional Official Plan Amendment pursuant to Section 22 of the *Planning Act* to amend the Airport policies related to development and redevelopment permissions.
- The application proposes to delete Region of Peel Official Plan policy 5.9.6.2.6 b) and replace it with b) demonstrate that redevelopment or infilling above the 35 Noise Exposure Forecast/Noise Exposure Projection contour meets Provincial government environmental noise guidelines.
- If approved as applied for, amendments to Regional aircraft noise policies would allow for potential redevelopment and infill above the 35 Noise Exposure Forecast/Noise Exposure Projection contour, within the proposed Exception Areas in Mississauga's Malton Neighbourhood and the Meadowvale Village as well as relevant area within the City of Brampton.
- This report seeks Regional Council authorization for this application to proceed to a statutory public meeting.

DISCUSSION

1. Background

Transport Canada's Noise Exposure Forecast model is the official methodology used in Canada to quantify noise exposure in the vicinity of airports for land use planning.

An application was made to the Region on March 13, 2018 by the City of Mississauga (the pursuant to Section 22 of the *Planning Act*, to permit developments in areas above 35 Noise Exposure Forecast/Noise Exposure Projection.

REQUEST FOR PUBLIC MEETING - REGIONAL OFFICIAL PLAN AMENDMENT TO AIRPORT POLICIES

The application was deemed a complete application on April 10, 2018 and circulated to the City of Brampton, Town of Caledon, Greater Toronto Airport Authority and internal Peel Region staff for review and comment. A copy of the application is available in the Office of the Regional Clerk for viewing.

The application proposes to delete Region of Peel Official Plan policy 5.9.6.2.6 b) and replace it with b) demonstrate that redevelopment or infilling above the 35 Noise Exposure Forecast/Noise Exposure Projection contour meets Provincial government environmental noise guidelines.

If approved as applied for, amendments to Regional aircraft noise policies would allow for potential redevelopment and infill above the 35 Noise Exposure Forecast/Noise Exposure Projection contour, within the proposed Exception Areas in Mississauga's Malton Neighbourhood and the Meadowvale Village Neighbourhood Character Areas as identified in the City of Mississauga's Region of Peel Official Plan amendment application and within the applicable areas within the City of Brampton.

The need to reduce policy constraints to facilitate redevelopment opportunities in Malton was identified during the City's MyMalton Community Visioning project. In Meadowvale Village, the lands designated Mixed Use above the 35 Noise Exposure Forecast/Noise Exposure Projection contour are developed, but for consistency they are included.

2. Regional Role

The 2014 Provincial Policy Statement, the Region of Peel Official Plan, the City of Mississauga Official Plan and City of Brampton Official Plan currently restrict the development, redevelopment and infill of new residential and other sensitive land uses in the Airport Operating Area.

Limited redevelopment and infill is permitted for lands below the 35 Noise Exposure Forecast/Noise Exposure Projection composite noise contour as long as it is within an identified exemption area. Only existing development is permitted above the 35 Noise Exposure Forecast/Noise Exposure Projection. Regional Official Plan policies that outline development and redevelopment permissions are shown in Appendix I.

The objective of the Region of Peel Official Plan policies related to the Toronto – Lester B. Pearson international Airport are to optimize the economic potential of the Airport having regard for the existing and future industry, business and employment opportunities and for the interests of existing and future residents.

Regional Official Plan policies 5.9.6.2.4, 5.9.6.2.5, and 5.9.6.2.6 set out the restrictions on development within the areas subject to high levels of aircraft noise. These areas are within the Toronto – Lester B. Pearson International "Airport Operating Area", as shown in Schedule H of the Regional Official Plan (Appendix II).

The Airport Operating Area captures all areas above the 30 Noise Exposure Projection/Noise Exposure Forecast composite contour. These areas are subject to higher noise levels due to their proximity to the airport operations and runways. The Noise

REQUEST FOR PUBLIC MEETING - REGIONAL OFFICIAL PLAN AMENDMENT TO AIRPORT POLICIES

Exposure Projection and Noise Exposure Forecast contours are provided by Transport Canada and identified in the Regional Official Plan as Figure 6 (Appendix III).

The Regional Official Plan supports healthy, complete communities and compact urban form, served by transit. The proposed amendment will facilitate neighbourhood revitalization in Malton above the 35 Noise Exposure Projection/Noise Exposure Forecast contour, including in the residential and mixed-use areas north of the Malton GO station.

The Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe (2017) promote efficient land use and development for sustainable, healthy communities. This includes making use of existing infrastructure to minimize servicing costs and developing transit-focused, compact urban form.

The Provincial Policy Statement (2014) also has policy for planning land uses in the vicinity of airports and policy to protect airports from incompatible land uses and development, as stated below:

- Policies 1.2.6 and 1.6.9 - Planning for land uses in the vicinity of airports shall be undertaken so that airports and sensitive land uses are "appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities."
- Policy 1.6.9.2 b) - Redevelopment and infill of residential and other sensitive land uses may be considered in areas above 30 Noise Exposure Projection/Noise Exposure Forecast only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport.

3. Public Meeting

If Council is prepared to authorize a public meeting, this meeting will be held in July/August 2018 in a community location in the City of Mississauga. A notice will be provided to Regional Council with the information about the proposed public meeting. Staff will report back to Council on September 13, 2018.



Janette Smith, Commissioner of Public Works

**REQUEST FOR PUBLIC MEETING - REGIONAL OFFICIAL PLAN AMENDMENT TO
AIRPORT POLICIES**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Region of Peel Official Plan Airport Policies

Appendix II: Region of Peel Official Plan Schedule H: Toronto Pearson International Airport
Operating Area

Appendix III: Region of Peel Official Plan Figure 6 Aircraft Noise Exposure Composite Contours

*For further information regarding this report, please contact For further information regarding
this report, please contact Andrea Warren, Director, Development Services, ext.4355, email at
andrea.warren@peelregion.ca.*

Authored By: Christina Marzo

**APPENDIX I
REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO
AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN**

Region of Peel Official Plan Airport Policies



5.9.6 Airports

Toronto – Lester B. Pearson International Airport, Canada’s busiest airport, is an important element in the *GTHA*’s transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for *the Region of Peel* and the *GTHA*.

The presence of Toronto – Lester B. Pearson International Airport within *the Region of Peel* creates both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of Toronto – Lester B. Pearson International Airport in *Peel* and the *GTHA*, consideration should also be given to the potential increased significance of the Brampton Flying Club airport over the next 30 years.

5.9.6.1 Objectives

- 5.9.6.1.1 To optimize the economic potential of Toronto – Lester B. Pearson International Airport and the Brampton Flying Club airport to *the Region of Peel* and the *GTHA*, having regard for:
- a) Existing and future industry, business and employment opportunities; and
 - b) The interests of existing and future residents.
- 5.9.6.1.2 To *support the recreational* opportunities of airports in *Peel* where appropriate.

5.9.6.2 Policies

It is the policy of *Regional Council* to:

- 5.9.6.2.1 *Support* the improvement and enhancement of the facilities, access to and capacity of Toronto – Lester B. Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of *Peel Region*, to maintain the importance of the Airport to *the*

APPENDIX I

REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN

Region of Peel Official Plan Airport Policies

Region of Peel, the Greater Toronto and Hamilton Area, the Province and Canada.

- 5.9.6.2.2 Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of the Brampton Flying Club airport and develop policies to protect this role.
- 5.9.6.2.3 Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to protect the long-term operational role of Toronto – Lester B. Pearson International Airport by ensuring that *development* and *redevelopment* adjacent to the Airport is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.
- 5.9.6.2.4 Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.
- 5.9.6.2.5 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and *the Region* to include in their official plans:
- a) Airport Operating Area policies consistent with Policy 5.9.6.2.4;
 - b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and
 - c) Definitions of the terms sensitive land uses, *redevelopment* and infill.
- 5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:



**APPENDIX I
REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO
AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN**

Region of Peel Official Plan Airport Policies

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;
- b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;
- c) development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
- d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;
- e) MOE acoustical design standards are met; and
- f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

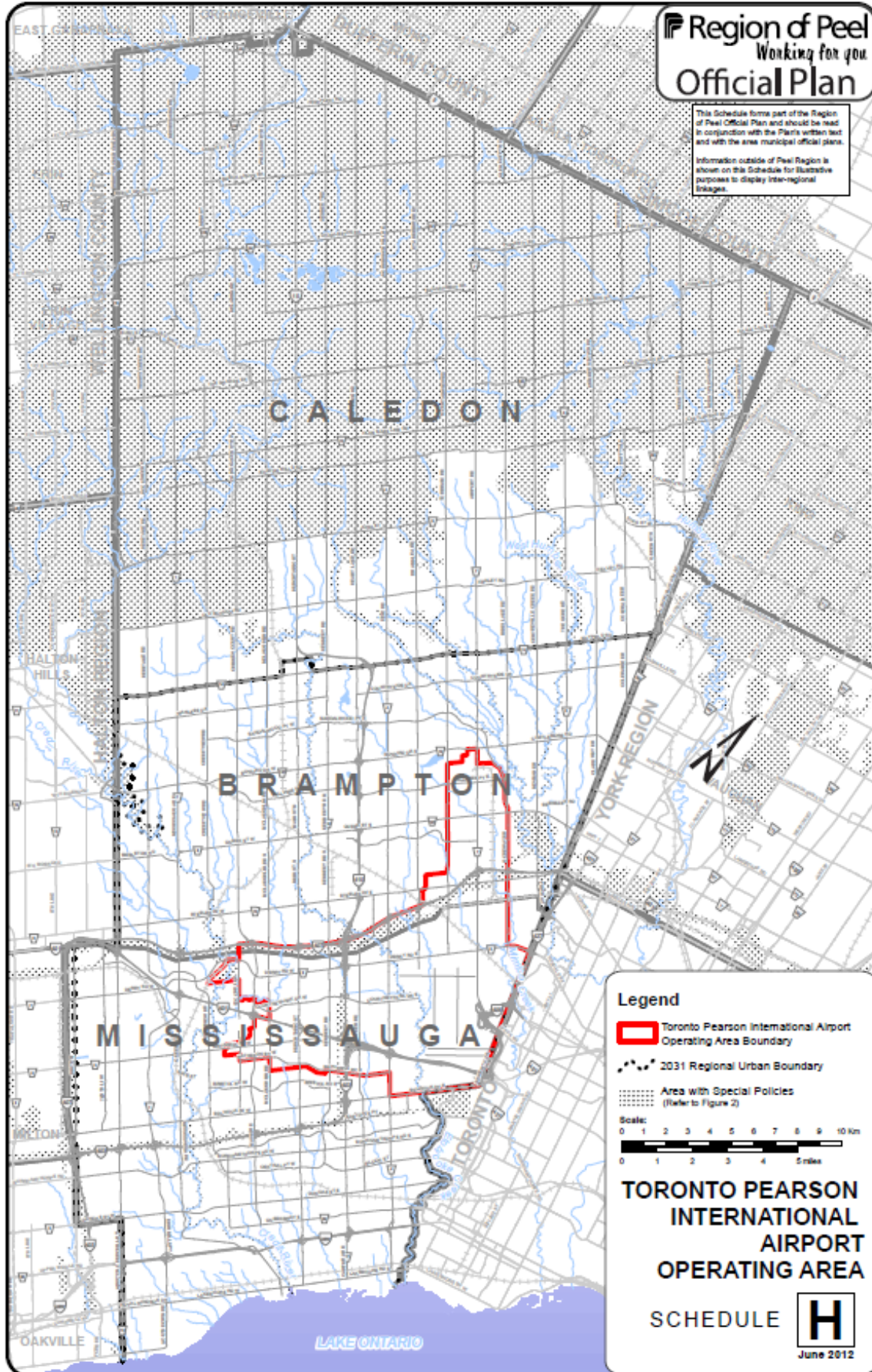
- 5.9.6.2.7 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.



APPENDIX II

REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN

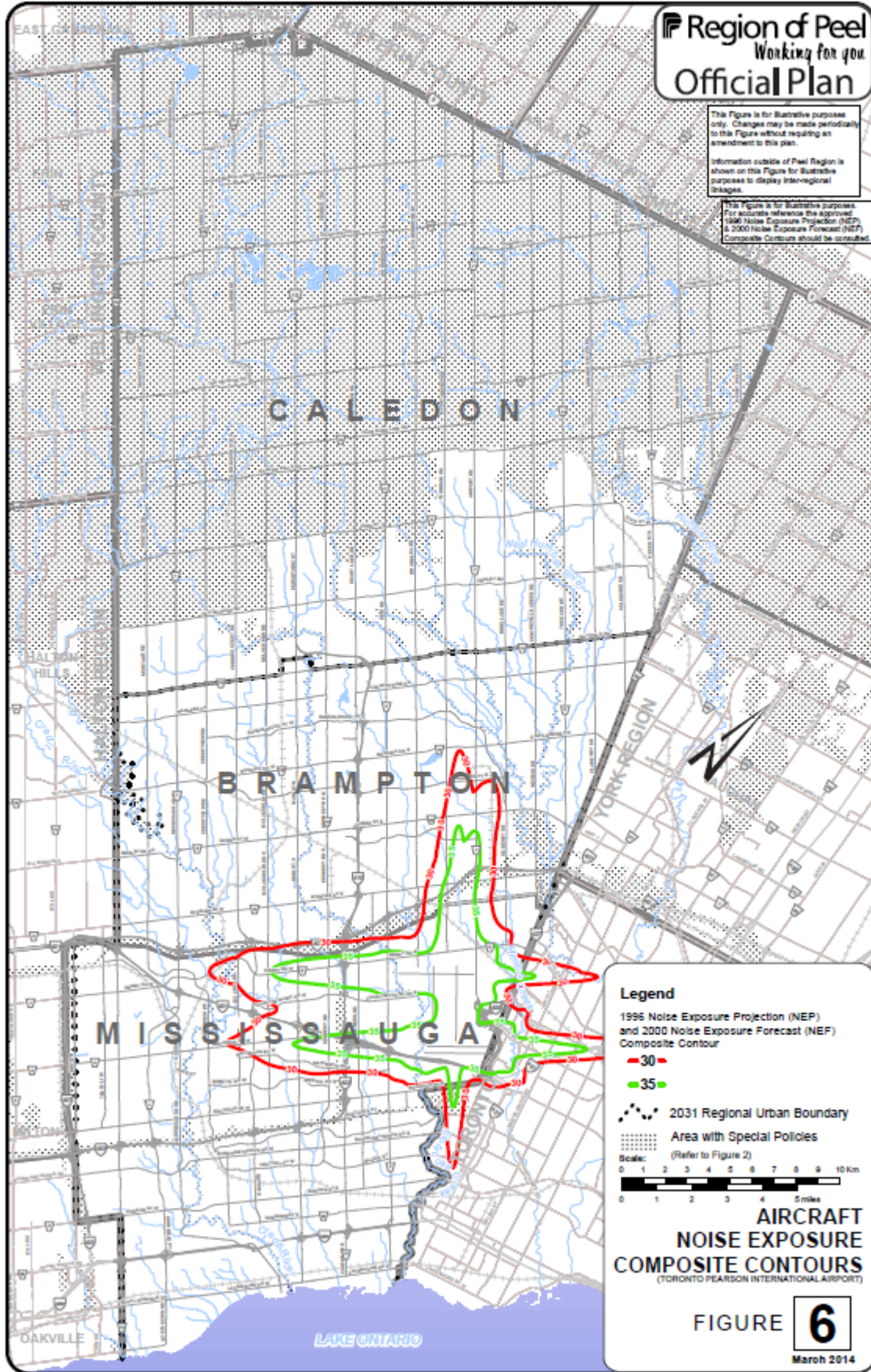
Region of Peel Official Plan Schedule H: Toronto Pearson International Airport Operating Area



APPENDIX III

REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN

Region of Peel Official Plan Figure 6 Aircraft Noise Exposure Composite Contours



DATE: June 18, 2018

REPORT TITLE: **PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

And further, that a copy of the report of the Commissioner of Public Works, titled "Peel Agricultural Advisory Working Group and Golden Horseshoe Food and Farming Alliance Annual Update and Funding Request" be circulated to the Town of Caledon; City of Brampton; City of Mississauga; the Regions of Durham, Halton, Niagara and York; the Cities of Hamilton and Toronto; the Ministries of Agriculture and Food, Rural Affairs, and Municipal Affairs and Housing; Credit Valley Conservation; Toronto and Region Conservation Authority; and, the Golden Horseshoe Food and Farming Alliance, for information.

REPORT HIGHLIGHTS

- In 2017 the Peel Agricultural Advisory Working Group:
 - Collaborated on the development of the 2017 Grown in Peel Guide and program review.
 - Reviewed and commented on the Region of Peel Official Plan Review.
 - Approved Peel Rural Water Quality Program grants, allocating \$35,459.50 to nine rural water quality projects.
- Over the same time period, the Golden Horseshoe Food and Farming Alliance ("the Alliance") has initiated and completed strategic projects to implement the 'Golden Horseshoe Food and Farming Action Plan: 2021'.
- Initial project work by the Alliance has provided a better understanding of the regional agricultural and food system influencing Peel Region.
- The partnership with the Alliance enables the Region to better understand and respond to agricultural issues from a broader regional food and agricultural system perspective.
- Funding support to the Alliance is proposed to continue to 2021 to the end of the Golden Horseshoe Action Plan subject to approvals, as part of the annual budget process.

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

DISCUSSION

1. Background

The Region of Peel recognizes the contribution of the agricultural sector to the local economy and cultural heritage of the Region. In 1997, the Region established the Peel Agricultural Advisory Working Group ("the Working Group") to create a closer link between the agricultural community and the Region.

The Region is also partner to the Golden Horseshoe Food and Farming Alliance ("the Alliance"), an organization that supports broader collaboration among regional agricultural interests.

2. Peel Agricultural Advisory Working Group

The Working Group is appointed by Regional Council to assist Peel in its efforts to protect agricultural and rural lands, support farming and promote the importance of the agricultural industry to the region. The Working Group keeps the Region informed of issues and concerns of the agricultural community. It plays a major role in providing input to the Regional Official Plan and contributes to the Region's efforts in achieving its agricultural goals, objectives and policies.

The Working Group is comprised of one political representative, Councillor Innis, and ten public volunteers who are appointed for a four-year Term of Council. Volunteers represent farming organizations as well as food and farming sector representatives within Peel. Appointments to renew membership will be made in the next term of Council.

a) 2017 Programs and Projects

i. Peel Rural Water Quality Program

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

In 2017, the Working Group approved \$35,459.50 in grants to support the implementation of nine projects. An additional \$31,404.92 was leveraged from project proponents and other funders to assist with the completion of these projects.

Since initiation, the Program has allocated a total of \$748,154 in cost-share grant funding towards 161 agri-environmental projects. These projects have a total value of just under \$4.1 million in on-farm stewardship enhancements in Peel. Annual funding for delivery of the Program is approved through the Toronto and Region Conservation Authority and Credit Valley Conservation budgets.

A detailed performance summary is attached as Appendix I.

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

In 2017, a housekeeping update of the Program Guidelines was undertaken to clarify the interpretation of project categories. The revised guidelines are available from the Office of the Regional Clerk.

ii. Peel Environmental Farm Tour

The Working Group hosted more than 30 participants including municipal staff, Councillors and members of the public on a farm tour that showcased a variety of projects implemented on Peel farms through the Peel Rural Water Quality Program. The farm tour provided educational information about agri-environmental practices and helped to further promote the Program to farmers.

iii. Grown in Peel Local Food Guide

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

In recognition of Canada 150, the 2017 Guide celebrated 150 years of farming in Peel Region. Approximately 20,560 copies of the 2017 edition were distributed across Peel with the help of over 100 community partners including local municipalities, Regional Councillors, educational institutions and agricultural associations. An expanded version of the Guide also continues to be available online at GrownInPeel.ca.

Throughout 2017, consultations were held with stakeholders and the public to review the program to ensure that it was still meeting the needs of the local farms, retailers and farmers’ markets as well as users of both the paper guide and website. The look of the 2018 Guide, released in May, has been refreshed to address the feedback from consultations and align with new corporate branding.

iv. Special Topics

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

- Proposed and final Peel Food Charter developed by the Peel Poverty Reduction Strategy’s Food Security Task Force
- Release of the amended Provincial Plans and proposed Provincial Agricultural System and Natural Heritage System mapping
- Region of Peel Long-Range Transportation Plan update
- Region of Peel Agriculture Census Bulletin
- Region of Peel Official Plan Monitoring Performance Indicators for agriculture
- Peel 2041: Region of Peel Official Plan Review
- Conservation Authorities Permitting Guidance for Agriculture
- Town of Caledon Commercial Fill study
- Headwaters Food and Farming Alliance Food Charter
- Golden Horseshoe Food and Farming Alliance Canada 150 farms program
- Town of Caledon Town-Wide Design guidelines

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

b) 2018 Peel Agricultural Advisory Working Group Work Plan

In 2018, the Province released the agricultural land base mapping for the Provincial Agricultural System. The Region needs to refine and incorporate the Provincial Agricultural System mapping and corresponding Provincial policies into the Regional Official Plan. A key focus of the Working Group will be to provide guidance on the identification of the Agricultural System for the Region throughout the refinement process.

The following action items remain as priorities in the work plan for 2018:

Policy, Research and Development

- Peel 2041: Regional Official Plan Review – Agricultural Resources Focus Area
- Peel-Caledon LEAR Study and refinement of prime agricultural area mapping
- Consultation on draft Provincial Agricultural Impact Assessment Guidelines

Peel Rural Water Quality Program

- Review and approval of Program funding applications
- Five year review of Program guidelines and project categories

Support Agri-Food and Agri-Business

- Participate on the 'Grown in Peel' Working Group and provide direction to the Guide

3. Golden Horseshoe Food and Farming Alliance

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

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

Municipal partners each support the implementation of the Action Plan through in-kind staff time and a financial commitment of \$30,000 per year, within the operating budget. Initial funding from each of the municipal partners to implement the Action Plan was endorsed for a five year term, ending in 2018. Funding from municipal partners to implement the Action Plan is requested to be renewed to the end of the Action Plan in 2021. Municipal partner funding assists in leveraging provincial and other partner funding to implement the Action Plan. Through this collaboration, the Region is able to cost-share and leverage resources on projects having greater impact to the Region and the regional agricultural system.

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

a) Accomplishments of the Golden Horseshoe Food and Farming Alliance

i. 2017 Implementation and Support of the Action Plan

The achievements of the Alliance in 2017 include projects, outreach and engagement initiatives and communications.

Projects:

- **Food and Farming Asset Mapping:** An ongoing project to maintain a database and map agri-food supply chain assets across the Golden Horseshoe. This asset database was used as a foundation for the Provincial Agricultural System information portal. New partnerships have enabled the database to expand and include Eastern Ontario. As well, through a grant from the Provincial Rural Economic Development Fund, the Alliance has partnered with the Economic Developers Council of Ontario to include manufacturing information in the database.
- **Local Food Procurement in Long-Term Care Homes:** This project has developed best practices, tools and training to assist municipalities in finding opportunities to incorporate local food in municipally operated long-term care homes. Three pilot projects have been hosted in the City of Hamilton, Halton Region and Durham Region, which helped inform the development of the manual and tools for broader implementation in other jurisdictions. The Region of Peel is currently working with the Alliance and the Greenbelt Foundation to investigate implementation of the initiative in all five of the Region's long term care homes to increase the amount of local food offered in facilities and improve the nutritional health and well-being of residents.
- **Farmers Guide to the Planning Application Process**

Significant engagement initiatives:

- Municipal Agriculture Economic Development and Planning Forum
- Canada 150 Farm Family recognition program

Engagement, policy review and communication initiatives:

- Consulted with the Province and responded to the draft Provincial Agricultural System mapping, Implementation Procedures and Methodology
- Golden Horseshoe Agriculture Census profile
- Published online e-newsletters and stories showcasing agriculture in the Golden Horseshoe, including activities within Peel Region

b) 2018 Implementation and Support of the Action Plan

The Alliance has identified priority activities for 2018 which aim to complete several long-term projects, continue with outreach and engagement initiatives, and provide responses to important provincial policy and plan reviews. These include:

- Continuation of Local Food Procurement in Municipally-Operated Facilities and Cafeterias and expansion to other Region's within the Golden Horseshoe
- Continuation of the Food and Farming Asset database and updating of data

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

- Hosting a series of workshops and tours on agricultural systems planning and the agri-food network in the Golden Horseshoe
- Development of a report card to demonstrate progress towards achieving the goals of the Action Plan
- Consult with Province on draft Provincial guidelines for Agriculture Impact Assessments
- Online e-newsletters and stories showcasing agriculture in the Golden Horseshoe

FINANCIAL IMPLICATIONS

The Region's funding for the Golden Horseshoe Food and Farming Alliance initially identified a commitment of \$30,000 over five years (2014-2018) to support implementation of the Golden Horseshoe Food and Farming Action Plan. The Regional funding of \$30,000 annually, has been established within the operating budget, and is proposed to be continued to 2021 to the end of the Action Plan subject to annual Regional Council budget approvals.

The continued operation of the Peel Agricultural Advisory Working Group, the Peel Rural Water Quality Program, the publication of the Grown in Peel Guide and the Region's participation on the Alliance is supported through Regional and conservation authority staff support. Staffing costs are not included in the above amounts.

CONCLUSION

The Peel Agricultural Advisory Working Group and the Golden Horseshoe Food and Farming Alliance continue to facilitate and enhance relationships between the Region and agricultural groups within Peel, the Golden Horseshoe and the Province. Each is a valuable contributor to realizing agricultural goals and policies of the Region. These collective activities help ensure that Peel's agricultural sector is supported and viable.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Peel Rural Water Quality Program 2017 Status Report

For further information regarding this report, please contact Adrian Smith, Acting Director, Integrated Planning, extension 4047, Adrian.Smith@peelregion.ca.

Authored By: Melanie Williams

Reviewed in workflow by:
Financial Support Unit



Memo

To: Peel Agricultural Advisory Working Group

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

Date: February 2, 2018

Re: Peel Rural Water Quality Program – 2017 Status Report

The year 2017 marked the thirteenth complete program year for the Peel Rural Water Quality Program (PRWQP). This status report summarizes the program’s accomplishments for 2017 and over the past thirteen years.

Number of projects approved in 2017: Nine

Types of projects approved in 2017:

Manure Storage	0
Milkhouse Washwater	0
Barnyard Runoff Control	0
Nutrient Management Strategy	0
Nutrient Management Plan	0
Private Well Upgrade	0
Clean Water Diversion	0
Livestock Access Restriction	2
Erosion Control Structure	0
Tree Planting	4
Buffer Strip Planting	0
Education	0
Chemical Storage	0
Fuel Storage	0
Silage Storage Upgrade	0
Irrigation Management	0
Integrated Pest Management	0
Cover Crop	3*
Natural Area Enhancement and Creation	0
TOTAL	9

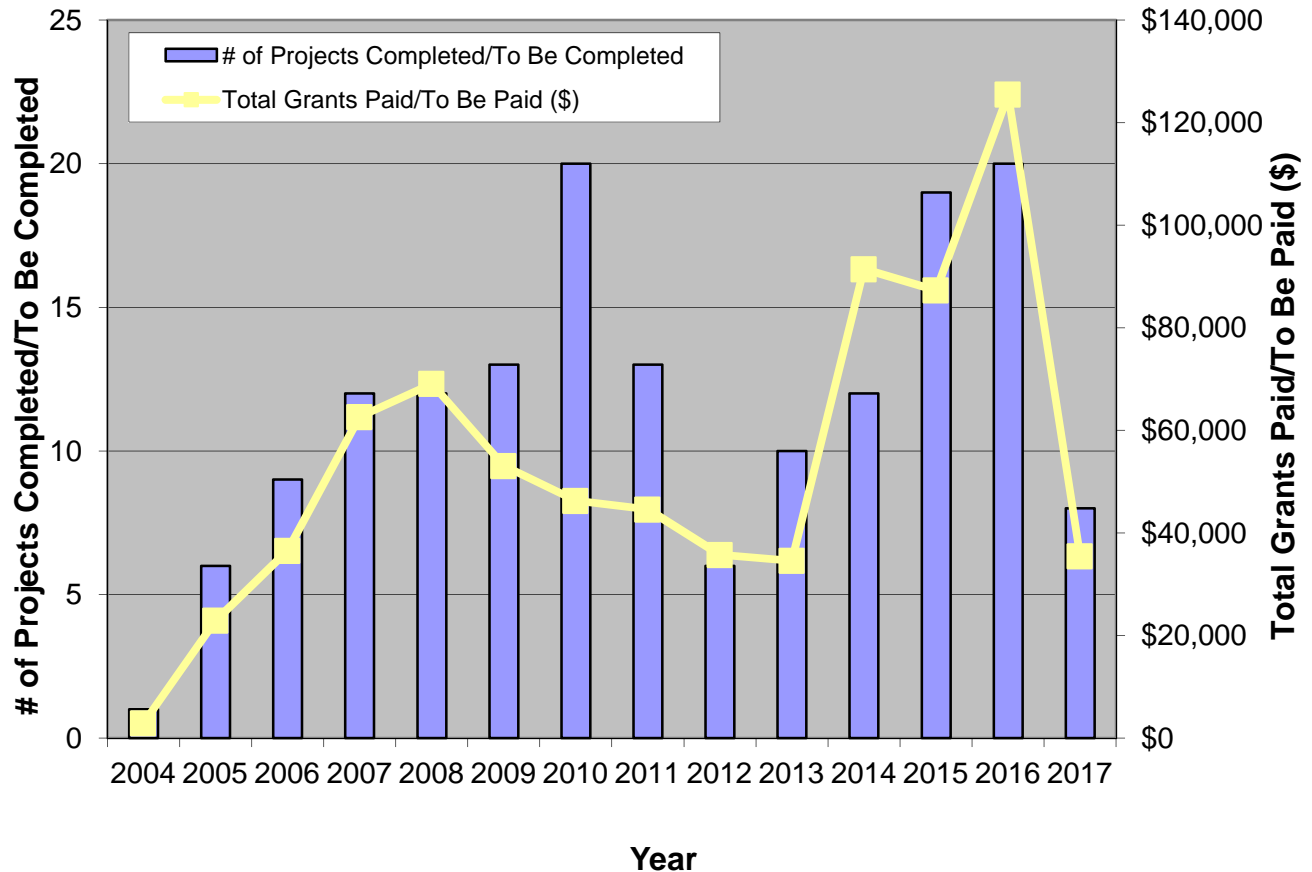
* Three cover crop projects were approved, but one has been withdrawn. Therefore, it is anticipated that 8 projects will be completed.

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

Grants paid and/or to be paid on 2017 projects: \$35,459.50

Annual program activity:

In 2017, nine projects were approved and eight projects have been completed or are in progress. Total grants paid/to be paid is \$35,459.50. The \$35,459.50 of grant support has leverage an additional \$31,404.92 from project proponents and other funders to assist with the completion of these 8 projects. The graph below illustrates the program’s performance for each year since 2004.



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

The number of projects undertaken decreased in 2017. Peel Agricultural Advisory Working Group members may be aware that the Provincial-Federal Growing Forward 2 Program is set to close in March 2018 with the new five year Canadian Agricultural Stewardship Program (CAP) beginning at that time. It is speculated that CAP will provide greater access to cost-share funding for Peel farmers, as the focus on improving soil health is expected to shift beyond the Lake Erie watersheds into the rest of the province. Throughout 2017, Program staff heard from farmers that they were delaying projects until CAP was released in hopes of getting greater financial support for their project. This may help explain why the

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

PRWQP experienced a decrease in the number of projects undertaken in 2017. With a strong provincial program being released in 2018, Program staff anticipate that the number of PRWQP projects and grant dollars allocated will increase.

Program accomplishments:

Between 2004 and 2017, the PRWQP has paid/allocated a total of \$748,154 in funding towards 161 agri-environmental projects. These funds have leveraged an additional \$3,370,244 to contribute to the completion of projects valued at \$4,074,156.

Environmental benefits of BMPs:

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

Safely store 265,125 m³ of livestock manure to reduce the risk of nutrient, pathogen and bacteria contaminating drinking water, streams and wetlands.



This equates to 38,092 dump trucks of manure!

Install 13.15 km of livestock fencing to improve the habitat quality of our streams, wetlands and woodlots and to reduce water quality impacts caused by sediment, nutrient and pathogen/bacteria.



Plant 29,465 trees and shrubs to restore degraded habitats, reduce erosion and to sequester carbon dioxide.



Restore and/or protect 114 ha of land to improve water, air, soil and habitat quality.



This is an area equal to 114 football fields!

Program promotion:

In 2017, advertisements for the program were run in the Caledon Enterprise every other month. An advertisement was also placed in the winter edition of the Golden Horseshoe Soil and Crop Improvement Association Newsletter. Please see below for a copy of the advertisement.

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

- Equine Workshop
- Environmental Farm Plan Workshop
- Peel Soil and Crop Improvement Association Annual General Meeting
- CVC Twilight Tour – Grassland Birds
- Peel Plowing Match
- Peel Environmental Farm Tour

PEEL AGRICULTURAL ADVISORY WORKING GROUP AND GOLDEN HORSESHOE FOOD AND FARMING ALLIANCE ANNUAL UPDATE AND FUNDING REQUEST

Peel Rural Water Quality Program



GRANTS to Support
Farm Stewardship

**It pays to protect water quality when you apply
to the Peel Rural Water Quality Program**

Eligible Projects Include:

- tree planting
- well upgrading
- livestock fencing
- composting structures
- erosion control structures
- wetland and meadow restoration
- fuel storage
- cover crops and more!
- manure storage

Contact Us For More Information:

<p>Credit Valley Conservation Phone: 905-670-1615 ext.430 Toll-Free: 1-800-668-5557 ext.430 meastman@creditvalleyca.ca www.creditvalleyca.ca</p>	<p>Toronto and Region Conservation Phone: 416-661-6600 ext.5349 nabrams@trca.on.ca www.trca.on.ca</p>
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peelregion.ca/planning/paawg/prwqp.htm



**CREDIT VALLEY
CONSERVATION**



Region of Peel
Working for you



**Toronto and Region
Conservation**
for The Living City

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

If you have any questions regarding the 2017 program year, please contact Program staff.

Sincerely,



Mark Eastman

Credit Valley Conservation



Nadine Abrams

Toronto and Region Conservation

DATE: June 19, 2018

REPORT TITLE: **REVISIONS TO GREENLANDS SECUREMENT PROGRAM
IMPLEMENTATION GUIDELINES**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

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

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

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

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

REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES

REPORT HIGHLIGHTS

- The Peel Greenlands Securement Program (the “Program”) has been in operation since 2005, operating under the Council approved Peel Greenlands Securement Program Implementation Guidelines (the “Guidelines”).
- The Program is administered by an internal staff working group that reviews and evaluates project applications in accordance with the Implementation Guidelines, internal procedures and Regional policy.
- In 2017, Regional staff met with Credit Valley Conservation and Toronto and Region Conservation Authority to discuss challenges that the conservation authorities are facing when accessing Regional funding through the Program.
- In response to concerns raised, Regional staff undertook background research, identified options, and developed recommendations to address the challenges.
- The Implementation Guidelines have been updated to address findings and recommendations on matching funding recognition, project funding eligibility, and appraisal review process.
- Staff is also recommending that a pilot project be implemented to temporarily adjust the Regional cost share funding formula over a three year period to support improvement of Program outcomes.
- Advocacy to the Federal and Provincial Governments for reinstatement of land securement funding accessible to municipalities and Conservation Authorities in Peel Region while continuing to provide funding for land trusts is recommended.

BACKGROUND

1. Greenlands Securement Program

The Program started as a pilot project in 2005 with the establishment of the Greenlands Securement Reserve fund (the “Reserve”) and associated capital project. Greenlands Securement Program Implementation Guidelines (the “Guidelines”) were initially approved in 2007 and revised by Regional Council in 2011 and 2016.

To implement the Program, the Region has entered into Greenlands Securement Agreements with the Toronto and Region Conservation Authority (the “TRCA”), Credit Valley Conservation (the “CVC”), Bruce Trail Conservancy, Oak Ridges Moraine Land Trust, Town of Caledon and the City of Brampton and is in the process of finalizing an agreement with the City of Mississauga. Organizations having formal Greenlands Securement Agreements with the Region are recognized as Conservation Partners (the “Partners”) by the Program.

Working with the Partners, the initial pilot has developed into a successful funding Program that has provided permanent protection for 483 hectares (1,194 acres) of ecologically significant and sensitive features and areas in Peel, as well as opportunities for stewardship and education. In many cases, secured properties provide opportunities for public access to natural areas to promote understanding and appreciation of the natural environment.

REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES

2. 2017 Program Review

In 2017, Regional staff met with senior staff representatives from CVC and TRCA to discuss challenges the Conservation Authorities are facing when accessing Regional funding through the Program. Federal and Provincial Government land securement funding programs have been cancelled or redesigned to exclude eligibility for conservation authorities and municipalities. The Guidelines also specify which types of projects are eligible for funding and currently exclude lands that have no ecological features but have potential for ecological restoration and enhancement. In response, Regional staff undertook background research, identified options, and consulted with the Partners, and are now reporting to Council with recommended solutions.

FINDINGS AND RECOMMENDATIONS

Details of the findings and recommendations of the Program review are provided below. A summarized version of the recommended revisions to the Guidelines is provided in Appendix I.

1. Recommended Revisions to the Guidelines

a) Revising Funding Formula to Support Achievement of Program Outcomes

The 2016 Guidelines indicate that the Region will provide up to fifty percent (50%) cost share funding to secure a land securement project and that the Partners would be responsible for providing the remaining fifty percent (50%) of the project costs, which have typically been secured through external funding sources. The Conservation Authorities identified challenges in obtaining the matching fifty percent (50%) cost share funding as a result of changes in eligibility for Federal and Provincial funding programs. Since 2008, Federal and Provincial Government land securement funding and eligibility has been limited to projects outside the Greater Toronto Area, discontinued or designated for land trusts and charities only. This has resulted in an inability of the Partners to fully realize Program objectives for land securement.

In response to these challenges, potential revisions to the Program's funding formula were identified, including the option to recognize donated land values as matching funding contribution by Partners and implementation of a pilot project to temporarily increase the Region's share of funding contribution. Staff has evaluated the options and is recommending that Conservation Partners continue to focus efforts on land donation projects and that the Region consider revising the funding formula to increase the Regional share of funding up to seventy percent (70%) to assist in covering a greater portion of the non-donated land securement costs. Staff is recommending that the adjustment of the funding formula be implemented as a pilot project over a three-year period or until the Reserve is reduced to \$2.0 million, whichever occurs first. The implementation of a pilot will enable staff to evaluate the effectiveness of an adjusted funding formula over time with the intention that results will be reported back to Council at the conclusion of the pilot.

In accordance with the Guidelines, Partners may seek Council approval to cover up to one hundred percent (100%) of the required funding if matching funding continues to be

REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES

a challenge in specific cases. In such cases, the Guidelines have been clarified to require the Partners to demonstrate that best efforts have been made to leverage Regional funding to obtain matching funding from outside agencies and to consider options in the design of securement projects to reduce the Region's funding share.

The Reserve has been supported with an annual contribution of \$750,000 through the Regional budgeting process, as approved in Resolution 2010-810 and is currently at \$6.8 million. Similar pilots have been applied previously to achieve program outcomes in cases where there are accumulated Regional reserve funds available.

b) Expanding Program Funding to a Broader Range of Greenlands Securement Acquisitions

The Conservation Authorities also requested that consideration be given to expanding the Program funding eligibility criteria to enable Partners to secure a broader range of properties than currently included within the 2016 Guidelines. These considerations include acquiring land for trail corridors, agricultural programs, rehabilitating decommissioned aggregate pits and restoring properties to enhance natural heritage features and provide ecological linkages.

An analysis of TRCA, York Region and Halton Region's Greenlands Securement Programs all identify natural heritage protection as the number one criteria for securement. These programs also recognize the importance of restoring ecological features, linkages and corridors on lands that may have been disturbed, but have the potential of being restored to provide improved ecosystem functions. Generally, acquisition of prime and active agricultural land for agricultural use purposes is not recommended for eligibility. In response to conservation authorities' requests, it is recommended that the Guidelines project eligibility provisions be expanded to enable lands that provide the opportunity to protect, restore or enhance natural heritage areas and linkages to be funded. The expanded eligibility will be limited to lands that are identified through an approved conservation authority or municipal natural heritage system strategy, including projects that establish essential linkages and corridors between natural heritage features.

c) Changes to Clarify Appraisal Review in Cases of Disagreement

The Conservation Authorities have also requested an update to the appraisal review process in the Guidelines to include a review and resolution process in situations where there are differences of opinion on appraisal values. In response, the Greenlands Securement Program Appraisal Procedures has been updated to provide a resolution process.

d) Eligible Project Costs

The Oak Ridges Moraine Land Trust and Bruce Trail Conservancy (the "Land Trusts") have requested a minor update to the eligible project cost examples included within the Guidelines to clarify that consent application fees are considered an eligible funded project cost. Land Trusts currently incur consent application fees for conservation severances at Committee of Adjustment. In response, Section 4.3 Eligible Project Costs has been updated to list consent fees as an example of a Program eligible cost.

REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES

Funding for consent fees shall apply to conservation severances that create no more than two parcels. The first being the one that the owner retains, and the second being the one acquired by the Conservation Partner. Any additional parcels to be created shall be at the owner's expense. In accordance with the Guidelines, eligible project costs will continue to be funded up to fifty percent (50%) of the costs and during the implementation of the recommended pilot up to seventy percent (70%) of costs.

2. Advocacy

As a result of government funding being discontinued or reallocated to only land trusts, there is a need to advocate to the Federal and Provincial Governments to reinstate land securement funding opportunities for municipalities and conservation authorities while continuing to fund securement for Land Trusts. A recommendation regarding advocacy to senior levels of government to reinstate funding is included in the report.

FINANCIAL IMPLICATIONS

While it is being recommended that the Region's portion of the funding share be increased from fifty percent (50%) of eligible costs to seventy percent (70%) of eligible costs, there are no additional funds being requested as part of this proposal. Sufficient funding is available in the Reserve and will be drawn upon, as required, and based on the limits identified, during this Reserve cost sharing model pilot period. The annual funding contribution to the Reserve of \$750,000 will be requested through the Regional budgeting process.

RECOMMENDATION

It is recommended that the Region of Peel Greenlands Securement Program Implementation Guidelines be updated to address Conservation Partners' concerns for access to funding under the Program. Regional Council approval of these Guidelines is requested, as well as approval of a pilot project to increase cost share funding from the Greenlands Securement Reserve on a temporary basis. Advocacy to the Federal and Provincial Governments to reinstate funding for municipalities and conservation authorities for greenlands securement, while continuing to provide funding for land trusts, is also recommended. Subject to Council direction on the recommendations, Regional staff will report back to Council at a future date on the outcomes of the recommended changes, advocacy and pilot project.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

**REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION
GUIDELINES**

APPENDICES

Appendix I - Comparison Summary of Changes to Greenlands Securement Implementation Guidelines

For further information regarding this report, please contact Adrian Smith, RPP, MCIP, Acting Director, Integrated Planning, (905) 791-7800 x4047 or adrian.smith@peelregion.ca

Authored By: Heather Hewitt, BES

**APPENDIX I
REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES**

The following is a comparison of the 2016 Implementation Guidelines and the proposed 2018 Guidelines.

Comparison Summary of Changes to Greenlands Securement Implementation Guidelines		
Program Element	2016 Implementation Guidelines	2018 Implementation Guidelines (Proposed)
Section 1 Background	<ul style="list-style-type: none"> Provides history and purpose of Program. 	<ul style="list-style-type: none"> Background section is updated to reflect Council directions and current history to 2018.
Section 2 Landowner Outreach	<ul style="list-style-type: none"> Supports program through landowner education promoting donations and conservation easements. 	<ul style="list-style-type: none"> No change
Section 3 Funding Application Process, Roles and Responsibilities	<p>Process</p> <ul style="list-style-type: none"> Outlines pre-application, application review and Regional Council decision making steps. Describes CAO’s role to implement delegated approval authority for funding requests equal to or less than \$250,000. 	<p>Process</p> <ul style="list-style-type: none"> Clarified title and roles of staff working group Added in new member to Greenlands Securement Staff Working Group - Advisor - Environmental (Public Works)
	<p>Responsibilities</p> <ul style="list-style-type: none"> Describes responsibilities of Conservation Partners and Regional staff under the Program. Requires Conservation Partners to submit complete applications. Regional responsibilities indicate that funding requests greater than 50% of costs require Regional Council approval, including funding requests less than \$250,000. Provides “appraisal review” procedures for Conservation Partners. Appraisal procedures are included as Appendix IX of the Implementation Guidelines. 	<p>Responsibilities</p> <ul style="list-style-type: none"> Removed the procedure that all funding requests greater than 50% of the total required funding to secure the property must be made by Regional Council. Revision will clarify that CAO authorization includes any funding request equal to or less than \$250,000.

**APPENDIX I
REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES**

Comparison Summary of Changes to Greenlands Securement Implementation Guidelines		
Program Element	2016 Implementation Guidelines	2018 Implementation Guidelines (Proposed)
	<p>Eligible Conservation Partners</p> <ul style="list-style-type: none"> • Toronto and Region Conservation Authority (TRCA) • Credit Valley Conservation (CVC) • Bruce Trail Conservancy • Oak Ridges Moraine Land Trust • City of Mississauga • City of Brampton • Town of Caledon • Other organizations may make funding requests jointly with CVC and TRCA subject to Council approval (e.g. Nature Conservancy of Canada). 	<p>Eligible Conservation Partners</p> <ul style="list-style-type: none"> • No change
Section 4 Funding Applications	<p>Current Funding Eligibility Criteria</p> <ul style="list-style-type: none"> • Core Areas of Greenlands System • Areas identified in CVC/TRCA Greenlands Securement Strategies • Locally Significant Wetlands 	<p>New Funding Eligibility Criteria to be added:</p> <ul style="list-style-type: none"> • Lands that provide the opportunity to protect, restore or enhance natural heritage systems as identified in an approved conservation authority or municipal natural heritage system plan or strategy. The Conservation Partners must be able to demonstrate how securement will establish essential linkages and corridors between natural heritage features. If acquiring lands to be restored, the Conservation Partners must be able to demonstrate, through a restoration plan, or concept for the project, that there is strong potential for restoration or habitat enhancement, and that the securement of lands offers opportunities to buffer or create connections between natural habitats.

**APPENDIX I
REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES**

Comparison Summary of Changes to Greenlands Securement Implementation Guidelines		
Program Element	2016 Implementation Guidelines	2018 Implementation Guidelines (Proposed)
	<p>Examples of Eligible Project Costs</p> <ul style="list-style-type: none"> • Title Searches • Market Value Appraisals • Survey • Environmental Site Assessments • Baseline Documentation Report • Legal and Real Estate Services • Purchase Price • Applicable Taxes • Initial Signage and Fencing • Demolition 	<p>New Example of Eligible Project Costs</p> <ul style="list-style-type: none"> • All existing eligible project costs remain the same • Consent Application Fees added as a new eligible cost
	<p>Supporting Documents</p> <ul style="list-style-type: none"> • No change to listing of current market value appraisal or Phase 1 Environmental Site Assessments as supporting documents. • Appraisal procedures are included as Appendix IX of the Implementation Guidelines. 	<p>Supporting Documents</p> <ul style="list-style-type: none"> • No change
Section 5 Evaluating Applications	<ul style="list-style-type: none"> • Provides criteria and scoring system to evaluate funding requests. 	<ul style="list-style-type: none"> • No change
Section 6 Funding Request Decisions and Approvals	<p>Funding Request Approval Authority</p> <ul style="list-style-type: none"> • Funding requests require Council approval for requests greater than \$250,000 and all requests for more than 50% funding or CAO approval for requests equal to or less than \$250,000. 	<p>Funding Request Approval Authority</p> <ul style="list-style-type: none"> • Removed the need for Council approval for requests greater than 50% funding that are equal to or less than \$250,000 to align with CAO delegated approval. There is no change to the requirement for Council approval for funding

**APPENDIX I
REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES**

Comparison Summary of Changes to Greenlands Securement Implementation Guidelines		
Program Element	2016 Implementation Guidelines	2018 Implementation Guidelines (Proposed)
		<p>requests greater than \$250,000. CAO may approve all funding requests less than or equal to \$250,000.</p> <ul style="list-style-type: none"> • Added statement to clarify what is needed to support any request for greater than 50% funding: “In all instances the Conservation Partner should make every effort to use Regional funds to leverage matching funding from other funding partners. For requests greater than 50 percent of the required funding from the Region, the Conservation Partner must demonstrate the need for the additional funding; the significance of the securement project in relation to the objectives of the Greenlands Securement Program; that best efforts have been made to leverage funding from other agencies; and that options have been considered in the design of the securement project to reduce the Region’s funding share where possible.”
Appendices	<ul style="list-style-type: none"> • Provides detailed background information, supporting guidance, standards, forms and practices to support implementation of the Program. 	<ul style="list-style-type: none"> • Updated Appendix I with Council resolution details from 2016. • Updated Appendix V - Application Form with new eligibility criteria to align with changes to Section 4. • Updated Appendix VI Evaluation Form to reflect changing Council priorities and Official Plan policies. Cross references to policies and priorities are generic in nature instead of specific to eliminate the need for updates when other document references change.

**APPENDIX I
REVISIONS TO GREENLANDS SECUREMENT PROGRAM IMPLEMENTATION GUIDELINES**

Comparison Summary of Changes to Greenlands Securement Implementation Guidelines		
Program Element	2016 Implementation Guidelines	2018 Implementation Guidelines (Proposed)
		<ul style="list-style-type: none"> • Made minor housekeeping revisions to Appendix VIII Background Studies-Standards and Practices Manual Section 4: Phase I Environmental Site Assessment (ESA) report format. • Updated Appendix IX Appraisal Procedures to include a resolution procedure as it relates to appraisal review. • The following statement has been added to Appendix IX: “The parties shall attempt to resolve any dispute arising out of or relating to the outcome of an appraisal through negotiations between the senior Regional staff and senior Conservation Partner staff who have authority to bind the parties and settle the same. If the parties cannot reach a resolution within thirty (30) days of the dispute being made known to the other party then the parties acknowledge and agree that the Region shall in good faith make an arbitrary decision in its sole discretion, acting reasonably.” • Made minor housekeeping revisions to Appendix X Delegated Authority Approval Form to reflect the potential for the Region to fund greater than 50%.

DATE: June 19, 2018

REPORT TITLE: **NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

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

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

REPORT HIGHLIGHTS

- The North West Brampton Policy Area Review Study has been completed by Meridian Planning and concludes that although shale resources in North West Brampton are provincially significant and accessible, the feasibility of extracting shale from the study area is remote due to land assembly and land cost constraints.
- The shale protection policy review requirements of the Regional Official Plan have been comprehensively addressed, and Meridian Planning Consultants have advised that it would be in the public interest for shale protection to be removed.
- The Study Report concluded there would be significant implications to the Region’s growth management and infrastructure planning programs if shale resource protection policies are not removed.

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

- The recommendations to remove shale protection would result in the release of all lands inside the Regional Urban Boundary in the Heritage Heights Secondary Plan Area for urban development.
- If shale protection continues, the planned population and employment growth within Heritage Heights would need to be accommodated elsewhere in the Region, along with associated servicing costs.
- Removal of shale protection and release of the lands for urban development do not result in financial implications to the Region's infrastructure programs as development would proceed in accordance with planned improvements.
- Partial shale protection options were considered and were determined to have the highest potential infrastructure cost implications, as new infrastructure would be required in new areas to accommodate growth displaced by shale protection in addition to the servicing that would continue to be needed in North West Brampton.
- Regional staff is recommending an amendment to the Regional Official Plan to implement the study report's recommendations.
- Next steps include the preparation of a draft amendment to implement the study report recommendation be brought before Regional Council in early 2019 to seek approval to commence the formal Regional Official Plan Amendment consultation process under the *Planning Act*.

DISCUSSION

1. Background

The Region of Peel is undertaking a policy review to determine if revisions to the North West Brampton shale protection policies in the Regional Official Plan are appropriate and whether shale protection should continue or be removed, in whole or in part, in order to permit urban development to proceed. A final draft study report titled "North West Brampton Policy Area Review Study Report" ("the Study Report") has been completed to assist in determining the proposed policy direction. The Study Report is available from the Office of the Regional Clerk for viewing and on the Region of Peel Planning webpage.

The Regional Official Plan (Official Plan) identifies the North West Brampton Urban Development Area within the Urban System. The policies of the Regional Official Plan require the City of Brampton to designate all lands west of Mississauga Road as a policy area known as the North West Brampton Policy Area ("the Policy Area") to provide for the protection of the area for shale extraction while recognizing that the long-term use of these lands will be for urban purposes (see Appendix I). Amendments to the Policy Area boundary and policies were prohibited for a period of at least 10 years following approval of the policy by the Ontario Municipal Board on December 8, 2006.

a) Study Scope

On June 9, 2016, Regional Council approved terms of reference to commence the policy review study following expiry of the 10-year moratorium. In December 2016, Meridian Planning Consultants (Meridian) were hired to undertake the review and provide an analysis of the implications of continued shale resource protection and an opinion on whether the Regional Official Plan policies that apply to the Policy Area should be retained or deleted in whole or in part. Components of the study have included:

- the delineation of shale resources within the study area;

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

- a technical review to assess the quality, quantity, and accessibility of shale resources;
- a summary of the current Provincial, Regional and City of Brampton policy context;
- an economic analysis of the factors that would apply to a decision to continue shale protection in whole or in part; and
- an analysis of the impact to the Region's and City's growth management planning within North West Brampton in relation to accommodating planned growth to 2031 and 2041.

A copy of the relevant policy providing direction for the study in section 5.3.4.2.2 f) v) of the Regional Official Plan is available on the Region of Peel Planning website.

The study has advanced to a stage of reporting final draft study results to Regional Council for direction to complete consultation with stakeholders and then report back to Regional Council on a recommended amendment to the Regional Official Plan.

b) Planning in Heritage Heights/ Planning for Complete Communities

The shale protection policy framework for the Policy Area impacts the overall planning for the Heritage Heights secondary planning area. The Heritage Heights study area includes lands that overlap with the shale protection area (see Appendix II). To accommodate the growth forecasted to 2031, the City of Brampton Official Plan allocates a residential target of 43,000 persons and employment target of 20,000 jobs to the Heritage Heights Secondary Plan Area. On October 26, 2017, Regional Council endorsed a proposed allocation of population and employment for the Region to 2041 for consultation purposes as part of the current five-year review of the Regional Official Plan (Peel 2041) and a preliminary land budget which allocates additional growth to Heritage Heights to accommodate projected growth in the City of Brampton.

The proposed GTA West Corridor was a key component of the planning for Heritage Heights and a key input into the transportation network to support growth to 2041. The corridor protection area overlaps with the shale protection boundary as shown in Appendix III. The current status of the corridor will need to be reviewed and will require further review of the transportation assumptions that formed the transportation component of the integrated Growth Management Strategy.

As the Region and City continues to study and plan for this area, a determination of shale protection in North West Brampton is required to provide greater certainty for the planning of growth. This determination of shale protection has implications to the Region's Growth Management Program, which is comprehensively evaluating infrastructure, financial and community planning objectives of future growth scenarios in Peel and the final approval of growth allocations to 2041 in the Regional Official Plan.

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

c) Stakeholder Consultations

The project team consulted with landowners who have an interest in North West Brampton, representatives of the brick industry, including Brampton Brick Limited, the Province, the City of Brampton, the City of Mississauga and the Town of Caledon (through the Planning Technical Advisory Committee). Relevant background information and an understanding of the positions of the stakeholders in relation to the study findings were requested. A summary of stakeholder comments received is found on the Region of Peel Planning Website.

As a result of these initial consultations, the Province has requested additional time to review material and an additional meeting with Regional staff prior to providing comments on the study.

2. Overview of Key Findings

The following section provides a summary of the key findings that are presented in the Study Report.

a) Location and Significance of Shale Resources in Peel Region

The first phase of work involved undertaking a review of the location of shale resources. Updated shale resource mapping was obtained from the Province and used to identify shale protection scenarios, including full protection with no change to the Policy Area, full protection up to 15m (49 feet) of overburden, partial protection up to 8 meters of overburden (net of major constraints), and full removal of shale protection (see Appendix IV). These scenarios were used to evaluate implications with respect to growth, infrastructure costs, and community planning objectives while considering Provincial, Regional and City of Brampton policy requirements.

The Study Report confirmed that Queenston shale resources in North West Brampton are provincially significant and that the area is one of the few remaining accessible shale resource areas in Ontario for brick making. The study further concluded that long term production of brick making from Queenston shale to supply the Ontario market beyond current licenced supplies and reserves would require additional shale licences to be issued. Additional information regarding shale resources and brick manufacturing in North West Brampton and Southern Ontario is provided in the Study Report.

b) Shale Licences in the Region of Peel

The Regional Official Plan policy framework intentionally facilitated an opportunity for shale extraction in North West Brampton by ensuring the shale protection policies would remain in place for a 10-year minimum. During this time period (2006-2018) one application for a quarry licence was filed by Brampton Brick Limited (Norval Quarry); however, this application was appealed and then withdrawn by Brampton Brick Limited in April 2018. Brampton Brick Limited sought to establish a quarry in Norval, within the Greenbelt Plan boundary, immediately adjacent to the Regional Urban Boundary. No quarry applications were made within the urban portion of the Policy Area and no sites have been acquired for the purposes of making an application for a new licence prior to or during the 10-year moratorium period.

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

Minutes of settlement reached between the City of Brampton and Brampton Brick Limited state that the parties agreed to allow the existing planning framework for shale protection applicable to the Brampton Brick lands within the Greenbelt to continue to remain in place until such time as the lands may be considered for other uses. These minutes are available on the Region of Peel Planning website.

c) Growth Management in Peel Region

In 2006, Regional Official Plan Amendment 15 extended the Regional Urban Boundary to include all the lands in North West Brampton and amended the planning horizon for North West Brampton to 2031. The Region is currently undertaking the Peel 2041 Regional Official Plan Review to bring the Official Plan into conformity with the Growth Plan 2017. In order to efficiently manage growth, all of the lands within the Policy Area have been planned to accommodate additional residential and employment allocation to 2041 to facilitate the planning of Heritage Heights.

The North West Brampton Shale Resources Policy Review included an evaluation of infrastructure and community planning implications of retaining full shale protection, providing partial protection of shale resources, and providing full removal of shale protection. The evaluation of protection scenarios was considered along with the feasibility of shale extraction as an interim use in advance of urban development. Study results indicate there are significant growth management, community planning and infrastructure servicing implications of continuing either full or partial shale protection policies in North West Brampton. Details of the planning, economic and infrastructure cost implications are provided in the Study Report.

d) Conformity with Provincial Plans and Policies

The province has clarified that the Provincial Policy Statement, 2014 is to be read in its entirety with all relevant policies being applied. When more than one policy is relevant, municipal councils are required to consider all relevant policies to understand how they work together, and with respect to North West Brampton, how to ensure that the policy direction to protect a provincially significant shale resource is balanced against policy direction requiring municipalities to provide sufficient land to accommodate growth.

The relevant policies in the Provincial Policy Statement, 2014 and the Growth Plan, 2017 apply in the consideration of whether shale protection should continue or be released in whole or in part.

A detailed analysis of the relevant policies applicable to aggregate resources in the Provincial Policy Statement, 2014 and the policy context in the Growth Plan, 2017, the Regional Official Plan and the City of Brampton Official Plan is provided in the Study Report.

e) Study Conclusion

The study findings by Meridian concluded that the Policy Area lands are appropriate for urban development and that full urbanization of the Northwest Brampton Urban Development Area serves a greater long-term public interest than protecting the lands for shale extraction. The Study Report concluded:

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

- The Policy Area lands have been approved to accommodate growth to 2031 and are currently being planned to accommodate additional population and employment to 2041 in accordance with policy direction in the Provincial Policy Statement and Growth Plan;
- If the Policy Area lands were not included as development lands, new greenfield areas, along with associated servicing costs, would be needed;
- Servicing cost implications of shale protection scenarios vary and are potentially significant based on an economic analysis of impacts;
- Servicing cost implications are potentially most significant for the full and partial shale protection scenarios;
- Extending urban development in Heritage Heights is logical and aligns with significant planned community, infrastructure and institutional investments;
- The feasibility of extracting shale resources from lands in the urban portion of the Policy Area is very remote and would require land assembly and acquisition costs that would be uneconomical for a shale quarry;
- No quarry applications were made within the urban portion of the Policy Area and no sites have been acquired for the purposes of making an application for a new licence prior to or during the 10-year moratorium period; and
- The removal of lands from the urban boundary would not be consistent with previous decisions to include the lands in the urban boundary and would be unprecedented in Ontario.

The Study Report's conclusions are based on a comprehensive consideration of relevant policies in the Provincial Policy Statement, 2014, Growth Plan 2017, Region of Peel Official Plan and City of Brampton Official Plan. An appropriate consideration and balancing of the policy direction for community planning and aggregates has been addressed through the study review. The study findings, planning opinion and recommendation to remove shale protection have fully addressed the factors to be considered in accordance with policy 5.3.4.2.2 f) v) of the Regional Official Plan:

- The issuance of a licence or filing of an application under the *Aggregate Resources Act*;
- The assessment of population and employment forecasts in the Region of Peel and City of Brampton; and
- The relevant provincial policies which are in effect.

The Study Report has therefore completed the review requirements of the Regional Official Plan.

3. Proposed Direction

a) Regional Official Plan Amendment

Based on the study findings staff recommends amending the Regional Official Plan as summarized below.

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

1. Remove Shale Protection Policies

It is recommended that shale protection policies be deleted on all lands west of Mississauga Road within the North West Brampton Policy Area excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area. The revisions to remove the shale protection policies would release the lands for urban development and allow the completion of planning approvals necessary to permit urban development to proceed in accordance with staging and phasing acceptable to the City and Region.

2. Amend Schedule C to the Regional Official Plan

The implementation of the recommendations to release lands for urban development will require a corresponding amendment to Schedule C in the Regional Official Plan to remove the identification of High Potential Mineral Aggregate Resource Area on all lands west of Mississauga Road excluding that portion outside the Regional Urban Boundary within the Greenbelt Plan Area.

3. Maintain the Identification of the North West Brampton Policy Area

Staff also recommends that consideration be given to retaining the Policy Area on all lands west of Mississauga Road for the purposes of maintaining the existing policy which permits the extraction of shale to occur without an amendment to the Brampton Official Plan. The policy continues to be relevant to the implementation of provincial policy direction for shale resources. Policies permitting shale extraction to proceed without an amendment to the Brampton Official Plan would continue to be subject to policies included in the Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning by-law, and subject to the approval requirements and the issuance of a licence under the *Aggregate Resources Act*.

During consultation on the study findings, some landowners in North West Brampton indicated a preference that the exemption from the requirement of an official plan amendment for shale extraction not be retained in the urban portion of the Policy Area. Regional staff will be consulting with Provincial staff and following those consultations will further consider the need to include the exemption policy in the drafting of the recommended amendment.

Staff will continue to engage Provincial staff, local municipal staff, stakeholders and landowners on the draft amendment as outlined in the staff report prior to reporting to Regional Council and will report back on any comments received.

Staff proposes that the Regional Official Plan Amendment to the Policy Area be processed as a Regionally-initiated amendment in accordance with Section 17 of the *Planning Act*.

b) Private Amendments to Remove the North West Brampton Policy Area Shale Protection In Heritage Heights

The Heritage Heights Landowners Group and Osmington Inc. have filed Regional and Local Official Plan Amendment applications to request removal of the shale protection

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

policies from their properties. Regional staff has provided comments that the applications are premature and incomplete as they have not included a comprehensive review of the North West Brampton Policy Area policies as required in the Regional Official Plan. The requests for removal of shale protection are being considered and will be addressed through the North West Brampton Policy Area study process. A summary of the status of these applications is provided in Appendix V.

FINANCIAL IMPLICATIONS

The staff recommendation to amend the Regional Official Plan in order to fully remove the shale protection policies do not result in financial implications to the Region's infrastructure capital program.

RISK ASSESSMENT

The North West Brampton Policy Shale Resources Policy Review has comprehensively assessed the risks associated with continued full and partial shale protection scenarios in North West Brampton. If shale protection were to continue in North West Brampton indefinitely or beyond current planning horizons to 2031 or 2041, a significant amount of population and employment growth would need to be accommodated elsewhere and most likely in new greenfield areas that would impose new servicing costs in addition to the servicing costs that would continue to be required in North West Brampton if partial protection options were implemented. Further analysis based on the financial assessment of infrastructure costs implications is provided in the study report.

The Province has not finalized its position on shale protection but has requested that the Region consider some level of shale protection in North West Brampton. Since staff are proposing a policy direction that fully removes shale protection, there is a risk that the Province may appeal a decision by Council to the Local Planning Appeals Tribunal. A Regional Council decision to adopt an amendment to the Regional Official Plan is potentially open to appeal by any party that has provided comments to the Region prior to adoption of the amendment.

CONCLUSION

Based on the study findings, staff recommends that the current shale protection policies be removed from the lands within the urban portion of the North West Brampton Policy Area. As a result, urban development will be permitted to proceed unencumbered in accordance with the City of Brampton's secondary planning process. The recommended amendments to the shale protection policy framework satisfies the greater long-term public interest as opposed to protecting the lands for shale extraction.

Regional staff have considered the recent Minutes of Settlement that were entered into between the City of Brampton and Brampton Brick Limited in regard to the Norval Quarry Ontario Municipal Board Appeal. While these minutes do not bind the Region, staff has been mindful of the policy direction established. Staff are satisfied that the proposed Regional Official Plan policy direction does not interfere with the City of Brampton's ability to implement this settlement agreement.

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

Staff will continue to engage Provincial staff, local municipal staff, and stakeholders on the draft Regional Official Plan amendment as outlined in the staff report prior to reporting to Council and will report back with a recommended amendment and seek authorization for statutory consultation under the *Planning Act*.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Map of the North West Brampton Policy Area

Appendix II – Map of the Heritage Heights Planning Area

Appendix III - Areas of Interest Impacted by GTA West Corridor Environmental Assessment Study and Northwest GTA Corridor Identification Study

Appendix IV - Shale Protection Scenarios

Scenario 1 - Partial Protection up to 8m (Net Major Constraints)

Scenario 2 - Full Protection (Status Quo)

Scenario 3 - Protection Up to 15m of Drift Thickness in the Area of Interest

Scenario 4 - Full Removal of Shale Protection

Appendix V - Applications for Official Plan Amendments to Remove Shale Protection Policies

The following further information is available on the Region of Peel Planning website:

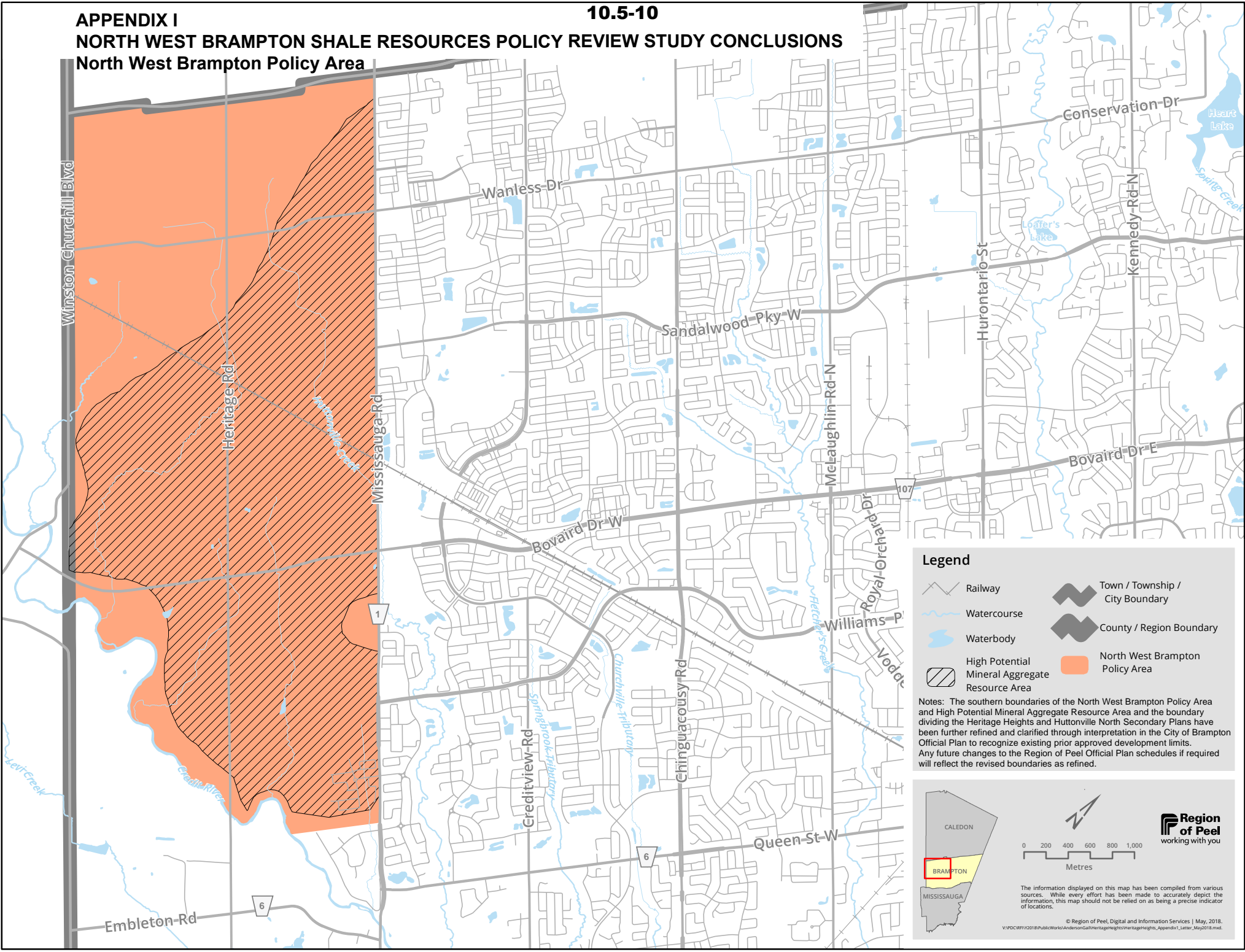
1. Excerpts of the Regional Official Plan Policy 5.3.4.2.2 f) v)
2. Provincial Policy Statement, 2014 - Applicable Mineral Aggregate Resources
3. North West Brampton Policy Area Review Study Report (Draft Report), 2018
4. Fiscal Impact Assessment: North West Brampton Shale Policy Review, 2018
5. Summary of Stakeholder Consultations
6. Minutes of Settlement between Brampton Brick Ltd. and City of Brampton

For further information regarding this report, please contact Adrian Smith, Acting Director, extension 4047, Adrian.smith@peelregion.ca.

Authored By: Gail Anderson, RPP, Principal Planner and Mark Head, RPP, Manager, Research and Analysis Team

Reviewed in the workflow by:
Financial Support Unit

APPENDIX I
10.5-10
NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS
North West Brampton Policy Area



Legend

	Railway		Town / Township / City Boundary
	Watercourse		County / Region Boundary
	Waterbody		North West Brampton Policy Area
	High Potential Mineral Aggregate Resource Area		

Notes: The southern boundaries of the North West Brampton Policy Area and High Potential Mineral Aggregate Resource Area and the boundary dividing the Heritage Heights and Huttonville North Secondary Plans have been further refined and clarified through interpretation in the City of Brampton Official Plan to recognize existing prior approved development limits. Any future changes to the Region of Peel Official Plan schedules if required will reflect the revised boundaries as refined.

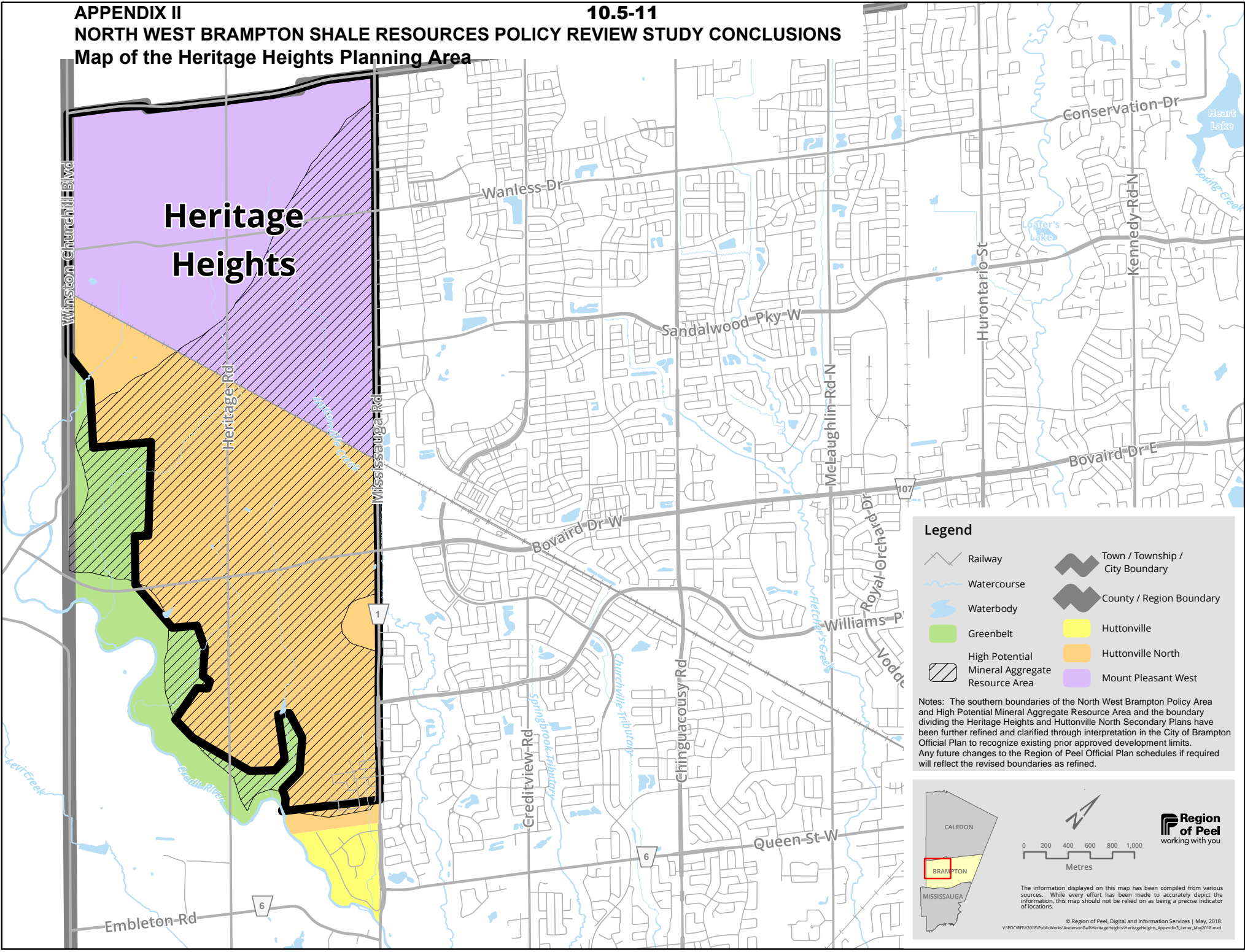
Region of Peel
 working with you

0 200 400 600 800 1,000
 Metres

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations.

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 V:\PDR\11018\Public\Works\Anderson\Heritage\Heritage\Heritage_Appendix1_Letter_May2018.mxd

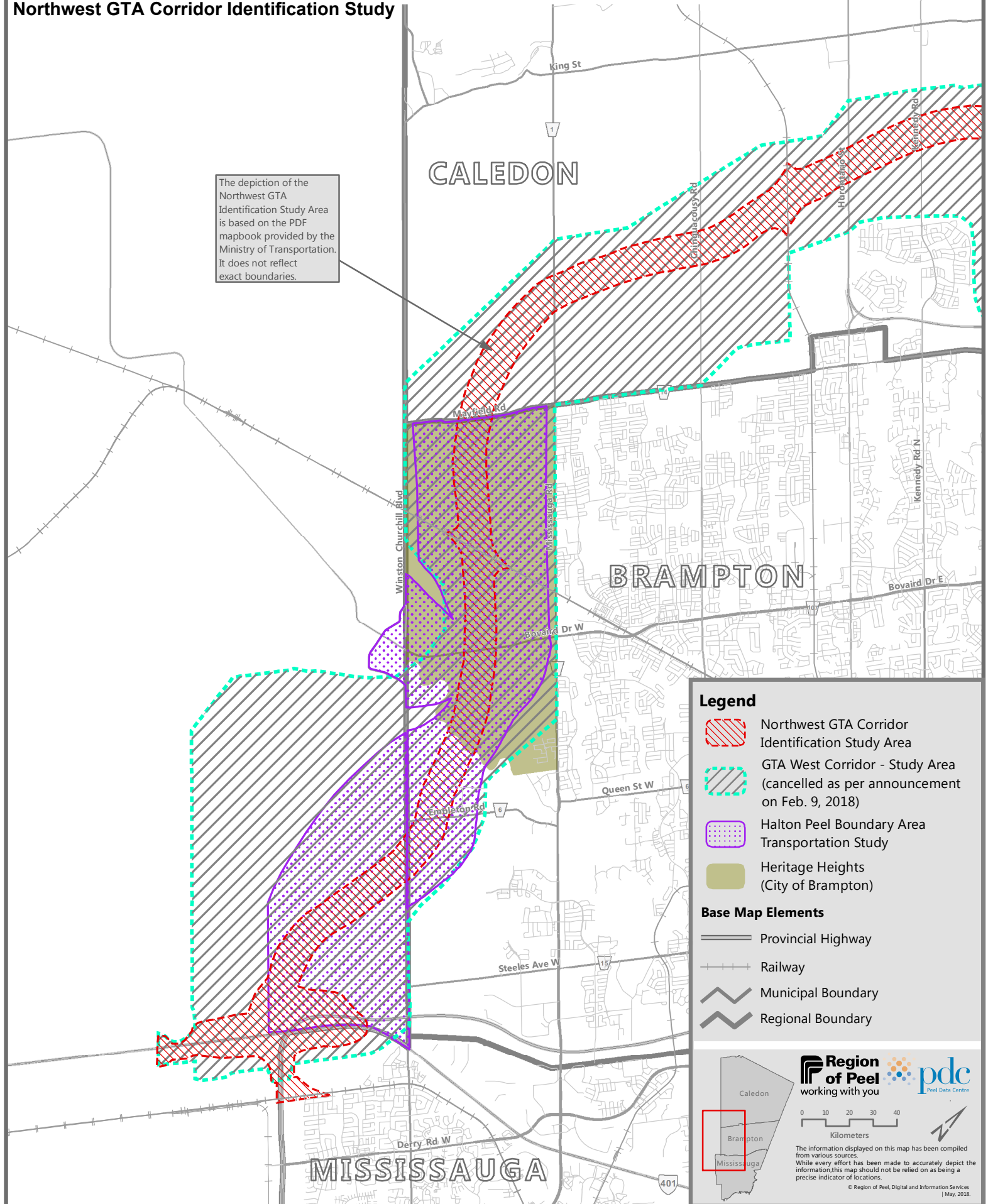
APPENDIX II
10.5-11
NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS
Map of the Heritage Heights Planning Area







NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

Areas of Interest Impacted by GTA West Corridor Environmental Assessment Study and Northwest GTA Corridor Identification Study





The depiction of the Northwest GTA Identification Study Area is based on the PDF mapbook provided by the Ministry of Transportation. It does not reflect exact boundaries.




Legend


-  Northwest GTA Corridor Identification Study Area
-  GTA West Corridor - Study Area (cancelled as per announcement on Feb. 9, 2018)
-  Halton Peel Boundary Area Transportation Study
-  Heritage Heights (City of Brampton)

Base Map Elements

-  Provincial Highway
-  Railway
-  Municipal Boundary
-  Regional Boundary



Region of Peel
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0 10 20 30 40
Kilometers

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations.

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APPENDIX IV - Shale Protection Scenarios

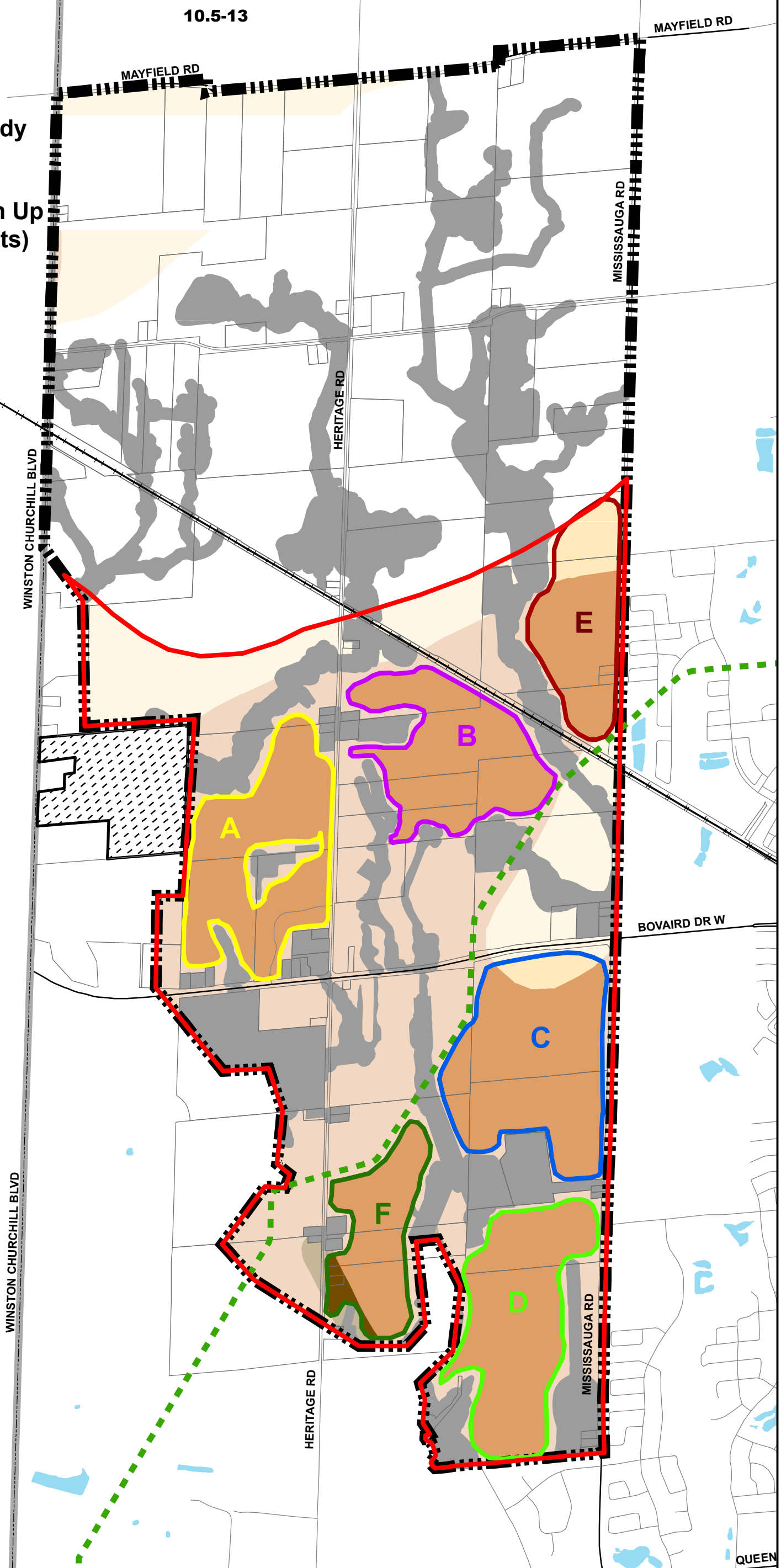
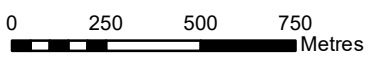
North West Brampton Shale Resources Policy Review Study Conclusions

Scenario 1 - Partial Protection Up to 8m (Net of Major Constraints)

Partial Protection Scenario

This scenario protects areas A, B, C, D, E and F. This grouping of properties represents large areas of land with shale protection potential. The lands are predominately up to 8m of overburden thickness.

Study Area	1688ha
Shale Resource	
Drift Thickness (net constraints)	
Less Than 1m	6ha
1m to 8m	458ha
8m to 15m	186ha



Legend

- Boundary of NWBPA - 1688ha
- Recommended 'Area of Interest' - 753ha
- Constraint Areas - 344.2ha
- Norval Quarry Application - 35ha
- TransCanada Pipeline
- Canadian National Railway - 37.8ha

Queenston Formation

- Drift Thickness**
- Less than 1 m
 - 1 m to 8 m
 - 8 m to 15 m

Source: Mineral resource data provided by ARIP 165 and ARIP 165-REV. Copyright Queens Printer 2018



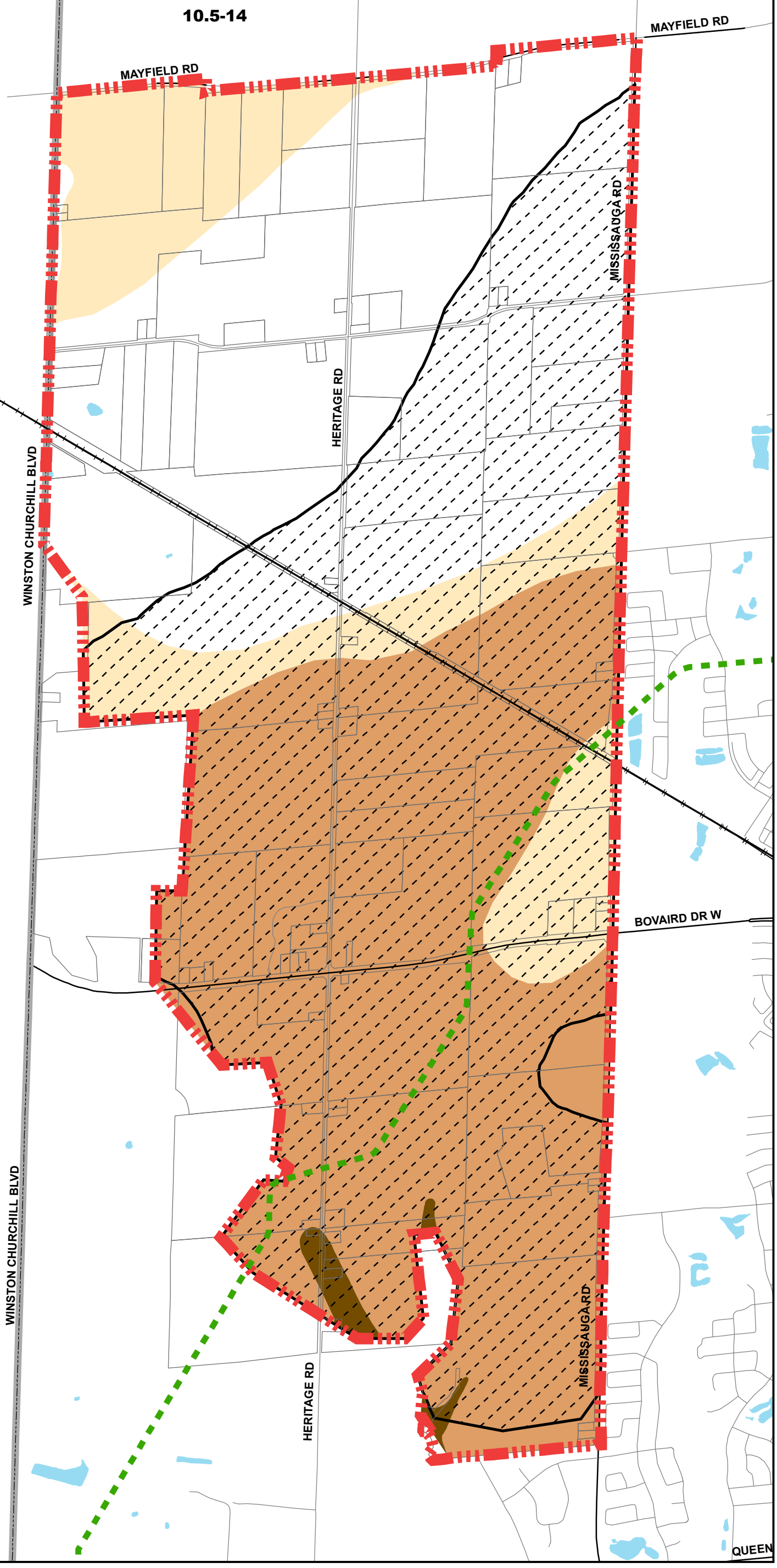
**APPENDIX IV- Shale
Protection Scenarios**

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

**Scenario 2 -
Full Protection (Status Quo)**

This scenario protects all areas in the North West Brampton Policy Area west of Mississauga Road as currently designated in the City of Brampton Official Plan.

Study Area 1688 ha



Legend

- Full Protection Area Boundary
- HPMARA – Bedrock (Region of Peel Official Plan, Schedule C)
- TransCanada Pipeline
- Canadian National Railway

Queenston Formation

- Drift Thickness**
- Less than 1 m
 - 1 m to 8 m
 - 8 m to 15 m

Source:
Mineral resource data provided
by ARIP 165 and ARIP 165-REV.
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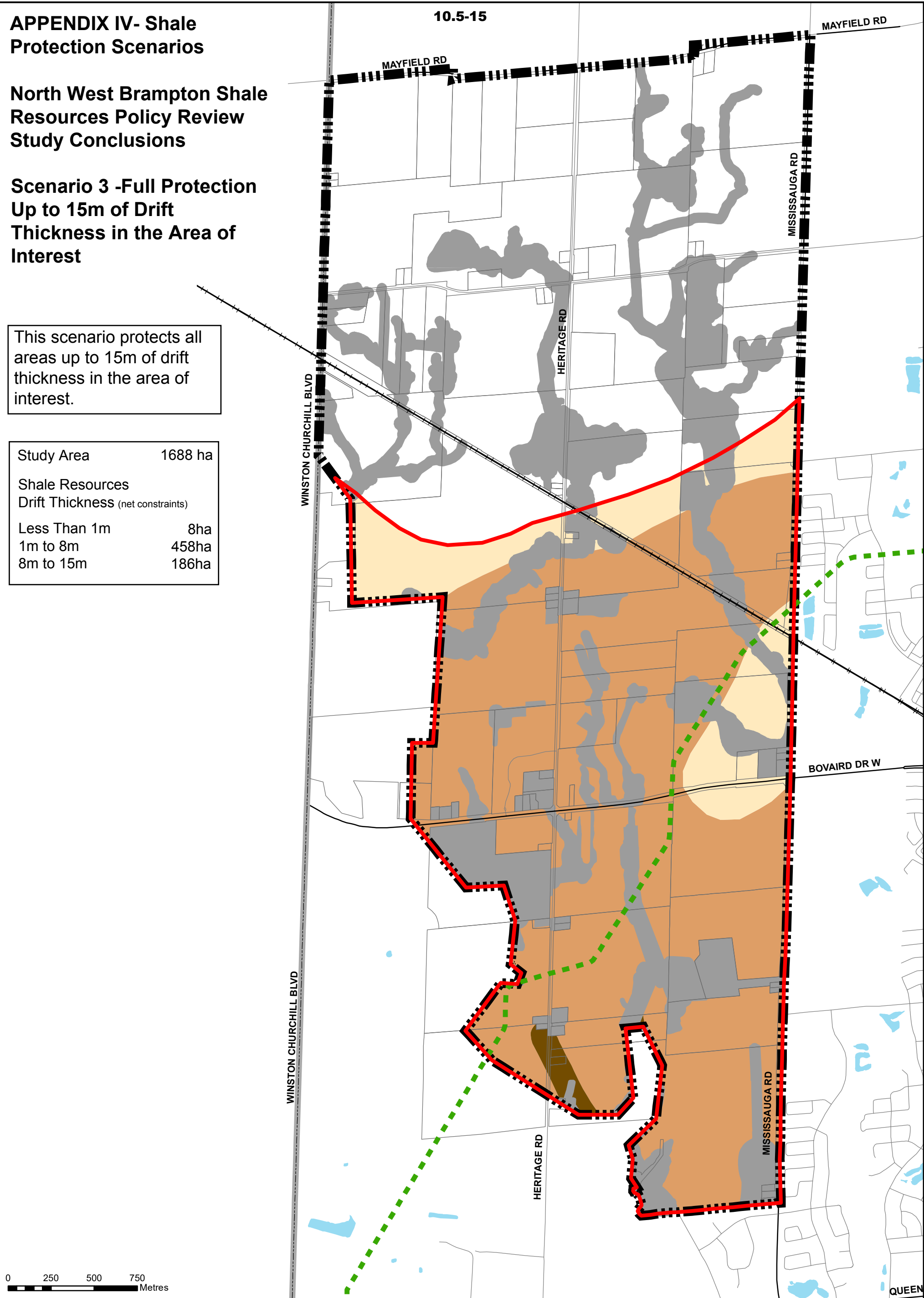
APPENDIX IV- Shale Protection Scenarios

North West Brampton Shale Resources Policy Review Study Conclusions

Scenario 3 -Full Protection Up to 15m of Drift Thickness in the Area of Interest

This scenario protects all areas up to 15m of drift thickness in the area of interest.

Study Area	1688 ha
Shale Resources	
Drift Thickness (net constraints)	
Less Than 1m	8ha
1m to 8m	458ha
8m to 15m	186ha



Legend

- Boundary of NWBPA
- Recommended 'Area of Interest'
- Constraint Areas
- TransCanada Pipeline
- Canadian National Railway

Queenston Formation

- Drift Thickness**
- Less than 1 m
 - 1 m to 8 m
 - 8 m to 15 m

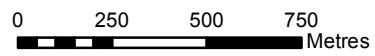
Source:
Mineral resource data provided by ARIP 165 and ARIP 165-REV.
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APPENDIX IV- Shale Protection Scenarios





North West Brampton Shale Resources Policy Review Study Conclusions

Scenario 4 - Full Removal of Shale Protection

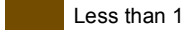
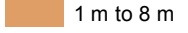
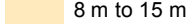
This scenario removes shale protection in all areas in the North West Brampton Urban Area west of Mississauga Road except in the Greenbelt Plan Area.



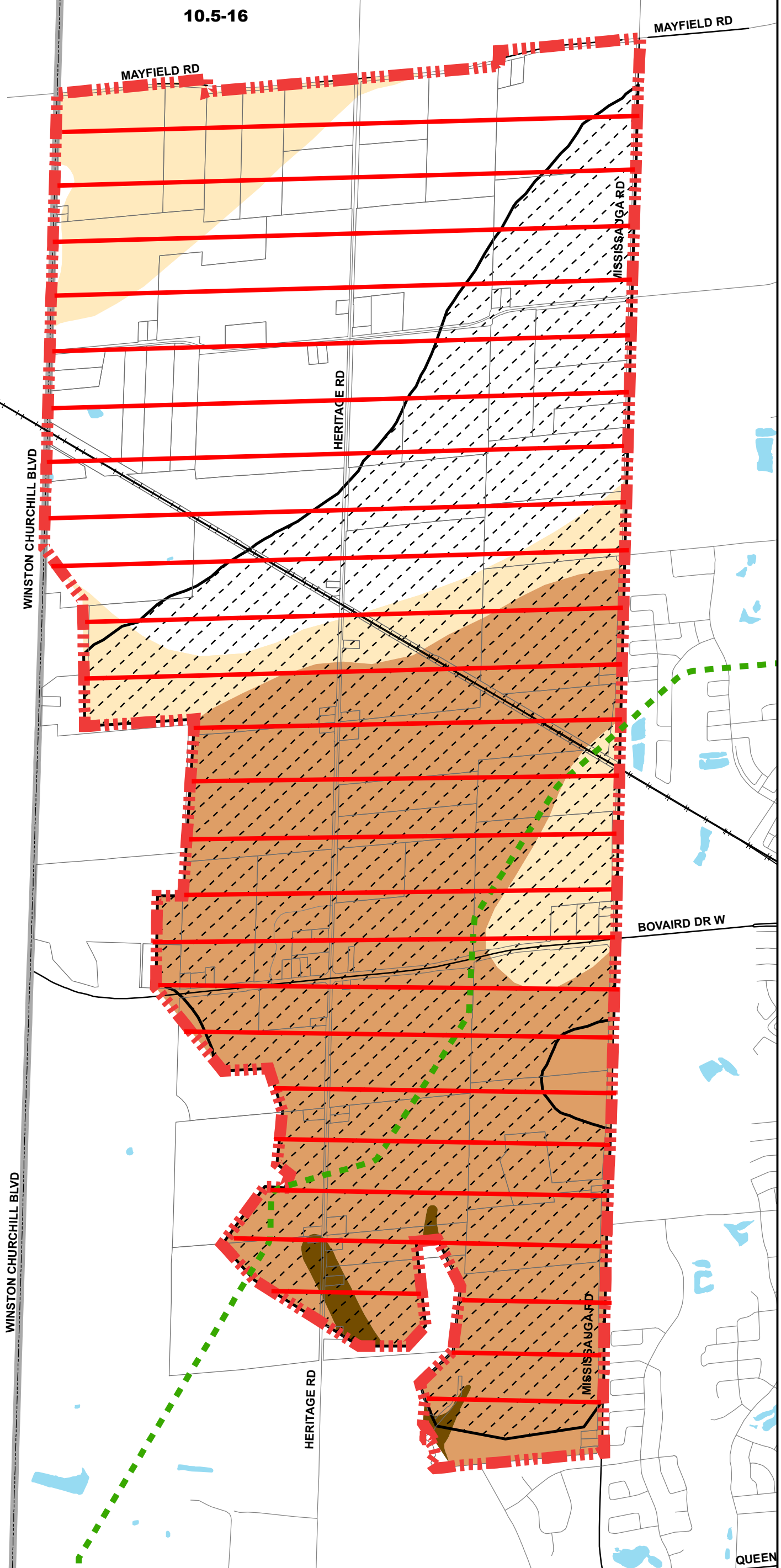
Legend

-  Full Removal of Protection Area Boundary
-  HPMARA – Bedrock (Region of Peel Official Plan, Schedule C)
-  TransCanada Pipeline
-  Canadian National Railway

Queenston Formation

- Drift Thickness**
-  Less than 1 m
 -  1 m to 8 m
 -  8 m to 15 m

Source: Mineral resource data provided by ARIP 165 and ARIP 165-REV. Copyright Queens Printer 2018



APPENDIX V

NORTH WEST BRAMPTON SHALE RESOURCES POLICY REVIEW STUDY CONCLUSIONS

Applications for Official Plan Amendments to Remove Shale Protection Policies

- 1) **Name of Applicant:** Osmington Inc.
Application Date: March 2010
Application Request: Site specific exemption from the Regional of Peel Official Plan Policy 5.3.4.2.2 (f)(v) and associated Schedules C,D, E in order to facilitate the development of a Regional Centre.
Corresponding Local Official Plan Amendment: Filed March 2010. Application to amend the City of Brampton Official Plan and Zoning By-law to remove the lands owned by Osmington Inc. from the Heritage Heights Secondary Plan area and to include these lands within the Mount Pleasant Secondary Plan Area. In June 2014 the City of Brampton Approved the OPA (OPA101) that moved the Osmington Lands into the Mount Pleasant Secondary Plan area.

- 2) **Name of Applicant:** Heritage Heights Landowners Group.
Application Date: January 2017
Application Request: Seek to remove those Official Plan policies which require the protection of shale resources which exist in the North-West Brampton Policy Area (NWBPA). The application applies to lands within the North West Brampton Planning Area.
Corresponding Local Official Plan Amendment: Filed on September 2017. The Pre-Consultation Application proposes the removal of shale protection policies from the City's Official Plan. Specifically, the deletion of Section 4.15.4 (and subsections) and the removal of the North West Brampton Policy Area (NWBPA) designation on Schedule "F".

Applications for a Local Official Plan Amendment

- 1) **Name of Applicant:** Heathwood Homes / MCN (Heritage) Inc. (Cortel)
Application Date: February 2014
Application Request: To amend the City of Brampton Official Plan to add the Heathwood and Cortel lands to the Mount Pleasant Secondary Plan as a Special Policy Area.
Corresponding Regional Official Plan Amendment: Preconsultation was held April 2016. To date, a Regional Official Plan Amendment has not been received.

For Information

DATE: June 19, 2018

REPORT TITLE: **UPDATE ON WORK WITH LOCAL MUNICIPALITIES ON ROAD OPERATIONS AND ACCESS CONTROL**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide an update of the work being completed by staff from Peel, Brampton, Mississauga and Caledon to implement Council's direction regarding road operations and streamlining road access control for development applications.

REPORT HIGHLIGHTS

- On June 22, 2017 Regional Council directed staff to work with the local municipalities to identify opportunities for efficiencies in the operations and maintenance of roads, and to develop a streamlined process for access control for development applications.
- This report is to update Council on the work plan, which has been jointly developed, and work completed to-date.

DISCUSSION**1. Background:**

At the June 22, 2017 Council meeting, Deloitte LLP. (Deloitte) presented the key findings and conclusions of the Council directed financial assessment of transferring Regional roads to the local municipalities. A major finding from the assessment was the significant financial risk that transferring the Regional road network would lead to a loss of development charge (DC) revenue. This change in DC revenue would increase the tax burden to local residents.

As a result of the Deloitte's assessment, Council directed staff (Resolution 2017-526) to:

- Continue to work with the local municipalities to identify opportunities for efficiencies in the operation and maintenance of roads.
- Work with the local municipality to develop a streamlined process to approve access control for development applications.

This report provides an update on that work.

UPDATE ON WORK WITH LOCAL MUNICIPALITIES ON ROAD OPERATIONS AND ACCESS CONTROL

2. Work Plan

Staff from the Cities of Brampton and Mississauga, the Town of Caledon and the Region have worked together to develop a work plan to not only identify opportunities for efficiencies and streamline access control, but also enhance customer service to residents and business. The work is being overseen by a Steering Committee of the Public Works Commissioners from all four municipalities. The work plan was also approved by the City Manager or Chief Administrative Officers from all four municipalities.

The following guiding principles influenced the development of the work plan and will continue to influence future recommendations and solutions.

- Enhance collaboration
- Education of staff and stakeholders on roles and processes
- Utilize lean process improvement methodology
- Implement best practices
- Ensure financial sustainability and economies of scale

The timeline for key operational efficiencies and access control approval process initiatives are discussed below and summarized in Appendix I attached.

a) Operational Efficiencies

Initiative	Outcome
By-law Review	To ensure accurate enforcement of Regional By-laws without duplication.
Community Signage Approvals	By the end of 2019, minimize the duplication of services for mobile message boards, banners, and wayfinding signs within the right of way, through the development of policy and procedural reviews focusing on safety and a reduction in processing time/costs for clients.
Signs and Pavement Markings	Clarify and document roles and responsibilities to improve operational efficiencies.
Joint Contracts Between Region of Peel and Local Municipalities	To review/evaluate opportunities for shared procurement of common goods and services specific to operational needs that will provide best value to the municipalities and create a process to implement procurement contracts identified.
Shared Locations Between Region of Peel and Local Municipalities	To review and evaluate opportunities for sharing facilities to optimize operational needs for the municipalities; more specifically for winter maintenance operations, snow storage locations and traffic management equipment.

10.6-3

UPDATE ON WORK WITH LOCAL MUNICIPALITIES ON ROAD OPERATIONS AND ACCESS CONTROL

Initiative	Outcome
Partnership/Maintenance Agreements	Identify opportunities to enhance service delivery through shared resources of service agreements.
Upload of Sidewalks/Multi-use Trails Agreements	To upload jurisdiction of Sidewalks and Multi-use Trails along regional right of way in Cities of Brampton and Mississauga and develop maintenance agreements.

b) Access Control

Initiative	Outcome
Look for opportunities to be flexible with design standards to help facilitate development without negatively impacting safety	Examples: refine the site triangle criteria to make it more flexible with respect to property requirements where appropriate. Update Road Characterization Study to reflect new urban main streets, and changes to design speeds which will allow for reduced road lane widths and closer intersection spacing.
Educate Developers, Consultants, Staff and Council on Access Control Standards/By-law	To strengthen knowledge and understanding of regional access control protocols and how they relate to roadway safety in an effort to reduce the number of escalations.
Develop a formal collaboration process between Regional and Local Municipality staff prior to releasing comments to applicant	To ensure that requirements and objectives are aligned between the region and local municipalities prior to discussions with applicants. This will allow for the presentation of unified messaging and should permit conflicts to be resolved 'off-line'. This could also result in time savings where conflicts may exist.
Benchmark our process to other Regions/Local Municipalities	An environmental scan of current practices in other regions/local municipalities to verify, validate existing practices and identify any opportunities for process improvements.

UPDATE ON WORK WITH LOCAL MUNICIPALITIES ON ROAD OPERATIONS AND ACCESS CONTROL

3. Achievements to Date

a) Road Operations

Significant progress has been made working together to ensure role clarity and streamline work. This includes:

By-law Review - Confirmation that the City of Mississauga, City of Brampton and the Town of Caledon enforcement officers are enforcing by-laws in the Regional right of way.

Community Signage Approvals - Establishing guidelines for permanent location of mobile signs that will be considered along with a banner policy.

Signs and Pavement Markings - Regional policy on signs and pavement markings on regional roads have been shared with local municipalities.

Joint Contracts between Region of Peel and Local Municipalities - Brampton and Mississauga are currently sharing Region of Peel Road Weather Information System contract for weather forecasting, training and web access, Joint communication ads and messages between all four agencies, and Joint contracts for Signal and Street lighting maintenance.

Shared Locations between Region of Peel and Local Municipalities - Shared snow storage in a few locations. Sharing parking space for equipment to improve service efficiency

Other key Partnerships and Maintenance Agreements

- Mississauga Agreement: Mississauga conducts road maintenance on the Queensway, Winston Churchill Boulevard, Cawthra Road - extended to end of 2019.
- Caledon sidewalk maintenance agreement for regional sidewalks in Caledon (Caledon staff maintain and repair).
- Brampton grass cutting Agreement: Brampton cuts some regional boulevards.
- Sharing of salt if required when it is more efficient to fill up trucks at other locations.
- Sharing resources for snow removal.
- Mississauga replaces trees infected with Emerald Ash Borer on regional roads.
- Bi-annual local municipal and regional road operations and maintenance meeting to share information and discuss synergies in a multiple of maintenance functions.
- Region of Peel and Ministry of Transportation of Ontario agreement for Road Weather Information System data sharing.
- Signal maintenance on Peel intersections in Brampton and Mississauga continue to be contracted to the Cities and Caledon's signals are maintained by Peel. Staff will report to Council on the performance of the Traffic Signal Operations and Maintenance Service agreements through an internal audit that is scheduled in 2018/2019.
- Winter Operation group email communication between municipalities on a daily basis.
- During environmental disasters or emergency situations all municipalities help each other, by offering resources and equipment.

UPDATE ON WORK WITH LOCAL MUNICIPALITIES ON ROAD OPERATIONS AND ACCESS CONTROL

b) Access Control

The current access control approval process has been mapped out and validated by all municipalities. Regional staff is currently working with staff from the City of Mississauga to review the existing approval process using lean methodology to identify opportunities for improvements and efficiencies.

CONCLUSION

Staff from all four municipalities will continue to work through the investigation and implementation of the key initiatives in the joint work plan. Updates on efficiencies will be reported in future budgets.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Road Operations Initiatives

For further information regarding this report, please contact Gary Kocialek, Director - Transportation, extension: 4100, email: gary.kocialek@peelregion.ca.

Authored By: Gary Kocialek, Director, Transportation

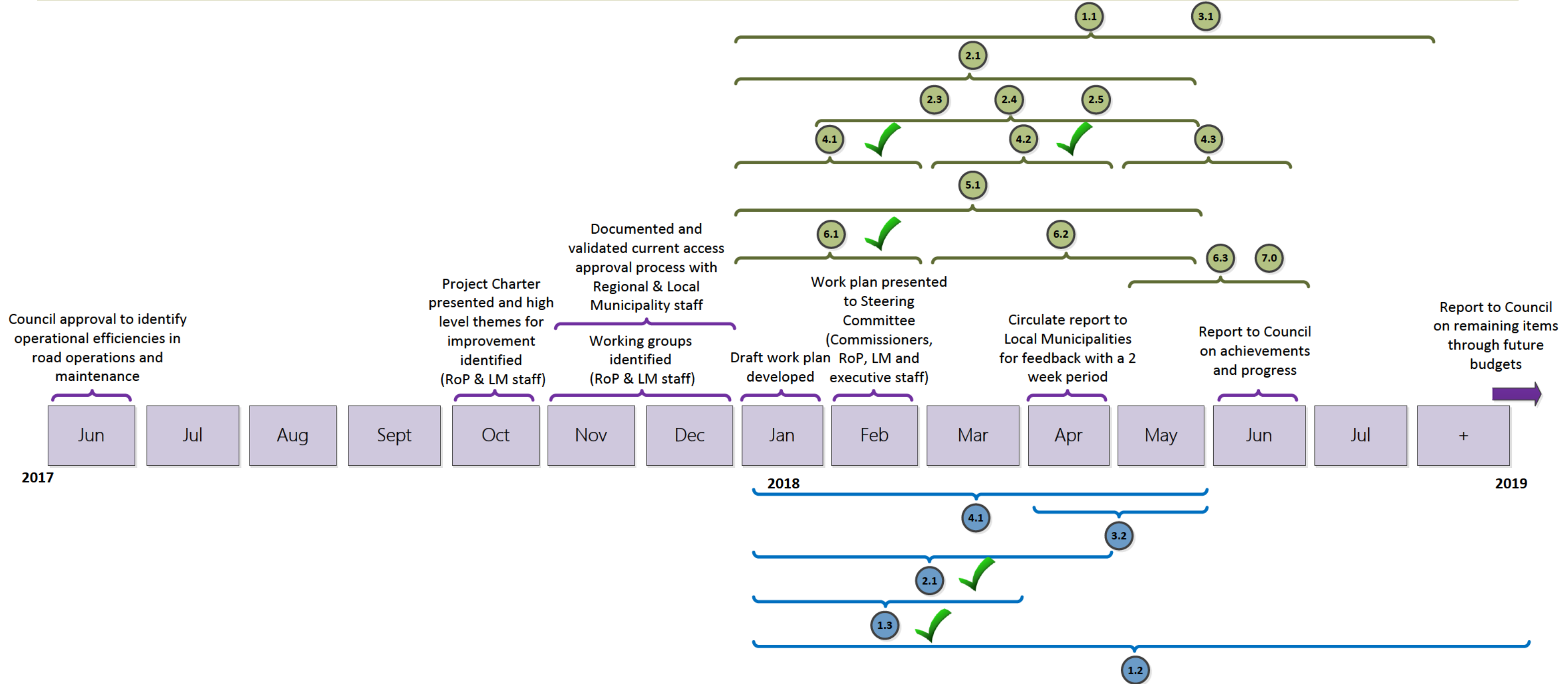
Reviewed in workflow by:

Financial Support Unit
Legal Services

10.6-6

Roads Work Plan Timelines

Road Operations Initiatives



Access Control Approval Process

Operational Efficiencies:

- 1.1 Clarify roles and responsibilities between ROP and Local Municipalities for By-law enforcement
- 2.1 Clarify and understand roles and responsibilities between ROP and Local Municipalities for approval of mobile signs, banners, way finding signage, permits
- 2.3 Delegate approvals of special event banners, portable signs, etc. to area municipalities
- 2.4 Develop on standard requirements for signage requests (i.e. mobile signs/banners)
- 2.5 Opportunity to pre-approve certain locations similar to Mississauga's process
- 3.1 Clarify roles and responsibilities between RoP and Local Municipalities for: traffic signal signs, street name signs, advance street name signs, regulatory signs, pavement markings, work requests related to signs/markings.
- 4.1 Develop and inventory of possible contracts that can be joint
- 4.2 Assess feasibility of joint contracts (pros/cons) (develop a matrix to score contracts)

- 4.3 Document process to amend/develop contracts for joint contract recommendation (purchasing/legal need to be involved) and clarify roles and responsibilities related to joint contracts
- 5.1 Maximize use of each other's yards(partner on snow storage, winter equipment, traffic management equipment, salt, brine, sidewalk machines), take inventory of yards and spaces available for sharing, assess feasibility of sharing space, map out locations with GIS folks, highlight benefits of sharing space
- 6.1 Develop an inventory of possible agreements that can be partnered. (taking into consideration expiry date)
- 6.2 Assess feasibility (pro/cons) (develop a matrix to score agreements) taking into LOS
- 6.3 Document process to amend/develop agreements for the ones we want to proceed with (purchasing/legal need to be involved). Clarify roles and responsibilities related to agreements

- 7.0 Upload of sidewalks/multi-use trails – upload endorsed by Brampton and Mississauga Council; resolution sent to Regional Council

Access Control Approval Process:

- 1.2 Develop one standard for type of access (i.e. emergency access)
- 1.3 Waiting for approval on daylight triangle policies changes which would allow for more flexibility without compromising safety
- 2.1 Develop an education plan/tactics to educate Council and senior management
- 3.2 Provide draft framework/criteria to Local Municipalities for review/comment
- 4.1 Conduct internal/external stakeholder consultation (part of benchmark processes initiative)

For Information

DATE: June 15, 2018

REPORT TITLE: **PILOTING OFF-PEAK DELIVERY IN THE REGION OF PEEL TO IMPROVE EXISTING INFRASTRUCTURE EFFICIENCIES AND MANAGE EXISTING TRUCK TRAFFIC**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To provide Council with an update on the Off-Peak Delivery Pilot, which is an integral component of the Goods Movement Strategic Plan.

REPORT HIGHLIGHTS

- Regional Council approved the Goods Movement Strategic Plan 2017-2021. One of the action items involves diverting some truck traffic off the roads during peak hours through an Off-Peak Delivery pilot program.
- The Region of Peel Off-Peak Delivery Pilot (the Pilot) is a collaborative initiative between the Region of Peel (the Region), the University of Toronto, and participating businesses. The Pilot will evaluate off-peak delivery as a tool to alleviate congestion during peak periods, to optimize the use of existing infrastructure and improve network efficiency.
- Due to noise issues, off peak delivery will not be appropriate in all locations in Peel. Support from the local municipalities will be required to evaluate where off peak deliveries are appropriate and to amend local noise bylaws where needed.

DISCUSSION**1. Background**

The Region is located on major trade corridors, accounting for one of Canada's most important multimodal goods movement hubs. The goods movement industry in Peel contributes approximately \$49 billion worth of gross domestic product to the regional, provincial, and national economies. One of the driving forces behind the industry is the consumption and commerce of goods. Between 2012 and 2014, 16.3 million truck trips had either an origin or destination in Peel.

As the Region grows so do demands on the transportation network leading to significant peak hour congestion issues. Building new capacity in the Region's network helps address the growing demand, but it is not enough. Regional staff needs to find ways to use the existing network more efficiently. From a goods movement perspective, there are potentially significant benefits with shifting some existing truck traffic to non-peak hours.

PILOTING OFF-PEAK DELIVERY IN THE REGION OF PEEL TO IMPROVE EXISTING INFRASTRUCTURE EFFICIENCIES AND MANAGE EXISTING TRUCK TRAFFIC

The Metrolinx Regional Transportation Plan also emphasizes the need for developing and implementing innovative strategies for goods movement and road network optimization in the Greater Toronto and Hamilton Area. One of the Metrolinx strategies involves moving freight outside peak periods.

Shifting truck traffic to off-peak will reduce congestion, which helps to reduce community impacts, motorist travel time and reduce greenhouse gas emissions.

2. Off-Peak Delivery as a Transportation Demand Management Tool

This Pilot intends to work with six major businesses to investigate the ability of shifting deliveries to manage existing truck traffic, assess associated impacts to communities, improve existing infrastructure efficiencies and improve business efficiencies. Piloting this shift throughout the Region can benefit peak hour travelers, the environment, the business community, and can further enhance the local economy as well as the overall quality of life.

a) Off-Peak Delivery Program in Canada

The City of Vancouver and the City of Toronto implemented off-peak delivery during the 2010 Winter Olympic Games and the 2015 Pan Am/Para Pan Am Games, respectively.

The City of Vancouver implemented off-peak delivery during the 2010 Winter Olympic Games to manage existing truck traffic and ensure the goods movement network continued to operate safely and efficiently given increased traffic patterns. Through off-peak delivery, peak period truck volumes decreased by 27 percent.

The City of Toronto, in collaboration with the Ministry of Transportation, implemented off-peak delivery to reduce traffic demands on highways in the Greater Toronto Area as well as to identify longer-term implementation approaches. Through this shift to off-peak delivery, the City of Toronto was able to remove the equivalent of 4,500 truck trips during peak periods.

External events motivated the use of off-peak delivery in Vancouver and Toronto. The Region's Pilot, focusses on businesses voluntarily changing travel behavior to deliver goods.

b) Working with Local Municipalities and Businesses to Implement Off-Peak Delivery

Local Municipalities

There is noise associated with many delivery operations and accordingly, there are locations where off peak deliveries may not be desirable at night. Local municipalities establish and enforce noise by-laws. Implementation will involve working with the City of Brampton, the Town of Caledon, and the City of Mississauga to identify where it would be appropriate to provide exemptions to local noise bylaws for off peak delivery and where it would not be appropriate.

PILOTING OFF-PEAK DELIVERY IN THE REGION OF PEEL TO IMPROVE EXISTING INFRASTRUCTURE EFFICIENCIES AND MANAGE EXISTING TRUCK TRAFFIC

Businesses

Recognizing the need for business insight for the Pilot, six major businesses have volunteered to participate and champion this travel behavior change. This voluntary collaboration is an opportunity for Peel and its businesses to innovate together and understand the potential for off-peak delivery to mitigate peak hour congestion, while reducing goods movement impacts on communities.

3. Benefits to Piloting Off-Peak Delivery in Peel Region

As demonstrated in case studies and in research on off-peak delivery, the following benefits will be evaluated during the Pilot:

- **Improve the management of existing truck traffic.** Shifting truck travel to off-peak periods will help reduce congestion. As seen through the City of Toronto pilot, 18,000 deliveries shifted from peak period travel each day of the pilot.
- **Working with businesses to improve goods movement in Peel and Greater Toronto and Hamilton Area.** Businesses are continuously seeking new approaches to enhance their operations and remain competitive in the industry, while working with the community. The nature of this collaboration assists Peel with planning for improved goods movement networks while supporting businesses with corporate social responsibility goals, environmental stewardship initiatives, and in giving back to the community with safe, reliable, sustainable, and efficient deliveries.
- **Improving regional economic activities and business efficiencies.** The Pilot intends to investigate ways to make the goods movement network more conducive to existing trucks in light of ongoing intensification, increased economic demands, and sustainable transport advancements. Through an off-peak delivery pilot, New York City saw significant improvements in travel and service times compared to regular hour deliveries. As seen with New York City, a key benefit of off-peak deliveries is optimization of the goods movement network to increase economic activity through greater cost savings from improved delivery times and productivity. Optimizing the goods movement network can lead to a greater number of goods being efficiently delivered throughout Peel as well as to the Greater Toronto and Hamilton Area.
- **Reducing freight related emissions.** Through optimization of the goods movement network, the Pilot has the potential to improve travel times and reduce environmental pollutants and emissions. The New York City pilot showed that off-peak delivery could save between \$100 and \$200 million in travel time and pollutant-reduction costs per year. Businesses volunteering for Peel's Pilot can champion corporate social responsibility goals focused on environmental stewardship by shifting deliveries to off-peak times, thereby reducing their overall emissions.

RISK CONSIDERATIONS AND MITIGATION STRATEGIES

By piloting off-peak delivery, there is potential for risk associated with community impacts such as noise. As discussed, Regional staff proposes to work with the local municipalities to identify areas where the noise will have little or no impact on residents. Thereafter the program

PILOTING OFF-PEAK DELIVERY IN THE REGION OF PEEL TO IMPROVE EXISTING INFRASTRUCTURE EFFICIENCIES AND MANAGE EXISTING TRUCK TRAFFIC

monitoring will address any complaints that do arise through sound mitigation efforts or changing practices.

While Peel is widely considered a leader in the Goods movement industry, there are ongoing challenges with truck traffic in the Region's communities and associated congestion and other impacts. The initial pilot is a small initial step towards shifting significant truck traffic from peak hours to off peak where movement is freer flowing. This will lead to reduced congestion and emissions.

FINANCIAL IMPLICATIONS

The cost to run the Region of Peel Off-Peak Delivery Pilot is being funded through the Smart Freight Centre. No additional funds from the Region are required. As further support, Metrolinx is financially contributing to the University of Toronto's role in the Pilot to conduct research, collect and analyze data, and monitor Pilot outcomes. The Atmospheric Fund, whose mandate is to reduce carbon emissions and air pollution in the Greater Toronto and Hamilton Area, is granting approximately \$20,000 to the Pilot.

CONCLUSION

Regional staff will work with local municipalities and participating businesses to implement the off-peak delivery pilot and report back to Council with the results.



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 at extension 4352 or sabbir.saiyed@peelregion.ca.

Authored By: Elizabeth Bang, Principal Planner, Transportation System Planning (elizabeth.bang@peelregion.ca or at extension 4694) and Pegah Tootoonchian, Planner, Transportation System Planning (pegah.tootoonchian@peelregion.ca or at extension 7834)

Reviewed in workflow by:

Financial Support Unit

DATE: June 19, 2018

REPORT TITLE: **COURTNEYPARK DRIVE EAST AT HIGHWAY 410 BRIDGE WIDENING AND INTERCHANGE IMPROVEMENTS**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

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

REPORT HIGHLIGHTS

- In 2010, the Ontario Ministry of Transportation (MTO) concluded a Class Environmental Assessment Study and preliminary design for Highway 410 improvements, from south of Highway 401 northerly to Queen Street, which resulted in Environmental Assessment approval to construct a full interchange at Courtneypark Drive East.
- In 2015, the Region of Peel in partnership with the City of Mississauga (the City), completed an Environmental Assessment study which identified widening Courtneypark Drive East to six travel lanes between Kennedy Road and Dixie Road and confirmed the need for constructing a full Interchange at Highway 410 which requires widening of the existing bridge over Highway 410 to accommodate additional travel lanes, a multi-use trail and a sidewalk.
- A full interchange at Courtneypark Drive will improve traffic flow for Regional and City roadways, supports goods movement and access to key employment lands and the Toronto Pearson International Airport.
- In 2016, Regional Council directed staff to continue partnership efforts with the City of Mississauga and MTO to develop a Memorandum of Understanding to cost-share this project, which was executed in January 2018.
- This report seeks authority to enter into an agreement with the MTO and the City for the detailed design, construction and funding of these works.

COURTNEYPARK DRIVE EAST AT HIGHWAY 410 BRIDGE WIDENING AND INTERCHANGE IMPROVEMENTS

- \$8.0 million was already approved in 2018 Capital Budget for the Region of Peel's portion of the partnership. An additional \$3.5 million is required to be added to the project now that a detailed design estimate has been provided by MTO. The new estimate includes structural works to accommodate the wider bridge deck.

DISCUSSION

1. Background

In 2015, the City of Mississauga (the City) in partnership with the Region of Peel (the Region) completed a Class Environmental Assessment study for Courtneypark Drive East from Kennedy Road to Dixie Road, including the interchange at Highway 410. Construction of the full moves interchange supports a number of benefits to the transportation network, including improved goods movement access to and from Toronto Pearson International Airport and Highway 410; and improved emergency vehicle access to Courtneypark Drive East and Highway 410 for better response times. It will also alleviate traffic at the Dixie Road/Derry Road intersection, on Dixie Road south of Derry Road and on Derry Road between Dixie Road and Highway 410.

The recommended plan for Courtneypark Drive East includes the following elements:

- widening of Courtneypark Drive East to six travel lanes between Kennedy Road and Dixie Road;
- construction of a full interchange at Highway 410, including a new loop on-ramp from Courtneypark Drive East to northbound Highway 410 and a new direct off-ramp from southbound Highway 410 to Courtneypark Drive East;
- widening of the existing Highway 410 bridge by approximately 13 metres (42.7 feet) in order to accommodate six through lanes on Courtneypark Drive East and two dedicated deceleration lanes for the loop on-ramps;
- north and south transit queue-jump lanes at the Dixie Road intersection;
- new traffic signals at the west ramp terminal intersections; and
- implementation of a 3.5 metre (11.5 feet) wide multi-use trail on the south side of the roadway and a 1.5 metre (4.9 feet) wide sidewalk on the north side.

After completion of the Environmental Assessment, staff brought forward a report to Regional Council on June 9, 2016 speaking to the potential partnership between the Region, City and MTO to advance this project. Based on Council's support and through discussions with the other parties, a Memorandum of Understanding and cost-sharing agreement to undertake necessary design and construction for the full moves interchange at Highway 410 and Courtneypark has been drafted. MTO has agreed to amend a current project for the rehabilitation of the existing structure to include this additional work. This work is scheduled to commence in 2019 and be completed in 2020.

COURTNEYPARK DRIVE EAST AT HIGHWAY 410 BRIDGE WIDENING AND INTERCHANGE IMPROVEMENTS

There is currently \$8.0 million of approved capital dollars for the Region's share of the overall project. MTO has provided an updated estimate of the overall project costs which is \$11.5 million. The two drivers behind the increase are:

- The original estimate was based on a very preliminary design. The design has been advanced and cost estimate updated to more accurately reflect the scope of work to be constructed, and;
- Originally the structural works to support the construction of the bridge deck were envisioned to be constructed in a subsequent phase (when Courtneypark Drive is widened). In reviewing the construction methodology, it was found to be much more cost-effective and less disruptive to the public to do that work as part of the structure rehabilitation and construction of the ramps.

2. Partnership Agreement

Following Council's previous direction, City, Region and MTO staff have agreed in principle on how the cost for the Courtneypark Drive East and Highway 410 interchange ramp works will be shared. While the original intent was to cost-share this project at 1/3 funding from all three levels of government, the recent decision to include the Courtneypark bridge deck as part of the overall project has increased the Region's and City's share respectively. The Region's contribution to the Courtneypark structure facilitates a strategic goods movement link to Pearson Airport and active transportation through a multi-use trail. Moreover, the Region's total contribution to this project is cost effective when compared to investment that would be required to realize similar network benefits on nearby Regionally owned roads (i.e. Dixie Road and Derry Road). Given the built-out character of these roads, improvements would entail significant property acquisitions and utility impacts, making these options unfeasible. The City and the Region will be responsible for the actual construction costs of the structure and building the full interchange, while MTO will be responsible for all design, construction administration, property acquisition and other administrative costs. Details of the agreement in principle are provided in Appendix I.

The Agreement will reflect the full cost breakdown as follows:

MTO	\$5.8 million
City of Mississauga	\$11.5 million
Region of Peel	\$11.5 million

In order for the MTO to finalize the detailed design and tender for the construction interchange improvements, the Region is required to enter into an agreement with the MTO and the City.

FINANCIAL IMPLICATIONS

The Region's share of the cost for the Courtneypark Drive East at Highway 410 bridge widening and interchange improvement works is expected to be approximately \$11.5 million. \$8.0 million was included in the 10-year capital budget for the project in 2018. The additional \$3.5 million

COURTNEYPARK DRIVE EAST AT HIGHWAY 410 BRIDGE WIDENING AND INTERCHANGE IMPROVEMENTS

required will be funded \$1.75 million from Development Charges Regional Roads Reserve Fund, R3505 and \$1.75 million from Capital Financing Stabilization Roads Reserve, R0210.

CONCLUSION

This Report seeks authority to enter into an agreement with the MTO and the City to incorporate infrastructure objectives into the MTO's Courtnepark Drive and Highway 410 Interchange project. The Region has agreed in principle to share in the cost of these works, as it provides significant benefit to the Goods Movement industry and will help to reduce congestion on Dixie Road between Courtnepark Drive and Derry Road and on Derry Road between Dixie Road and Highway 410.

Construction of the MTO project is anticipated to commence in 2019 and be completed in 2020.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Letter of Agreement

For further information regarding this report, please contact Sally Rook, Manager Infrastructure Programming & Studies, 905-791-7800 extension 7842, sally.rook@peelregion.ca.

Authored By: Sally Rook

Reviewed in the workflow by:

Financial Support Unit
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Ministry of Transportation

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January 3, 2018

Gary Kocialek
Director, Transportation Division
Region of Peel
10 Peel Centre Drive, Suite A and B
Brampton, ON
L6T 4B9

Helen Noehammer
Director, Transportation and Infrastructure Planning Division
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1

Dear Mr. Kocialek and Ms. Noehammer:

The Region of Peel (Region), the City of Mississauga (City) and Ministry of Transportation (Ministry) have agreed to work cooperatively to design and construct the north oriented ramps at Courtneypark Drive and Highway 410 (Ramps) as shown in the ministry's 2010 Highway 410 Improvements from South of Highway 401 Northerly to Queen Street Preliminary Design Report. In addition, the Region and the City have also requested the Ministry to design and construct, at the Region and City's sole cost and expense, the widening of the Courtneypark Drive and Highway 410 structure (Structure) in accordance with the City's 2015 Courtneypark Drive Class Environmental Assessment and Preliminary Design Report on December 21, 2017. It was further agreed that the Ramps and Structure work would be completed as part of the ministry's currently planned Highway 410 rehabilitation project, currently anticipated to start construction in 2019. The purpose of this letter is to confirm the terms upon which the Ministry, Region and City will enter into legal agreement(s) for the arrangements to design and construct the Ramps and Structure works.

Page 2

G. Kocialek

H. Noehammer


The Region, City and Ministry agree that the cost for the Ramps works will be shared. The Region and City will be responsible for the actual construction costs, with funding being made available in 2019 and 2020, and the Ministry will be responsible for all design, construction administration, property acquisition and other administrative costs. Furthermore, for the widening of the Structure, the City and the Region will be responsible for the actual design, construction and contract administration costs and all other associated costs such as administration fee, utility relocations, property and harmonized sales tax.

In order to keep the ministry's schedule for the rehabilitation work and given the current negotiations, the ministry will proceed with design for the work based Ministry/Region/City's agreement in principle as described in this letter.

If you are in agreement of the above arrangement, please confirm your acceptance by signing all three copies and return one copy to the ministry before the end of January.

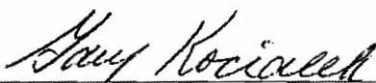
The ministry looks forward to working with the Region and City to successfully conclude the agreements and deliver the Courtnepark Interchange improvement project.

Sincerely,



B.W. Case for

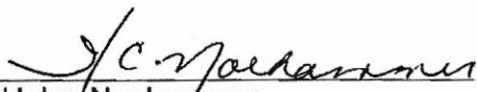
Teepu Khawja, B.Sc., M.B.A.
Regional Director



Gary Kocialek
Director, Transportation Division
Region of Peel

January 18, 2018

Dated:



Helen Noehammer
Director, Transportation & Infrastructure Planning Division
City of Mississauga

January 24, 2018

Dated:

DATE: June 19, 2018

REPORT TITLE: **RESIDENTIAL WATER AND SEWER LINE WARRANTY PROTECTION PROGRAM UPDATE AND SERVICE LINE WARRANTIES OF CANADA, INC. AGREEMENT EXTENSION REQUEST**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

REPORT HIGHLIGHTS

- In March 2016, Council authorized the Commissioner of Public Works to enter into an agreement for residential water or wastewater warranty protection plans with Service Line Warranties of Canada, Inc.
- An agreement with Service Line Warranties of Canada, Inc. was signed, effective October 1, 2016, which can be extended for two additional five-year periods, each subject to Regional Council approval.
- To date , there have been 19,294 enrollments:
 - 8,903 water service line warranties
 - 8,202 sanitary sewer line warranties
 - 2,189 in-home plumbing warranties
- There have been 530 claims made to date with \$150,601 in cost avoidance for residents with zero claims denied.
- According to survey conducted by Service Line Warranties of Canada, Inc., there is a 98.72 percent customer satisfaction with the service.
- Staff concludes that Service Line Warranties of Canada, Inc. (Vendor) have met the outcomes and customer service metrics proposed in the agreement and recommend that it be extended for an additional five-year period on the same terms based upon the overall success of the program to date.
- If granted, staff will report back periodically on the Vendor's performance and seek Council approval for any further extension prior to the end of this first five year term.

**RESIDENTIAL WATER AND SEWER LINE WARRANTY PROTECTION PROGRAM UPDATE
AND SERVICE LINE WARRANTIES OF CANADA, INC. AGREEMENT EXTENSION
REQUEST**

DISCUSSION

1. Background

In July 2015, Regional Council endorsed the recommendation that Region of Peel staff work with Service Line Warranties of Canada, Inc. (Service Line) for residential water service lines, sanitary sewer lines, and in-home plumbing warranty protection plans.

Council authorized the signing of an agreement with Service Line at its meeting on March 31, 2016 and directed staff to report back to Council prior to the end of the initial term of the Agreement on the program performance and customer service measures as outlined in the Agreement. The Agreement with Service Line took effect October 1, 2016. Staff provided Regional Council with an interim update on the Service Line Warranty Protection Program (the "Program") in November 2017.

Service Line provides scheduled and emergency repairs to private property side water service lines and sanitary sewer lines, thawing of frozen water service lines, and rodding of sanitary sewer lines due to root infiltration. In addition, the program provides basic restoration back to original grade.

2. Program Enrollment

The Program in Peel has been in place for approximately 20 months and there have been 19,294 enrollments:

- 8,903 water service line warranties
- 8,202 sanitary sewer line warranties
- 2,189 in-home plumbing warranties

There have been 530 claims made by Peel residents totaling \$150,601.46 in cost avoidance with zero claims being denied. Once a claim has been completed, Service Line provides the homeowner with a customer survey. Currently there is a 98.72 percent customer satisfaction rate with the service.

Service Line provides the Region with various performance reports and regularly meets with Regional staff to ensure that the Program continues to meet customer service and performance expectations of the Region. This includes reviewing the customer satisfaction scores, numbers of approved and denied claims, and whether claims were denied for legitimate reasons.

Staff recommends extending the agreement with Service Line because the warranty protection plan is helping homeowners mitigate risks and unexpected costs and meeting customer satisfaction expectations.

RESIDENTIAL WATER AND SEWER LINE WARRANTY PROTECTION PROGRAM UPDATE AND SERVICE LINE WARRANTIES OF CANADA, INC. AGREEMENT EXTENSION REQUEST

3. Warranty Program Communications

In July 2017, Service Line issued notices to approximately 281,000 homeowners. To maintain the privacy of Peel's customers, the Region did not provide Service Line with any of the Region's customers mailing information; this was purchased by Service Line through a private third party vendor. The initial mailing focused on the water service line warranty. The Region received 1,379 inquiries regarding the Program with 82 percent of the homeowners requesting additional information and the remainder expressing their reservations with the Program.

A second mailing occurred in March 2018 to approximately 281,000 homeowners focusing on the sanitary sewer line warranty. The Region received 323 inquiries regarding this program with 32 percent of the homeowners requesting additional information.

Service Line currently schedules program enrollment campaigns each spring and fall to ensure that residents are aware that warranty services remain available.

The foundation of the Agreement with Service Line is the Region's endorsement of the Program. This is demonstrated through marketing materials which the Region reviews and approves prior to distribution. Service Line is responsible for all costs of the marketing material production, postage and program administration.

Based on Council and resident feedback during the initial campaign rollout, several adjustments were made to the spring 2018 campaign communications for sanitary sewer enrollments. These included:

- Regional Council notification at least two weeks prior to mailings
- Clarification of agreement legitimacy by including Service Line's logo and the Region of Peel logo on correspondence
- Highlighting key information and adding commonly asked questions and answers
- Ensuring follow-up letters have a distinct header explaining it is a reminder letter and not the same letter received previously.

Staff will continue to meet with Councillor administrative assistants and executive assistants from each municipality once a year or as requested to review the program and answer commonly asked questions.

Regional staff and Service Line continue to improve the Program based on customer feedback. Some improvements that are under review include the following:

- Reviewing the timing and nature of the bi-annual mail campaign to reduce the frequency or introduce alternate methods of reaching customers
- Excluding existing warranty program participants from program enrollment notices
- Advising residents to check the coverage with their own home insurance policy prior to enrolling with Service Line
- Cancelling the follow-up reminder letters which residents receive after each bi-annual campaign letters
- Removing residents from the mailing list who are found to not be part of the Regions water and wastewater servicing.

RESIDENTIAL WATER AND SEWER LINE WARRANTY PROTECTION PROGRAM UPDATE AND SERVICE LINE WARRANTIES OF CANADA, INC. AGREEMENT EXTENSION REQUEST

4. Agreement

The Agreement with Service Line can be extended by the Region for two additional five-year terms, subject to Regional Council approval.

Either party can terminate the Agreement at any time without cause and without liability cost or penalty upon providing the other party with the prior written notice required.

FINANCIAL IMPLICATIONS

As part of the Agreement, there is a five per cent royalty which Service Line provides back to the Region for every warranty sold. This is meant to cover program administration costs to the Region. The Region negotiated higher warranty coverage for Peel residents in lieu of the royalty. As of May 2018 the royalty of \$23,535 has been reinvested into the Program to continue to provide lower warranty rates for Peel residents.

Non-Exclusivity Provision of Service Line Agreement

As previously reported to Council, the Agreement with Service Line contains a non-exclusivity provision which allows the Region the opportunity to contract with other parties for the same or similar services as those provided by Service Line.

Staff therefore recommends that the marketplace for these services be reviewed periodically through a formal procurement process to determine whether there are additional viable vendors who can deliver the same level of service. Staff will report back to Council through its annual service line warranty program update with any information on supplementing the program with additional vendors.

CONCLUSION

The Residential Water and Sewer Line Warranty Program is now entering its third year and is meeting the desired outcomes. The Agreement with Service Line Warranties of Canada provides Peel residents with the opportunity to benefit from economies of scale of a Peel endorsed water and wastewater warranty protection plan. The warranty protection plan will help mitigate risks and unexpected costs of home ownership. Communication about the Program will continue to be improved to ensure that residents better understand the warranty programs and the benefits of enrollment.

**RESIDENTIAL WATER AND SEWER LINE WARRANTY PROTECTION PROGRAM UPDATE
AND SERVICE LINE WARRANTIES OF CANADA, INC. AGREEMENT EXTENSION
REQUEST**

Peel staff recommend that the current agreement with Service Line be extended for a five-year period on the same terms. Staff will continue to report back to Council periodically on the program.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Andrew Farr, General Manager, Water and Wastewater Divisions at ext. 4761 or via email at andrew.farr@peelregion.ca

Authored By: Nectar Tampacoupolos, Manager, Water Division

Reviewed in workflow by:

Purchasing
Financial Support Unit

For Information

DATE: June 18, 2018

REPORT TITLE: **2017 ANNUAL PERFORMANCE REVIEW OF THE SOUTH PEEL WATER AND WASTEWATER MANAGEMENT, OPERATIONS AND MAINTENANCE AGREEMENT WITH THE ONTARIO CLEAN WATER AGENCY**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To report on the performance of the Management, Operations, and Maintenance Agreement between the Ontario Clean Water Agency and the Region of Peel as per Council Resolution 2009-706.

REPORT HIGHLIGHTS

- The Region of Peel is now in the ninth year of the ten-year agreement with Ontario Clean Water Agency (OCWA).
- Shared risk is a key factor to the agreement strategy and is being managed in accordance with the Agreement.
- Over the next 12 months OCWA and Regional staff will be focusing on maintenance management performance.
- Energy is used efficiently at the water and wastewater facilities. Participation in Ontario's Industrial Conservation Initiative resulted in electricity cost avoidance.
- A transition plan is under development to ensure the successful closure of the current agreement and smooth transition into the new agreement with OCWA effective January 1, 2020.

DISCUSSION**1. Background**

The Region of Peel is now in the ninth year of the ten-year agreement with the Ontario Clean Water Agency (OCWA). Resolution 2009-706 requires that staff report back to Council on the performance of the agreement on an annual basis. This report is the eighth annual performance report for the agreement.

The agreement with OCWA includes the strategic sharing of risk. Peel and OCWA agreed that specific risks should be borne by the party best able to manage and mitigate risks.

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Table 1: Summary of Risk Allocation in Agreement

OCWA	Peel
<ul style="list-style-type: none"> • Base Operation and Maintenance Fixed Fee 	<ul style="list-style-type: none"> • Energy - Costs and Consumption
<ul style="list-style-type: none"> • Water and Wastewater Compliance 	<ul style="list-style-type: none"> • Chemicals - Costs and Consumption
<ul style="list-style-type: none"> • Maintenance and Asset Protection 	<ul style="list-style-type: none"> • Insurance
<ul style="list-style-type: none"> • Security 	<ul style="list-style-type: none"> • Major Maintenance Costs
<ul style="list-style-type: none"> • Environmental Management 	<ul style="list-style-type: none"> • Owner Responsibilities - Regulations
<ul style="list-style-type: none"> • Operator Responsibilities - Regulations 	
<ul style="list-style-type: none"> • Purchasing 	

Joint performance management and contract administration teams were established early in 2010 to provide governance and service delivery management. These teams review and measure performance and discuss contract deliverables and service delivery. Regional staff and OCWA staff work very closely on a daily basis and meet monthly to discuss operations, maintenance, compliance, energy management, and continuous improvement. Monthly, quarterly, and annual performance reports are provided to the Region. These activities help provide proper control over the South Peel water and wastewater facilities and foster a good working relationship with OCWA.

2. Findings

As with every year of the contract, during the first three months of 2018 Regional staff undertook a thorough review of the performance of the agreement with OCWA in 2017. The review focused on the objectives and criteria most important to Peel, considered risk, and included the important considerations of control and value for money.

a) Quality and Continuity of Service

Drinking water and wastewater effluent quality continue to meet Peel's expectations. Detailed information on Peel's drinking water systems' performance and compliance status was included in the Council Report "Water Treatment and Quality 2017 Annual Summary Report and Regulatory Program Update" and presented to Regional Council (for information) at its meeting held on April 5, 2018 (Resolution 2018-227).

Peel continues to benefit from the application of quality management principles to operations of the OCWA operated facilities. The Drinking Water Quality Management System focuses on progressive enhancement of existing processes, improved documentation, and the application of best management practices which continually improve the operation and management of the South Peel Drinking Water System. Continuity of services was maintained which included the provision of essential services for operations and succession planning to maintain a skilled workforce.

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Peel continues to perform well during extensive capital expansions and improvements. In 2017, six of the 20 OCWA operated facilities supported major construction. The South Peel water and wastewater facilities continue to be some of the most modern and technologically advanced in the world.

b) Cost of Service

The cost for the eighth year of the agreement (2017) was \$46,383,344. This consists of \$37,195,607 for the operations and maintenance base fee (fixed fee plus additions for inflation and scope changes) and \$9,187,737 for chemicals, commodities and insurance. This represents an overall three per cent increase for chemicals, commodities, and insurance compared to 2016.

The increase to the base fee of \$1,271,486 was driven by an increase in staffing, wages and benefits plus additional services for managing complex water treatment processes not fully contemplated in the contract terms of reference and OCWA's proposal. The inflationary increase to the base fee is built into the terms of the ten-year contract. The impacts of process enhancements and capital expansions were included in OCWA's proposal and are reviewed annually to ensure they are in line.

Chemical costs increased by \$220,173 mainly due to procurement, supplier cost increases, and the addition of new wastewater chemicals for enhanced treatment processes. The cost of electricity was \$39,747,641 and natural gas was \$867,467 for a total energy cost of \$40,615,108.

c) Asset Protection and Capital Improvements Support

The South Peel water and wastewater system consists of more than 45,500 assets with an insured replacement value of \$3.85 billion in 2017 compared to \$2.0 billion in 2010. As part of Peel's 10 year capital program another \$1.2 billion in asset value is expected to be added.

The updated maintenance program for the facilities was piloted in 2017 and was rolled out system-wide in the first quarter of 2018. The 2017 annual review showed good overall performance results with the need for continuous improvement and attention at the wastewater treatment plants for 2018.

To improve the reliability of the incineration process at GE Booth, OCWA has changed from operating two of four incinerators to three of four incinerators continuously. This additional operating time increased the frequency of preventative maintenance and wear and tear on equipment. To compensate for the additional work, additional maintenance resources for OCWA will be proposed as part of the 2019 wastewater operations budget. In addition a management action plan has been implemented with completion expected by the summer of 2019 to address these pressures and ensure maintenance levels are appropriate over the long term.

Routine appearance inspections by Peel and OCWA staff show that OCWA is keeping the facilities neat, clean, and presentable. This remains a priority for Peel with enhanced oversight in place. These steps along with continued excellent operational support of

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capital improvements will ensure the Region's infrastructure investment is being protected now and in the future.

d) Energy Management and Environmental Impact

Annual electricity consumption for 2017 was 272,996,201 kWh, at a cost of \$39,747,641, which represents 66.9 per cent of the total annual electricity consumed by Peel owned and operated facilities. The 2017 electricity consumption was approximately six per cent lower than 2016 mainly due to lower water production brought about by milder weather conditions.

Peel and OCWA continue to explore and implement energy conservation, demand management, and renewable power generation technologies in order to offset increases to electricity rates and lower environmental emissions. Energy use in the South Peel water and wastewater facilities continues to be managed well and metrics related to energy use per volume of water and wastewater treated continues to trend in a positive direction.

Although the drop in electricity consumption contributed to lower energy costs, much of the decrease in costs for 2017 was due to the decrease in the average rate from \$0.153 per kWh in 2016 to \$0.146 per kWh in 2017. The decrease in electricity rate is mainly driven by the Ontario Rebate for *Electricity Consumers Act* of 2016 and the Fair Hydro Plan Act of 2017 which took effect in 2017.

Under the *Ontario Rebate for Electricity Consumers Act*, 10 additional South Peel facilities with average electricity peak demand of over 1MW were able to participate in the "Industrial Conservation Initiative" program and opted in to pay Class A Global Adjustment rates for July 1, 2017 to June 30, 2018. The total cost avoidance from opting to participate in this program was over \$4,000,000 in 2017 for South Peel.

Under the *Fair Hydro Plan Act*, the Rural or Remote Electricity Rate Protection line item was reduced by \$0.0018 per kWh in July 2017 and the Ontario Electricity Support Program charge was eliminated resulting to a reduction of \$0.0011 per kWh effective May 1, 2017. These resulted in additional cost avoidance of approximately \$455,000 for South Peel for the year.

Peel worked with OCWA and actively participated in Ontario's "Industrial Conservation Initiative" program in 2017, wherein six South Peel facilities successfully implemented electricity peak shifting/shaving coincident with the top five provincial peak demands. Because of this initiative, the energy costs savings is estimated at \$4.4 million in 2018.

Protection of the environment is also an integral aspect to wastewater treatment. In 2017 wastewater treatment effluent quality remained excellent with concentrations well below regulatory limits. Renewable energy generated from the Micro-Hydro Turbine and the Biogas Co-generator totalled 11,186,987 kWh resulting in an estimated reduction of greenhouse gas (GHG) emissions of 448 tonnes of carbon dioxide equivalent (CO₂e). An estimated avoidance in GHG CO₂e emissions of 2042 tonnes was achieved through beneficial use of digester gas for heating the wastewater facilities.

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e) Risk Management

The eighth annual performance review confirmed areas where continuous improvement can be made to enhance risk mitigation and ensure Peel's objectives continue to be met over the long-term including maintenance service level optimization.

Staff found that workforce optimization (qualified staff attraction and retention) was being managed well by OCWA and was not considered a potential risk as in the past. OCWA adapted very well with seamless coverage for a large number of retirements at the end of 2016.

Initiatives to further reduce risk and enhance operations form part of OCWA's Three-Year Business Plan. The challenges and opportunities identified in the first eight years of the agreement are being managed successfully by Peel and OCWA.

3. Opportunities and Challenges 2017/2018: Initiatives and Benefits to The Region of Peel

- The extensive and collaborative maintenance service level review was completed in early 2017 and was successfully tested with a pilot project. Rollout of the system-wide updated maintenance program started in the first quarter of 2018.
- A comprehensive wastewater management action plan has been implemented. This along with the rollout of the overall updated maintenance program will ensure the Region's assets are protected for the long-term.
- Peel continues to benefit from the long-term agreement which provides good procurement results, responsive operations and maintenance, the provision of essential services, balanced risk, and excellent partnership.

4. Next Steps for Post 2019 Operations

The current operations contract expires at the end of 2019. At the Regional Council meeting held on April 26, 2018 through Council Resolution 2018-321, Council approved the recommendation of the South Peel Water and Wastewater Agreement Advisory Group (Advisory Group) to enter into a new ten-year agreement with OCWA to commence January 1, 2020.

Regional staff are working with OCWA to implement a transition plan to smoothly close out the current contract, prepare for the commencement of the new term, and plan for the new provisions and objectives of the new agreement. This will involve specific tasks and requirements including:

- Conducting a final asset condition survey of the facilities, correcting deficiencies, and creating an initial condition inventory and survey for the new agreement
- Comprehensive spare parts and materials program
- Supervisory Control and Data Acquisition (SCADA) service level agreement
- Security service level agreement

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- Business Continuity and Emergency Plan
- Digital records management program and application
- Minor enhancements to the Computerized Maintenance Management System (CMMS)
- Ten –Year State of Good Repair Program

CONCLUSION

Staff found that the Region’s objectives for the eighth year of the agreement were met and that risk is being managed appropriately. Staff confirmed that there will continue to be areas where continuous improvement initiatives can further reduce risk and to ensure required control over the South Peel water and wastewater facilities.

Regional Staff will continue to report to Regional Council on the performance of the agreement on an annual basis.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Greg Aickele, Advisor, Water Division at ext. 4194 or via email at greg.aickele@peelregion.ca.

Authored By: Greg Aickele, Advisor

Reviewed in workflow by:

Purchasing
Financial Support Unit

DATE: June 19, 2018

REPORT TITLE: **COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION'S QUEEN ELIZABETH WAY IMPROVEMENTS PROJECTS, CITY OF MISSISSAUGA, WARDS 1, 2, 7 AND 8**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

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

REPORT HIGHLIGHTS

- The Ontario Ministry of Transportation (the Ministry) is undertaking improvements to the Queen Elizabeth Way highway at two locations in the Region of Peel; from The East Mall to East of Cawthra Road; and from Mississauga Road to Hurontario Street.
- Existing Region of Peel water and wastewater infrastructure will require relocation and additional protection as a result of the projects.
- The Region is also proactively looking at opportunities to upsize or install additional water and wastewater infrastructure within the boundary of the highway improvement projects to facilitate planned future growth.
- Staff recommends that the Region enter into agreements with the Ministry to facilitate the delivery of the water and wastewater portions of the works on behalf of the Region.
- It is proposed the Ministry fund 50 percent of the actual costs for works located within the existing highway right-of-way and fund 100 percent of the actual costs of works located outside of the existing right-of-way or under other local municipal roads. To facilitate future growth, the Region would propose to fund any costs associated with new or upsized infrastructure.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION

DISCUSSION

1. Background

The Ministry of Transportation (the Ministry) is undertaking two Queen Elizabeth Way (QEW) improvement projects at different sections of the highway in the geographical jurisdiction of the Region of Peel (City of Mississauga, Wards 1, 2, 7 and 8). The work will impact two existing Regional buried water and wastewater infrastructure which both cross and run adjacent to the current highway alignment.

Since this work is happening in the Peel Region, staff recommends taking advantage of this construction to not only mitigate impacts to Peel's existing water and wastewater infrastructure but to make improvements. This will allow Peel to fast-track part of the 10-year Capital Plan at a reduced cost.

The purpose of this report is to provide an overview of the Ministry's QEW improvements projects, key issues and impacts to the Region, and to update Council on how the Region of Peel's interests will be managed.

a. The Ontario Ministry of Transportation's QEW Projects – An Overview

The Environmental Assessment process was completed in 2013 and 2016 for the QEW improvements and identified two sections through the Region of Peel. During the planning stages, Region of Peel staff were consulted and provided detailed comments regarding the potential impacts to the Region's buried water and wastewater infrastructure in the vicinity of the proposed works.

b. QEW improvements from The East Mall to East of Cawthra Road, City of Mississauga, Ward 1

The Ministry is making improvements to a 3.5 km section of the QEW from The East Mall to east of Cawthra Road (Study Area - Appendix I). This project will be delivered in two contracts with anticipated construction start of the first contract in 2018 and the second contract in 2020. Construction is anticipated to be complete in 2024.

c. QEW Credit River Bridge Improvements from Mississauga Road to Hurontario Street, City of Mississauga, Wards 1, 2, 7 and 8

This work includes improvements to a 3.5 km section of the QEW, rehabilitation of the existing highway and installation of a new Credit River Bridge from west of Mississauga Road to west of Hurontario Street (Study Area - Appendix I). Construction is anticipated to start in 2019 and finish by 2024.

d. Coordination of the Ontario Ministry of Transportation and Region of Peel Projects

Regional staff have been engaged with the Ministry's project staff since the latter planning phases of the Ministry's QEW improvements projects to identify impacts and opportunities as these relate to the Region's water and wastewater infrastructure and to protect the Region's interests.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION

Staff have undertaken a comprehensive review of the QEW improvements projects in relation to the existing and planned water and wastewater infrastructure. The existing infrastructure either needs to be protected or relocated to ensure that it is not impacted by construction and that Peel can continue to gain access for maintenance once the construction work is completed and the right-of-way has been modified. As an opportunity, the Region is proposing rehabilitation of nearby infrastructure as well as upsizing and/or installing new infrastructure to keep the Region's infrastructure in a good state of repair and also to meet future growth needs.

Typically, the Region would propose to directly undertake any modifications to the Region's infrastructure. However, to accommodate a particularly aggressive project schedule to address growing transportation needs and the Ministry's infrastructure renewal requirements, Ministry and Regional staff worked together to develop a project plan which meets the needs of both parties.

The proposed project plan results in the Ministry executing the water and wastewater work on behalf of the Region through the Ministry's contracts.

The Ministry proposes to acquire all property, easements and permits on behalf of the Region to accommodate the relocation and construction of the Region's water and wastewater infrastructure, and will construct all infrastructure to the latest Regional standards.

2. Proposed Direction

The Ministry has retained a consultant to prepare the design and implementation plans for the QEW improvements projects. It is proposed that work on the Region's impacted water and wastewater infrastructure including detailed design, construction and contract administration be undertaken by the Ministry under its contracts with a detailed review, inspection and approval by Peel staff in accordance with the Region's standards.

Staff recommend Peel's requirements be addressed through formal agreements between the Ministry and the Region. Once the construction is completed to the satisfaction of the Region, the Region will assume the infrastructure. All water and wastewater relocation, protection, new infrastructure and upsizing needs have been identified and will be confirmed through the detailed design of the projects (Appendix II and Appendix III).

a. Cost Sharing

Staff propose the cost to relocate and protect the Region's impacted water and wastewater infrastructure be funded jointly by the Ontario Ministry of Transportation and the Region of Peel. All upsizing and installation of new water and wastewater infrastructure to meet Peel's future growth needs would be funded by the Region.

In principle, the following cost sharing was mutually agreed upon through discussions among the engineering and legal staff from both parties.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION

For impacted water and wastewater infrastructure:

- Normally the Ministry will only fund a portion of the actual relocation and protection cost for works located within the MTO's existing right-of-way based on the remaining service life of the asset; however for simplicity the Ministry has agreed to fund 50 percent of the actual relocation and protection costs for works located within the MTO's existing right-of-way.
- The Ministry will fund 100 percent of the actual relocation and protection costs of works located outside of its existing right-of-way or other municipal roads.
- The Region will fund 100 percent of any new infrastructure or upsizing within the Ministry's project limits over and above the cost to relocate or protect existing infrastructure, to service future growth.
- The Ministry will be responsible for the cost to repair or replace existing water and wastewater infrastructure within the project limits if any damage is caused to that infrastructure during construction.
- The Region will fund any applicable administration fees for design, contract administration, and construction of the Peel's water and wastewater infrastructure incurred under the Ministry's contracts.

b. The Agreements

Staff from both parties will work to develop agreements that set out the key terms, timelines, conditions, cost sharing, roles and responsibilities. There will be separate agreements to cover both projects.

Staff propose key considerations in the agreements would include:

- The Region has exclusive jurisdiction, ownership and operation of water and wastewater systems including those located within and around the existing QEW right-of-way.
- The Ministry will carry out the design and construction of water and wastewater capital works on the Region's behalf.
- During the procurement, construction and maintenance phases, the Region shall assist by providing staff time and information with respect to Region's assets and infrastructure requirements.
- The cost sharing will be defined as above.
- Liability and risk sharing will be identified for the Region's infrastructure along the corridor during construction of the QEW improvements projects and maintenance period of same.

The Ministry will be responsible for any easement, access to the easement or property acquisition associated with the Region's water and wastewater infrastructure as part of the QEW improvements projects.

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE ONTARIO MINISTRY OF TRANSPORTATION

FINANCIAL IMPLICATIONS

The financial implications, per the proposed cost sharing principles, to relocate, protect, upsize and install new water and wastewater infrastructure within the QEW improvements projects limit are summarized below in Table 1.

Table 1 – Preliminary Cost Estimate

Description	Total Cost	MTO Share	Region of Peel Share	
			Replace/ Relocate	New/ Upsizing
QEW Improvements Project from The East Mall to Cawthra Road				
Approved Budget 2018 (Contract One)	\$2,400,000	\$1,291,000	\$132,450	\$976,550
Future Budget 2019-2024 (Contract Two)	\$17,700,000	\$12,640,000	\$4,389,000	\$671,000
QEW Credit River Bridge Improvements Project				
Future Budget 2019-2024	\$5,000,000	\$2,510,000	\$2,490,000	\$0
Total Project Cost	\$25,100,000	\$16,441,000	\$8,659,000	

Should the Region execute agreements with the Ontario Ministry of Transportation related to these projects, sufficient funds are available under the Region's approved Capital Projects 18-1394 (water) and 18-2394 (wastewater) to carry out the capital works for contract one of the QEW improvements project from The East Mall to Cawthra Road. Funds for the remaining water and wastewater capital works would be proposed in the Region's 2019 10-year Capital Plan over the years 2019 to 2024.

CONCLUSION

The QEW improvements projects represent an opportunity to coordinate Region's impacted water and wastewater infrastructure's protection, relocation, upsizing and installation of new infrastructure with the highway construction resulting into reduced overall cost and mitigating social and environmental impacts.

Region of Peel staff propose to work with the Ontario Ministry of Transportation to support the projects under the terms of agreements which would cover the interests of the Region including, delivery and execution, acquisition, cost sharing, liability, and, roles and responsibilities.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

**COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS WITH THE
ONTARIO MINISTRY OF TRANSPORTATION**

APPENDICES

Appendix I: QEW Improvements from the East Mall to Cawthra Road and from Mississauga Road to Hurontario Street Preliminary Design and Class Environmental Assessment - Study Area

Appendix II: Coordination of Water and Wastewater Infrastructure Works for QEW Improvements from the East Mall to Cawthra Road

Appendix III: Coordination of Water and Wastewater Infrastructure Works for QEW Credit River Bridge Improvements from Mississauga Road to Hurontario Street

For further information regarding this report, please contact Andrew Farr, General Manager of Water and Wastewater Divisions at ext. 4761 or via email at andrew.farr@peelregion.ca.

Authored By: Syeda Banuri, Program Manager, Program Planning and Compliance

Reviewed in workflow by:

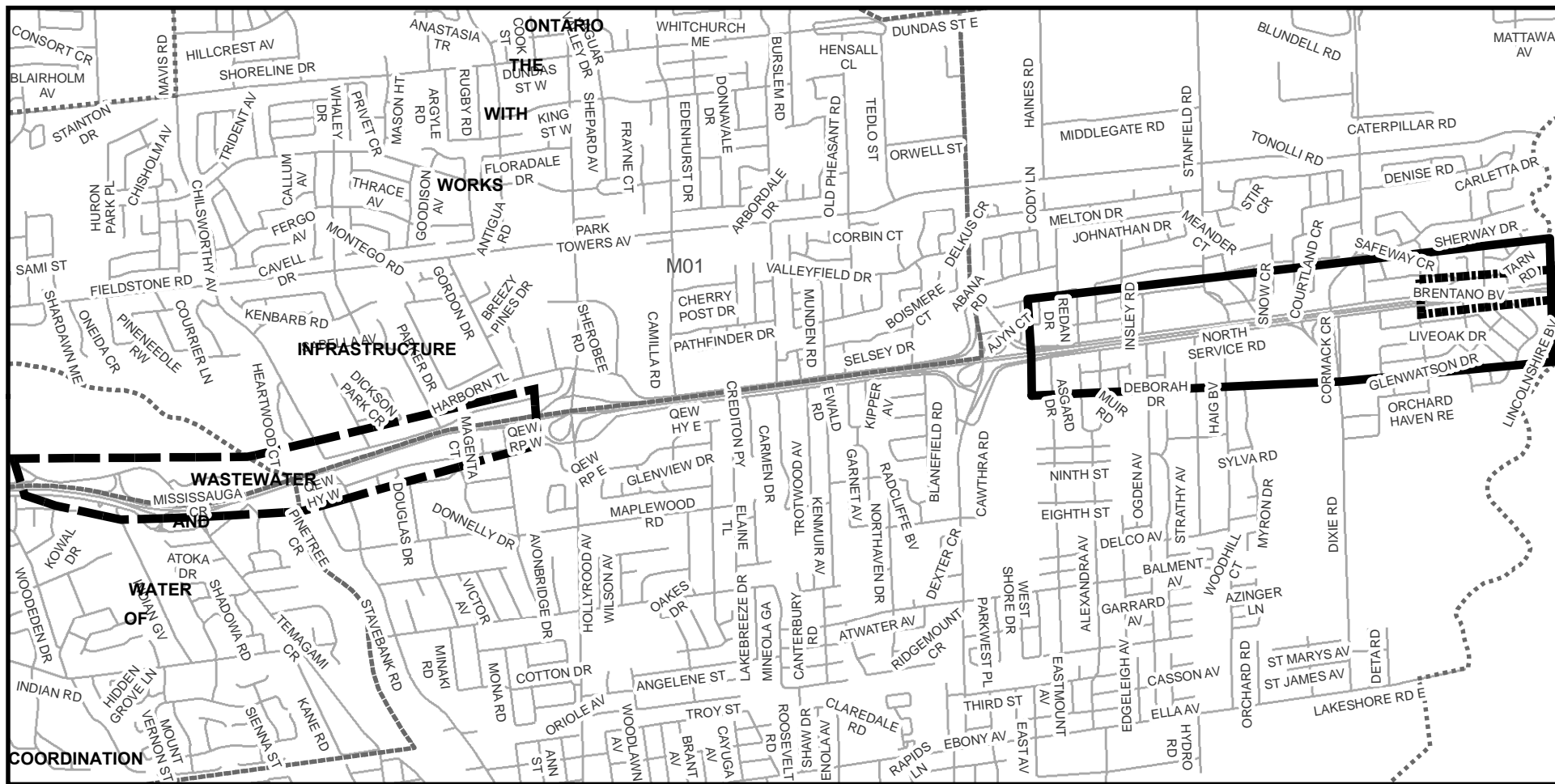
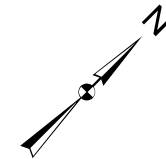
Financial Support Unit
Legal Services

APPENDIX I

TRANSPORTATION

QUEEN ELIZABETH WAY (QEW) IMPROVEMENTS FROM THE EAST MALL TO EAST OF CAWTHRA ROAD AND FROM MISSISSAUGA ROAD TO HURONTARIO STREET PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT - STUDY AREA

MINISTRY

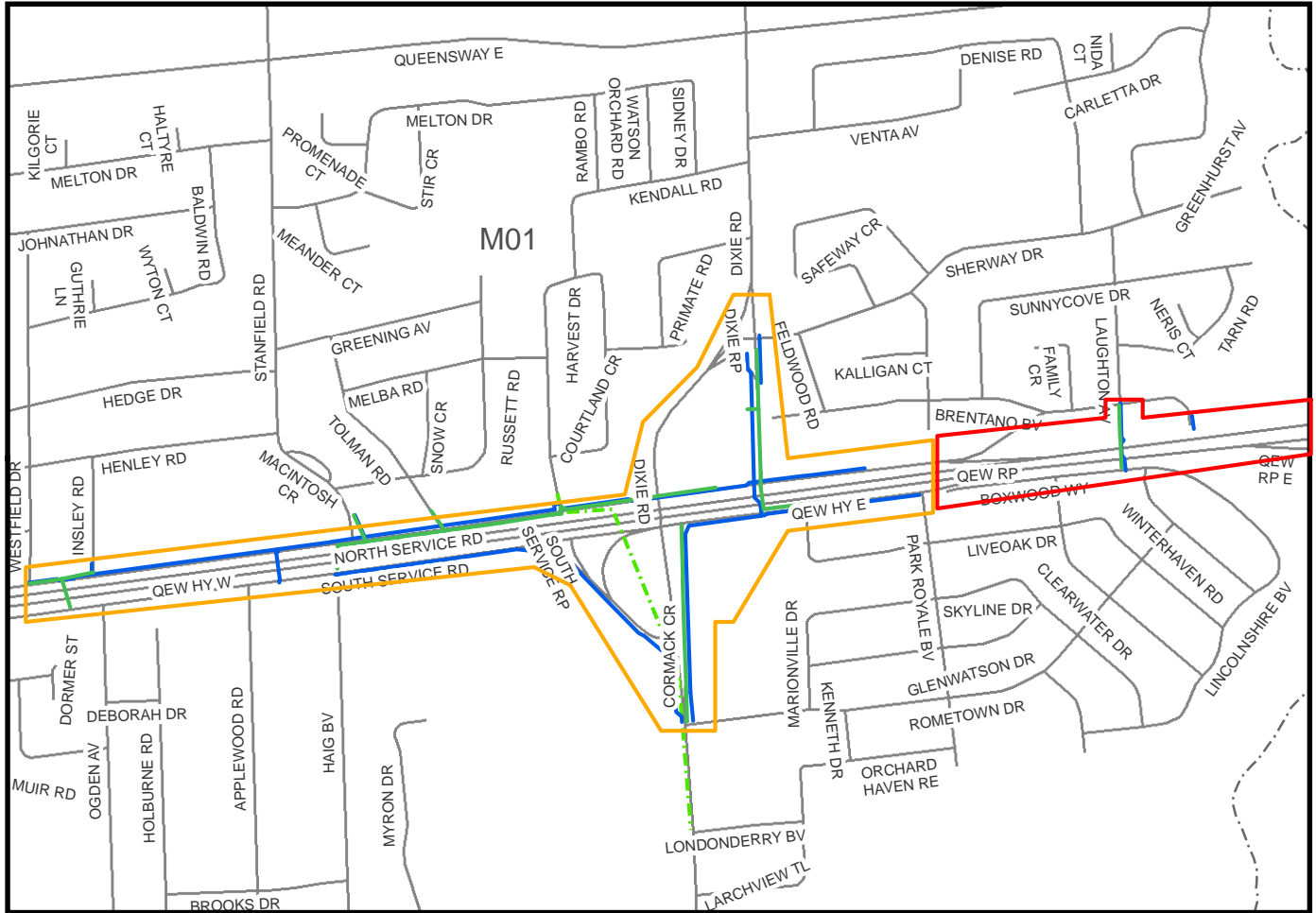
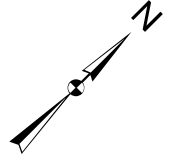


LEGEND

-  Study Area - Cawthra Road to The East Mall
-  Study Area - Hurontario Street to Mississauga Road
-  Contract - One
-  Ward Boundary

APPENDIX II

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS FOR QUEEN ELIZABETH WAY (QEW) IMPROVEMENTS FROM THE EAST MALL TO EAST OF CAWTHRA ROAD PROJECT CITY OF MISSISSAUGA, WARD 1



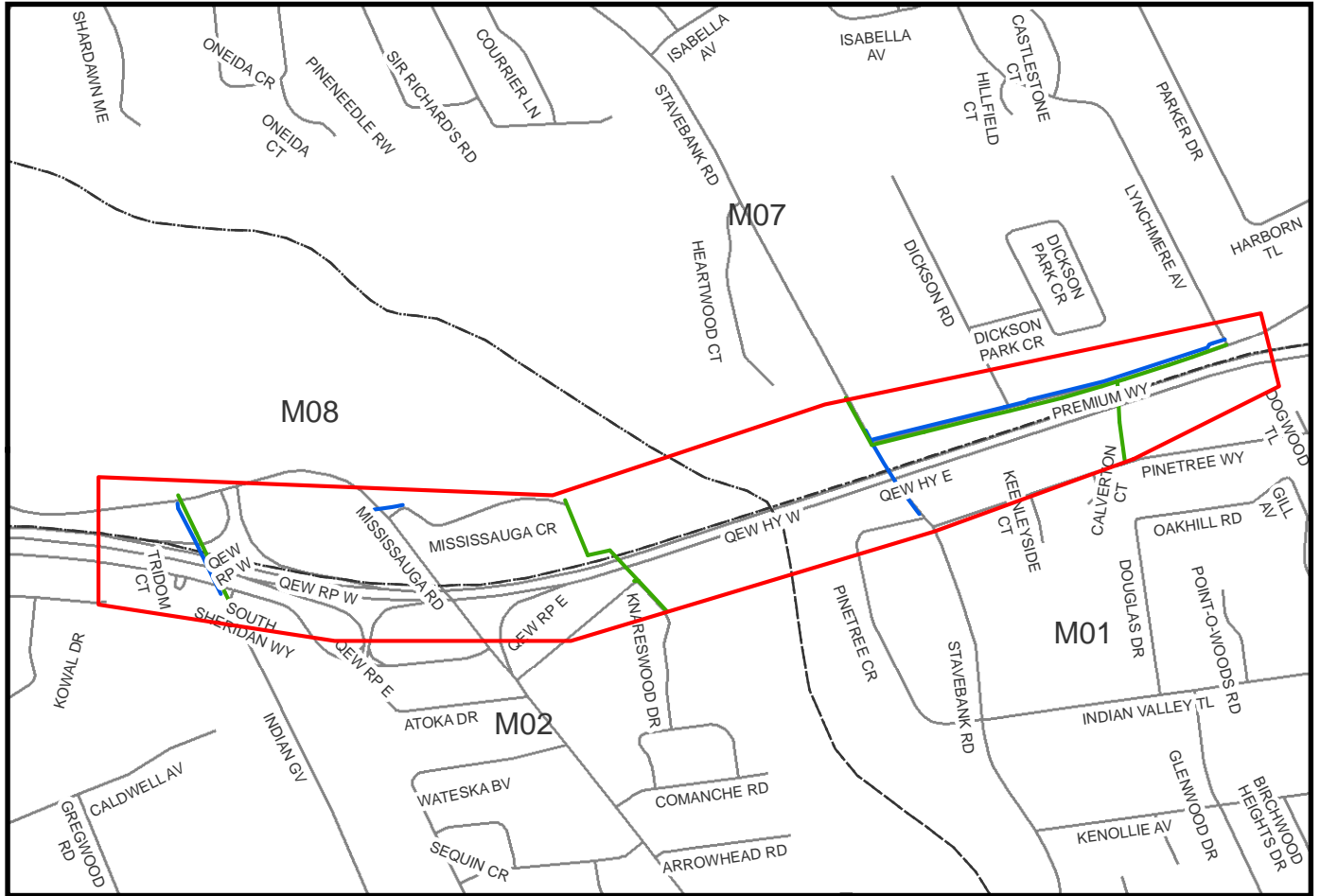
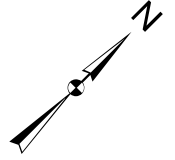
LEGEND

- WASTEWATER COORDINATION WORK
- WATERMAIN COORDINATION WORK
- - - SANITARY SEWER UNDER CONSTRUCTION
- WARD BOUNDARY

- CONTRACT 1
- CONTRACT 2

APPENDIX III

COORDINATION OF WATER AND WASTEWATER INFRASTRUCTURE WORKS FOR QUEEN ELIZABETH WAY (QEW) CREDIT RIVER BRIDGE IMPROVEMENTS PROJECT CITY OF MISSISSAUGA, WARDS 1, 2, 7 AND 8



LEGEND

— WASTEWATER COORDINATION WORK

— WATERMAIN COORDINATION WORK

--- WARD BOUNDARY

▭ PROJECT LIMIT

DATE: June 15, 2018

REPORT TITLE: **ENGINEERING SERVICES DESIGN AND CONSTRUCTION OF AN ORGANIC RANKINE CYCLE TURBINE AT G.E. BOOTH WASTEWATER TREATMENT PLANT, PROJECTS 18-2991 AND 16-2924, DOCUMENT 2018-053P CITY OF MISSISSAUGA, WARD 1**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

REPORT HIGHLIGHTS

- Through an Energy Initiatives Study staff have determined that the technology of Organic Rankin Cycle Turbines is a viable energy recovery technology for recovering waste heat and converting to usable electricity on site.
- The project aligns with the Term of Council Priority to “Adapt to and Mitigate the Effects of Climate Change”.
- Staff advertised a Request for Proposal Document 2018-053P seeking experienced consultants to undertake an engineering assignment for the design and construction of an Organic Rankine Cycle Turbine at the G.E. Booth (Lakeview) Wastewater Treatment Plant.
- Jacobs Engineering Group (formerly CH2M Hill Ltd.) is recommended for award, providing the best overall value to the Region.
- To further improve the return on investment of the project, staff also have applied for numerous Federal and Provincial Funding options and are awaiting feedback expected mid-2018.

DISCUSSION

1. Background

The Region of Peel has implemented several energy recovery projects as a method of utilizing by-products generated from wastewater treatment processes. Through comprehensive economic analysis, many of these projects have demonstrated sound return on capital investments even after additional operations and maintenance costs for the facilities are considered.

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ENGINEERING SERVICES DESIGN AND CONSTRUCTION OF AN ORGANIC RANKINE CYCLE TURBINE AT G.E. BOOTH WASTEWATER TREATMENT PLANT

In 2017, Council endorsed the development of an overall Strategy for Energy Initiatives which has investigated numerous processes and opportunities for the two wastewater treatment facilities. In the preliminary stages of this project, staff identified an Organic Rankin Cycle Turbine as a recommended energy recovery strategy for implementation at the G.E. Booth Wastewater Treatment Facility.

The Organic Rankin Cycle Turbine is a process which utilizes waste heat to generate electricity through a micro turbine. This technology is well established in European wastewater treatment markets and has begun to be successfully adopted by numerous facilities within North America. The process is well suited for the Region of Peel due to the following:

- The waste heat source from the incineration system is in sufficient volume and quality to warrant a heat recover project;
- The Organic Rankin Cycle process can be constructed without impacting the existing incineration process and can be integrated into the existing facility;
- The return on investment period is expected to be seven to 12 years;
- The annual projected reduction of CO2 emissions with this system is estimated at 1300 tonnes which represents a 34 percent total reduction for the G.E. Booth Facility.

The scope of the engineering assignment includes preliminary site investigations, detailed design, contract administration and inspection as well as post-completion monitoring and validation

2. Procurement Process

In accordance with Purchasing By-law 113-2013, the process to award this contract was compliant and requires Regional Council approval.

Submissions for the Request for Proposal were received from AECOM Canada Ltd, Jacobs Engineering Group and GHD Limited.

The submissions were reviewed and evaluated by a staff evaluation committee. The evaluation criteria included; the Vendors' overall understanding of the project, project team and organizational experience, design concepts, sequencing and implementation of project phases, approach to risk, cost and schedule control, and quality assurance/quality control methodology throughout the project. Upon completion of the technical evaluation, all three vendor submissions advanced to the second phase of the evaluation where the Purchasing representative opened the financial proposals and completed the analysis. The scores were combined and the overall ranking determined.

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ENGINEERING SERVICES DESIGN AND CONSTRUCTION OF AN ORGANIC RANKINE CYCLE TURBINE AT G.E. BOOTH WASTEWATER TREATMENT PLANT

The evaluation summary is as follows:

Vendor Name and Location	Technical (80 per cent)	Financial (20 per cent)	Price submitted	Overall Ranking
Jacobs Engineering Group Toronto, ON	2	2	\$2,128,289	1
GHD Limited Markham, ON	1	3	\$2,887,421	2
AECOM Canada Ltd, Markham, ON	3	1	\$2,072,556	3

The proposal submitted by Jacobs Engineering Group received the highest overall score when assessing the combination of technical proposal and price. Their proposal presented a qualified and skilled team providing a logical and comprehensive approach to the project. Their submission had a strong focus on technical design efficiencies and minimizing impacts to existing processes.

Staff has concluded that the proposal submitted by Jacobs Engineering Group provides the best overall value to the Region.

FINANCIAL IMPLICATIONS

There are sufficient funds available in budgets 18-2991 and 16-2924 to carry out the report's direction. While the project maintains a return on investment period of seven to 12 years, staff continue to pursue external funding through a number of funding opportunities such as the 'Independent Electrical Supply Operator and System Upgrade initiative' which was utilized for two recent and large energy projects in the wastewater treatment facilities. If successful this will serve to further improve the return on investment.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Map of Project Area

10.12-4

**ENGINEERING SERVICES DESIGN AND CONSTRUCTION OF AN ORGANIC RANKINE
CYCLE TURBINE AT G.E. BOOTH WASTEWATER TREATMENT PLANT**

For further information regarding this report, please contact John Glass, Manager, Wastewater Treatment Capital at ext. 7897 or via email at john.glass@peelregion.ca.

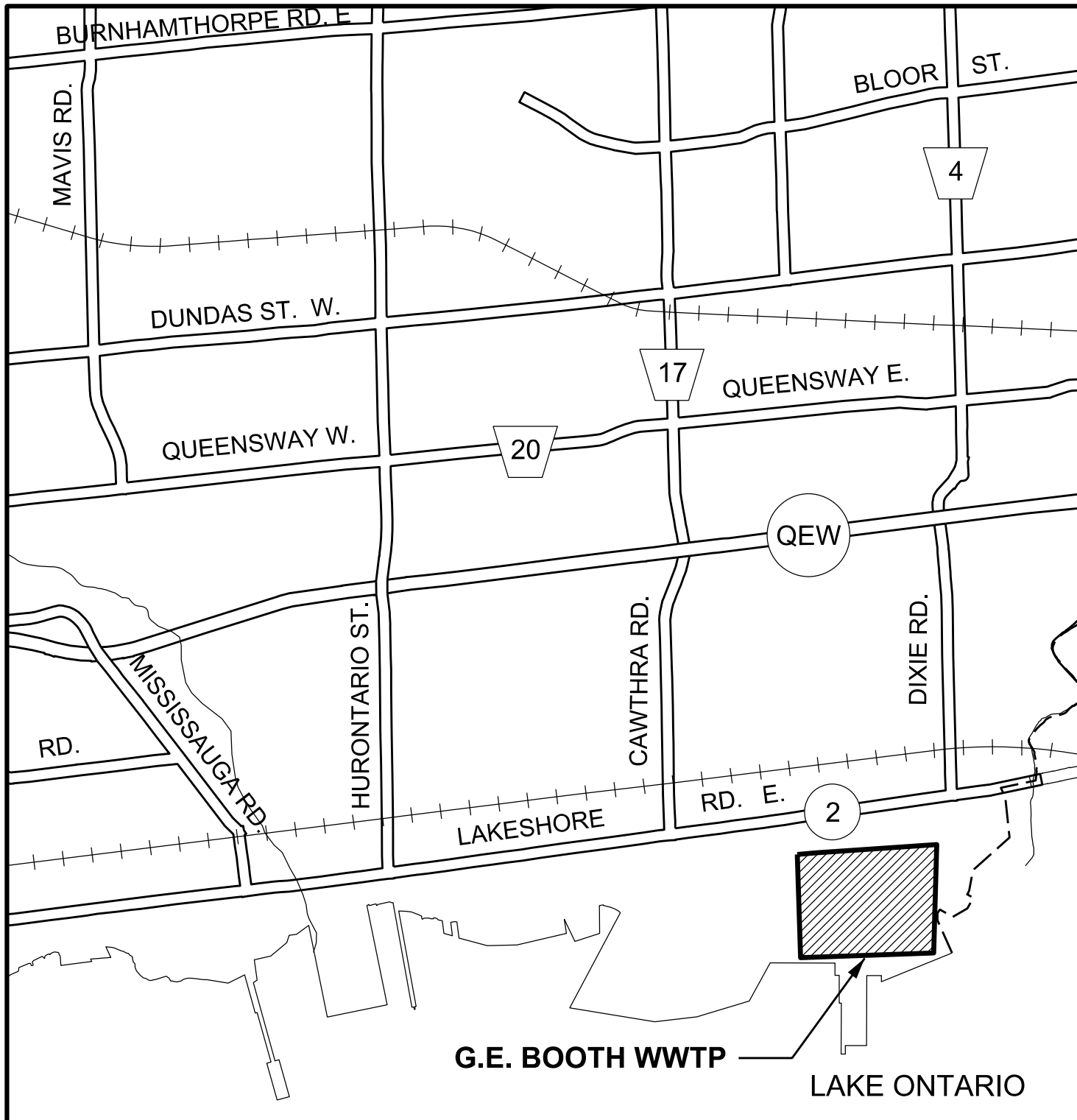
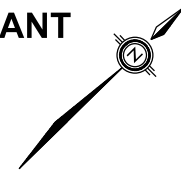
Authored By: John Glass, Manager, Wastewater Treatment Capital

Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I

ENGINEERING SERVICES DESIGN AND CONSTRUCTION OF AN ORGANIC RANKINE CYCLE TURBINE AT G.E. BOOTH (LAKEVIEW) WWTP PLANT
CAPITAL PROJECTS 18-2991 AND 16-2924
DOCUMENT 2018-053P
CITY OF MISSISSAUGA, WARD 1



DATE: June 18, 2018

REPORT TITLE: **ENGINEERING SERVICES FOR NEW SANITARY SEWER ON FAIR BIRCH DRIVE, BIRCHVIEW DRIVE, QUEEN VICTORIA AVENUE AND LORNE PARK ROAD, PROJECT 18-2300, DOCUMENT 2018-224P, CITY OF MISSISSAUGA, WARD 2**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

REPORT HIGHLIGHTS

- The Region of Peel operates an extensive wastewater collection system that includes services in the City of Mississauga.
- Through the State of Good Repair Program staff has identified the need to upgrade and reroute the sanitary sewer system within a part of the sanitary sewer collection system.
- Regional staff has also identified the necessity to abandon a portion of the existing sanitary sewer and replace it with a new sanitary sewer.
- Staff issued a Request for Proposal 2018-224P to experienced consultants to undertake a Class Environmental Assessment Schedule 'B', detailed design and contact administration and inspection services for the construction of the new sanitary sewer required to redirect the local sewer into the new sewer main and rehabilitate the local sewer in the project area.
- R.J. Burnside & Associates Limited is recommended for the award, representing the best overall value to the Region.

DISCUSSION

1. Background

The Region of Peel, Wastewater Division is responsible for the operation and maintenance of the sanitary sewer networks, wastewater pumping stations, and treatment plants within the boundaries of the Regional Municipality of Peel. In addition, the Region is responsible for the expansion and upgrades to the above infrastructure to accommodate the planned future growth within the municipality and ensure the system's reliability.

ENGINEERING SERVICES FOR NEW SANITARY SEWER ON FAIR BIRCH DRIVE

This project is a part of the State of Good Repair Program to upgrade the sanitary sewer collection system within the area identified in Appendix I. The project is also part of the Region's expanded rehabilitation program under the Inflow and Infiltration Strategy and is within a Top 17 inflow and infiltration area.

The proposed scope of work includes:

- Design and construction of approximately 1200 meters (3937 feet) of a new 300mm (12 inches) diameter sanitary sewer along Queen Victoria Avenue, Birchview Drive, and Fair Birch Drive.
- Abandonment of approximately 157 meters (515 feet) of 250mm (10 inches) diameter sanitary sewer running within the easement from Queen Victoria Avenue to Birchview Drive and 686 meters (2251 feet) of 300mm (12 inches) diameter sanitary sewer running within the easement from Birchview Drive to the existing 375mm (15 inches) diameter trunk sewer collector.
- Rehabilitation of the existing local sanitary sewers.

Recognizing that the project area is within a well-established neighborhood with a restricted right-of-way, the sanitary sewer is planned to be constructed using trenchless technology with limited open cut construction methodology

2. Project Approach

Staff intends to retain an experienced consulting engineering firm to complete a Schedule 'B' Class Environmental Assessment, detailed design, prepare contract documents, and provide construction administration and inspection services for the above project scope.

3. Procurement Process

In accordance with Purchasing By-law 113-2013, the process to award this contract was compliant and requires Regional Council approval.

Submissions for the Request for Proposal were received from R.J. Burnside & Associates Limited, Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited and WSP Canada Inc.

The submissions were reviewed and evaluated by a staff evaluation committee. The evaluation criteria included the consultant's methodology, vendor profile and experience with similar projects, communication plan and schedule of the work plan. Upon completion of the technical evaluation, all three vendor submissions advanced to the second phase of the evaluation where Regional staff opened the financial proposals and completed the analysis.

10.13-3

ENGINEERING SERVICES FOR NEW SANITARY SEWER ON FAIR BIRCH DRIVE

The evaluation summary is as follows:

Vendor Name and Location	Technical (80 per cent)	Financial (20 per cent)	Price Submitted	Overall Ranking
R.J. Burnside & Associates Limited Mississauga, ON	1	1	1,028,442.30	1
WSP Canada Inc. Thornhill, ON	2	3	\$1,272,663.13	2
Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited Burlington, ON	3	2	\$1,199,910.00	3

The proposal submitted by R.J. Burnside & Associates Limited received the highest overall score when assessing the combination of technical proficiency and price. Their proposal demonstrated a thorough understanding of the assignment, proposed a comprehensive project approach with an experienced project team and sub-consultants. The proposal submitted by R.J. Burnside & Associates Limited demonstrated an in-depth understanding of the key issues related to construction within the project limits including traffic management and the constraints of selecting an alignment within the restricted road right-of-way with and the preference to construct the sewer using trenchless technology.

The evaluation committee concluded that the proposal submitted by R.J. Burnside & Associates Limited provides the best overall value to the Region.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved budget to carry out the direction.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Fair Birch Drive Sanitary Sewer Project Area Map

10.13-4

ENGINEERING SERVICES FOR NEW SANITARY SEWER ON FAIR BIRCH DRIVE

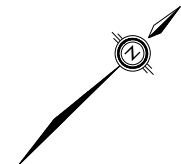
For further information regarding this report, please contact Simon Hopton, Manager, Capital Works, Wastewater Division, ext. 7808 or via email at simon.hopton@peelregion.ca

Authored By: Olena Gordiyenko, Project Manager, Capital Works, Wastewater Division

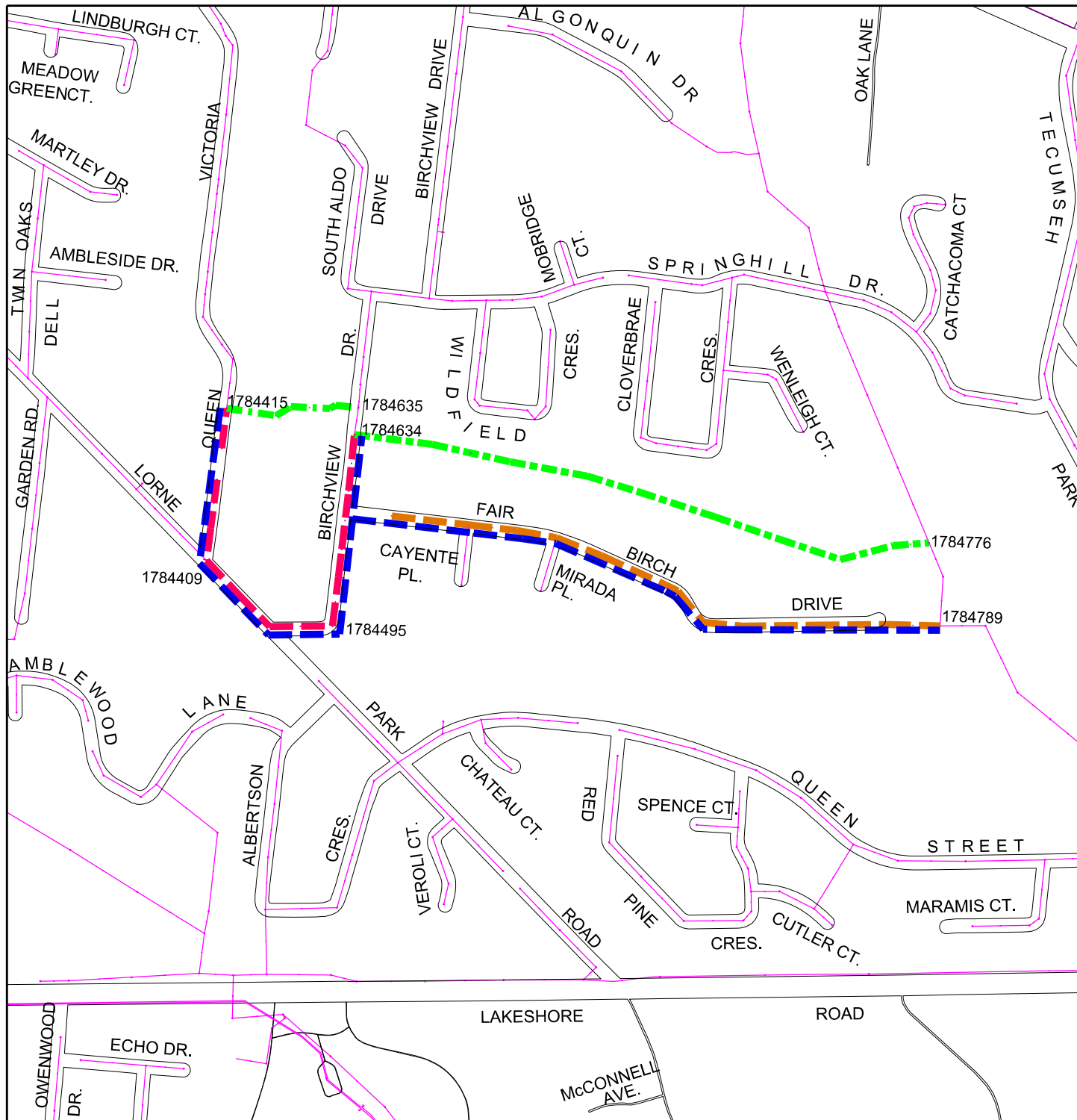
Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I



**ENGINEERING SERVICES FOR NEW SANITARY SEWER ON FAIR BIRCH AVENUE, BIRCHVIEW DRIVE, QUEEN VICTORIA AVENUE AND LORNE PARK ROAD
CAPITAL PROJECT 18-2300
DOCUMENT 2018-224P
CITY OF MISSISSAUGA, WARD 2**



LEGEND

EXISTING SANITARY SEWER	
NEW SANITARY SEWER	
TO BE ABANDONED	
TO BE REHABILITATED OR REPLACED	
TO BE REHABILITATED	



DATE: June 15, 2018

REPORT TITLE: **ENGINEERING SERVICES FOR SANITARY SEWER CONSTRUCTION ON REGIONAL ROAD 16 (KENNEDY ROAD NORTH) AND CONSERVATION DRIVE, PROJECT 15-2153, DOCUMENT 2018-142P, CITY OF BRAMPTON, WARD 2**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

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

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

REPORT HIGHLIGHTS

- The Region of Peel operates and maintains the wastewater collection system which includes services in the City of Brampton and the Town of Caledon;
- The Region of Peel has determined that a new sanitary sewer on Kennedy Road North and Conservation Drive is required for the construction of future residential development, Mayfield West Phase 1;
- Staff issued Request for Proposal 2018-142P to consultants to undertake the detailed design and contract administration for the new sewer construction on Kennedy Road North and Conservation Drive;
- EXP Services Inc. is recommended for award, representing the best overall value to the Region.

DISCUSSION

1. Background

The Region of Peel operates an extensive wastewater collection and treatment system which includes services in the City of Brampton. Peel's mandate is to maintain its existing infrastructure in good repair and construct/install new sanitary sewers to improve the existing wastewater network and for new development. The Region determined that construction of a new 525mm (20 inch) diameter sanitary sewer on Kennedy Road North from Mayfield Road to Conservation Drive and on Conservation Drive from Kennedy Road

10.14-2

ENGINEERING SERVICES FOR SANITARY SEWER CONSTRUCTION ON KENNEDY ROAD NORTH

to Dawnridge Trail is required to service future residential development in Mayfield West Phase 1.

The proposed sanitary sewer will connect to the existing collection system at Mayfield Road and Kennedy Road North intersection and will connect to the existing sewer system at Conservation Drive and Dawnridge Trail. Open cut construction methodology as well as trenchless techniques (tunneling, microtunneling, horizontal directional drilling) will be considered during the design of the sanitary sewers.

The following works constitute an essential part of servicing future residential development for Mayfield West Phase 1:

- Design and construction of approximately 1,850m (6068 ft) of new 525mm (20 mm) diameter sanitary sewer by open cut and trenchless methods along Kennedy Road North and Conservation Drive;
- Design and construction of a flow diversion structure at the intersection of Kennedy Road North and Mayfield Road.

2. Project Approach

Staff intends to retain a Consultant to complete a detailed design, prepare contract documents, and provide construction administration and inspection services for the new construction of approximately 1,850m of 525mm diameter sanitary sewer in the City of Brampton.

3. Procurement Process

In accordance with Purchasing By-law 113-2013, the process to award this contract was compliant and requires Regional Council approval.

Submissions for the Request for Proposal were received from EXP Services Inc., Ainley & Associates Limited and Stantec Consulting Ltd.

The submissions were reviewed and evaluated by a staff evaluation committee. The evaluation criteria included the consultant's methodology, vendor profile and experience with similar projects, health and safety plan and schedule of the work plan. Upon completion of the technical evaluation, all three vendor submissions advanced to the second phase of the evaluation where Regional staff opened the financial proposals and completed the analysis.

The evaluation summary is as follows:

Vendor Name and Location	Technical (80 per cent)	Financial (20 per cent)	Price Submitted	Overall Ranking
EXP Services Inc. Brampton ON	1	1	\$1,070,835.80	1
Stantec Consulting Ltd. Waterloo ON	2	2	\$1,267,785.75	2
Ainley & Associates Limited Collingwood ON	3	3	\$1,298,673.96	3

ENGINEERING SERVICES FOR SANITARY SEWER CONSTRUCTION ON KENNEDY ROAD NORTH

The proposal submitted by EXP Services Inc. received the highest overall score when assessing the combination of technical proficiency and price. Their proposal demonstrated a thorough understanding of the assignment, proposed a comprehensive project approach and experienced project team. The evaluation committee has concluded that the proposal submitted by EXP Services Inc. provides the best overall value to the Region.

FINANCIAL IMPLICATIONS

As the project proceeded from planning and preliminary design into the development of terms of reference for the detailed design, there are currently insufficient funds available in the approved current project budget (Project 15-2153) to carry out the direction. Staff is recommending the advancement of funds from the approved 10 Year Capital Budget under Project 15-2153 in 2019 in the amount of \$830,000 to 2018. The advancement of funds will provide the total funds available to carry out the award recommendation.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Engineering Services for Sanitary Sewer Construction on Regional Road 16 (Kennedy Road North)

For further information regarding this report, please contact Simon Hopton, Manager, Capital Works, Wastewater Division at ext. 7808 or via email at simon.hopton@peelregion.ca.

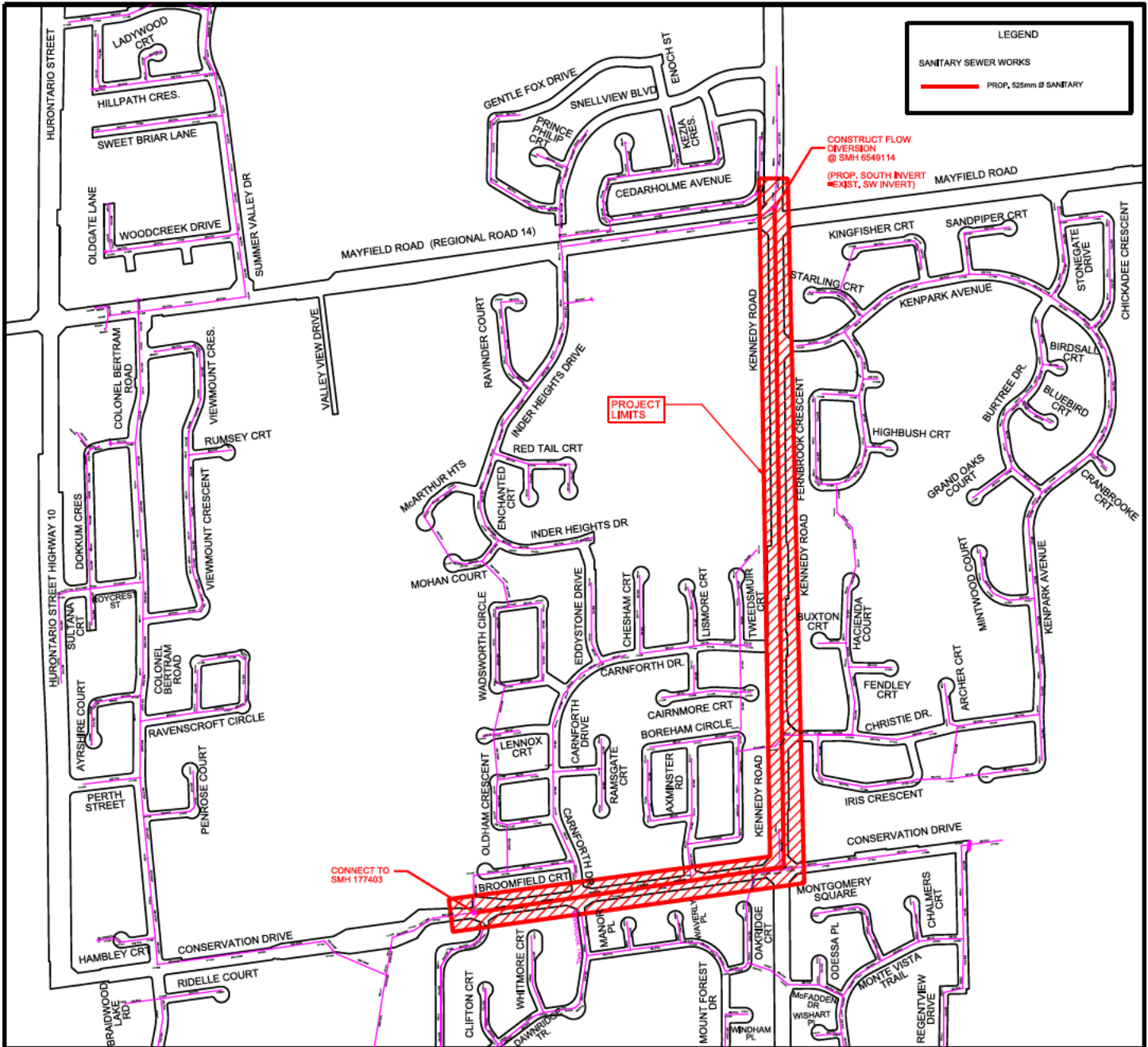
Authored By: Derek Gorzynski, Project Manager, Capital Works, Wastewater Division

Reviewed in workflow by:

Purchasing
Financial Support Unit

APPENDIX I

ENGINEERING SERVICES FOR SANITARY SEWER CONSTRUCTION ON REGIONAL ROAD 16 (KENNEDY ROAD NORTH) AND CONSERVATION DRIVE CAPITAL PROJECT 15-2153 DOCUMENT 2018-142P CITY OF BRAMPTON, WARD 2





Golden Horseshoe Food and Farming Alliance
 c/o TRCA, 101 Exchange Avenue
 Vaughan, ON
 L4K 5R6

RECEIVED

May 14, 2018
 REGION OF PEEL
 OFFICE OF THE REGIONAL CLERK

May 1, 2018

Chair Frank Dale and Regional Council
 Region of Peel
 10 Peel Centre Drive
 Brampton, ON
 L6T 4B9

Dear Chair Dale and members of Regional Council,

I am sending you this letter on behalf of the Golden Horseshoe Food and Farming Alliance (the Alliance). In 2011, each of the Regional Councils within the Golden Horseshoe, and the Cities of Hamilton and Toronto, unanimously endorsed 'The Golden Horseshoe Agriculture & Agri-Food Strategy – Food & Farming: An Action Plan 2021' (the Action Plan) and the following vision for the future for the food and farming sectors:

The Golden Horseshoe is globally renowned as a vibrant food and farming cluster, characterized by profitable farming operations, a thriving hub of food processing, food retail and food service businesses, extensive research capacity, innovative technology, and a wide range of healthy and safe products.

The Action Plan is made up of a series of 62 actions that require a co-ordinated approach from the Alliance partners, including the Province, Municipal Councils, Farmers and the Food Industry, to ensure its successful implementation. To ensure the Action Plan's realization, in 2011 each Regional Council in the Golden Horseshoe and in the Cities of Hamilton and Toronto, appointed a representative to the Alliance and in 2014 each contributed \$30,000 a year to implement the Action Plan.

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

11.1-2

Since 2014, the Alliance has been successful in securing additional matching project support from the Province, the Friends of the Greenbelt Foundation, and other partners. These funds have enabled the Alliance to continue to operate, and to implement the Action Plan.

The Region of Peel's original funding commitment ends in 2018. The Alliance is requesting that the Region continue its financial support of the Action Plan and extend its funding commitment of \$30,000 a year to 2021, the life of the Action Plan. This request is being made to each of the Regional Councils within the Golden Horseshoe, and the Cities of Hamilton and Toronto.

Our Accomplishments

Since 2011, more than 60% of the Action Plan has been completed, bringing the Alliance one step closer to the full delivery of the Action Plan. Some key initiatives include:

- Consultation and significant contributions into the modernization of Provincial agricultural policy including in the Provincial Policy Statement 2014, the Provincial Growth Plan and Greenbelt Plans, development of the Provincial Agricultural System for the Greater Golden Horseshoe, and draft Provincial Agricultural Impact Assessment Guidelines.
- Developed and implemented a food and farming asset data base that identifies the Golden Horseshoe agri-food supply chain assets. This data is valuable and is now housed in a Provincial data portal and utilized to support economic development initiatives in all regions and provincially. It has been expanded, with partnerships to the Greater Golden Horseshoe and across Eastern Ontario. A current update will add manufacturing data to the database.
- Undertook an agri-food economic and census profile of the Golden Horseshoe and each of the partner Regions and Cities.
- Increased local food in municipally run long-term care facilities by 23% through a 'Local Food Procurement in Municipally-Operated Facilities and Cafeterias' pilot project. This project has also developed best practices, tools and training to assist municipalities.
- Delivered and partnered in a suite of agricultural planning and economic development workshops, including the annual Ontario Agricultural Economic Development and Planning Forum.
- Supported the production of 'Off the Beaten Palate', which featured the food and farming sectors in the Golden Horseshoe, featured on PBS broadcasting in the United States and Canada. Currently supporting "Beyond the Plate" a documentary following food items back to their source on Ontario farms.
- Created and implemented a Canada 150 Farm Family program in 2017, which recognized and provided signage to 375 farms in the Golden Horseshoe that had been operating for 150 years.

How does this work benefit the Region of Peel?

The Alliance's working group, made up of municipal staff from planning, economic development and public health, have collaborated on initiatives reducing staff time, duplication of research and creating cost efficiencies that benefit each regional municipality. By facilitating the sharing of information, each municipality has been able to learn from the experiences and practices of the other municipalities and

Alliance partners. Best practices have enabled staff to advance the interests of the agriculture and agri-food sectors going forward in their respective municipalities. It is evident that together, we can accomplish more than each of us individually.

Moving Forward

The Action Plan focuses on five pillars to achieve the vision. Priority tasks to 2021 include but are not limited to:

- Continuation of Local Food Procurement projects in Municipally-Operated Facilities and Cafeterias and expansion to the other partner Region's within the Golden Horseshoe (invitation extended to the Region of Peel).
- Continuation of the Food and Farming Asset database through a data refresh. This information provides essential background for Agricultural Systems mapping and Agricultural Impact Assessments.
- Hosting a series of workshops and an international tour on agricultural systems planning and the agri-food network in the Golden Horseshoe.
- Development of a report card to demonstrate progress towards achieving the goals of the Action Plan.
- Consulting with Province on draft Provincial guidelines for Agriculture Impact Assessments and other agricultural policies.
- Online e-newsletters and stories showcasing agriculture in the Golden Horseshoe Region.

Financial Request

The Alliance is seeking to renew core funding from the partner Regions and Cities to help with administration of the Action Plan projects, to implement the remainder of the Action Plan as well as to leverage additional partner project funding. In order to continue the work required to implement the Action Plan each of the partner Regions and Cities are being asked to contribute \$30,000 per year to 2021, to help complete this work. At this time, in-kind contributions are being made by the partner municipalities through the use of staff time allocated to the management of the various initiatives.

On behalf of the Alliance, I would like to thank the Region of Peel for its ongoing support to advance food and farming in the Golden Horseshoe Region.

Yours truly,



Bill Hodgson
Councillor, Region of Niagara
Chair, Golden Horseshoe Food and Farming Alliance



Chief Administrative Office
City Clerk

RECEIVED

June 4, 2018

JUN 07 2018

Phil Verster
President & Chief Executive Officer
Metrolinx
97 Front Street West
Toronto, ON M5J 1E6

Region of Peel
Clerks Dept.
Diana Rusnov
Director of Legislative Services & City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5C 3C1

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

Re: Hurontario Light Rail Transit (LRT) Project Update – Operation and Maintenance Responsibilities – Wards 3 and 4

The following recommendation of the Committee of Council Meeting of May 23, 2018, was approved by Council on May 30, 2018:

- CW184-2018
1. That the report from C. Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, dated April 6, 2018, to the Committee of Council Meeting of May 23, 2018, re: **Hurontario Light Rail Transit (LRT) Project Update – Operation and Maintenance Responsibilities – Wards 3 and 4** (File IA.A) be received;
 2. That staff be directed to negotiate with Metrolinx and the City of Mississauga on a Memorandum of Understanding and/or agreement that will outline the roles and responsibilities, cost and revenue sharing, etc. for the operation and maintenance of the Hurontario LRT;
 3. That staff be directed to negotiate with the City of Mississauga on a separate Memorandum of Understanding and/or agreement outlining the relationship between the Cities of Brampton and Mississauga including roles and responsibilities, cost and revenue sharing, staffing, etc. for operation and maintenance of the Hurontario LRT;

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

4. That staff be directed to bring forward a future report seeking Council approval of the two Memorandums of Understanding and/or agreements as set out in recommendations 2 and 3, including the final operation and maintenance costs of the Hurontario LRT to be borne by the City of Brampton; and
5. That the City Clerk be directed to forward a copy of this report and Council resolution to Metrolinx, the City of Mississauga, and the Region of Peel.

A copy of the subject report is attached for your information.

Yours truly,



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

(CW – 6.2.1)

cc: Regional Councillor M. Medeiros
City Councillor J. Bowman
J. Pitushka, Commissioner, Public Works and Engineering
C. Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering



Report
Committee of Council
The Corporation of the City of Brampton
2018-05-23

Date: 2018-04-06

Subject: **Hurontario Light Rail Transit (LRT) Project Update - Operation & Maintenance Responsibilities - Wards 3 & 4 (File I.A.A (16-3130-481))**

Contact: Chris Duyvestyn, Director, Transportation Special Projects,
Public Works & Engineering (905-874-2544)
chris.duyvestyn@brampton.ca

Recommendations:

1. That the report from Chris Duyvestyn, Director, Transportation Special Projects, Public Works & Engineering, dated April 6, 2018, to the Committee of Council Meeting of May 23, 2018, re: **Hurontario Light Rail Transit (LRT) Project Update – Operation & Maintenance Responsibilities – Wards 3 & 4 (File I.A.A (16-3130-481))**, be received;
2. That staff be directed to negotiate with Metrolinx and the City of Mississauga on a Memorandum of Understanding and/or agreement that will outline the roles and responsibilities, cost and revenue sharing, etc. for the operation and maintenance of the Hurontario LRT;
3. That staff be directed to negotiate with the City of Mississauga on a separate Memorandum of Understanding and/or agreement outlining the relationship between the Cities of Brampton and Mississauga including roles and responsibilities, cost and revenue sharing, staffing, etc. for operation and maintenance of the Hurontario LRT;
4. That staff be directed to bring forward a future report seeking Council approval of the two Memorandums of Understanding and/or agreements as set out in recommendations 2 and 3, including the final operation and maintenance costs of the Hurontario LRT to be borne by the City of Brampton; and
5. That the City Clerk be directed to forward a copy of this report and Council resolution to Metrolinx, the City of Mississauga, and the Region of Peel.

Overview:

- **Staff met with Metrolinx on March 22, 2018 to discuss operation and maintenance costs, a pedestrian tunnel, and the replacement of landscaping features along the corridor.**
- **It was proposed that Metrolinx will pay for “life cycle” maintenance costs, whereas the municipalities will pay for vehicle & system operations, day-to-day maintenance, and customer experience costs.**
- **Municipalities will have the ability to set fares and will receive all fare revenue and non-fare revenue (e.g. advertising) from operating the service.**
- **Metrolinx and the municipalities will be developing a Memorandum of Understanding (MOU) and/or agreement for the operation and maintenance of the Hurontario LRT, which will be presented to Council for approval once negotiations are complete, likely by the end of 2019.**
- **An MOU and/or agreement is also required between the Cities of Brampton and Mississauga for its relationship regarding the operation and maintenance of the Hurontario LRT to address the sharing of costs and revenues, roles and responsibilities, staffing, etc.**
- **Metrolinx has indicated that the timing of these two MOU’s and/or agreements would not need to be in place for the award to the successful bidder expected in late 2018/early 2019, but would need to be finalized prior to in-service operations scheduled for the end of 2022.**
- **The two MOU’s and/or agreements will be presented to Council for approval along with the final operation and maintenance costs to be borne by the City, so that Council has the information needed to make an informed decision.**
- **Staff continues to negotiate with Metrolinx for a pedestrian tunnel to connect the Brampton Gateway LRT stop to the Brampton Gateway Terminal, and to ensure that gateway landscaping along the corridor is replaced.**

Background:

Staff continues to work collaboratively with Metrolinx, the City of Mississauga, and the Region of Peel during the implementation phase of the Hurontario Light Rail Transit (LRT) project from the Brampton Gateway Terminal to the Port Credit GO station. A project update was last presented to the Transit Council of Chairs Committee meeting of November 7, 2017 regarding a pedestrian tunnel at the Brampton Gateway Terminal, Metrolinx's request for an exemption to the City's noise by-law and a weekend road closure permit, and the City's request for operation and maintenance costs of the Hurontario LRT.

The following is a further update on the on-going implementation of the Hurontario LRT project:

- Staff continues to participate in the procurement process to protect the City's interests, including involvement in meetings with the proponents in the development of their designs.
- Staff met with the new Metrolinx President & CEO, Phil Verster, on January 25, 2018 regarding the pedestrian tunnel, replacement of landscaping features, and operation and maintenance costs. A follow up meeting was held on March 22, 2018 to discuss the City's concerns. These issues are outlined further below.
- From January 29 to February 12, 2018, Metrolinx undertook a public review of the names of LRT stops that will be changed from those originally proposed as part of the Environmental Assessment process. The Gateway Terminal stop name will change to 'Brampton Gateway' at the request of staff, which matches the name of the Brampton Gateway Terminal. Public comments indicated strong support for the name change to Brampton Gateway. The stop names will require approval from the Metrolinx Board.
- A Corridor Committee meeting was held on February 26, 2018, in which a request was made by the County Court Neighbourhood Association to also change the 'Sir Lou' stop name to 'County Court'. Staff has no concerns with this name change, which is consistent with Metrolinx stop naming policies.
- A Community Open House for the public was held on March 20, 2018 at Sheridan College to provide information on the Hurontario LRT project including a community benefits program (including apprenticeships), and changing the LRT stop name to 'County Court'. Approximately 60 participants attended. There was public support for the name change to 'County Court', which will be presented to the Metrolinx Board for approval.
- In coordination with Metrolinx, the Brampton Board of Trade and Mississauga Board of Trade have setup a four-part series for businesses to learn about and prepare for construction of the Hurontario LRT with two sessions held on April 12th and April 24th, and future sessions planned for June 19th, and in September 2018. Further details are available at www.mississaugabramptonLRT.com.

Current Situation:

Further to the March 22, 2018 meeting with Metrolinx, the City's concerns and Metrolinx's response are summarized below.

Operation & Maintenance Responsibilities

Staff has requested further information from Metrolinx relating to operation and maintenance, including estimated costs, roles and responsibilities, etc. while understanding that the final costs of the project will not be known until award of the project to the successful bidder.

The Memorandum of Understanding (MOU) between Metrolinx and the Cities of Brampton and Mississauga approved at July 6, 2016 Council states that "the operations and maintenance arrangements will be dealt with in a future definitive agreement". A letter dated August 19, 2015 from Bruce McCuaig, former Metrolinx President & CEO, and addressed to Council states "an appropriate and equitable sharing of operational costs will need to be developed, similar to the approach that is being taken with LRTs in other communities". Since then, it has been generally understood that the operation and maintenance costs would be shared between Metrolinx and the municipalities.

At the March 22, 2018 meeting, Metrolinx provided the following information regarding operation and maintenance responsibilities for Metrolinx and the municipalities.

- Approach aligns with the approach taken for the Toronto LRT projects (Eglinton, Finch).
- Metrolinx to pay for "life cycle" maintenance costs.
- Municipalities to set fares and retain fare and non-fare (e.g. advertising) revenues.
- Municipalities to pay for vehicle & system operations, day-to-day maintenance, and customer experience costs.

Project Co (successful bidder) will be undertaking most of the operation and maintenance of the Hurontario LRT with the municipalities paying for the work outlined above as well as for additional staff required for day-to-day oversight, fare enforcement, safety/security of passengers, customer service and marketing.

Metrolinx has invited the municipalities to participate in the bid evaluation process for the operation and maintenance component of the project (in addition to capital component), which will give the municipalities a chance to gain further understanding of the detailed submissions and provide input into the final contract agreement between Metrolinx and the successful bidder.

Metrolinx and the municipalities will be negotiating an MOU and/or agreement for the operation and maintenance of the Hurontario LRT. In addition, a separate MOU and/or agreement will be required for the relationship between the Cities of Brampton and Mississauga for the operation and maintenance of the Hurontario LRT to address the sharing of costs and revenues, roles and responsibilities, staffing, etc. Through this process, staff will gain additional clarity on each party's responsibilities and ensure City interests are protected including no impact to gas tax payments to the municipalities, reasonableness of operation and maintenance costs, appropriate governance structure, etc.

Metrolinx has indicated that the timing of these two MOU's and/or agreements would not need to be in place for the award to the successful bidder expected in late 2018/early 2019, but would need to be finalized prior to in-service operations scheduled for the end of 2022.

The two MOU's and/or agreements will be presented to Council for approval along with the final operation and maintenance costs to be borne by the City, so that Council has the information needed to make an informed decision.

Pedestrian Tunnel at Brampton Gateway Terminal

Staff is continuing to negotiate with Metrolinx to construct a pedestrian tunnel connecting the Brampton Gateway LRT stop to the Brampton Gateway Terminal. A safety assessment is being currently undertaken by Metrolinx in coordination with the City of Brampton and Region of Peel for the pedestrian connection between the LRT stop and the Brampton Gateway Terminal. Staff has maintained the position that a grade separated pedestrian connection is required, preferring a pedestrian tunnel to ensure high quality urban design at the Brampton Gateway. The current project specifications include pricing for an at-grade pedestrian crossing with options for a pedestrian bridge and pedestrian tunnel to be priced and evaluated separately. This separate pricing submission will ensure a competitive price for the pedestrian tunnel while staff continues to negotiate with Metrolinx to fund the pedestrian tunnel.

Hurontario Gateway into Brampton

The landscaped medians along Hurontario Street between Highway 407ETR and Bartley Bull Parkway will be impacted by construction of the Hurontario LRT. The landscaped medians between Highway 407ETR and Ray Lawson Boulevard, and between Steeles Avenue and Bartley Bull Parkway will be replaced with new landscaping in the medians. Any net loss of trees in the medians or elsewhere along the corridor is to be replaced in the boulevards where a continuous tree canopy will be provided, where possible, in conformance with the City's Official Plan.

Corporate Implications:**Financial Implications:**

There are no financial implications resulting from this report. The MOU's for operation and maintenance and any future agreements that result in additional budget implications for the City not previously approved by Council will be brought forward to Council for approval once negotiations are complete, likely by the end of 2019.

Strategic Plan:

This report achieves the Strategic Plan priorities of Move & Connect and Smart Growth with the delivery of well-planned infrastructure and efficient transit modes to shape a liveable city, and the building of complete communities to accommodate growth for people and jobs. The Hurontario LRT project is part of Regional Connections – one of the six areas of focus for the Strategic Plan.

Conclusion:

Staff will continue to work with Metrolinx and the City of Mississauga on an MOU and/or agreement with each party that will outline the roles and responsibilities, cost sharing, etc. for the operation and maintenance of the Hurontario LRT. As per Metrolinx's invitation, the City of Brampton will be an active participant in the bid evaluation process to protect the City's interests. The MOU's and/or agreements will be presented to a future Council meeting for approval, likely by the end of 2019, along with the final operation and maintenance costs, giving Council the opportunity to make an informed decision.

Approved by:

Chris Duyvestyn, P.Eng.
Director, Transportation
Special Projects

Approved by:

J.J. Pitushka, P. Eng.
Commissioner, Public
Works & Engineering

Report authored by: Chris Duyvestyn



June 7, 2018

RECEIVED

June 7, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RE: Invitation to join the "Preferred Autonomous Vehicles Test Corridor"

Chair & Members of Council:

I am writing to you today to invite you to be a part of OGRA's Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO) initiative for controlled testing of Autonomous Vehicles (AVs). Under this initiative, we are calling for the creation of a seamless and well-coordinated "Preferred AV Test Corridor", stretching from Windsor to Ottawa. Through this initiative, our aim is to help attract (and retain) AV-related industry and talent in Ontario, which in turn can become a catalyst in helping provide unparalleled socio-economic benefits for all municipalities involved. A more detailed report of the initiative is attached.

OGRA is requesting the following call-to-action by municipalities in Ontario:

1. Identify One (1) municipal point of contact who will be responsible to spearhead all AV-related activities for your municipality,
2. Identify the Preferred roads within your municipality

We respectfully request that your council pass the following resolution:

That the _____ of _____ participate in OGRA's Autonomous Vehicle initiative and that this matter be referred to staff to develop a list of preferred routes with the municipality.

On behalf of OGRA thank you for your consideration of this request. Should you have any follow-up questions, please feel free contact myself or Fahad Shuja at Fahad@ogra.org.

Kind regards,

J. W. Tiernay
Executive Director
Ontario Good Roads Association
E: Joe@ogra.org

REFERRAL TO PUBLIC WORKS
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



MACAVO

Municipal Alliance for Connected and Autonomous Vehicles in Ontario

INITIATIVE DETAILS:

Preferred Autonomous Vehicles' Test Corridor



An Ontario Good Roads Association Initiative

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Executive Summary

Ontario Good Roads Association, through its Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO¹), has embarked on an initiative for controlled testing of Autonomous Vehicles (AVs). Under this initiative, OGRA is calling for the creation of a seamless and well-coordinated “Preferred AV Test Corridor”, stretching from Windsor to Ottawa. Through this initiative, our aim is to help attract (and retain) AV-related industry and talent in Ontario, which in turn can become a catalyst in helping provide unparalleled socio-economic benefits for all municipalities involved.

OGRA is working closely with a number of key Ontario municipalities, who have already collectively identified over two-thousand centreline kilometres of Preferred roads for the testing of AVs. By extending the invite to all jurisdictions, OGRA is hereby requesting the municipalities to, each:

- i. Identify One (1) municipal point of contact who will be responsible to spearhead all AV-related activities for your municipality, and
- ii. Identify the Preferred roads within your municipality and send the KML file to Fahad Shuja (Fahad@ogra.org)

1. Autonomous Vehicles (AVs) – a Critical Consideration

The topic of AVs has certainly gained exponential momentum in recent years. Just a few years ago, AVs were generally thought of as a “Jetsons Era” concept – i.e. not happening anytime soon. Fast-forward to today and every major auto-manufacturer is investing heavily in this technology. Not only that, we are also witnessing innovative technology start-ups as well as partnerships arising between the tech and automotive sectors. From OGRA’s perspective, our mandate is to support our municipal members when we notice important shifts on the horizon. This particular shift due to AVs is perhaps as big as, if not bigger than, the transition from horses to “horseless-carriages” (i.e. cars) in early 20th century. And since these vehicles are going to be very much part and parcel of our municipal roadways, it is critical for all Ontario municipalities to start exploring AVs with a very serious lens. It is no longer an issue of “if” AVs will arrive, but only a matter of “how soon”.

2. Ontario Good Road Association’s (OGRA’s) Support to-Date

OGRA has been monitoring the AV sector for the past several years. We have also been active in keeping our municipal members up-to-date with global/local activities in the AV sector. In no particular order:

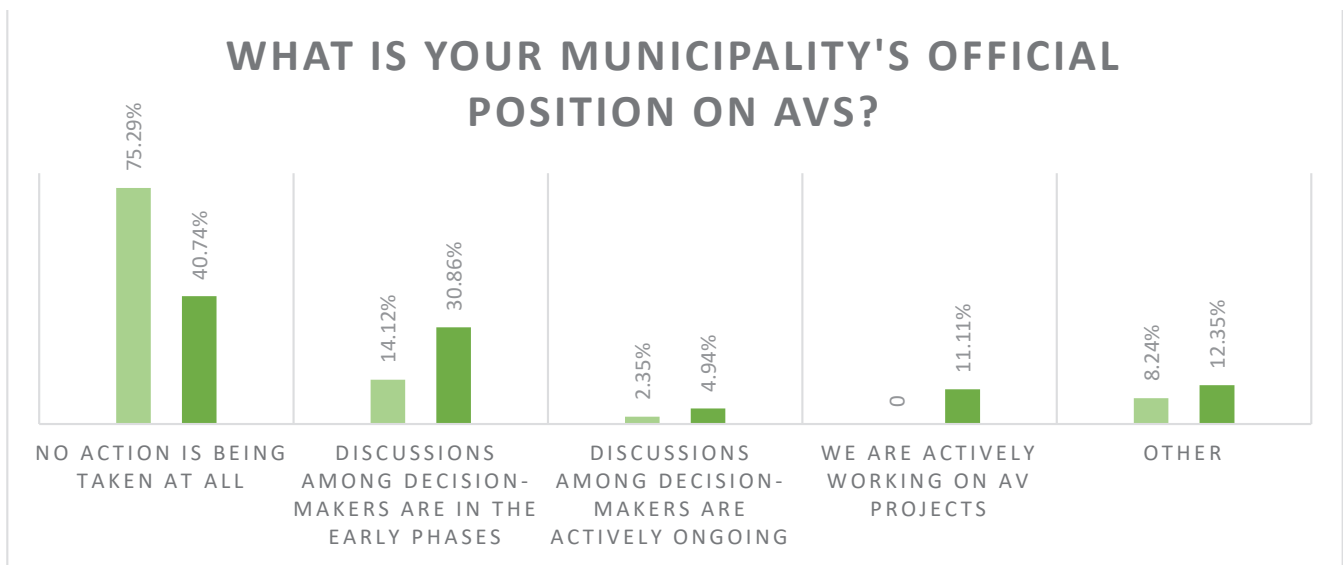
- We published a whitepaper, called “The Roadmap for Autonomous Vehicles in Ontario, Canada”²,
- We have carried out various (no cost) webinars, bringing forward important AV-related topic/ideas,
- We have conducted two major surveys since 2016 to understand municipal progress on AVs,

- We have provided municipal-focused recommendations to the Ontario Ministry of Transportation (MTO) as part of their ongoing dialogue regarding updates to the Pilot AV Regulation 306/15³,
- We have established a dedicated group called “Municipal Alliance for Connected and Autonomous Vehicles in Ontario” (MACAVO), comprising of many of Ontario’s forward-looking municipalities that are interested in furthering the testing and deployment of AVs on their local roads.

OGRA is very encouraged by the level of support received on this AV topic from municipalities to-date. We conducted our first cross-municipal survey in late 2016, and then repeated many of the same questions again in another similar survey in early 2018. Approximately 100 municipalities participated in each of these surveys. Within a span of about 14 months, we’ve seen significant shifts in favour of AVs. Here are some results for your consideration:

LEGEND:

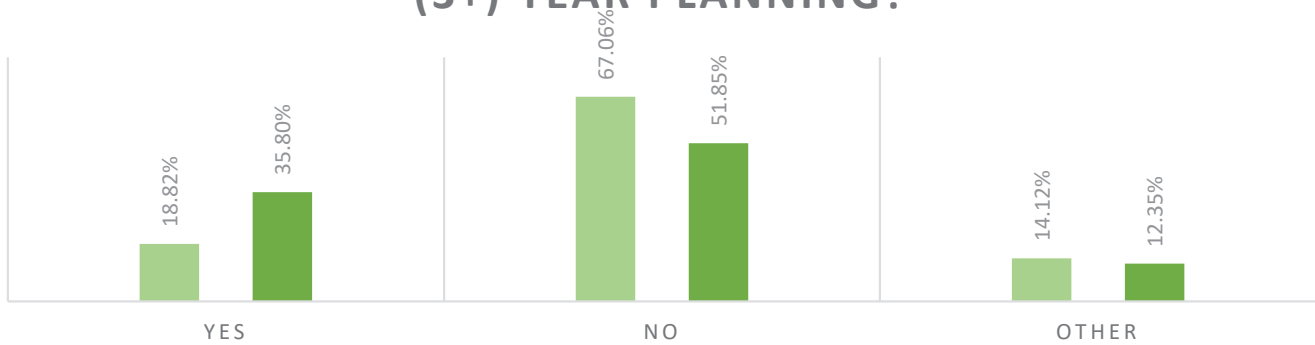
- Late 2016 survey results
- Early 2018 survey results



PLEASE NOTE FROM ABOVE CHART: In 2016, over 75% of municipalities indicated having taken no action. This number has significantly changed now – only about 40% of municipalities have not taken any action. Additionally, internal discussions have gone up from 14% to over 30%. Also note that Active Projects have gone from 0% in 2016 to over 11% in early 2018.

³ Link: <https://www.ontario.ca/laws/regulation/150306>

ARE YOU CONSIDERING CONNECTED AND/OR AUTONOMOUS VEHICLES IN YOUR LONG-TERM (3+) YEAR PLANNING?



PLEASE NOTE FROM ABOVE CHART: In 2016, around 18% of municipalities were addressing AVs/CVs in their long-term planning. That number has now nearly doubled to over 35%.

3. A Major New Initiative

The AV sector is at a critical boiling point now. There is a tremendous amount of activity across the globe in order to develop and enhance the associated technologies, very rapidly. Ontario is particularly very well-positioned to not only take part in this early part of AV revolution, but perhaps to even be among the leaders. Besides having a strong auto-manufacturing sector in our own backyard, we also have multiple tech sector hubs that are already doing some fascinating work in the field of AVs. In addition to that, two years ago, Ontario became the first jurisdiction in Canada to have created an AV Pilot Regulation 306/15. Needless to say, we now have all the important ingredients in place to take Ontario to the next level of AV race.

As OGRA's next major initiative, we have started working to help create a seamless, well-coordinated "Preferred AV Test Corridor", spanning from Windsor and all the way to Ottawa. This initiative is being driven through OGRA's new MACAVO group, which is primarily comprised of leaders from various municipalities. If the vision for this Preferred Corridor can be materialized (through your support), it will be the first municipal coordination of its kind in the entire world. That title itself can be an important feather in Ontario's hat, which can act as a powerful catalyst for uplifting Ontario's and Canada's profile on the global AV stage.

At materialization, this Preferred Corridor has the potential to provide "at least" 800 kilometres of dedicated testing opportunities to AVs authorized to operate in Ontario through MTO⁴. Besides being the first in the world, there are a number of other opportunities that come along with this initiative:

- Ability to attract and retain talent within Ontario and Canada,
- Ability to establish local policies that allow for seamless flow of AV traffic (as opposed to each jurisdiction having different standards),
- Ability to collectively test critical infrastructure technologies along the Preferred Corridor,
- Ability to pool funds together and carry out large exercises that couldn't be done single-handedly,
- Ability to work closely and directly with AV stakeholder groups (e.g. auto-manufacturers, tech sector, education sector, and more) and solving problems together,

- Ability for municipalities to work together in order to learn/grow together in the new AV world,
- Ability to collectively educate the citizens – an extremely important element for AV deployment,
- Ability to become a model of collaboration for the other Provinces of Canada, and
- Lots more!

All-in-all, establishing a clear, Preferred AV Test Corridor is an excellent way for Ontario to become an integral part of AV testing and deployment in the world.

4. Action Required to be a Part of the “Preferred AV Test Corridor” + Key Milestones

At this stage, OGRA is simply requesting all interested municipalities to highlight⁵ as many Preferred local/private roads as possible. A number of municipalities have already conducted this exercise, and OGRA is pleased to share that we have already received over two-thousand (2,000+) kilometres of municipal Preferred roads for consideration towards the Windsor-Ottawa Corridor.

Following are the initial set of milestones for this initiative:

1. [Ongoing] Each participating municipality to identify One (1) employee⁶ for their municipal AV file. This individual should be in a position to take information from MACAVO/OGRA and share it efficiently with all internal stakeholders within the municipality.
2. [Ongoing] Each participating municipality to identify ALL roads (or sections thereof) where they are comfortable in allowing testing of SAE Level 4 and Level 5 AVs (table on page 8) – i.e. no driver required. Once identified, the Preferred roads to be shared with OGRA as a “KML” file⁷, by sending the file to Fahad@ogra.org.
3. [Ongoing] OGRA to put together an aggregate⁸ of all municipal Preferred road selections onto a digital map.
4. OGRA to propose a Preferred, seamless Corridor to participating municipalities, likely through a face-to-face meeting before the end of summer 2018.
5. OGRA to initiate active discussions with all AV stakeholders to bring various testing and collaboration opportunities to the participating municipalities.

OGRA has also put together a detailed set of Frequently Asked Questions (FAQs), in APPENDIX A.

⁵ OGRA recommends that this Preferred roads' highlighting be done in strategic collaboration with stakeholder municipal employees.

⁶ Today, this selected individual can be anyone from the Mayor to Transportation/Planning Director. The key element is to install in individual who can take actions on behalf of the municipality on AV initiatives.

⁷ Can be easily created using industry-standard GIS program(s) like ESRI and ArcGIS, which most municipalities already use for their day-to-day activities. If KML file cannot be produced, simply send the scanned, hand-marked map to OGRA and we will convert it to a digital file.

⁸ The map will not be shared publicly at this stage. It will be used as a key tool to collaborate with municipalities to generate a seamless route.



SAE level	Name	Narrative Definition	11.3-8 Execution of Steering and Acceleration/Deceleration	Monitoring of Driving Environment	Fallback Performance of Dynamic Driving Task	System Capability (Driving Modes)
Human driver monitors the driving environment						
0	No Automation	the full-time performance by the <i>human driver</i> of all aspects of the <i>dynamic driving task</i> , even when enhanced by warning or intervention systems	Human driver	Human driver	Human driver	n/a
1	Driver Assistance	the <i>driving mode</i> -specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the <i>human driver</i> perform all remaining aspects of the <i>dynamic driving task</i>	Human driver and system	Human driver	Human driver	Some driving modes
2	Partial Automation	the <i>driving mode</i> -specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the <i>human driver</i> perform all remaining aspects of the <i>dynamic driving task</i>	System	Human driver	Human driver	Some driving modes
Automated driving system ("system") monitors the driving environment						
3	Conditional Automation	the <i>driving mode</i> -specific performance by an <i>automated driving system</i> of all aspects of the <i>dynamic driving task</i> with the expectation that the <i>human driver</i> will respond appropriately to a <i>request to intervene</i>	System	System	Human driver	Some driving modes
4	High Automation	the <i>driving mode</i> -specific performance by an automated driving system of all aspects of the <i>dynamic driving task</i> , even if a <i>human driver</i> does not respond appropriately to a <i>request to intervene</i>	System	System	System	Some driving modes
5	Full Automation	the full-time performance by an <i>automated driving system</i> of all aspects of the <i>dynamic driving task</i> under all roadway and environmental conditions that can be managed by a <i>human driver</i>	System	System	System	All driving modes

5. Preference of Testing on Municipal Roads vs. Highways

The AV technology, to-date, is being tested primarily in secluded areas, which has been extremely helpful. That said, it is now time to allow these vehicles to interact on local roadways in a very coordinated manner. Primary reason for this is the fact that in order for this technology to prosper, and to bring about exponential socio-economic benefits to our citizens and businesses, a level of trust has to be developed through interactions. The AVs must learn to co-exist in our increasingly multi-modal society, alongside pedestrians, cyclists, transit, and much more. There is no better way to teach this integration to AVs besides giving them an opportunity to be tested in real-world situations. And by having dedicated Preferred Corridor(s), it will be exponentially more cost-effective for municipalities to focus their attention and be involved.

OGRA also envisions having the Preferred Corridor run through Ontario's Provincial Highways, but only as a secondary option when no municipal roadway is available for the given location. While Highway testing is very important, many of the human-AV interactions happen on local streets, and therefore it is important to give preference to municipal roads first.

6. Cost to Join the Preferred Corridor

OGRA intends for this Preferred Corridor exercise to be open to all municipalities and therefore there is no financial contribution required by the supporting municipalities. All OGRA requires for now is your initial highlighting of locally Preferred roads (and/or road sections).

7. Thoughts on Expanding the Preferred Corridor

OGRA's ultimate vision is to continue expanding this exercise to connect all corners of the Province. Therefore, even if a municipality does not fall within the Windsor-Ottawa stretch, OGRA's invitation to join still is very much open! Essentially, if your municipality is located in Ontario, we are hereby inviting you to engage with us in this exercise.

8. Your Support Matters

It is in OGRA's DNA to keep eyes on emerging technologies and support Ontario's municipalities as best as we can through initiatives, policies, and education. We feel this is a very historic moment for Ontario and Canada, and would like to encourage you to come and support OGRA in this promising initiative. In order to get started, all you need is to identify your locally Preferred roads.

Should you have any questions, please contact Fahad Shuja at OGRA, at Fahad@ogra.org.

APPENDIX A

Frequently Asked Questions (FAQs)

Q. What is “Level 4” and “Level 5”?

A. These are the highest possible levels of automation. The wording has been adopted from the Society of Automotive Engineers (SAE). At Level 4 and 5, the vehicle is not only driving by itself (like “Kitt” from Knight Rider), but it does not even require a steering wheel.

Q. What is the difference between “AVs” and “CVs”?

A. “AVs”, by definition, are designed by auto manufacturers to act like perfect human drivers, and they dutifully follow the rules of the road. They have sensors and software installed within the vehicle to allow for complete navigation from point A to B. “CVs” (or Connected Vehicles) are those that have some sort of communication channels with infrastructure, road users, other vehicles, pedestrians, etc. By definition, AVs do not need to also be CVs, and vice versa. At this stage, it is important to get the testing properly done for AVs, as they pose the most risk to those around them. Ultimately, the best results can be achieved when AVs are also talking to each other and are “Connected”. If you need further clarification, please contact OGRA.

Q. Do AVs require mandatory updates to the infrastructure?

A. No. AV manufacturers are actively working to allow the AVs to operate without specific infrastructure upgrades. As long as the road network is in compliance with Ontario’s Minimum Maintenance Standards (MMS), O. Reg 239/02, AVs should be able to navigate on Ontario’s existing municipal roadways.

Q. How much of the road network (by %) should be selected as Preferred for L4/5 testing?

A. Anything above 10% of entire road network should be a very good start.

Q. When marking up Preferred roads for Level 4/5 Corridor within our municipality, should we avoid roads around hospitals and schools?

A. We had previously suggested to exclude roads around schools, hospitals, and any other critical areas; however, since then we’ve been approached by some municipalities who feel that these same areas are where many accidents happen due to human error, and therefore can benefit greatly from AVs. Based on that feedback, we would like pull back our initial suggestion of excluding those areas, and would like to leave the decision entirely with your level of comfort.

Q. “Can we update/add/delete the Preferred road selections after the first submission?”

A. Absolutely. This first run is a preliminary exercise to get the ‘brain juices’ flowing! None of the routes are to be carved in stone yet at this early stage.

Q. In selecting the Preferred roads, should we limit ourselves to paved roads only?

A. No. At this stage, nothing is off the table. Please mark out any possible road(s) that you prefer for L4/5 testing in your jurisdiction

Q. Would it be beneficial for the municipalities to provide locations of supporting infrastructure, such as EV charging stations, rest areas?

A. You are one step ahead of us, and that's great! Yes. Going forward, once the Preferred Corridor is in place, the next exercise will likely be to start requesting MACAVO to identify key infrastructure within their local jurisdictions.

Q. Is the Preferred Corridor going to be only for passenger vehicles, or can it be used for others traffic as well (such as freight trucks, transit lines, etc.)?

A. We are not limiting this exercise to any particular type of vehicle. However, if you will ONLY ALLOW a certain kind of vehicle then we will need to know that at some point in the near future.

Q. Are there plans to connect the Preferred Corridor to Northern and Southern Ontario as well?

A. Absolutely. While our initial Preferred Corridor highlight is Windsor-to-Ottawa route, the door is wide open to all municipalities to get involved. We would like to connect as many jurisdictions as possible.

Q. How are municipalities handling liability and insurance in the event an accident occurs on a municipal roadway?

A. As part of Ontario's AV Pilot Regulation 306/15⁹, MTO requires that any test vehicles carry a \$5M insurance. Testers can't test without it.

Q. Are there concerns with AVs being tested on roadways with cycling infrastructure?

A. A big part of this Preferred Corridor will be to allow AVs to interact with multi-modal traffic + civilians. We will of course have to be extra careful in situations where AVs are expected to operate very close to this kind of traffic. This is very much a learning exercise for everyone. The computer must be trained with all possible scenarios. The more it "knows", the more it will be able to better navigate and save lives.

Q. What will happen if there is an accident involving these vehicles during the testing? Will the Municipality be required to get involved and how will the insurance work?

A. Today, there is a void in rules regarding this, and one big reason why OGRA has taken on the task to create the Preferred Corridor. We need to start these discussions. Being at the table will help pave the way for amicable solutions.

Q. When are other (non-municipal) stakeholders going to be engaged as part of this exercise?

A. OGRA is already in communications with a number of stakeholders from private sector, auto manufacturing, technology solutions, educational institutes, and more. Active engagement with these (and any other) stakeholders can begin as soon as at least one Windsor-Ottawa municipal Preferred Corridor has been established.

Q. Our municipality is new to this exercise. What should we be doing next to participate?

A. Most participating municipalities have now identified ONE (1) representative who will be the point-person on the AV file for their respective jurisdiction. We would like to recommend that you start by identifying the right individual who will represent your municipality's interests in the AV discussions. Furthermore, most participating municipalities have started to hold internal meetings with local staff

⁹ Link: <https://www.ontario.ca/laws/regulation/150306>

and/or stakeholder municipal departments to start identifying ALL possible roads (and/or sections thereof) where they are comfortable in testing Level 4/5 AVs. We don't recommend creating a town-hall type setting; instead, it is important to engage handful of municipal employees in key departments who will ultimately have to deal with AVs in one way or another. At this stage, it is about Quality individuals over Quantity.

Finally, some municipalities have nearly completed identifying their first draft of L4/5 roads, and are looking to share their selections with OGRA. Those municipalities are encouraged to send in their KML files to Fahad@ogra.org.

Q. When is the next MACAVO meeting scheduled?

A. Our last meeting took place in Brampton, on March 26th, 2018. Next meeting date is not yet set. Being fully cognizant of the costs associated with travel to/from meetings, our aim is to carry out meetings only when critical decisions are to be made as a group. Our aim is to utilize remote communications (such as webinars, screen-sharing etc.) as much as possible, in order to help minimize costs of our municipal members. We are estimating that another meeting will be required somewhere near the mid or end of summer 2018.

Q. I want to make sure I identify the right representative from my municipality. Who should I select?

A. Yes, it is critical that you identify the right person to represent your jurisdiction. The primary individual from your municipality should have the professional authority to go back and set wheels in motion. As an example, some of the typical job titles you can expect to interact with through OGRA's MACAVO group include, Transportation Directors/Planners, Mayors, Councillors, and more. On that note, if you feel that you have sufficient political/managerial authority to make change, but require technical assistance to answer any road-related questions that may come up, then please connect yourself with a technical support staff.



FOR IMMEDIATE RELEASE

Municipalities Create Alliance to Actively Promote Connected and Autonomous Vehicle Testing and Integration within our Communities

OAKVILLE, Ontario, November 17, 2016 – Connected Vehicles (CVs) and Autonomous Vehicles (AVs) are coming much faster than originally estimated. Ontario was the first province in Canada to create a Regulation (Reg. 306/15) allowing AVs to be piloted on its roads. With this regulation in place, municipalities across Ontario must prepare for the imminent arrival of CVs and AVs. In an effort to have all jurisdictions work together, and to help facilitate this co-ordination, Ontario Good Roads Association (OGRA) has organized the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO), best pronounced “Muh-Kay-Vo”.

MACAVO is to bring forward-looking Ontario municipalities together to facilitate CV/AV research, testing and integration within their respective jurisdictions. This provides MACAVO members the opportunity to learn from each other and develop a synchronized set of logistics, policies, and communication channels to help the CV/AV industry move forward in Ontario, while integrating with municipal services.

The first official MACAVO meeting took place on August 9, 2016 and was attended by municipal transportation leaders from: City of Barrie; City of Brampton; Region of Durham; City of Elliot Lake; County of Essex; City of Hamilton; Town of Lakeshore; York Region; and others. The City of Stratford has since joined MACAVO as well. Stratford is particularly an amazing inspiration for the MACAVO team because of the great work that the city has already done in welcoming various technologies. Several other Ontario municipalities have also expressed interest in joining in the near future.

“We openly invite all Ontario municipalities who are prepared to start researching, testing and integrating these technologies in some capacity, to join MACAVO”, said Thomas MacPherson, York Region Manager of Transportation Asset Management and Chair of MACAVO. “Efforts across the province need to be co-ordinated to maximize the long-term benefits that CVs and AVs can provide our communities. At MACAVO, we are ready to work with all CV and AV stakeholders, including: the automobile industry; young entrepreneurs; the education sector; and local, provincial, and federal governments.”

Robert Burlie, P. Eng. and President of OGRA said, “... It is estimated that 50% of all vehicles on our roads will be fully autonomous in the next 15 years and assist all municipalities who are making substantial efforts to improve road safety and ease traffic congestion. This technology is improving so rapidly that there will certainly be other benefits to all our communities and municipalities in Ontario, and will allow our roadways to be completely transformed for better use by pedestrians, cyclists, public transit, vulnerable users and vehicles.”

“Not many people are aware that OGRA played a pivotal role in assisting Ontario’s municipalities in transitioning from horses to automobiles. We see a very similar shift in transportation taking place today, with the move toward connected and driverless automobiles” said Joe Tiernay, OGRA’s Executive Director. “Only this time, the positive effects are expected to be even greater than before, and we want to make sure we are standing alongside our member municipalities, supporting them as they prepare for this historic transition”

MACAVO is hereby requesting the automobile industry, as well as all other CV/AV stakeholders to come forward to begin the collaboration process. In the coming months, MACAVO will set up a work-plan to help drive the team forward with achievable, short- and long- term goals and objectives for CVs and AVs.



MACAVO
Municipal Alliance for Connected and Autonomous Vehicles in Ontario

13

INITIATIVE DETAILS:
Preferred Windsor - Ottawa Test Corridor



About Ontario Good Roads Association (OGRA)

The mandate of the Ontario Good Roads Association, a not-for-profit entity, is to represent the transportation and public works interests of Ontario municipalities through advocacy, consultation, training and the delivery of identified services.

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MACAVO Contact

Name, Title: Fahad Shuja, OGRA Member Services Coordinator

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Email: Fahad@ogra.org

Address: 1525 Cornwall Road, Unit 22, Oakville, ON L6J0B2, Canada





**ITEMS RELATED TO
HEALTH**

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For Information

DATE: June 18, 2018

REPORT TITLE: **UPDATE ON PROVINCIAL DISPATCH REFORM**

FROM: Nancy Polsinelli, Commissioner of Health Services

OBJECTIVE

To provide an update on the Ontario government's implementation plan to advance ambulance dispatch reforms, and to highlight implications for the Region.

REPORT HIGHLIGHTS

- In June 2017, the Ministry of Health and Long-Term Care committed to dispatch reform as part of overall emergency health system modernization. However, in absence of positive progress by February 2018, Council endorsed a renewed advocacy position to prioritize evidence-informed improvements to the ambulance dispatch system over implementing new models of care under the *Ambulance Act*.
- In April 2018, the Ministry affirmed their commitment to proceed with important reforms to ambulance communications and dispatch centres, and to prioritize these reforms at the Mississauga Central Ambulance Communication Centre, for completion in 2018.
- The Ministry has begun dialogue to support the implementation plan of the Medical Priority Dispatch System patient triaging technology at the Mississauga Central Ambulance Communication Centre. Implementation at this site will inform the roll out of the new triage tool across the province.
- The Ministry has also committed to a series of business improvements, including upgrading to a new version of the computer-aided dispatch technology, and providing paramedic services with access to real time data.
- As a result, the implementation of Medical Priority Dispatch System will more accurately prioritize ambulance calls, which may lead to changes to the Response Time Framework. Council will be informed of any changes once identified through the implementation process.
- Current Ministry directions with reforms to ambulance dispatch are a positive outcome for overall emergency health system performance and respond to over 10 years of advocacy by the Region.

DISCUSSION
1. Background

In Ontario, single and upper tier municipalities are responsible for operating land ambulance services and the Ministry of Health and Long-Term Care (the Ministry) is responsible for system oversight, standards, and funding of the Central Ambulance Communication Centres. The Ministry also directly operates approximately half of Ontario's Central

UPDATE ON PROVINCIAL DISPATCH REFORM

Ambulance Communication Centres, including the Mississauga Central Ambulance Communication Centre that dispatches ambulances and other paramedic resources operated by Peel Regional Paramedic Services and Halton Region Paramedic Services.

Since 2006, the Region of Peel has advocated for crucial reforms to ambulance dispatch and communications, with a focus on replacing the current triage tool, which has been proven to over-prioritize ambulance calls, with a more accurate patient triaging technology called Medical Priority Dispatch System. In addition, Peel has advocated that the Ministry provide ambulance operators with access to real time data, upgrade computer-aided dispatch technologies and implement enforceable accountability agreements between Mississauga Central Ambulance Communication Centre and ambulance operators. These changes will enhance system response and improve day-to-day operational management and strategic resource planning. Further, the Region has called on the province to prioritize the Mississauga Central Ambulance Communication Centre for these reforms, due to increasing call volumes in Peel associated with rapid population growth, an aging population and an increase in chronic disease.

In June 2017, the Ministry announced its intention to proceed with dispatch reforms and to prioritize the Mississauga Central Ambulance Communication Centre for implementation of a new triage tool. This announcement coincided with additional Ministry announcements regarding planned amendments to the *Ambulance Act* focused on introducing new patient care models for paramedics such as 'treat and release', 'treat and refer' and transporting patients to non-emergency department destinations.

As of February 2018, the Ministry had not made any positive progress with implementing dispatch reforms, prompting staff concern that implementation would be further delayed by new models of care, and that additional advocacy calling on the province to immediately move forward with dispatch reform as the first priority was required. As a result, Council endorsed a renewed approach to advocacy for dispatch reform as detailed in the report to the Health System Integration Committee dated February 15, 2018, titled, "Update on Provincial Dispatch Reform and Emergency Health Services System Modernization".

2. Findings

In April 2018, the Ministry demonstrated its commitment to moving dispatch reforms forward as a first priority through communication to the Ontario Association of Paramedic Chiefs. This communication, included as Appendix I, outlines the Ministry's implementation plan for the Medical Priority Dispatch System across all Central Ambulance Communication Centres, beginning with the Mississauga Central Ambulance Communication Centre in fall 2018. At this time the Ministry has initiated dialogue to support implementation of Medical Priority Dispatch System at the Mississauga Central Ambulance Communication Centre. It is anticipated that by the second quarter of 2019 the new triage tool will be operational. Implementation at the Mississauga Central Ambulance Communication Centre will be a model for Medical Priority Dispatch System implementation at remaining Centres across Ontario by the end of 2020-2021.

UPDATE ON PROVINCIAL DISPATCH REFORM

The following summarizes the Ministry's actions and timelines, and the potential impacts on system efficiency and effectiveness anticipated.

a) New Triage Tool

The Ministry has signed a purchase agreement with Priority Dispatch Corporation for the implementation of the Medical Priority Dispatch System patient triaging technology at all Central Ambulance Communication Centres. This system is dependent on a robust quality assurance and accreditation process which the Ministry has committed to adopting.

The Medical Priority Dispatch System technology, which is already in place in Toronto and Niagara, uses a greater level of detail based on medical evidence to more accurately assess calls coming into the centre. Ambulance communication officers will be certified, and must use scripts provided without any deviation to ensure appropriate triaging. Not only will the tool more accurately triage patients, but it will also allow for more efficient deployment of paramedic resources across the system.

b) Additional System Improvements

In addition to implementing the Medical Priority Dispatch System, the Ministry has also committed to a series of critical business improvements that align with the recommendations of the Provincial Municipal Land Ambulance Working Group and reflects Regional advocacy. The Ministry will be:

- Upgrading to a new version of the existing computer-aided dispatching technology that will enable ambulance communication officers to select and monitor ambulance resources more effectively, allow for automated street routing and provide paramedic services and dispatch centres with valuable business intelligence and performance data in a live environment.
- Providing push technology to paramedic smart devices, enabling responding paramedics to get call details sooner, receive updates while enroute, and dialogue with the Central Ambulance Communications Centre ambulance communication officer for further details.
- Providing access to real time data that will allow paramedics and Central Ambulance Communications Centre to bi-directionally feed data from the Centre to provide street routing, and begin to automatically complete paramedics' electronic patient records.

As an outstanding item, the Region has also advocated for accountability agreements that need to be in place between the Central Ambulance Communications Centre and Paramedic Services. While agreements have not been put in place at this time, the Ministry is open to continue dialogue in this respect and it is anticipated that some form of agreement will be introduced.

c) Considerations for Peel Paramedic Services

Detailed Ministry plans for implementing ambulance dispatch reforms are a very positive outcome for Peel Paramedic Services and overall performance of the emergency health system. Over the next several months, Peel and Halton Paramedic Services will be

UPDATE ON PROVINCIAL DISPATCH REFORM

working closely with Ministry staff on implementation and will continue to monitor positive progress. Changes to ambulance dispatching and communications will require Peel Paramedic Services to review and revise key policies and documents, including deployment plans and tiered-response agreements.

With the new triage tool, Central Ambulance Communications Centres will be able to more accurately prioritize calls. As a result, response times for low-acuity calls where a red lights and siren response is not warranted may increase to allow for quicker responses to time sensitive emergencies. This is a shift from what the community currently experiences. Council will be kept informed as potential changes to the Response Time Framework are identified through the implementation process.

Lastly, the Ministry has indicated that the implementation of Medical Priority Dispatch System will serve as a foundation for the new patient care models under consideration through the *Ambulance Act*. Ministry consultations with all stakeholders on the new patient care models are expected to resume in fall 2018. The Region will be actively engaged in these consultations to ensure that new patient care models reflect the needs and capacities of the broader health system in Peel.

FINANCIAL IMPLICATIONS

Staff have estimated that the costs associated with the implementation in late 2018, including staffing and technical resources, will be absorbed within the current 2018 budget (\$250,000, net of 50 per cent funding from the province) and if insufficient, will be managed through year-end surplus management. The ongoing costs estimated for data plans and licensing of software and resources will be reflected in the proposed 2019 budget, net of the 50 per cent funding from the province.

Staff will monitor the impacts of dispatch reform as changes are introduced and refined and will keep Council advised of service improvements over time. A full report on the effect of these changes will be presented to Council in 2020 once we have one full year of data.

CONCLUSION

The Ministry is proceeding with implementation of a new ambulance patient triaging tool and other technologies that will improve the efficiency, accuracy, and performance of paramedic service delivery in Peel. This responds to over 10 years of Regional advocacy for improvements to the provincial ambulance dispatch system. Staff will continue to monitor impacts of ongoing dispatch reform and will also continue to advance initiatives with health system partners that address system pressures, including increasing call volume.



Nancy Polsinelli, Commissioner of Health Services

UPDATE ON PROVINCIAL DISPATCH REFORM

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Ministry Communication Regarding Ambulance Dispatch Reform Implementation Plan

For further information regarding this report, please contact Peter Dundas, Chief and Director, Peel Regional Paramedic Services, ext. 3921, peter.dundas@peelregion.ca.

Authored By: Cullen Perry and Nicole Britten, Strategic Policy & Projects

Ministry of Health and
Long-Term Care

Ministère de la Santé
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MAY 04 2018

HLTC3967IT-2018-81

Neal Roberts
President
Ontario Association of Paramedic Chiefs
1035 Adelaide St., S.,
London, Ontario N6E 1R4

Dear Mr.  Roberts:

I am delighted to officially advise you, the members of the Ontario Association of Paramedic Chiefs, and the broader Emergency Medical System sector that we have signed a contract with Priority Dispatch Corporation to implement the Medical Priority Dispatch System (MPDS) in all our Ambulance Communications Centres across the province.

We will begin the implementation in our Mississauga Ambulance Communications Centre and expect to have that completed by the end of this year. The Mississauga Ambulance Communications Centre serves the regions of Peel and Halton and over 1.9 million residents.

This new call-taking algorithm will help to better prioritize 9-1-1 calls for emergency medical services. MPDS will improve the ability of Ambulance Communications Officers and Emergency Medical Dispatchers to deploy resources to meet patient needs.

As we implement our plan to transform ambulance dispatch in Ontario, we will work in collaboration with the Ontario Association of Paramedic Chiefs and our paramedic services partners to roll-out MPDS and many of the other initiatives already underway such as the upgrade to our Computer Aided Dispatch (CAD 5) system and expanding sector access to real time data.

I am looking forward to seeing the benefits of the new system as it is implemented at centres across the province over the next two years in the planned implementation schedule attached.

Should you have any questions, please contact Donna Piasentini, Director, Emergency Health Program Management and Delivery Branch at Donna.Piasentini@ontario.ca.

Sincerely,



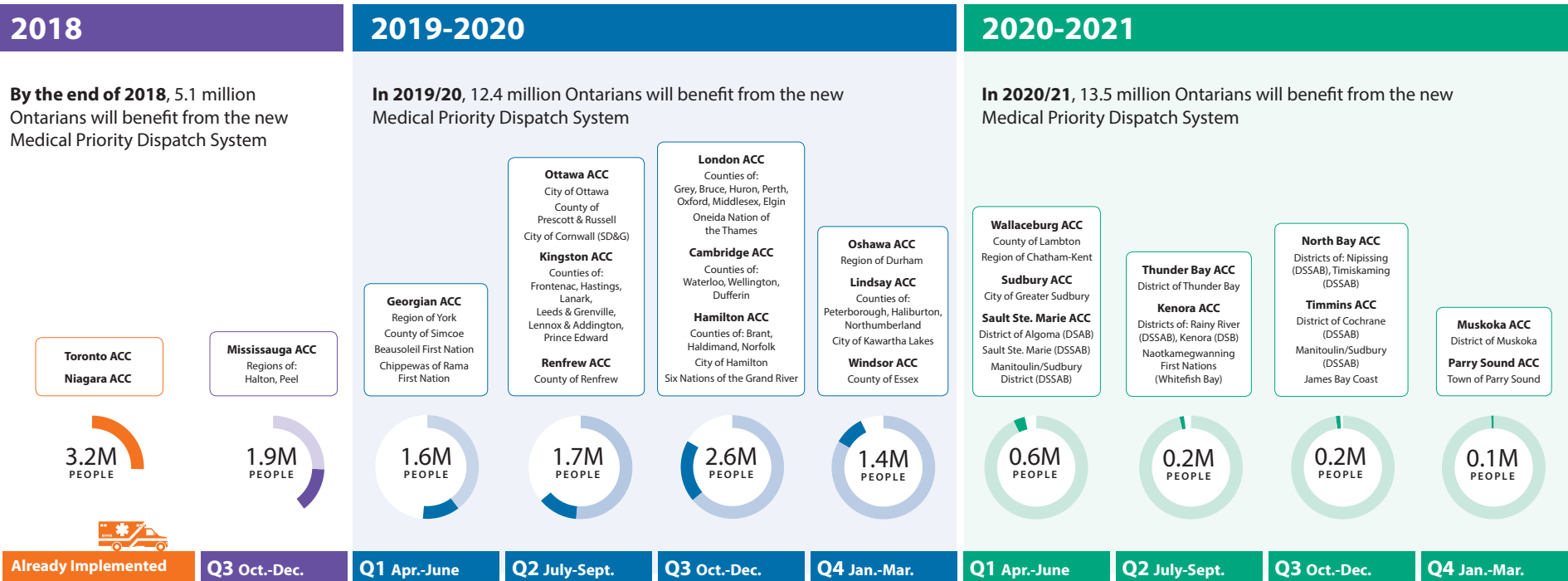
Alison Blair
(A) Assistant Deputy Minister
Direct Services Division

C: Bob Bell, Deputy Minister, Ministry of Health and Long Term Care
Lorelle Taylor, Associate Deputy Minister, Health System Information Mgmt & CIO Office
Liz Hyland, Associate Deputy Minister/Executive Lead (A) Health Services I&IT Cluster
Donna Piasentini, Director, Emergency Health Program Management & Delivery Branch
Heather Berios, Director (A), Health Services I&IT Cluster
Michelle McKenzie, Executive Director, Ontario Association of Paramedic Chiefs

Attachment: MPDS Implementation Schedule

Medical Priority Dispatch System (MPDS)

By the end of 2021, Ontario's 13.5 million* residents will benefit from the new 9-1-1 ambulance call-taking system.



Legend
 ACC - Ambulance Communication Centre
 DSSAB - District Social Services Administration Board
 DSB - District Services Board
 DSAB - District Services Administration Board

* Stats Canada data, 2016

Getting the **right resource** to the **right call** at the **right time**



**ITEMS RELATED TO
HUMAN SERVICES**

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DATE: June 18, 2018

REPORT TITLE: **BRAMPTON BRAMALEA CHRISTIAN FELLOWSHIP RESIDENCES LTD. AFFORDABLE HOUSING PROJECT UPDATE**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

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

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

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

REPORT HIGHLIGHTS

- On March 30, 2017, staff executed a conditional Memorandum of Understanding with Brampton Bramalea Christian Fellowship, Inc., in the amount of \$12,600,000.
- Brampton Bramalea Christian Fellowship, Inc. has assigned its rights and interests under the Request For Proposal process and the conditional Memorandum of Understanding to Brampton Bramalea Christian Fellowship Residences Ltd.
- Brampton Bramalea Christian Fellowship Residences Ltd. has reduced the total number of units in their proposed project from 92 to 90.
- Although the total number of units has decreased, the number of affordable rental units has increased from 84 to 89.
- The capital funding for this contract will be provided entirely through the Investment in Affordable Housing 2014 Extension allocation and consists of \$150,000 per unit.
- Staff is recommending that Council authorize an increase in the funding for the proposed project through Investment in Affordable Housing program in the amount of \$750,000 to fund the additional five affordable rental units, increasing the total project to \$13,350,000.

BRAMPTON BRAMALEA CHRISTIAN FELLOWSHIP RESIDENCES LTD. AFFORDABLE HOUSING PROJECT UPDATE

- Since the additional \$750,000 will be funded through the Investment in Affordable Housing program, there is no net impact to the Region of Peel.

DISCUSSION

1. Background

In August 2016, staff issued a Request for Expression of Interest to identify parties interested in the development of affordable housing projects. On September 8, 2016, in the report entitled “Affordable Rental Housing Update”, Regional Council authorized staff to proceed with an invitational proposal call directed to those that had responded to the Request for Expression of Interest. Request for Proposal 2016-599P was issued on Friday, October 28, 2016 with the intent of soliciting proposals for the supply of affordable rental housing units that would be owned and operated by the respondents. The Request For Proposal closed on Friday December 9, 2016.

On March 30, 2017, Regional Council authorized the execution of a conditional Memorandum of Understanding with Brampton Bramalea Christian Fellowship, Inc., to fund the affordable housing project located at 11613 Bramalea Road, Brampton through Federal/Provincial Investment in Affordable Housing 2014 Extension funding in the amount of \$12,600,000. Council also authorized the execution of the Investment in Affordable Housing 2014 Extension Contribution Agreement with Brampton Bramalea Christian Fellowship, Inc. or its proposed assignee, Brampton Bramalea Christian Fellowship Residences Ltd., upon completion of the conditions in the conditional Memorandum of Understanding.

The project proposed by Brampton Bramalea Christian Fellowship, Inc. was a mid-rise rental building with 92 units of which 84 were affordable rental units. The proposed project would be comprised of 52 one-bedroom units, 38 two-bedroom units, and two three-bedroom units. Forty-two one-bedroom units would be reserved for applicants from the Centralized Wait List which would have rents at 60 per cent of the Average Market Rent. The balance of the affordable units would rent at 100 per cent of Average Market Rent.

2. Project Update

Upon Council direction, staff executed a conditional Memorandum of Understanding (MOU) with Brampton Bramalea Christian Fellowship, Inc., which included the right of Brampton Bramalea Christian Fellowship, Inc. to assign its rights and obligations under the Request for Proposal 2016-599P and the conditional MOU to its proposed assignee Brampton Bramalea Christian Fellowship Residences Ltd. Brampton Bramalea Christian Fellowship, Inc. has now exercised this right of assignment and therefore, moving forward, the proposed project will be delivered through Brampton Bramalea Christian Fellowship Residences Ltd.

The Investment in Affordable Housing program requires that the Service Manager enter into a Contribution Agreement with Brampton Bramalea Christian Fellowship Residences Ltd., no later than December 31, 2018 to allocate the Investment in Affordable Housing Year 5 funding as previously approved by Council in March 2017. Staff is working closely with Brampton Bramalea Christian Fellowship Residences Ltd. to complete the conditions set out in the conditional MOU, and is on track to execute the Contribution Agreement before the end of the year.

14.1-3

BRAMPTON BRAMALEA CHRISTIAN FELLOWSHIP RESIDENCES LTD. AFFORDABLE HOUSING PROJECT UPDATE

During the design process, there was a reduction in the building height and a requirement for more commercial space. The resulting changes reduced the total number of units in the proposed project by two.

Although the total number of units has decreased, the number of affordable rental units has increased from 84 to 89; three one-bedroom and two two-bedroom affordable housing units have been added. Moreover, Brampton Bramalea Christian Fellowship Residences Ltd. has proposed that the additional three one-bedroom units be reserved for households on the Centralized Wait List and rented at 60 per cent of Average Market Rent; increasing the number of affordable housing units available for applicants on the Centralized Wait List from 42 to 45. The balance of the affordable housing units, including the additional two two-bedroom units, will rent at 100 per cent of Average Market Rent. The initial and revised proposed project breakdown is as follows:

Initial Proposed Project Breakdown			Revised Proposed Project Breakdown		
Bedroom Type	Number of Units	Number of Units for CWL	Bedroom Type	Number of Units	Number of Units for CWL
1 BDRM	42	42	1 BDRM	45	45
2 BDRM	42		2 BDRM	44	
Subtotal	84	42	Subtotal	89	45
Market	8		Market	1	
Total	92	42	Total	90	45

FINANCIAL IMPLICATIONS

It is recommended that capital project 175038 in the amount of \$12,600,000 to fund an affordable housing project be increased to \$13,350,000 with the additional \$750,000 being funded from Investment in Affordable Housing Extension funds, and therefore with no net impact on the Region.

CONCLUSION

The investment and partnership in the Brampton Bramalea Christian Fellowship Residences Ltd. project represents an opportunity for the Region to increase the availability of affordable housing options for the residents of Peel Region.

This affordable housing project demonstrates Council's ongoing commitment to leverage funding provided by senior levels of government to create viable, affordable housing that aligns with the desired outcomes of the Term of Council Priority and the renewed Peel Housing and Homelessness Plan.



Janice Sheehy, Commissioner of Human Services

**BRAMPTON BRAMALEA CHRISTIAN FELLOWSHIP RESIDENCES LTD. AFFORDABLE
HOUSING PROJECT UPDATE**

Approved for Submission:



D. Swarc, Chief Administrative Officer

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

Authored By: Marwan Kassay

Reviewed in workflow by:

Purchasing
Financial Support Unit
Legal Services

For Information

DATE: June 18, 2018

REPORT TITLE: **AFFORDABLE TRANSIT PROGRAM UPDATE**

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To update Regional Council on the Affordable Transit Program and provide information on additional transit subsidy options.

REPORT HIGHLIGHTS

- On September 28, 2017, Regional Council approved the permanent Affordable Transit Program for Mississauga and Brampton residents.
- The Program was officially launched on February 1, 2018 in Mississauga and May 1, 2018 in Brampton.
- Residents have responded positively, resulting in the approval of more than 1,700 applications from Mississauga in the first five months of the Program.
- Regional Council requested that staff provide additional information on the following: the impact of providing free transit for children under 12 years of age whose parents qualify for the Affordable Transit Program; analysis of implementing a sliding scale model or increasing the income threshold; and, implementing an affordable transit program in the Town of Caledon.
- In order to establish a baseline and trends and to stabilize the Program, it is not recommended that eligibility or policy changes be made at this time.

DISCUSSION
1. Background

On September 28, 2017, Regional Council approved a permanent Affordable Transit Program (Council Resolution 2017-720) for Mississauga and Brampton residents. The Regional Budget includes \$1 million for transit fare subsidies.

Residents who participated in the 2016 to 2017 Affordable Transit Pilot were permitted to apply to the permanent program prior to its official launch; 548 pilot participants qualified for the 2018 Program. The Region of Peel developed a web based portal for residents to apply on-line and worked with local municipal staff to finalize the program design. This resulted in the program being launched in Mississauga on February 1 and in Brampton on May 1, 2018.

Given the results of the pilot program, it was estimated that a budget of \$1 million allocated for up to 1,800 participants with a combination of adult (85 per cent) and senior (15 per cent) riders, a contingency of 10 per cent for a change in the combination of participants and any

AFFORDABLE TRANSIT PROGRAM UPDATE

related administrative costs, would meet the program's needs. To date however, more than 1,700 Mississauga residents have been approved for the Affordable Transit Program pass. Actual purchases of the monthly pass are increasing as noted in the chart below.

Month	Total Number of Passes Sold (adult and senior)	Cost
January	479	\$27,823
February	443	\$26,035
March	577	\$33,744
April	655	\$38,814
May	996	\$60,427
Total	3,150	\$186,842

Based on the initial uptake of the Program, if the trend continues, the demand for the program may exceed budget allocation. Brampton data is not yet available due to a May 1 launch of the Program in that City. It is important to note that the next two years will provide baseline data and trends, enabling staff to better predict future demand, and to also analyze feedback from participants as part of the evaluation of the Program.

2. Additional Transit Subsidy Options

At the September 28, 2017 Regional Council meeting, staff was directed to undertake the following:

- An analysis of the implications of permitting children under the age of 12 to ride free of charge if their parent(s) qualify for the program;
- An analysis of the implications of increasing the income threshold or using a sliding scale, to qualify for the program;
- The implications of implementing an Affordable Transportation Program in the Town of Caledon.

a. Children Under 12 Years of Age Travel For Free

Staff completed a jurisdictional scan to identify other municipalities that provide subsidized or free transit to children up to 12 years of age. According to data from the Canadian Urban Transit Association:

All twenty-five Ontario transit authorities offer free transit for children up to one year of age;

- 76 per cent offer free transit for children up to age 5;
- 12 to 16 per cent of Ontario's transit authorities offer free transit for children aged 6 to 13 years.

Brampton Transit and MiWay Transit offer free travel for children less than five years of age. In addition, as of September, Brampton Transit will be reducing fares for children up to 12 years of age. An initial query of current Affordable Transit Program applicants, found that the number of households with children under 12 years was low, therefore, the financial impact of offering free transit would not be significant. However, at this time, for every child approved, the number of adults, seniors and youth accessing the program

AFFORDABLE TRANSIT PROGRAM UPDATE

would need to be reduced to stay within the current budget allocation of \$1 million. In future years, a specific subsidy for children under 12 years could be implemented as an additional option for families should Council decide to do so.

b. Increasing Income Threshold

The Affordable Transit Program uses the Low-Income Measure (LIM) to define eligibility for the Program. The thresholds are as follows:

Household Size	After-tax Household Income
1 person	\$22,133
2 persons	\$31,301
3 persons	\$38,335
4 persons	\$44,266

Low-Income Measure is a consistent tool used by many jurisdictions to determine eligibility for a range of programs and services. To date, only thirty-nine applications have been denied because they are over the income threshold. At this stage of the new Program, there is ample demand by residents for the Affordable Transit Program. Staff will continue to track the number of residents deemed ineligible due to not meeting the income criteria and consider recommending an adjustment to the threshold once the Program has stabilized and a baseline is established.

c. Sliding Scale Model

Based on our research, it appears that Calgary Transit is the only transit authority in Canada to offer a model of sliding scale for fares. In 2017, the Government of Alberta committed \$13.5 million over three years to implement this program. According to Calgary Transit, “a sliding scale is a pricing system that assesses income and assigns a purchase price based on that income. The less an applicant earns, the less they will need to pay.” An example of Calgary’s current sliding scale is below:

Household Size	Income Category A	Income Category B	Income Category C
	Resident pays: \$5.15	Residents pays: \$36.05	Resident pays: \$51.50
1 person	Less than \$12,669	\$12,670 - \$21,537	\$21,538 - \$25,338
2 persons	Less than \$15,772	\$15,773 - \$26,812	\$26,813 - \$31,544

In Brampton and Mississauga, all passes, including the Affordable Transit Program pass, are only available on the PRESTO card. Current PRESTO technology does not have the capability to implement a sliding scale program. However, over the next three years, Metrolinx will be enhancing the features on PRESTO that may allow this

AFFORDABLE TRANSIT PROGRAM UPDATE

model to be implemented in the future. Staff will monitor the progress of the Calgary Transit sliding scale program for lessons that may be applicable in the future, including the administrative costs of implementing such a program.

d. Affordable Transit Program in Caledon

Currently, the Town of Caledon is conducting a feasibility study to investigate the benefits and costs of providing public transit services. Included in the scope of this review is the development and evaluation of service options along with a financial plan describing capital costs, operating costs, estimated fare box revenue, and municipal subsidy requirements for any proposed service. The study will include engagement with stakeholders and the general public at key points in the study, including telephone and online surveys.

As a result of the current review, it is recommended that transit affordability in Caledon be revisited once decisions are made by Caledon Council.

Brampton Transit offers limited service to Caledon, along Airport Road north of Mayfield Road, to move residents to and from that employment corridor. Brampton residents accessing the Affordable Transit Program could be travelling to and from Caledon via this service; however, there is currently no way to confirm this. As part of the evaluation of the Program in Brampton, questions related to use of the pass and travel to Caledon will be included.

RISK CONSIDERATIONS

As of May 15, 2018, there are 1,700 Mississauga residents approved for the Program. If current trends continue, demand for the program may exceed the budget allocation available.

Staff will cap Program enrolment at the current \$1 million for client subsidies and continue to track Program demands and usage. Staff will carefully evaluate usage data before returning to Council with any recommendations related to the options outlined, participant feedback and/or increased permanent funding.

FINANCIAL IMPLICATIONS

The Human Services budget includes \$1 million for client subsidies for the Affordable Transit Program. Staff will administer the Program within the current budget, continue to monitor program demand and trends, and report Program variances to Council through the triannual reporting process. At this time, staff do not recommend any changes to the Program parameters as a full two years of data is required to better predict future demand. If required, requests for additional resources will be brought forward for Council for approval through the annual budget process.

AFFORDABLE TRANSIT PROGRAM UPDATE

CONCLUSION

The Affordable Transit Program is an important initiative that provides support for people living in low-income. Staff will continue to monitor the program to ensure it adequately meets the needs of residents. Future policy and program changes that increase transit equity could be considered once the Program is stabilized and baseline data established.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Adaoma Patterson, Advisor, Peel Poverty Strategy, extension: 4015, or at 416-524-6026.

Reviewed in workflow by:

Financial Support Unit

DATE: June 20, 2018

REPORT TITLE: **GOVERNANCE FOR HOUSING AND HOMELESSNESS FOR THE 2018 TO 2022 TERM OF COUNCIL**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

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

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

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

REPORT HIGHLIGHTS

- On April 5, 2018 Regional Council approved the renewed 2018-2028 Peel Housing and Homelessness Plan (“PHHP”).
- Successfully implementing the changes introduced through the new PHHP requires an approach to governing housing and homelessness that supports enhanced synergies between the Region of Peel and Peel Housing Corporation (PHC).
- As such, staff recommends the creation of a new Peel Housing and Homelessness Strategic Advisory Committee of Council for the 2018 to 2022 term, which will provide strategic and public policy oversight for housing and homelessness, including strategic matters relating to PHC.
- Staff further recommends the transition of the existing PHC Board structure in the 2018 to 2022 term, to a board comprised of senior Regional staff to be recommended by the CAO, and approved by Regional Council, as the governing body of the sole shareholder, focused on operational matters.

GOVERNANCE FOR HOUSING AND HOMELESSNESS FOR THE 2018 TO 2022 TERM OF COUNCIL

DISCUSSION

1. Background

On April 5, 2018 Regional Council approved the renewed 2018-2028 Peel Housing and Homelessness Plan (PHHP). The renewed PHHP provides a strategic roadmap for Housing and Homelessness Services for the next 10 years and as such, establishes priorities for Housing and Homelessness for the coming term.

The strategies and actions in the renewed plan introduce intentional and strategic changes designed to achieve improved outcomes in a challenging, complex and changing environment. These changes include: 1) Confirming the strategic role of the Region of Peel as Service Manager and expanding the Region's Housing and Homelessness priorities for the next term to include emergency, transitional, supportive and affordable housing for low and middle income households; 2) Implementing a more planned approach to development, guided by targets, and focused on re-developing Peel Housing Corporation (PHC) assets; 3) Doing more to leverage existing private stock; 4) Transforming service delivery to improve impact, and; 5) Building the capacity of the non-profit sector to grow the affordable housing stock and operate on a larger scale.

Through this report, staff is seeking Council approval for a new approach to governing housing and homelessness; one that supports enhanced synergies between the Region of Peel and the Peel Housing Corporation.

2. Housing and Homelessness Strategic Advisory Council Committee

Staff recommends that a new Peel Housing and Homelessness Strategic Advisory Committee of Council be created for the 2018 to 2022 term to provide strategic oversight to matters pertaining to: 1) the Service Manager; 2) Affordable Housing Development and; 3) PHC. It is anticipated that the Committee would oversee strategic issues such as:

- Emergency, transitional, supportive and affordable housing development including the approval of the Housing Master Plan which will map the development priorities for the Region for the next 10-years, with a focus on re-developing PHC assets;
- The creation and oversight of an updated financing and investment plan;
- Land-use planning and policy decisions that are related to Housing;
- The piloting, monitoring and implementation of financial and non-financial incentives to build more affordable housing for middle-income households;
- The re-design of service models to reach more clients in a timely and cost-effective way;
- The transition to a Housing First model to reduce chronic homelessness, and;
- The implementation of a new social housing modernization framework to redefine how the Service Manager works with housing providers.

It is also anticipated that this Committee would provide a forum to increase public and stakeholder engagement.

Staff will report back to Regional Council in December 2018 with regard to the Terms of Reference for the Peel Housing and Homelessness Strategic Advisory Committee of Council.

GOVERNANCE FOR HOUSING AND HOMELESSNESS FOR THE 2018 TO 2022 TERM OF COUNCIL

3. Implications for Peel Housing Corporation

The Peel Housing Corporation (PHC) is integral to Regional Council in its role as Service Manager. Successfully implementing the strategies within the new PHHP requires the Service Manager and PHC to work closely together within a governance structure that supports integration as opposed to independence.

As such and as previously stated, it is recommended that the Peel Housing and Homelessness Strategic Advisory Committee have strategic oversight of the role and contribution which PHC can and should make to the success of the PHHP, including the re-development of PHC assets where appropriate.

Given the proposed strategic role for the Peel Housing and Homelessness Strategic Advisory Committee of Council, it is recommended that the complementary governance of PHC be undertaken by a Board of senior Regional staff, who are not directly responsible for delivering services related to housing and homelessness. A staff board is being recommended because the new PHC Board will focus primarily on overseeing day-to-day operations, so as not to create a second governing body that has significant mandate overlap with the proposed Peel Housing and Homelessness Strategic Advisory Committee of Council. To ensure open communication and Council awareness of the progress of PHC towards achieving operational excellence, regular updates will be provided by the new staff board to the Strategic Advisory Committee of Council, see Appendix I – Proposed Governance Structure. The decision about who will be appointed to the Board will be made by Regional Council, as the governing body of the sole shareholder, on recommendation from the Chief Administrative Officer.

The General Manager and staff who work for PHC will continue to be employees of the Region of Peel. The General Manager will work closely with the Service Manager to implement the strategic direction of the Housing and Homelessness Strategic Advisory Committee of Council, while working with the PHC Board on operational matters. The General Manager will continue to report, for administrative purposes, to the Commissioner of Human Services.

RISK IMPLICATIONS

Independence of Board members in the exercise of their decision-making, their freedom from conflict of interest and their duty to act in the best interests of PHC constitute legal obligations which must be met. The transition of the PHC Board structure to one comprised of Regional employees is open to a public perception of compromise of the Board's independence and of public interest representation on the Board. Staff considers that these obligations can be addressed by ensuring that the terms governing the employment of employee Directors are clearly and expressly stated to recognize them and that public interest representation can be adequately ensured through the oversight role proposed for the Peel Housing and Homelessness Strategic Advisory Committee of Council and through Regional Council's continuing authority as the governing body of the sole shareholder.

GOVERNANCE FOR HOUSING AND HOMELESSNESS FOR THE 2018 TO 2022 TERM OF COUNCIL

FINANCIAL IMPLICATIONS

There are no net budget implications as a result of this report.

CONCLUSION

The renewed Peel Housing and Homelessness Plan (PHHP), approved by Regional Council on April 5, 2018 provides a new strategic roadmap for Housing and Homelessness Services for the next 10 years. Successfully implementing the changes introduced through the new PHHP requires an updated approach to governing Housing and Homelessness.

Through this report, staff is recommending a new Council committee for the 2018 to 2022 term, to provide strategic and public policy oversight for Housing and Homelessness, including PHC. Staff is also recommending a more streamlined approach to PHC governance, suggesting a staff Board to oversee the day-to-day operations.

Together, these recommendations improve and clarify Council's role as strategic overseers of Housing and Homelessness and staff's role as implementers of Council decisions.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

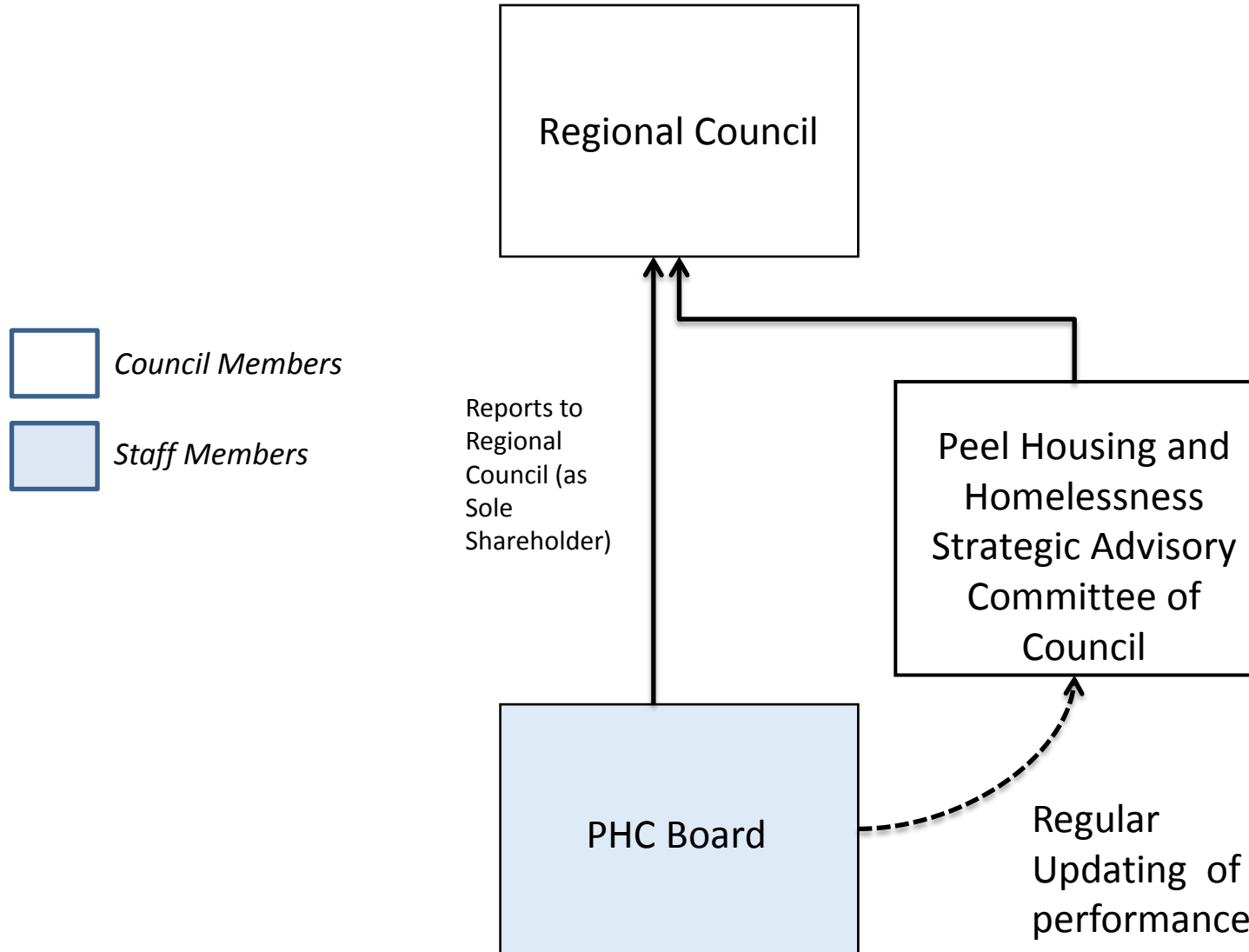
Appendix I – Proposed Governance Structure

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

Authored By: Laura Tribble

*Reviewed in workflow
by: Legal Services*

Proposed Structure: 2018-2022 Term



Governance for Housing and Homelessness: 2018-2022 Term of Council

Janice Sheehy
Commissioner of Human Services
Region of Peel



Background



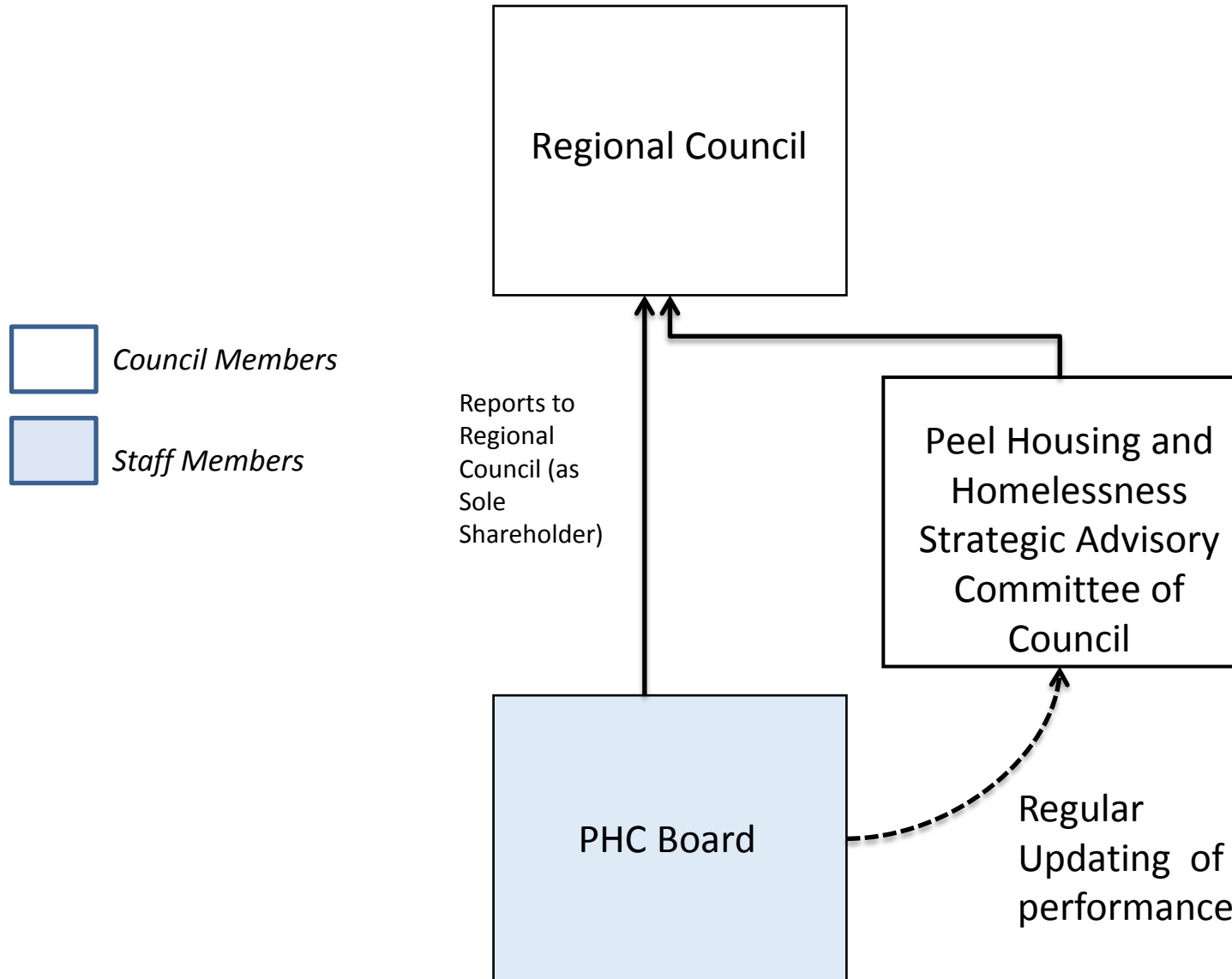
Home For All

The Region Of Peel's Housing And Homelessness Plan

2018–2028



Proposed Structure: 2018-2022 Term



Peel Housing and Homelessness Strategic Advisory Committee

- Comprised of Councillors
- Provides **strategic** oversight on matters pertaining to:
 - I. Service Manager
 - II. Affordable Housing Development
 - III. PHC



Peel Housing and Homelessness Strategic Advisory Committee

- Committee would have oversight on issues such as:
 - Housing development;
 - Financing and investment plan;
 - Housing land-use planning and policy decisions;
 - Financial and non-financial incentives;
 - Re-design of service models;
 - Transition to a Housing First model;
 - Social housing modernization framework



PHC Board

- Transition to a PHC Board comprised of senior Regional staff
- Potential appointees will be recommended by the Chief Administrative Officer
- Regional Council, as the governing body of the sole shareholder, will approve appointments
- Focus will be on day-to-day operational matters



Considerations

- Public perception of independence and public interest representation of a staff Board
- To address this concern:
 - Legal obligations will be outlined
 - Peel Housing and Homelessness Strategic Advisory Committee of Council will act as an oversight body



Questions?



DATE: June 14, 2018

REPORT TITLE: **AFFORDABLE HOUSING ACTIVE LIVING DESIGN ELEMENTS PROGRAM UPDATE**

FROM: Janice Sheehy, Commissioner of Human Services
Nancy Polsinelli, Commissioner of Health Services
Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

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

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

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

REPORT HIGHLIGHTS

- In 2015, the Affordable Housing Active Living Design Elements (Active Living) Program was created to provide grants to housing providers in Peel, to incorporate active living design elements in their housing sites that would promote a healthy lifestyle among tenants.
- The Active Living program aligns with the 2014-2018 Term of Council Priority (TOCP) "Promote Healthy and Age-Friendly Built Environments."
- Between 2016 and 2017, the Region allocated \$249,019 to support 10 housing providers with the purchase and installation of active living design elements with funding from Human Services and Health Services.
- Initial evaluation results suggest the program is achieving its intended outcomes.
- Staff is seeking Council approval to allocate remaining 2018 program funding of up to \$175,000 to Peel Housing Corporation.

AFFORDABLE HOUSING ACTIVE LIVING DESIGN ELEMENTS PROGRAM UPDATE**DISCUSSION****1. Background**

The Region of Peel's Affordable Housing Active Design Guidelines and Standards provide guidance on creating complete communities, indoor and outdoor active areas, as well as programming and partnerships to promote active and healthy living among affordable housing residents.

In 2015, the Affordable Housing Active Living Design Elements (Active Living) program was created to assist housing providers in Peel to incorporate active living design elements at their existing sites. Such elements include installation of indoor and outdoor fitness equipment, playgrounds, pathways, bike racks, garden beds and/or stairwell enhancements. Funding for the program was approved by Council through the 2016 budget.

2. Program Update

Between 2016 and 2017, \$249,019 was allocated to 10 community housing providers to purchase and install active living design elements at existing affordable housing sites (see Appendix I). Funding was allocated through two separate competitive processes with a Request for Proposal (RFP) being issued each year. The RFPs were awarded to three providers in 2016 and seven providers in 2017 under Purchasing By-law 113-2013, and subsequent Grant Agreements were executed.

3. Preliminary Analysis of Elements Installed

As a component of the 2016 RFP, housing providers were required to participate in a pre- and post-installation evaluation. Early results from the evaluation, led by Public Health, suggest that the program is having a positive impact on residents by creating more opportunities for physical activity in their daily lives. For example, the program has resulted in:

- **Increased stair use among residents and visitors**

At Building A of Property 1, the median number of daily stair trips increased from 66 trips per day (pre-installation) to 96 trips per day one year post-installation of stair improvements. At Building B of Property 1, the median number of daily stair trips increased from 57 (pre-installation) to 66 trips per day one year post-installation.

- **Increased safety around playground structure and increased access to a playground for residents**

At Property 2 and 3, park use was observed for three days, three times daily (i.e., in the morning, afternoon and evening). At Property 2, four out of nine park observations were recorded as "in-use," with a total of 12 park users. At Property 3, eight out of nine observations were "in-use," with a total of 32 park users. The majority of park uses included standing, playing on the structure, and walking. Demographics of park users varied by location, with the primary users being children.

AFFORDABLE HOUSING ACTIVE LIVING DESIGN ELEMENTS PROGRAM UPDATE

- **Increased access to secured bike parking**

At Property 3, in pre-installation conditions, there were 16 bicycles and scooters on site, with six of them not properly secured in a bike rack. In post-installation conditions, there were 17 bicycles and scooters on site, and all were properly secured in the racks.

Evaluation of the program is ongoing and data is currently being collected from the seven housing providers who participated in the 2017 RFP.

4. Active Living Design Elements funding for Peel Housing Corporation

Peel Housing Corporation (PHC) did not participate in the 2016 and 2017 RFP process, as the Corporation's focus was on initiating work to support regeneration projects on existing land. With the Regional Council approval of the Peel Housing and Homelessness Plan, this work is well underway and the capacity exists to focus on implementation of active design elements.

For Year 3 (2018), staff is recommending that the annual available funding of up to \$175,000 be provided to PHC for installation of active living design elements at one or more of its housing buildings. Because PHC is the largest social housing provider in Peel with over 70 buildings, an allocation of that amount is appropriate so that projects may be funded at multiple PHC sites, or a larger project may be funded at one of their housing locations. PHC will be required to submit their proposed project(s) for review to ensure compliance with the program's objectives.

FINANCIAL IMPLICATIONS

The approved 2018 Human and Health Services budgets includes \$175,000 for the Affordable Housing Active Design Elements Program; \$100,000 from the Human Services budget and \$75,000 from the Health Services budget.

CONCLUSION

Incorporating active living design elements at existing affordable housing sites in Peel promotes active, healthy communities and aligns with the 2014-2018 Term of Council Priority to "Promote Healthy and Age-Friendly Built Environments." To assess the return on investment and alignment with the Region's renewed 10-Year Housing and Homelessness Plan, a program review will be conducted, and future recommendations about grant administration will be brought back to Council in 2019.



Janice Sheehy, Commissioner of Human Services

AFFORDABLE HOUSING ACTIVE LIVING DESIGN ELEMENTS PROGRAM UPDATE



Nancy Polsinelli, Commissioner of Health Services



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

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – 2016 and 2017 Affordable Housing Active Living Design Elements Program Grant Recipients

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

Authored By: Christina Honvari, Specialist, Housing Services

Reviewed in workflow by:

Financial Support Unit
Legal Services

14.4-5

APPENDIX I

AFFORDABLE HOUSING ACTIVE LIVING DESIGN ELEMENTS PROGRAM UPDATE

2016 and 2017 Affordable Housing Active Living Design Elements Program Grant Recipients

Housing Provider	Municipality	Project Description	Funding Year	Funding Amount
Pathway Non-Profit Community Development Incorporated of Peel	Mississauga	<ul style="list-style-type: none"> • Installation of outdoor fitness equipment • Stairwell enhancements (paint, wall art, non-slip adhesive stair strips) 	2016	\$41,554
Hope Villa Non-Profit Residences of North York	Mississauga	<ul style="list-style-type: none"> • Installation of interlocking stone and rubber surface • Replacement of curb wall around area to make the area more safe and accessible 	2016	\$32,520
Kimbermount Place Inc.	Mississauga	<ul style="list-style-type: none"> • Playground installation • Rubber surface • Benches 	2016	\$25,926
Bayanihan Non-Profit Co-operative Homes Inc.	Brampton	<ul style="list-style-type: none"> • Playground installation 	2017	\$25,000
Las Americas Co-operative Homes Inc.	Mississauga	<ul style="list-style-type: none"> • In-door fitness equipment • Mirrors 	2017	\$19,328
Britannia Glenn Co-operative Homes Inc.	Mississauga	<ul style="list-style-type: none"> • In-door fitness equipment • Mirrors 	2017	\$20,443
Wawel Villa, Incorporated	Mississauga	<ul style="list-style-type: none"> • Stone walkway to garden • Outdoor fitness equipment for seniors • Garden Planters • Benches 	2017	\$25,000
Pathway Non-Profit Community Development Incorporated of Peel	Mississauga	<ul style="list-style-type: none"> • Installation of stairwell doors with glass windows • Signage 	2017	\$16,869
Edenwood Senior's Village Inc.	Mississauga	<ul style="list-style-type: none"> • Outdoor fitness equipment for seniors 	2017	\$17,379
Erin Court Co-Operative Homes Inc.	Mississauga	<ul style="list-style-type: none"> • In-door fitness equipment 	2017	\$25,000
TOTAL AMOUNT ALLOCATED				\$249,019



Resolution

Moved By: Councillor Fonseca	Date: June 28, 2018
Seconded By: Councillor	Item Number 17.1

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

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

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

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

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

CARRIED	LOST	REFERRED
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Chair



Resolution

Moved By: Councillor Crombie	Date: June 28, 2018
Seconded By: Councillor	Item Number 17.2

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

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

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

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

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

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

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

- a. Setting national plastic recovery targets that are measurable and encourage a transition to a circular economy;
- b. Making the producers of products and packaging directly responsible for reducing resource consumption;
- c. Designing standardized products and packaging that are reusable, recyclable, or truly compostable (meeting minimum standards);
- d. Creating incentives for waste management systems and infrastructure that increase the reuse, recycling and composting of products and packaging;
- e. Incenting the reduction of waste, reusability of products and packaging, and ensuring all products and packaging can practically be recycled;
- f. Establishing consistent national definitions (e.g. circular economy, resource recovery and recycling), performance expectations and standards, and measurement protocols for achieving targets;
- g. Developing a national non-recyclable single-use plastics ban or alternate action and promoting the use of feasible/available alternatives;

Resolution

- h. Establishing a national non-recyclable single-use plastics recycled content performance standard;
- i. Identifying plastics and plastic additives that are toxic or cannot feasibly be collected and recycled and ban or regulating their import, use, and sale (minimize and standardize the different types of plastics allowed in packaging);
- h. Reducing consumer and industrial use of single-use plastics, including, but not limited to, plastic bags, bottles, straws, tableware, polystyrene (foam), plastic tea bags, cigarette filters, and beverage containers; and
- i. Supporting commodity markets that incent the use of secondary materials over primary materials.

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

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

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

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

CARRIED	LOST	REFERRED
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Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 37-2018

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

WHEREAS, the Council of the Regional Corporation on the 13th day of September, 2007 passed By-law 95-2007 to set out all the roads in the Regional Road System;

AND WHEREAS, the Council of the Regional Corporation has by Resolution passed on the 28th day of June, 2018 authorized the enactment of a by-law to amend By-law Number 95-2007, to remove that portion of Regional Road 5 (Derry Road West), in the City of Mississauga (the "Subject Lands") described herein from the Regional Road System;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Schedule "A" to By-law 95-2007 is hereby amended by deleting therefrom a portion of the road described as follows:

Part of Lot 12, Concession 3 West of Hurontario Street, City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 9 on Reference Plan 43R-18372
2. That the portion of the road described in section 1, is hereby removed from the Regional Road System of the Regional Municipality of Peel;
3. That this by-law shall come into force and take effect on August 31, 2018.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 28th day of June, 2018.

Regional Clerk

Regional Chair

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**

RECEIVED

June 28, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

June 27, 2018

Distribution List on Page 3

Re: Community Safety and Well Being Plan

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

The Council of The Corporation of the City of Brampton passed the following resolutions at its meeting of June 27, 2018:

Whereas community safety is a major priority for Brampton City Council; and

Whereas residents have expressed concern that youth violence appears to be increasing in Brampton; and

Whereas the *Police Services Act* mandates that the Regional Municipality of Peel create a Community Safety and Well Being Plan for the entire region, including the City of Brampton; and

Whereas the City of Brampton will be a key stakeholder in the successful development and establishment of a Community Safety and Well Being Plan;

Therefore Be it Resolved That:

- A. Brampton City Council request the Regional Municipality of Peel Council and the Peel Regional Police Service immediately adopt an integrated approach to develop and implement a Community Safety and Well Being Plan that:
1. partners with all community stakeholders to develop a strategy to address concerns and focus on measurable outcomes, including:
 - a) School Boards,
 - b) Post-Secondary education institutions,
 - c) Volunteer and non-profit community groups and organizations,
 - d) Faith-based groups and organizations,
 - e) The Central West Local Health Integration Network (LHIN) and its partner agencies,
 - f) Provincial community and social services agencies,
 - g) Region of Peel Departments and agencies,
 - h) Brampton MPs,
 - i) Brampton MPPs,
 - j) City of Brampton Corporate Divisions, including:
 - i. Corporate Security
 - ii. Enforcement and By-law Services (including parking, secondary suites and City's new Public Nuisance By-Law)

9.1-2

- iii. Recreation
 - iv. Planning (including the Complete Neighbourhood Audit Program)
 - v. Transit
 - vi. Emergency Management;
2. utilizes input from the current Brampton City Council's Community Safety Advisory Committee, and its successor committee(s);
 3. utilizes the input from the current Inter-Municipal Enforcement Team (IMET) which meets monthly and chaired by the Peel Regional Police Service;
 4. utilizes input from the current Sheridan College/City of Brampton Committee (Town and Gown Committee);
 5. includes a comprehensive community education, awareness and communication strategy, in multiple languages and utilizing multiple avenues of communication and community engagement; and
- B. A copy of Council's Resolution be forwarded to the Regional Municipality of Peel Council, the Peel Regional Police Service, Peel Police Service Board, Brampton Members of Parliament and Brampton Members of Provincial Parliament.

That the following delegations and correspondence, to the Council Meeting of June 27, 2018, re: **Community Safety and Well Being Plan**, be received:

Delegations:

- a. Raj Grewal, MP, Brampton East
- b. Sonia Sidhu, MP, Brampton South
- c. Ramesh Sangha, MP, Brampton Centre

Correspondence:

- a. Raj Grewal, MP, Brampton East; Kamal Khera, MP, Brampton West; Ruby Sahota, MP, Brampton North; and, Sonia Sidhu, MP, Brampton South, dated June 21, 2018
- b. Sheridan College (press release), dated June 26, 2018

Yours truly,

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

(CL-6.1, 16.1)

cc: Mayor and Members of Council
H. Schlange, Chief Administrative Officer
Commissioners and Department Heads

**Distribution List for June 27, 2018 Correspondence
Re: Community Safety and Well Being Plan**

via e-mail

(to be sent to Brampton MPPs once e-mail addresses are confirmed)

Brampton Members of Parliament:

Raj Grewal, MP, Brampton East
raj.grewal@parl.gc.ca

Sonia Sidhu, MP, Brampton South
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Ramesh Sangha, MP, Brampton Centre
ramesh.sangha@parl.gc.ca

Kamal Khera, MP Brampton West
kamal.khera@parl.gc.ca

Ruby Sahota, MP, Brampton North
ruby.sahota@parl.gc.ca

Brampton Members of Provincial Parliament:

Sara Singh, MPP, Brampton Centre

Gurratan Singh, MPP, Brampton East

Kevin Yarde, MPP, Brampton North

Prabmeet Singh Sarkaria, MPP, Brampton South

Amarjot Singh Sandhu, MPP, Brampton West

Peel Regional Police:

Jennifer Evans
Chief of Police
Peel Regional Police
jennifer.evans@peelpolice.ca

Peel Police Services Board:

Sue McFadden, Chair
Peel Police Services Board
c/o Robert Serpe, Executive Director
robert.serpe@peelpoliceboard.ca

Region of Peel Council:

Kathryn Lockyer
Regional Clerk
Regional Municipality of Peel
kathryn.lockyer@peelregion.ca