

CHAIR:

N. IANNICCA

MEMBERS:

P. BROWN

G. CARLSON

B. CROMBIE

D. DAMERLA

S. DASKO

G. S. DHILLON

J. DOWNEY

C. FONSECA

P. FORTINI

A. GROVES

J. INNIS

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

R. SANTOS

I. SINCLAIR

R. STARR

A. THOMPSON

P. VICENTE



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, April 22, 2021

Time: 9:30 AM

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

The meeting will be live streamed on <http://www.peelregion.ca/>

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

Jill Jones at jill.jones@peelregion.ca.

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1. **CALL TO ORDER**
2. **INDIGENOUS LAND ACKNOWLEDGEMENT**
3. **DECLARATIONS OF CONFLICTS OF INTEREST**
4. **APPROVAL OF MINUTES**
 - 4.1. April 8, 2021 Regional Council meeting
5. **APPROVAL OF AGENDA**
6. **CONSENT AGENDA**
7. **DELEGATIONS**
 - 7.1. Robert Cook, Consultant, on behalf of the Ontario Waste Management Association
Requesting that Regional Council Support the City of St. Catharines Resolution Regarding Schedule 6, Bill 197, *COVID-19 Economic Recovery Act, 2020*, to Eliminate the Development Approval Requirement Provisions from Adjacent Municipalities and to Render Final Approval for Landfills within a Host Municipality's Jurisdiction (Related to 14.1)
 - *7.2. Guri Pannu, Chair, South Asian COVID-19 Taskforce
Promoting the National Campaign "This is Our Shot" to Combat Vaccine Hesitancy
8. **COVID-19 RELATED MATTERS**
 - *8.1. Update on the Region of Peel's Response to COVID-19
(Oral)
Presentation by Dr. Lawrence Loh, Medical Officer of Health
 - 8.2. Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery
(For information)
9. **COMMUNICATIONS**
 - *9.1. David Wojcik, President and Chief Executive Officer, Mississauga Board of Trade
Letter dated April 22, 2021, Regarding the Use of Section 22 Orders to Close Businesses in Peel Region (Receipt recommended)
10. **STAFF PRESENTATIONS**

- *10.1. 2020-2030 Climate Change Master Plan: 2020 Annual Progress Report
Presentation by Christine Tu, Director, Office of Climate Change and Energy Management

11. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

- 11.1. 2021 Update of the Region of Peel's Financial Condition
(For information)
- 11.2. Budget Policy and Reserve Management Policy Compliance Update – December 31, 2020
(For information)
- 11.3. Crane Swing Agreement – 5025, 5035 and 5065 Erin Mills Parkway, City of Mississauga, Ward 11, Owner: Daniels HR Corporation
(Related to By-law 27-2021)
- 11.4. Tie-Back Agreement – 5025, 5035 and 5065 Erin Mills Parkway, City of Mississauga, Ward 11, Owner: Daniels HR Corporation
(Related to By-law 28-2021)
- 11.5. Report of the Government Relations Committee (GRC-1/2021) meeting held on April 1, 2021

12. COMMUNICATIONS

- 12.1. Nina Tangri, MPP, Mississauga-Streetsville
Email dated March 24, 2021, Regarding the 2021 Government of Ontario Budget (Receipt recommended) (Related to 16.1)
- 12.2. Peter Robertson, Resident of Peel
Letter dated April 12, 2021, Regarding the Commissioning of a Monument in Honour of Former Premier of Ontario, Bill Davis (Referral to Service Excellence and Innovation recommended)
- *12.3. Rahul Mehta, Resident
Email dated April 22, 2021 Providing Comments Related to Earth Day and the 2020-2030 Climate Change Master Plan: 2020 Annual Progress Report (Receipt recommended)

13. ITEMS RELATED TO PUBLIC WORKS

- 13.1. Extension of TransHelp Service Contracts – Document 2016-061T
- 13.2. Curbside Waste Collection Contractors' Performance in 2020
(For information)

- 13.3. Report of the Waste Management Strategic Advisory Committee (WMSAC- 2/2021) meeting held on April 1, 2021

14. COMMUNICATIONS

- 14.1. Ann-Marie Norio, Regional Clerk, Niagara Region

Letter dated March 4, 2021, Requesting Endorsement of the Niagara Region Resolution Regarding Schedule 6, Bill 197, *COVID-19 Economic Recovery Act, 2020*, to Eliminate the Development Approval Requirement Provisions from Adjacent Municipalities and to Render Final Approval for Landfills within a Host Municipality's Jurisdiction (Receipt recommended) (Related to 7.1)

15. ITEMS RELATED TO HEALTH

16. COMMUNICATIONS

- 16.1. Prabmeet Singh Sarkaria, MPP, Brampton South

Email dated March 24, 2021, Announcing that the Government of Ontario will Provide a Second Hospital and Medical School for Brampton (Receipt recommended) (Related to 12.1)

17. ITEMS RELATED TO HUMAN SERVICES

- 17.1. Sustaining a Strong Early Years and Child Care Sector

- 17.2. Reaching Home Funding Update 2021-2024

(For information)

18. COMMUNICATIONS

19. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

- 19.1. Regional Major Office Incentives Program

(Related to By-law 29-2021)

20. COMMUNICATIONS

- 20.1. Steve Clark, Minister of Municipal Affairs and Housing

Letter dated April 13, 2021, Responding to a Letter from Regional Chair Iannicca, Regarding Removal of Regional Official Plan Amendment 30 Lands from the Provincially Significant Employment Zone 15 Mapping (Resolution 2020-302) (Receipt recommended)

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

22. NOTICE OF MOTION/MOTION

23. BY-LAWS

Three Readings

23.1. By-law 27-2021

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Erin Mills Parkway), City of Mississauga.
(Related to 11.3)

23.2. By-law 28-2021

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Erin Mills Parkway), City of Mississauga.
(Related to 11.4)

23.3. By-law 29-2021

A by-law to delegate approval authority for the Regional Major Office Incentives Program administration, execution of agreements and granting of payments to the local municipalities to support Local Municipal Community Improvement Plans.
(Related to 19.1)

24. IN CAMERA MATTERS

24.1. April 8, 2021 Regional Council Closed Session Report

24.2. Appointment of Non-elected Member to the Region of Peel Accessibility Advisory Committee

(Personal matters about an identifiable individual, including municipal or local board employees)

24.3. Letter from the Minister of Municipal Affairs and Housing

(Information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them)

*24.4. Update Regarding Bargaining Negotiations

(Oral) (Labour relations or employee negotiations)

25. BY-LAWS RELATING TO IN CAMERA MATTERS

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

27. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
MINUTES**

April 8, 2021

Members Present:	P. Brown G. Carlson B. Crombie D. Damerla S. Dasko G.S. Dhillon J. Downey C. Fonseca P. Fortini A. Groves N. Iannicca J. Innis J. Kovac	M. Mahoney S. McFadden M. Medeiros M. Palleschi C. Parrish K. Ras P. Saito R. Santos I. Sinclair R. Starr A. Thompson P. Vicente
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Staff Present	J. Baker, Chief Administrative Officer S. Baird, Commissioner of Digital and Information Services K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services J. Pittini, Acting Commissioner of Finance and Chief Financial Officer P. Caza, Acting Regional Solicitor A. Smith, Chief Planner K. Dedman, Commissioner of Public Works A. Baird, Acting Commissioner of Human Services	N. Polsinelli, Commissioner of Health Services Dr. L. Loh, Medical Officer of Health A. Adams, Deputy Clerk and Acting Director of Clerk's C. Thomson, Deputy Clerk and Manager of Legislative Services J. Jones, Legislative Specialist S. Valteau, Legislative Specialist S. MacGregor, Legislative Technical Coordinator
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1. CALL TO ORDER

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

Councillor Damerla arrived at 11:42 a.m.

2. INDIGENOUS LAND ACKNOWLEDGEMENT

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

The Chief Administrative Officer welcomed the new Commissioner of Public Works.

3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

4. APPROVAL OF MINUTES**4.1 March 25, 2021 Regional Council meeting**

Resolution Number 2021-372

Moved by Councillor Carlson

Seconded by Councillor Groves

That the minutes of the March 25, 2021 Regional Council meeting be approved.

Carried

5. APPROVAL OF AGENDA

Resolution Number 2021-373

Moved by Councillor McFadden

Seconded by Councillor Downey

That the delegation listed as item 7.2 on the April 8, 2021 Regional Council agenda, be withdrawn;

And further, that the agenda for the April 8, 2021 Regional Council meeting include a communication from the City of Mississauga, regarding mobile vaccination units, to be dealt with under COVID-19 Related Matters - Item 9.5;

And further, that the agenda for the April 8, 2021 Regional Council meeting include a communication from the Mississauga Board of Trade, supporting mobile vaccination units, to be dealt with under COVID-19 Related Matters - Item 9.6;

And further, that the agenda for the April 8, 2021 Regional Council meeting include a communication from the City of Brampton, regarding mobile vaccination units, to be dealt with under COVID-19 Related Matters - Item 9.7;

And further, that the agenda for the April 8, 2021 Regional Council meeting include a communication from the City of Brampton, regarding vaccine distribution, to be dealt with under COVID-19 Related Matters - Item 9.8;

And further, that the agenda for the April 8, 2021 Regional Council meeting include a communication from Dr. Sergio Borga, William Osler Health System, regarding prioritization of COVID-19 vaccinations for the Peel education sector, to be dealt with under COVID-19 Related Matters - Item 9.9;

And further, that the agenda for the April 8, 2021 Regional Council meeting be approved, as amended.

Carried

6. CONSENT AGENDA**Resolution Number 2021-374****Moved by** Councillor Sinclair**Seconded by** Councillor Mahoney

That the following matters listed on the April 8, 2021 Regional Council Agenda be approved under the Consent Agenda: Items 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8, 9.9, 12.1, 14.1, 19.1, 19.2, 19.3, 19.4, 20.1, 20.2 and 24.1

In Favour (23): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Absent (1): Councillor Damerla

Carried**RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA****9. COMMUNICATIONS****9.1 General (Retired) Rick Hillier, Chair, COVID-19 Vaccine Distribution Task Force**

Letter dated March 26, 2021, Providing a COVID-19 Vaccine Distribution Task Force Update (Receipt recommended)

Resolution Number 2021-375**Received**

This item was dealt with under the Consent Agenda.

9.2 Christine Elliot, Deputy Premier and Minister of Health

Letter dated March 29, 2021, Advising of One-Time Funding for 2021 to Support the Implementation of a Centralized Incident Management System (Receipt recommended)

Resolution Number 2021-376**Received**

This item was dealt with under the Consent Agenda.

9.3 Christine Elliot, Deputy Premier and Minister of Health

Letter dated March 30, 2021, Advising of One-Time Funding for 2020 and 2021 to Support Paramedic Services and Dispatch Centres (Receipt recommended)

Resolution Number 2021-377

Received

This item was dealt with under the Consent Agenda.

9.4 Manav Sidhu, Special Assistant, Office of the Honourable Prabmeet Sarkaria, MPP Brampton South, Associate Minister of Small Business and Red Tape Reduction

Email dated March 31, 2021, Advising that the Government of Ontario is Doubling the Size of the Small Business Support Grant (Receipt recommended)

Resolution Number 2021-378

Received

This item was dealt with under the Consent Agenda.

9.5 Stephanie Smith, Legislative Coordinator, City of Mississauga

Email dated April 7, 2021, Providing a Copy of the City of Mississauga Resolution Regarding Mobile Vaccination Units for High Infection Workplace Sites (Receipt recommended)

Resolution Number 2021-379

Received

This item was dealt with under the Consent Agenda.

9.6 Brad Butt, Vice-President, Government & Stakeholder Relations, Mississauga Board of Trade

Email dated April 7, 2021, Supporting Mobile Vaccination Units for High Infection Workplace Sites (Receipt recommended)

Resolution Number 2021-380

Received

This item was dealt with under the Consent Agenda.

9.7 Terri Brenton, Legislative Coordinator, City of Brampton

Letter dated April 7, 2021, Providing a Copy of the City of Brampton Resolution Regarding Mobile Vaccination Units for High Infection Workplace Sites (Receipt recommended)

Resolution Number 2021-381

Received

This item was dealt with under the Consent Agenda.

9.8 Terri Brenton, Legislative Coordinator, City of Brampton

Letter dated April 7, 2021, Providing a Copy of a Letter to the Premier of Ontario Regarding Vaccine Distribution (Receipt recommended)

Resolution Number 2021-382

Received

This item was dealt with under the Consent Agenda.

9.9 Sergio Borgia, MD, FRCP(C), Medical Director, Infection Prevention and Control, Corporate Division Chief, Infectious Diseases, William Osler Health System

Letter dated April 7, 2021, Regarding Prioritization of COVID-19 Vaccinations for the Peel Education Sector (Receipt recommended)

Resolution Number 2021-383

Received

This item was dealt with under the Consent Agenda.

12. COMMUNICATIONS**12.1 Laura Hall, Director of Corporate Services and Town Clerk, Town of Caledon**

Letter dated March 31, 2021, Providing a Copy of the Town of Caledon Resolution and Report titled "Town Comments Regarding the Region of Peel's Class Environmental Assessment Study of Airport Road, Ward 3" (Receipt recommended)

Resolution Number 2021-384

Received

This item was dealt with under the Consent Agenda.

14. COMMUNICATIONS**14.1 Donna Cripps, Transitional Regional Lead, Ontario Health (Central), CEO, Mississauga Halton Local Health Integration Network (LHIN)**

Letter dated March 17, 2021, Advising of the Transfer Order Notice of the LHINs' Health System Planning and Funding Functions to Ontario Health (Receipt recommended)

Resolution Number 2021-385

Received

This item was dealt with under the Consent Agenda.

19. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES**19.1 Request for Development Charges Relief – Kaneff Properties Limited**

(For information) (Related to 7.2)

Resolution Number 2021-386

Received

This item was dealt with under the Consent Agenda.

19.2 2021 Final Levy By-law and Dedicated Provincial Gas Tax Update

(Related to By-law 23-2021)

Resolution Number 2021-387

Moved by Councillor Sinclair

Seconded by Councillor Mahoney

That a by-law to adopt the property tax rate calculation adjustment, and to apportion the 2021 Regional net levy requirement of \$1,173,606,221 to the Cities of Brampton and Mississauga and the Town of Caledon, in accordance with the apportionment calculations attached as Appendix I to the report of the Acting Commissioner of Finance and Chief Financial Officer, listed on the April 8, 2021 Regional Council agenda, titled "2021 Final Levy By-law and Dedicated Provincial Gas Tax Update", be presented for enactment.

Carried

This item was dealt with under the Consent Agenda.

19.3 Proposed Road Closure and Transfer of Region Owned Lands Located on the East Side of The Gore Road, Across from Edgeforest Drive – City of Brampton, Ward 10

(Related to By-law 24-2021)

Resolution Number 2021-388

Moved by Councillor Sinclair

Seconded by Councillor Mahoney

That the lands described as Part of Lot 13, Concession 10, Northern Division, City of Brampton (formerly Township of Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-35376, be stopped-up, closed and deprived of its character as a public highway or street;

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

And further, that the fee simple interest in the lands described as Part of Lot 13, Concession 10, Northern Division, City of Brampton (formerly Township of Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-35376, be declared surplus to the needs of The Regional Municipality of Peel upon passing of a by-law to stop-up, close and deprive the land of its character as public highway or street in order to complete a title registration correction;

And further, that The Regional Municipality of Peel gratuitously transfer the fee simple interest in the lands described as Part of Lot 13, Concession 10, Northern Division, City of Brampton (formerly Township of Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-35376 to Sheridan Capital Management Corp. in order to complete a title registration correction;

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

Carried

This item was dealt with under the Consent Agenda.

19.4 Proposed Surplus and Transfer of Region Owned Land Located on the Southeast Corner of Hurontario Street and County Court Boulevard to The Corporation of the City of Brampton – City of Brampton, Ward 3

Resolution Number 2021-389

Moved by Councillor Sinclair

Seconded by Councillor Mahoney

That the fee simple interest in lands described as Part of Lot 14, Concession 1 East of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 5 on Reference Plan 43R-9124 be declared surplus to the needs of The Regional Municipality of Peel;

And further, that The Regional Municipality of Peel, as vendor, enter into an Offer to Purchase Agreement with The Corporation of the City of Brampton, as purchaser, for the gratuitous transfer of the fee simple interest in lands described as Part of Lot 14, Concession 1 East of Hurontario Street, City of Brampton

(formerly Township of Toronto), Regional Municipality of Peel, designated as Part 5 on Reference Plan 43R-9124, to become part of County Court Boulevard;

And further, that Regional Council as the approving authority pursuant to the Expropriations Act, dispense with the need to provide notice to the previous owners of the lands described as Part of Lot 14, Concession 1 East of Hurontario Street, City of Brampton (formerly Township of Toronto) Regional Municipality of Peel, designated as Part 5 on Reference Plan 43R-9124, prior to conveyance to The Corporation of the City of Brampton;

And further, that the Regional Solicitor be authorized to complete any and all transactions, including the execution of all agreements, documents, affidavits, statutory declarations, and undertakings necessary or desirable for the purpose of facilitating and completing the transfer of land contemplated in the report of the Interim Commissioner of Corporate Services and Commissioner of Public Works, listed on the April 8, 2021 Regional Council agenda titled "Proposed Surplus and Transfer of Region Owned Land Located on the Southeast Corner of Hurontario Street and County Court Boulevard to The Corporation of the City of Brampton – City of Brampton, Ward 3".

Carried

This item was dealt with under the Consent Agenda.

20. COMMUNICATIONS

20.1 Laurie Scott, Minister of Infrastructure

Email dated March 23, 2021, Advising of an Extension of Timelines for Submission of an Asset Management Plan for Core Infrastructure Assets (Receipt recommended)

Resolution Number 2021-390

Received

This item was dealt with under the Consent Agenda.

20.2 Peter Bethlenfalvy, Minister of Finance and President of the Treasury Board

Letter dated March 29, 2021, Regarding the Ontario Cannabis Legalization Implementation Fund (Receipt recommended)

Resolution Number 2021-391

Received

This item was dealt with under the Consent Agenda.

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE**7. DELEGATIONS****7.1 Anthony Mason, Secretary, Huttonville Residents Association; and, Neeraj Sharma, Resident, Cities of Brampton and Mississauga**

Regarding Safety Issues Pursuant to Vision Zero at the Intersection of Mississauga Road and Ostrander Boulevard (Related to 22.1)

Resolution Number 2021-392

Received

Resolution Number 2021-393 Two-Thirds Majority

Moved by Councillor Palleschi

Seconded by Councillor Dhillon

That section 5.4.4 of Procedure By-law 56-2019, as amended, be waived to permit consideration of a motion arising from a delegation.

In Favour (23): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Absent (1): Councillor Damerla

Carried

Resolution Number 2021-394

Moved by Councillor Palleschi

Seconded by Councillor Santos

Whereas the Huttonville Residents Group has continually expressed concerns about the safety of motorists, pedestrians, transit users and cyclists;

And whereas, traffic studies and data collection are conducted in a very narrow timeframe and do not depict the overall picture of road users on a daily basis;

And whereas, the area will continue to experience growth, increasing the amount of people and the necessity for safe mobility;

And whereas, the Vision Zero Road Safety Strategic Plan aims to address a number of priorities outlined in the Region of Peel's 2015-2035 Strategic Plan by promoting healthy and age friendly built environments and building a community that promotes safe mobility, walkability, healthy living, and various modes of transportation;

And whereas, the goal of Vision Zero is that no one should be injured or killed in Peel Region resulting from a collision;

And whereas, the key recommendation of the Long-Range Transportation Plan is a 50 per cent sustainable mode share target, inclusive of walking, cycling, transit, and carpooling;

And whereas, a short-term priority of the Sustainable Transportation Strategy is encouraging and supporting cycling and walking to and from schools, transit hubs, and other community destinations;

Therefore be it resolved, that the Region of Peel install traffic control signals at the intersection of Mississauga Road and Ostrander Boulevard.

In Favour (23): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Absent (1): Councillor Damerla

Carried

Anthony Mason, Secretary, Huttonville Residents Association and Neeraj Sharma, Resident, Cities of Brampton and Mississauga, presented their concerns regarding the safety of motorists, pedestrians, transit users and cyclists at the intersection of Mississauga Road and Ostrander Boulevard. They provided an overview of the existing infrastructure; types of traffic on the road; increased residential pedestrian usage due to new development; and, previous accidents at the location. The delegates requested that the Region of Peel install traffic control signals at the intersection.

Members of Regional Council discussed and asked questions regarding: the Vision Zero Road Safety Strategic Plan; criteria required to meet traffic signal warrants as provided in the Ontario Traffic Manual Book 12; safety and prevention versus warrant requirements; the net safety benefit of a single traffic signal installation; alternative solutions; potential cost sharing between the Region of Peel and local municipalities; and, the Region of Peel's standard practice to pay 100 per cent of the cost for traffic signal installations on Regional roads.

Councillor Saito requested that staff provide an update to a future Regional Council meeting regarding Vision Zero initiatives.

7.3 Raghav Patel, Resident of Peel

Regarding Expansion of the My Home Second Unit Renovation Program

Resolution Number 2021-395

Received

Raghav Patel, Resident of Peel, stated his concerns regarding the social housing crisis in the Region of Peel, illegal second units and housing affordability. He

provided an overview of the existing My Home Second Renovation Program and proposed that the program be expanded to provide: interest free loans up to \$50,000 (or \$30,000-\$40,000) to build a second unit for rental, and that owners must rent to a tenant referred by the Region of Peel (households on housing CWL); that eligible homeowners are those looking to build a second unit for rental and currently do not have an existing second unit; and, that eligible homeowners have a household gross income below \$95,456.

Item 10.1 was dealt with.

10. STAFF PRESENTATIONS

10.1 Seniors Health and Wellness Village at Peel Manor – Program and Advocacy Update

Presentation by Donna Kern, Director, Seniors Services Development and Dr. Sudip Saha, Senior Medical Director, Long-Term Care, Seniors Services Development and Community Paramedicine (Related to 13.1)

Resolution Number 2021-396

Received

Resolution Number 2021-397

Moved by Councillor Groves

Seconded by Councillor Crombie

That the contract (Document 2017-528P) awarded to Montgomery Sisam Architects Inc. be increased in the approximate amount of \$629,706.20 for a new total commitment of \$4,951,469 (excluding applicable taxes), in accordance with Procurement By-law 30-2018, as amended;

And further, that the Commissioner of Health Services and the Director of Procurement be authorized to approve further increases to the contract that may be required to complete the Seniors Health and Wellness Village project at Peel Manor within the limits of the approved project budget;

And further, that the operational roll-out “Scenario B”, as outlined in the report of the Commissioner of Health Services, listed on the April 8, 2021 Regional Council agenda, titled “Seniors Health and Wellness Village at Peel Manor – Program and Advocacy Update”, be endorsed;

And further, that the Region of Peel advocate to the Ontario Government and Ontario Health for sustainable operational funding to support expansion of the Adult Day Services program and respite centre at the Seniors Health and Wellness Village;

And further, that the Region of Peel advocate to develop the provincial standard for emotional based integrated care both in traditional long term care and community based care to enable seniors to live at home with the supports they need for as long as possible.

In Favour (22): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Fortini

Absent (1): Councillor Damerla

Carried

Donna Kern, Director, Seniors Services Development and Dr. Sudip Saha, Senior Medical Director, Long-Term Care (LTC), Seniors Services Development and Community Paramedicine, provided an overview of the Seniors Health and Wellness Village Initiative at Peel Manor including: challenges related to an aging population; using an integrated care model at Peel Manor and to support seniors at home; a focus on emotion based care; the Campus of Care community; construction and project timelines; an overview of operational scenarios and impacts; and, next steps.

Members of Regional Council discussed and asked questions regarding: the connection between seniors' mental well-being and physical health; the provincial government's current LTC funding policy and physical design standards; Peel Manor's ineligibility for provincial operational funding or capital redevelopment funding as an 'A' rated home; the potential to value LTC beds within the community for contribution to the existing funding model; a request to advocate for provincial funding through the Government Relations Committee and Association of Municipalities of Ontario (AMO); and, advocacy for increased pay to support the retention of workers in LTC.

Councillor Groves placed a motion to advocate to the provincial government to provide capital and operational funding for Peel Manor; and, to develop the provincial standard for emotion-based, integrated care both in traditional long term care and community-based care, to enable seniors to live at home with the supports they need, for as long as possible.

The Interim Commissioner of Corporate Services noted that the subject report includes a recommendation of advocacy for operational funding and that previous resolutions of Council have endorsed advocacy for capital funding

8. COVID-19 RELATED MATTERS

8.1 Update on the Region of Peel's Response to COVID-19

(Oral)

Presentation by Dr. Lawrence Loh, Medical Officer of Health

Resolution Number 2021-398

Received

Resolution Number 2021-399**Moved by** Councillor Parrish**Seconded by** Councillor Medeiros

Whereas COVID-19 variants are attacking younger victims, many of whom are essential workers;

And whereas, it has been known for months that essential workers in warehouses, manufacturing facilities, logistic companies and packaging companies are a source of spread that is not being addressed by lockdowns or age-related vaccine distribution;

And whereas, essential employees, working shoulder to shoulder, and multi-contact front line workers, often those without sick leave which would allow them to self-isolate at the onset of symptoms, are contracting infection in their workplaces;

And whereas, essential workers are spreading COVID variants in multi-generational households, family members who are initially asymptomatic then spread disease in schools and other public places;

And whereas, vaccinating by age group is methodical but is not stopping the spread of COVID-19 and its variants effectively;

Therefore be it resolved, that the Region of Peel, under the supervision of the Medical Officer of Health (MOH), create a mobile vaccination program to go into high infection workplace sites in Caledon, Brampton and Mississauga to vaccinate all workers wanting to be vaccinated, regardless of age, necessitating minimal disruption to productivity;

And further, that the mobile program include those employed in schools, transit workers and other essential workers exposed to multiple human contacts, regardless of age.

In Favour (23): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Starr

Carried

Monali Varia, Manager, Infection Prevention and Surveillance, provided a COVID-19 update including: an overview of weekly COVID-19 incidence rates in the Region of Peel and local municipalities, from May 31, 2020 to April 3, 2021; a review of province-wide Public Health measures, noting the need for stronger measures to reverse the surge of cases in Peel; and, an overview of short-term case projections.

Dr. Lawrence Loh, Medical Officer of Health, provided an update on Public Health measures including: remote learning for Peel schools; the provincial review of businesses and services presently defined as essential; advocacy for additional supportive measures such as paid sick days, increased and more consistent vaccine supply and travel restrictions between regions; and, a summary of the Peel Community Mass Vaccination Plan highlights. Dr. Loh noted that vaccination alone will not be able to stop the current wave, and other public health measures are needed to control the alarming increase in cases.

Brian Laundry, Director, Public Health Emergencies, provided an update on the Community Mass Vaccination Plan including: allocations and capacity, the multi-pronged approach to vaccination; capacity by clinic type; the age-based approach to achieve first dose coverage faster; Region of Peel hot spot communities immunization strategy; an integrated communications approach; and, challenges and barriers. Dr. Loh stated there is ongoing action to manage the challenges and provided an overview of the immediate priorities.

Members of Regional Council discussed and asked questions regarding Public Health measures including: clarification regarding the Amazon facility closure; a request for an update on the Council communications portal; the emergence of variants; and, status of the P1 and B.1.1.7 variants (B.1.1.7 is currently the dominant strain in the Region of Peel at 67 to 68 per cent of cases).

Members of Regional Council discussed and asked questions regarding the Community Mass Vaccination Plan including: vaccine supply issues; status of provincial vaccine allocation to the Region and the need for continued advocacy for stable and fair supply for Peel; a request for weekly vaccination updates; pop-up clinics in high risk neighbourhoods; advocacy for vaccination in Region of Peel hot spots with a preference to treat the whole of the Region in a consistent manner; management of vaccination stand-by lists; the Homebound vaccination strategy; the mobile vaccination program; vaccination of teachers; flexibility within the provincial vaccination prioritization phases; age based vaccination strategy versus mobile vaccination approach for high risk populations and essential workers; and, long waits experienced at the Region's Contact Centre (which tends to occur when new announcements are made).

In response to a question regarding the authority of the Medical Officer of Health (MOH), Dr. Loh stated that he is required to report to both the Ministry of Health and Regional Council as the Board of Health, with specific accountabilities and autonomy built into the role through the *Health Protection and Promotion Act*. He is accountable to the Ministry of Health through the accountability and funding agreements and the Ontario Public Health standards; and, he must adhere to protocols issued by the Ministry of Health and the Chief Medical Officer of Health.

The Acting Regional Solicitor added that, as it relates to vaccinations, the MOH is bound to the provincial prioritization framework. The Region of Peel receives vaccines through an agreement that has been executed with the Government of Ontario which allows the Region access to the vaccines on the condition that it administers the vaccinations in accordance with the provincial direction. There is a contractual arrangement that would bind the Region and the Medical Officer of Health to the provincial direction.

11. ITEMS RELATED TO PUBLIC WORKS

Nil.

13. ITEMS RELATED TO HEALTH**13.1 Building an Enhanced Community Paramedicine Program in Peel**

(Related to 10.1)

Resolution Number 2021-400

Moved by Councillor Groves

Seconded by Councillor Crombie

That the approach to an Enhanced Community Paramedicine Program with provincial funding, as outlined in the report of the Commissioner of Health Services, listed on the April 8, 2021 Regional Council agenda, titled "Building an Enhanced Community Paramedicine Program in Peel", be endorsed;

And further, that a \$3,000,000 increase to the expenditures and revenue of the 2021 operating budget for Paramedic Services be approved.

In Favour (23): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Starr

Carried

15. ITEMS RELATED TO HUMAN SERVICES

Nil.

16. COMMUNICATIONS

Nil.

17. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

Nil.

18. COMMUNICATIONS

Nil.

19. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES**19.5 Report of the Clerk regarding the Regional Council Policies and Procedures Committee (PPC- Workshop-1/2021) Workshop held on March 18, 2021**

(For information)

Resolution Number 2021-401

Received

Item 22.1 was dealt with.

22. NOTICE OF MOTION/MOTION**22.1 Motion Regarding 2021 Year of Sustainable Active Mobility**

(Related to 7.1)

Resolution Number 2021-402

Moved by Councillor Fonseca

Seconded by Councillor Santos

Whereas in 2017 Council passed a resolution to adopt Vision Zero;

And whereas, in 2018 Council passed a resolution to update Sustainable Transportation Strategy 2018-2022;

And whereas, in 2019 Council passed a resolution to adopt the Long Range Transportation Plan – “Let’s Move Peel” which includes action items to support and encourage active mobility, address climate change, and mitigate community transportation greenhouse gas (GHG) emissions;

And whereas, on October 24, 2019, Regional Council passed a motion declaring a climate emergency outlining the Region of Peel’s commitment to taking action on climate change;

And whereas, in 2019 Council welcomed the Region’s first comprehensive Climate Change Master Plan including both mitigation and adaptation goals to reduce greenhouse gas emission 45 per cent by 2030 and 80 per cent by 2050;

And whereas, Peel Region saw a nearly four-fold increase in school participation in Peel’s Bike to School Week between 2016 and 2019;

And whereas, in 2020 the Region of Peel saw a significant increase in demand for active transportation infrastructure;

And whereas, Peel Region has one of the highest diabetes rates in Ontario, one in eight adults, projected to rise to one in six by 2025 (the overall provincial rate being one in 12);

And whereas, investments in built environment neighborhoods that support active transportation and active mobility support residents in living to their full health and well-being;

And whereas, the Sustainable Transportation Strategy is a long-term plan which includes the full implementation of active transportation infrastructure by 2041;

And whereas, cycling and walking reduce GHG emissions, are more cost effective, and have enormous benefits in providing social determinants to health;

And whereas, the introduction and availability of electric bicycles and scooters have impacted active transportation in terms of offering a viable commuting option;

And whereas, on February 10, 2021 the Federal government announced \$14.9 billion of funding over the next eight years to support infrastructure projects as part a plan to create one million jobs, fight climate change, and rebuild a more sustainable and resilient economy;

And whereas, on March 12, 2021, the Federal government announced the first federal fund of \$400 million over five years dedicated to building active transportation to help build new and expanded networks of pathways, bike lanes, trails for cycling, waling and pedestrian bridges;

Therefore be it resolved, that the Region of Peel commit to advancing Sustainable Active Mobility in 2021-2022;

And further, that staff engage with local advocates who regularly use existing active transportation infrastructure in order to recognize opportunities and priority projects that enhance the connectivity of active transportation networks across the Region;

And further, that Regional staff coordinate capital plans with local municipalities to identify and bring forward sustainable transportation projects through the annual budget process, thereby ensuring alignment in the delivery of priorities identified in the Sustainable Transportation Strategy;

And further, that Regional staff work with local municipalities to identify and prioritize gaps within and between the Regional and local active transportation networks on an annual basis;

And further, where grant programs support active transportation infrastructure projects, Regional staff prioritize applications for these funding sources, either separately or in joint application with local municipalities where opportunities arise;

And further, that staff work with the Credit Valley Conservation and the Toronto and Region Conservation Authority to facilitate prioritization of their respective active transportation projects;

And further, that staff report back to a future meeting of Regional Council on facilitating the use of electric bicycles and creating a campaign to educate the community on safe transportation etiquette;

And further, that staff report back to a future meeting of Regional Council regarding the status of implementation of Sustainable Active Mobility infrastructure and programs throughout the Region on a semi-annual basis.

In Favour (22): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Thompson, and Councillor Vicente

Abstain (2): Councillor Dasko, and Councillor Starr

Carried

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

21.1 Regional Council Meetings Dedicated to COVID-19 Matters

Resolution Number 2021-403

Received

Councillor Palleschi requested that the Regional Chair consider scheduling separate Regional Council meetings dedicated to COVID-19 related matters, as required.

23. BY-LAWS

Three Readings

Resolution Number 2021-404

Moved by Councillor Innis

Seconded by Councillor Carlson

That the by-laws listed on the April 8, 2021 Regional Council agenda, being By-laws 23-2021 to 25-2021 inclusive, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the Corporate Seal be affixed thereto.

Carried

23.1 By-law 23-2021

A by-law to adopt estimates of all sums required during the year 2021 for the purposes of the Regional Corporation and to provide a general levy and special levies on lower-tier municipalities, and to elect to adjust the total assessment for property in a property class with changes to the tax roll for 2020 resulting from various prescribed events.

(Related to 19.2)

23.2 By-law 24-2021

A by-law to stop-up, close and deprive of its character as part of the public highway those lands described as Part of Lot 13, Concession 10, Northern Division, City of Brampton (formerly Township of Gore), Regional Municipality of Peel, designated as Part 1 on Reference Plan 43R-35376, known as part of

Regional Road 8 (The Gore Road).
(Related to 19.3)

23.3 By-law 25-2021

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

24. IN CAMERA MATTERS

Resolution Number 2021-405

Moved by Councillor Fonseca

Seconded by Councillor Mahoney

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

- Update on Creating New Affordable Residential Rental Units in Peel through the Rapid Housing Initiative (Oral) (A proposed or pending acquisition or disposition of land by the municipality or local board)

Carried

Resolution Number 2021-406

Moved by Councillor Thompson

Seconded by Councillor Ras

That Council move out of "In Camera".

Carried

Council moved in camera at 3:15 p.m.

Council moved out of in camera at 3:19 p.m.

24.1 March 25, 2021 Regional Council Closed Session Report

Resolution Number 2021-407

Received

This item was dealt with under the Consent Agenda.

24.2 Update on Creating New Affordable Residential Rental Units in Peel through the Rapid Housing Initiative

(Oral) (A proposed or pending acquisition or disposition of land by the municipality or local board)

Resolution Number 2021-408

Received

25. BY-LAWS RELATING TO IN CAMERA MATTERS

Nil.

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Resolution Number 2021-409

Moved by Councillor Saito

Seconded by Councillor Ras

That By-law 26-2021 to confirm the proceedings of Regional Council at its meeting held on April 8, 2021, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the corporate seal be affixed thereto.

Carried

27. ADJOURNMENT

The meeting adjourned at 3:21 p.m.

Deputy Regional Clerk

Regional Chair

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/04/22	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 2021/03/08
--

NAME OF INDIVIDUAL(S) Robert (Rob) Cook

POSITION(S)/TITLE(S) Consultant, on behalf of OWMA
--

NAME OF ORGANIZATION(S) Ontario Waste Management Association (OWMA)

E-MAIL robertcookconsulting@gmail.com	TELEPHONE NUMBER [REDACTED]	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) To request that Council support a resolution request from the City of St. Catharines in respect to Ontario Bill 197 which recently included changes impacting municipal autonomy over development within its jurisdiction and waste management infrastructure (landfills).
--

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

<p>Note: Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at least ten (10) business days prior to the meeting date so that it can be included with the agenda package. In accordance with Procedure By-law 56-2019, as amended, delegates appearing before <u>Regional Council</u> or <u>Committee</u> are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).</p> <p>Delegates should make every effort to ensure their presentation material is prepared in an accessible format.</p> <p>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.</p>
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<p align="center">Notice with Respect to the Collection of Personal Information (Municipal Freedom of Information and Protection of Privacy Act)</p> <p>Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, 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 <i>Municipal Act, 2001</i>, 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.</p>

Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca

OWMA (Robert Cook) Delegation Request to Peel Council

The reason for seeking a delegation opportunity is to request that Council support a resolution request from the City of St. Catharines in respect to Ontario Bill 197 which recently included changes impacting municipal autonomy over development within its jurisdiction and waste management infrastructure (landfills). Bill 197 will adversely impact municipal waste management projects in the Region and the ability to secure waste disposal capacity from third parties (private or municipal) in the future. The infringement on municipal autonomy is a concern for all municipalities and represents an unprecedented shift in the relationships between neighbouring municipalities. It currently impacts landfills but will expand to other types of development. Many municipalities see this as a serious problem and are supporting the St. Catharines position. The Ontario Waste management Association is advocating with the province for change on behalf of 65 municipalities representing 2,400,000 taxpayers. Sixteen municipalities supporting the St. Catharines resolution have reversed their position on the Demand The Right resolution. We are asking the Region to lend its support to this effort.

REQUEST TO SUPPORT CITY OF ST. CATHARINES RESOLUTION

OWMA is a not-for profit organization representing both private sector companies and municipal stakeholders in the Ontario waste management sector

A Request

- Support of the City of St. Catharines' request to: (1) endorse their position on Bill 197; and (2) pass a supporting motion.

Background to Bill 197

- Bill 197, the COVID-19 Economic Recovery Act, 2020 deals with COVID-19 issues, but obscured in a Schedule to the Act is a significant change to the Environmental Assessment Act impacting municipalities.

Municipal Autonomy Compromised

- The Environmental Assessment Act change, while dealing with landfill development, undermines municipal autonomy and establishes the principle that municipalities can 'veto' a development outside, and adjacent to, their own municipal boundaries.
- Bill 197 would empower multiple municipalities to 'veto' development – currently a landfill development - within a 3.5 km zone **inside** the boundary of an adjacent municipality - **even if the host municipality supports the development**.
- This veto empowerment to adjacent municipalities is **overreach**.

Overreach Consequences

- The potential consequences are real and substantial.
- The overreach is a dangerous precedent – the 'thin edge of the wedge'.
- It is landfill development today, but if the principle remains unchallenged, what next? Consider the implications for: other waste management infrastructure like organics processing, composting and recycling facilities; agricultural developments and activities; transit infrastructure; waste water treatment facilities; etc.
- The overreach compromises the autonomy and the authority of elected officials to make decisions in the best interest of their communities and taxpayers.
- It will cause political entanglements between local municipal neighbours.

Bill 197 Does Contain Supportable Change

- Bill 197 does change the landscape around landfill developments and environmental assessment.
- In the past, while local municipalities were intimately involved in the process, the province made the final decision on development.
- Bill 197 now establishes that the province cannot issue a positive development decision without the approval/support of the 'host' municipality.
- While this will make it more challenging to get new landfill developments approved and potentially exacerbates our current landfill capacity crisis, it is a reasonable and supportable change.

The Solution

- The City of St. Catharines' resolution accurately reflects the issues and concerns around the 'adjacent municipality' overreach.
- The answer is a simple amendment to Schedule 6 in Bill 197, removing the reference to adjacent municipalities while maintaining the ultimate right of host municipalities to have the final say.

October 7, 2020

Honourable Jeff Yurek
Minister of Environment, Conservation and Parks
College Park 5th Flr,
777 Bay St, Toronto, ON M7A 2J3

Sent via email: minister.mecp@ontario.ca

**Re: Development Approval Requirements for Landfills - (Bill 197)
Our File 35.2.2**

Honourable and Dear Sir,

At its meeting held on October 5, 2020, St. Catharines City Council approved the following motion:

WHEREAS Schedule 6 of Bill 197, COVID-19 Economic Recovery Act, 2020 considers amendments to the Environmental Assessment Act relating to municipal autonomy and the principle that municipalities can veto a development outside their municipal boundary in an adjacent municipality; and

WHEREAS Bill 197 empowers multiple municipalities to 'veto' development of a landfilling site within a 3.5 km zone inside the boundary of an adjacent municipality; and

WHEREAS Bill 197 establishes a dangerous precedent that could be expanded to other types of development; and

WHEREAS Bill 197 compromises municipal autonomy and the authority of municipal councils to make informed decisions in the best interest of their communities and municipal taxpayers; and

WHEREAS amendments in Schedule 6 could cause conflict in the effective management of landfill sites, put significant pressure on existing landfill capacity, and threaten the economic activity associated with these sites;

THEREFORE BE IT RESOLVED That the City of St. Catharines calls upon the Government of Ontario (Ministry of the Environment, Conservation and Parks (MOECP) to amend Bill 197, COVID-19 Economic Recovery Act, 2020, to eliminate the development approval requirement provisions from adjacent municipalities and that the 'host' municipality be empowered to render final approval for landfills within their jurisdiction; and

BE IT FURTHER RESOLVED that a copy of this motion be forwarded to Premier Doug Ford, Jeff Yurek the Minister of Environment, Conservation and Parks, Steve Clark the Minister of Municipal Affairs and Housing, local MPP's., the Association of Ontario Municipalities (AMO) and Ontario's Big City Mayors (formerly Large Urban Mayors Caucus of Ontario-LUMCO)

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to all Ontario municipalities with a request for supporting motions to be passed by respective Councils and copies of the supporting motion be forwarded to Premier Doug Ford, Jeff Yurek the Minister of Environment, Conservation and Parks, Steve Clark the Minister of Municipal Affairs and Housing, the local MPP's, the Association of Ontario Municipalities (AMO).

If you have any questions, please contact the Office of the City Clerk at extension 1506.



Bonnie Nistico-Dunk, City Clerk
Legal and Clerks Services, Office of the City Clerk
:ra

Cc. Hon. Premier Doug Ford premier@ontario.ca
Hon. Steve Clark, Minister of Municipal Affairs, Housing minister.mah@ontario.ca
Jennifer Stevens, MPP - St. Catharines, JStevens-CO@ndp.on.ca
Jeff Burch, MPP - Niagara Centre, JBurch-QP@ndp.on.ca
Wayne Gates, MPP - Niagara Falls, wgates-co@ndp.on.ca
Sam Oosterhoff, MPP - Niagara West-Glanbrook, sam.oosterhoff@pc.ola.org
Association of Municipalities of Ontario amo@amo.on.ca
Chair of Ontario's Big City Mayors, Cam Guthrie mayor@guelph.ca
All Ontario Municipalities (via email)

BRIEFING NOTE BILL 197

CURRENT SITUATION

On July 21st, Bill 197, *COVID-19 Economic Recovery Act*, 2020 received Royal Assent. Schedule 6 to Bill 197 adds a new section (6.01) to the Environmental Assessment Act (EAA). Section 6.01 requires all landfill proponents to obtain municipal support for the establishment of a landfill. The requirement to obtain “municipal support” applies not only to each local municipality in which the landfilling site will be situated but also to adjacent municipalities, where an adjacent municipality has allowed residential land use within 3.5 km of the proposed landfilling site.

Evidence of the required “municipal support” is defined within s. 6.01(5) as a copy of a municipal council resolution from each of the applicable municipalities that indicates the municipality supports the undertaking to establish the landfilling site.

IMPACTS OF BILL 197

- Upper tier municipalities (who have been given jurisdiction over waste management by the *Municipal Act* or other provincial legislation) which are in support of the establishment of a landfilling site, are still required to be obtained municipal support from any other municipality that is within 3.5 km of the proposed landfilling site.
- These amendments allow lower tier municipalities to determine whether a landfilling site can be established in an adjacent upper tier municipality, even if the host municipality is in support of the landfilling site.
- Bill 197 does not address a situation where, as a result of an election, or as a result of a change of mind by Council, a local municipality which had previously passed a resolution in support of the establishment of a landfilling site, subsequently passes a resolution withdrawing that support. This further heightens the risk to a proponent seeking to establish a landfilling site.

Municipal Autonomy

- Bill 197 removes local decision-making powers from municipalities and puts it the hands of their neighbours. Whom often have different waste disposal challenges and responsibilities.
- Bill 197 sets a dangerous precedent by now giving neighbouring municipalities (regardless of population size) decision-making powers over what kinds of commercial enterprises can operate in other communities. This means that Markham can halt a project in Pickering, and Toronto can veto a project in Vaughan or Mississauga — and vice versa.
- Upper tier municipalities, who are responsible for their own waste management under *The Municipal Act* will have to rely more heavily on shipping waste by truck to landfills in Michigan and other U.S. states.

Precedent

Municipal support is required after notice is given by a proponent and must be provided prior to submission of the environmental assessment to the Ministry.

- If consideration is given to the time and cost associated with conducting an environmental assessment for a proposed landfilling site, it is unlikely that a proponent would commence an environmental assessment, or even give notice of proposed terms of reference without first having the required resolutions of all applicable local municipalities.
- At the same time it is also reasonable to expect that the affected municipalities may be unwilling to pass such resolutions without first having all of the relevant information which would otherwise be generated during the completion of the environmental assessment.
- With these considerations in mind, the real question is whether any proponent would proceed with an environmental assessment for the establishment of a landfilling site.
- Bill 197 However puts politics ahead of science, public safety, and the economy. It claims to give municipalities more power, but it in fact will do the opposite. This hurts both private and public landfill proponents, the legislation also makes it virtually impossible for municipalities to manage their waste in the future.

Recommendations

- Ask for an amendment to Bill 197 to limit enhanced say to host municipalities.
- Contact your local MPP to make them aware of your position
- Contact Association of Municipalities of Ontario *[and the Rural Ontario Municipalities Association]*
- Contact Minister of Municipal Affairs, and Minister of Environment, Conservations, and Parks and make them aware of the impact this legislation will have on your municipality.
- Raise this issue at Council, and with your counterparts in other municipalities.

Background

- *Landfills are an economically vital and safe disposal option for the 8 million tonnes of waste materials a year in Ontario that are not reused or recycled.*
- *Ontario's available landfill capacity is expected to be exhausted in 12 years, by the year 2032.*
- *It takes five to ten years for a new landfill to be approved under Ontario's rigorous Environment Assessment (EA) process.*
- *About 70% of the materials discarded by Ontarians are sent to landfill disposal.*
- *Over 80% of remaining waste disposal capacity is represented in just fifteen landfill sites (both private and public).*



Council Deputation

Amendments to the Environmental Assessment Act

Who is OWMA?

OWMA is a not-for profit organization representing stakeholders in the Ontario waste management sector – 64 private sector companies and 65 municipalities (upper & lower tier).

Why are We here?

- OWMA is delegating in support of municipalities (over 65 and 2.4 million taxpayers) and the City of St. Catharines request for Council to endorse their position on Bill 197 and pass a supporting motion.
- Make available to council our experience and knowledge about this issue if there are any questions.

Background to Bill 197

- Bill 197, the COVID-19 Economic Recovery Act , 2020 deals with COVID-19 issues but obscured in a Schedule to the Act, is a significant change to the Environmental Assessment Act impacting municipalities. The Act has received Royal Assent.

Why We Need Your Support?

There are several important reasons:

- **Municipalities passing resolutions are requesting a show of solidarity by municipal councils on this issue.**
- **The new provisions in the Bill create a dangerous precedent undermining municipal autonomy and will dramatically impact landfill approvals for (lower & upper tier) municipalities.**
- **OWMA needs your support to backstop advocacy efforts at Queens Park on behalf of municipalities.**
- **Local companies with investments and jobs in your municipality could be negatively impacted by Bill 197.**

Municipal Autonomy Compromised

- The Environmental Assessment Act change while dealing with landfill development, undermines municipal autonomy and establishes the principle that municipalities can 'veto' a development outside their municipal boundary in an adjacent municipality.
- Bill 197 would empower multiple municipalities to 'veto' development of a landfill development within a 3.5 kilometer zone inside the boundary of an adjacent municipality - **even if the host municipality supports the development.**
- This veto empowerment to adjacent municipalities is **'overreach'**.

Overreach Consequences

- The potential consequences are real and substantial.
- The overreach is a dangerous precedent – the 'thin edge of the wedge'.
- It is landfill development today but if the principle remains unchallenged, what next? Other waste management infrastructure like organics processing, composting recycling facilities? Agricultural development, Transit infrastructure? Waste water treatment facilities? Etc.
- The overreach does compromise the autonomy and the authority of elected officials to make decisions in the best interest of their communities and taxpayers.
- Political entanglements between local municipal neighbours.
- Beware of the precedent for other levels of government

Bill 197 Does Contain Supportable Change

- Bill 197 does change the landscape around landfill developments and environmental assessment.

- In the past, while local municipalities were intimately involved in the process, the province made the final decision on development.
- Bill 197 now establishes that the province cannot issue a positive development decision without the approval/support of the 'host' municipality.
- While this will make it more challenging to get new landfill developments approved and potentially exacerbates our current landfill capacity crisis (14 years remaining), it is a reasonable and supportable change.
- Negative consequences for municipalities that rely on third parties for disposal.

The Solution

- The City of St. Catharines resolution accurately reflects the issues and concerns around the 'adjacent municipality' overreach.
- The answer is a simple amendment to schedule 6 in Bill 197 that removes the reference to adjacent municipalities while maintaining the ultimate right of host municipalities to have the final say.

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/04/22	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 2021/04/18
--

NAME OF INDIVIDUAL(S) Guri Pannu
--

POSITION(S)/TITLE(S) Chair, South Asian Covid Taskforce

NAME OF ORGANIZATION(S) South Asian Covid Taskforce

E-MAIL [REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) The South Asian Covid Taskforce (SACTF) has teamed with a group of grassroots organizations to lead a national campaign, called "This Is Our Shot" to combat vaccine hesitancy. This Is Our Shot is being led by over 250 influencers including celebrities, athletes, Olympians (Hayley Wickenhesier), Astronauts (Chris Hatfield), Musicians (Jann Arden); MMA fighters; and our very own Mayor Patrick Brown and Dr. Loh. The objective of this campaign is to encourage Canadians to get vaccinated when it is their turn, particularly in higher risk Covid communities. The Campaign launches on April 28th, 2021 with a live Townhall and a panel of doctors across Canada. The event will be moderated by Olympian Clara Hughes.
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A formal presentation will accompany my delegation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Presentation format: <input checked="" type="checkbox"/> PowerPoint File (.ppt) <input type="checkbox"/> Adobe File or Equivalent (.pdf) <input type="checkbox"/> Picture File (.jpg) <input type="checkbox"/> Video File (.avi,.mpg) <input type="checkbox"/> Other <input type="text"/>
Additional printed information/materials will be distributed with my delegation : <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Attached

<p>Note: Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at least ten (10) business days prior to the meeting date so that it can be included with the agenda package. In accordance with Procedure By-law 56-2019, as amended, delegates appearing before <u>Regional Council</u> or <u>Committee</u> are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).</p> <p>Delegates should make every effort to ensure their presentation material is prepared in an accessible format.</p> <p>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.</p>
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<p align="center">Notice with Respect to the Collection of Personal Information (Municipal Freedom of Information and Protection of Privacy Act)</p> <p>Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, 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 <i>Municipal Act, 2001</i>, 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.</p>

Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca

This Is Our Shot

www.thisisourshot.ca

@thisisourshotca



Vaccine Hesitancy

Statscan hardest hit communities have highest amounts of vaccine hesitancy – lower reported willingness to take vaccine

Israel, US, UAE have all used influencers to help encourage vaccine uptake.

Israel – 116/100 ppl; UAE 100/100 ppl and US 63/100 ppl



COMING APRIL 28TH



03/24/2021 - CONCEPT 1-B

THIS IS OUR SHOT

All proceeds to
Kids Help Phone
27 Languages



Vaccine
Ambassadors

US Campaigns

<https://www.wwlp.com/news/health/coronavirus/roll-up-your-sleeves-vaccination-special-to-include-president-biden-and-former-president-obama>

<https://www.prnewswire.com/news-releases/willie-nelson-thirteen-major-sports-leagues-and-organizations-team-up-with-the-ad-council-and-covid-collaboratives-national-its-up-to-you-covid-19-vaccine-education-initiative-301253252.html>

COVID-19 Update

Lawrence Loh, MD MPH FCFP FRCPC FACPM
Medical Officer of Health, Region of Peel
April 22, 2021



Agenda

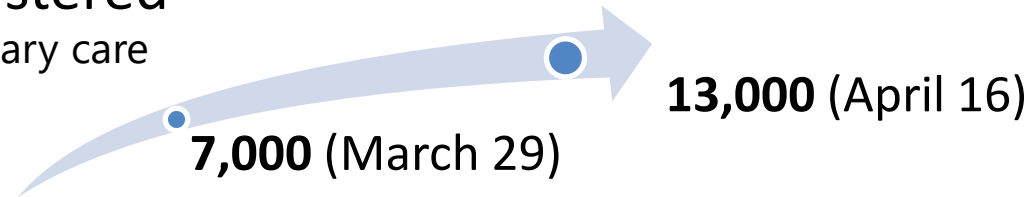
- Community Mass Vaccination Plan
- COVID-19 - Situation

Vaccination Milestones

- **400,000** doses administered in Peel as of today (both dose 1 and 2)

- Increased daily doses administered

Doesn't include pharmacies and primary care



- Improved capacity across the system

+350,000 doses administered through fixed clinics across the system (as of April 20)

16,979 doses through mobile clinics in congregate setting (e.g., LTCH and RH) (as of April 20)

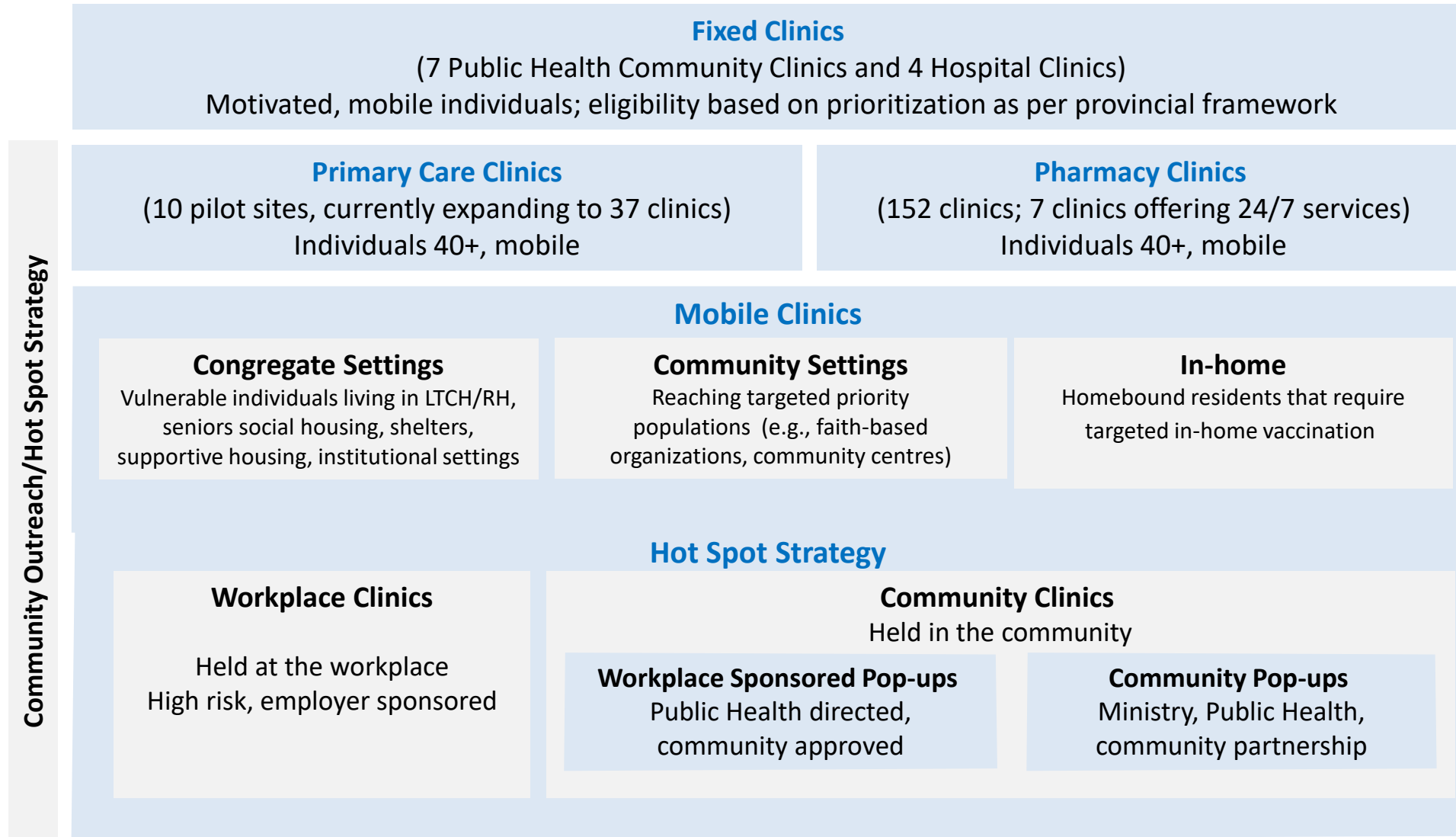
14,950 doses administered by pharmacists (as of April 20)

6,808 doses of AZ administered by primary care (as of April 20)

Approximately **3,000** homebound individuals in Peel have been referred

5 pop-up clinics planned with more under development

Systems Approach to Vaccination



Targeted Clinics for Hot Spots

Workplace Clinics

Employer led and ministry selected pilots planned with three major employers

Prioritization criteria for selection of pilot sites based on hot spot location, outbreak data, and willingness of employer to operate and fund onsite clinic for their staff and a separate clinic for the community

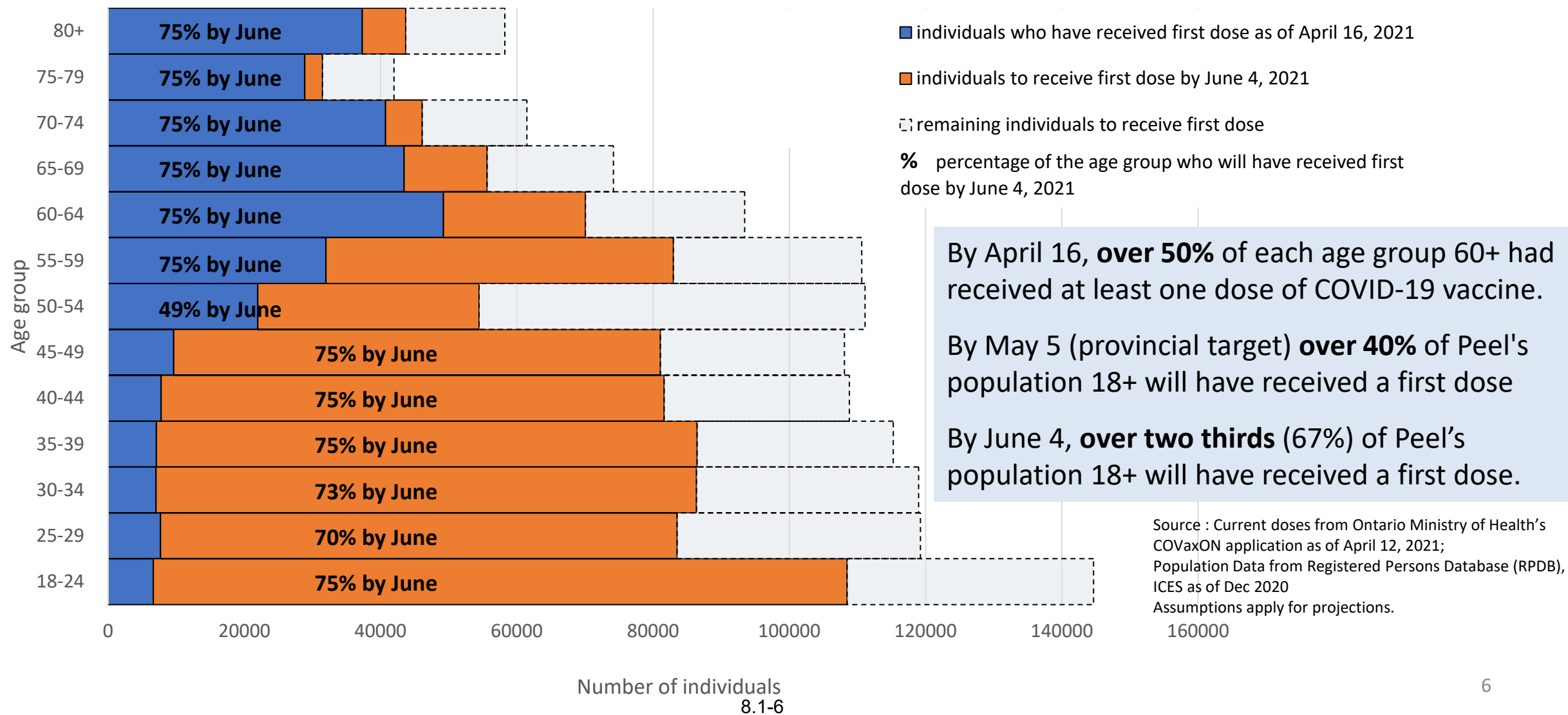
Community Clinics

Workplace Sponsored Pop-ups	Community Pop-ups	Mobile Clinics in Community Settings
Working with employers, the Province and community agencies	Working with the Province and community organizations to increase enhance access and uptake to vaccination	Working with community partners and leveraging local data to target priority populations
Active discussions, e.g., <ul style="list-style-type: none"> World Sikh Organization (Dixie Gurudwara) 	Active community discussions, e.g., <ul style="list-style-type: none"> Canadian Muslim COVID-19 Task Force Roots Community Services 	Site selection informed by outbreak and uptake data, hot spot FSAs, priority population groups and offers of support

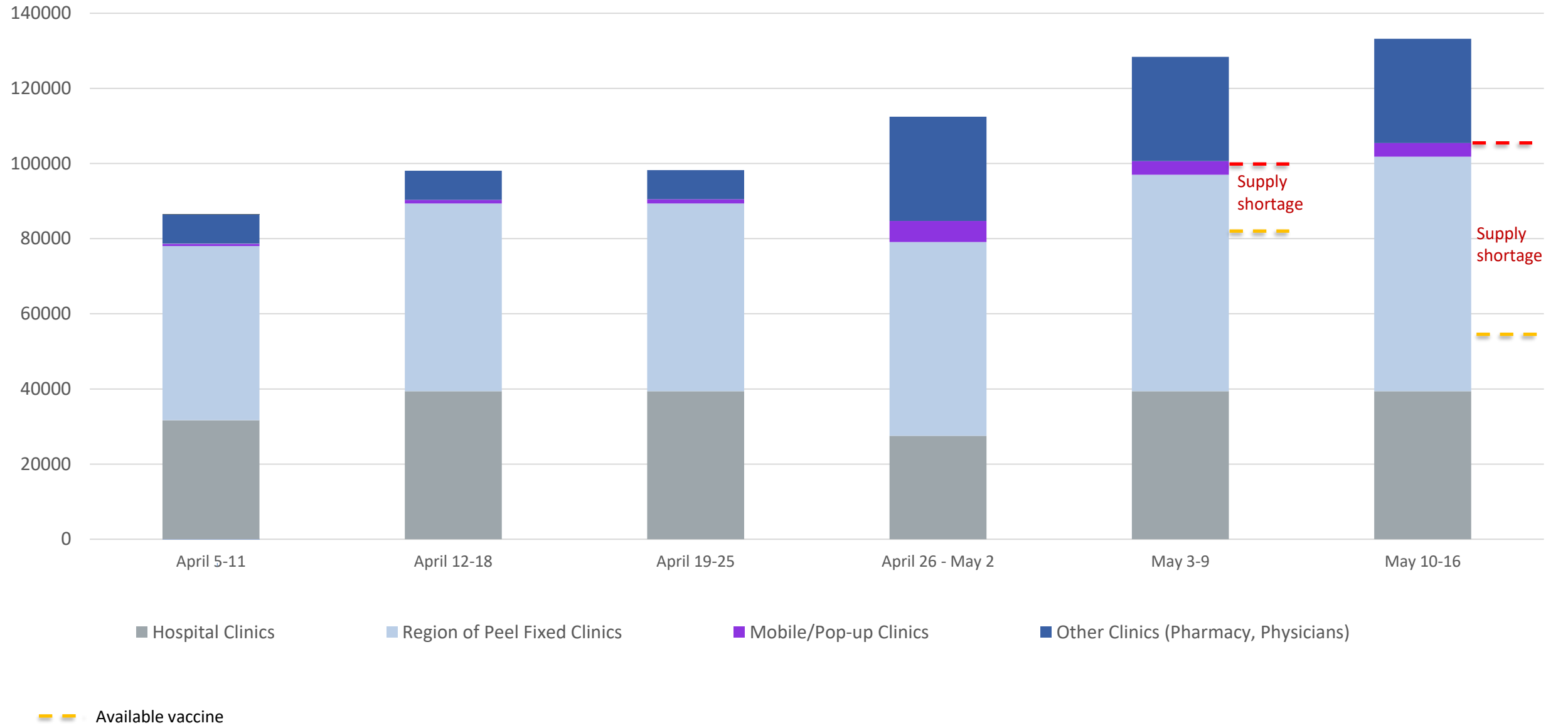
- Collaborating with over 150 organizations at over 20 community working tables
- Leveraging guidance and advice from our Community Equity and Engagement Advisory Table, representing community organizations/networks, primary care, mental health and addictions, acute care/hospital, and a bioethicist
- Supporting ambassadors and influencers within communities with accurate information and tools

Projected First Dose Coverage by June

Current and projected vaccine status of Peel's population, by age group

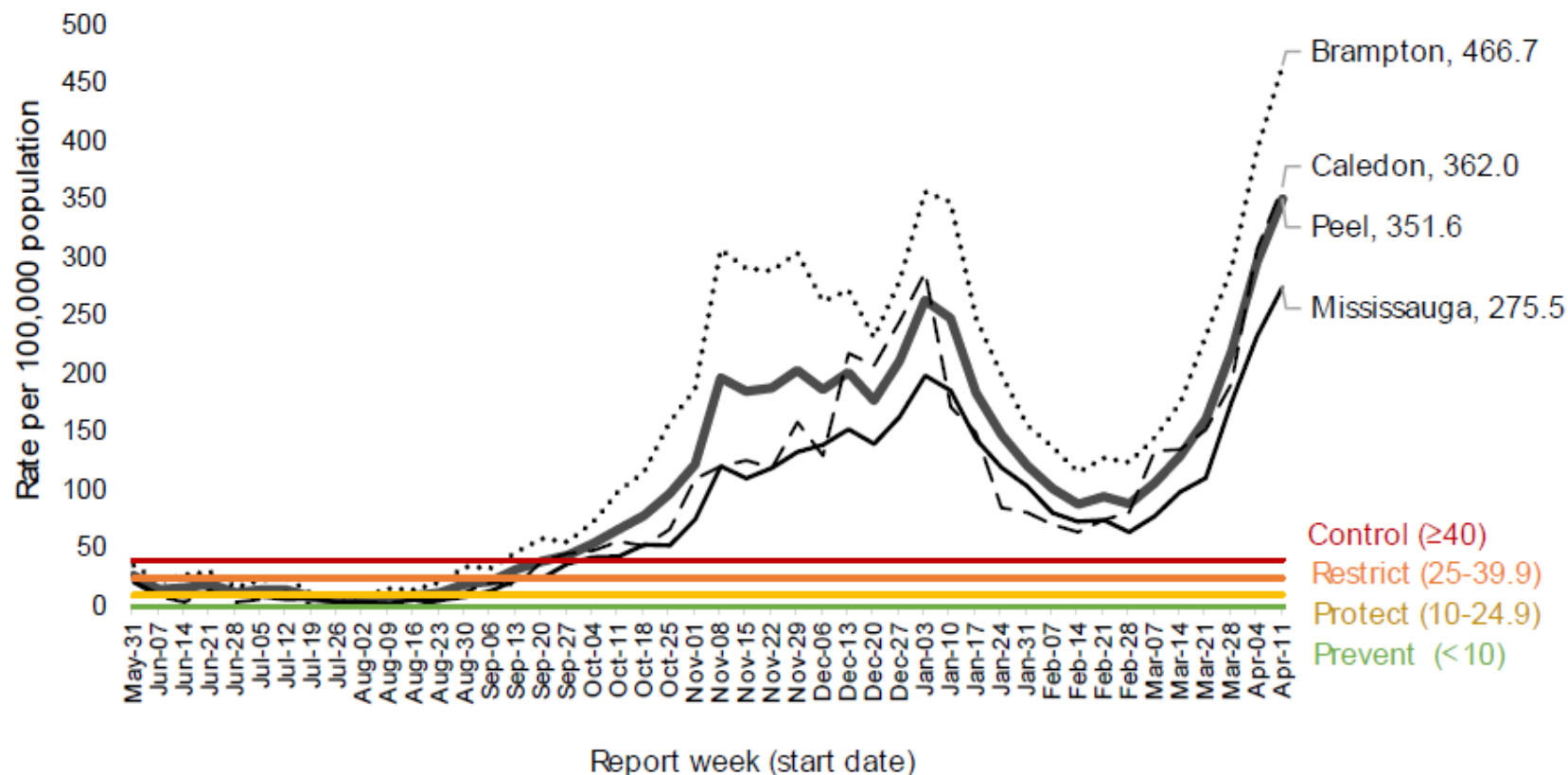


Weekly Dose Capacity and Vaccine Supply



COVID-19 Situation in Peel

Weekly COVID-19 incidence rates by Peel municipality: May 31, 2020 to April 17, 2021

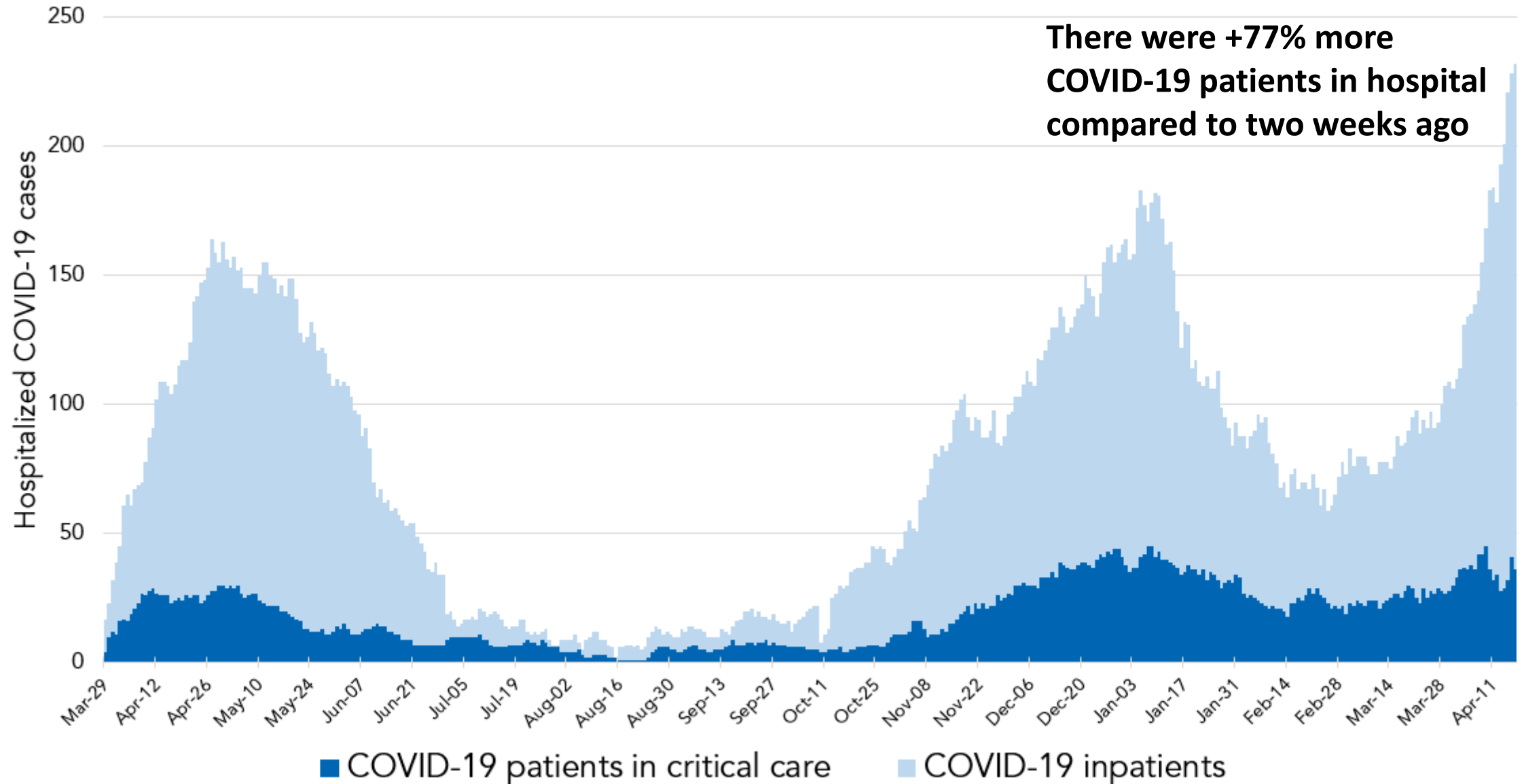


We have exceeded peak January levels

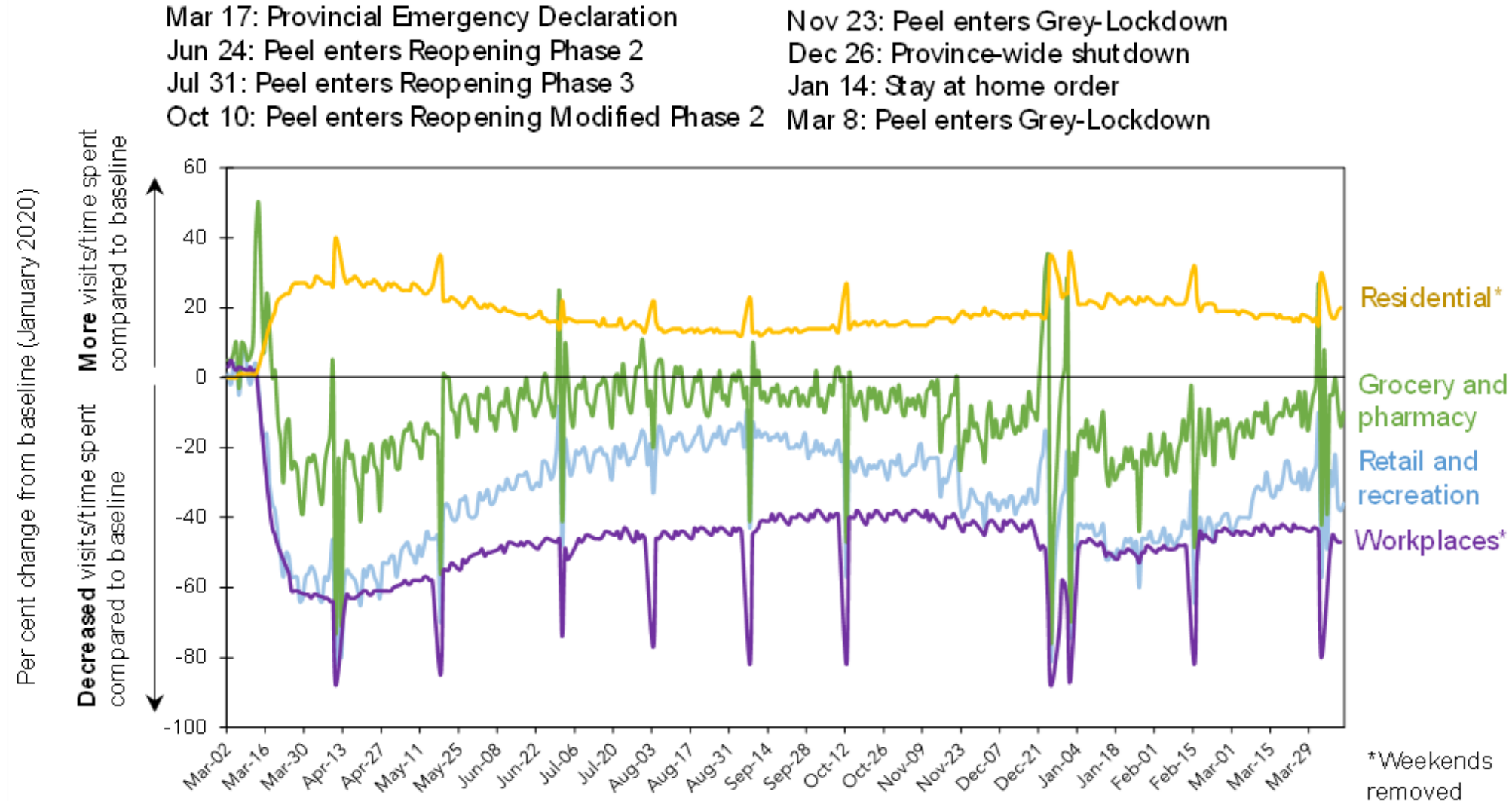
All age groups are at peak rates, except for 70-79 and 80+

Sources: (Case data) Ministry of Health, Case and Contact Management Solution, extracted by Peel Public Health on [20/Apr/2021], (2019 municipality population estimates) Population Estimates, 2019, Statistics Canada. Ministry of Health, (2020 Peel population projection) Population Projections, 2020, Statistics Canada. IntelliHEALTH Ontario, Ministry of Health.

High Numbers of COVID-19 Patients in Peel Hospitals



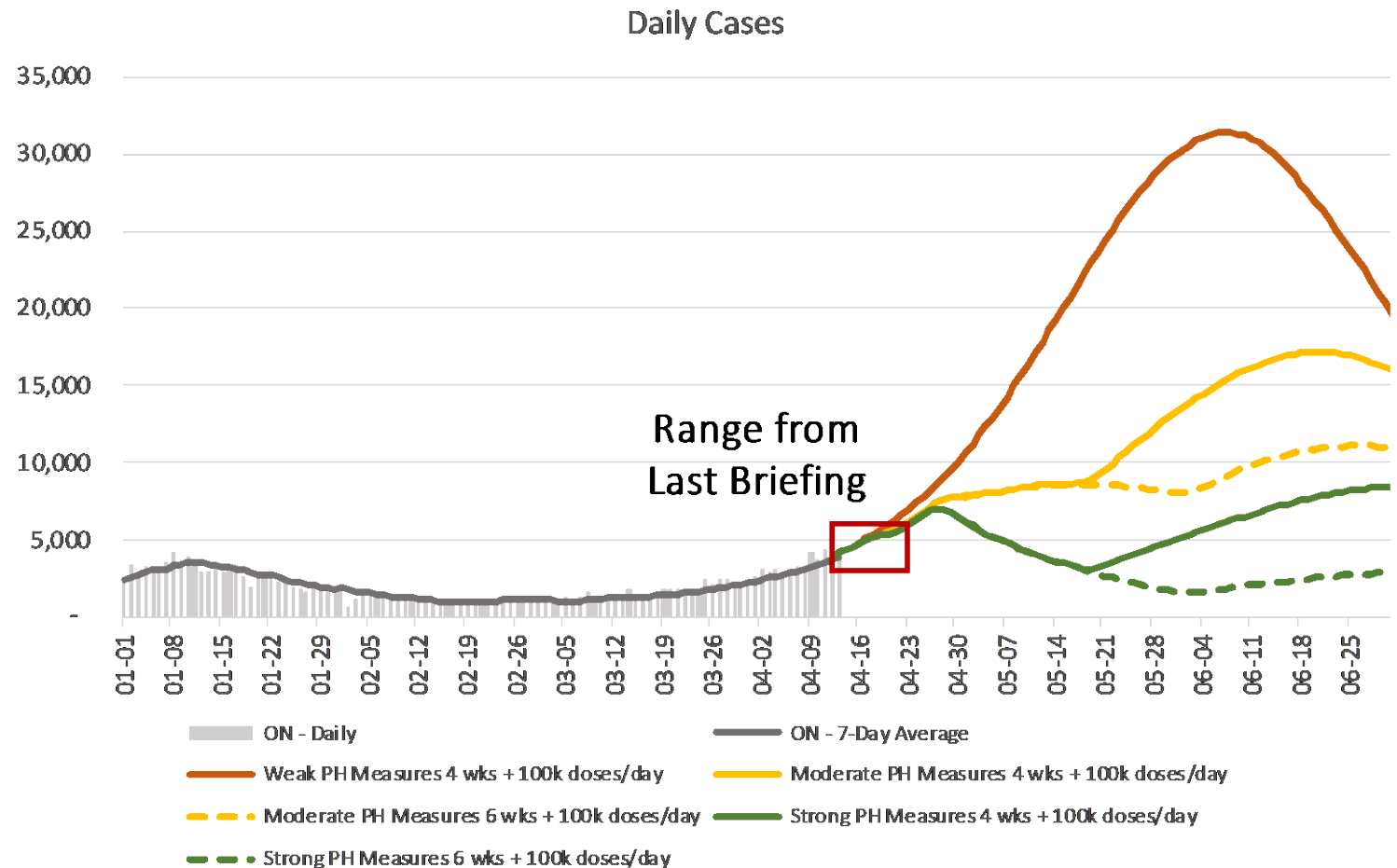
Mobility in Peel has Declined but not as Low as Wave 1



Strong Public Health Measures are Needed

Vaccination is the ultimate way out of the pandemic. But vaccination will not end the third wave.

A 6-week stay-at-home order with a vaccination rate of at least 100K doses per day is the only way to flatten the curve.



Public Health Measures are Needed

Provincially (April 8 and 17)

- Stay-at-home orders extended to 6 weeks
- Inter-provincial travel restrictions at land crossings
- Additional gathering and sector restrictions
- Remote learning for schools

In Peel

- Expedited Workplace Closures - Section 22 Order (April 20)
- Objective is suppression of transmission in a climate of high case volume/low capacity
- Five cases in 14 days:
 - Reasonably acquired their infection at work, OR
 - With no obvious source of infection outside of the workplace. } 10 day dismissals (self-isolation)
- Public list of workplaces closed and closure date (removal after 10 days)
- Exceptions for businesses essential to the well-being of our community; critical infrastructure and also at Public Health discretion based on investigation

Case, Contact and Outbreak Management

- Case and contact and outbreak management remain important
 - Challenged by record number of cases and limited resources
- **High-risk case and contact management** already in place
- Further adjustments this week include:
 - Launched a **Virtual Assistant (VA)** tool to send timely text messages to cases
 - Established **Initial Calls Team (ICT)** for cases who cannot be sent a text
- Capacity could be further compromised if cases continue to increase

Challenges and Priorities

- Peel Needs Stable and Sufficient Vaccine Supply
- All of Peel should be a hot spot
- Local control of booking system is important
- Increased cases further challenge our response capacity
 - e.g., case, contact and outbreak management
- Public frustration and confusion requires effort and attention



Thank you



For Information

REPORT TITLE: **Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery**

FROM: Nancy Polsinelli, Commissioner of Health Services
Lawrence C. Loh, MD MPH FCFP FRCPC FACPM, Medical Officer of Health

OBJECTIVE

The purpose of this report is to provide an update on the implementation of the Ontario Seniors Dental Care Program ('the OSDCP') as per Resolution 2020-940, and on the impact that the COVID-19 pandemic has had on the delivery of the program.

REPORT HIGHLIGHTS

- In November 2019, the provincial government launched the OSDCP to provide routine dental care to eligible low-income seniors living in Ontario. In the Region of Peel, the OSDCP services are provided at three Community Health Centre (CHCs) locations. Since its inception, approximately 1,700 seniors have received services under the OSDCP in the Region of Peel.
 - Peel Public Health implemented the OSDCP services in November 2019. As service delivery was beginning to increase, the Ontario provincial government declared a state of emergency due to COVID-19 thus closing dental offices and limiting the OSDCP services to emergency cases only.
 - Service-related impacts of the COVID-19 pandemic at our partner CHCs have resulted in an influx of seniors accessing the OSDCP for emergency services. Service capacity has also been reduced due to the implementation of additional Infection Prevention and Control measures to minimize the risk of COVID-19 transmission.
 - To increase and support timely access to the OSDCP emergency service provision during the COVID-19 pandemic, Peel Public Health provided one-time funding to increase emergency capacity at three CHC locations in December 2020. The funds are managed within Peel Public Health's program budget.
 - In response to barriers to accessing and implementing the OSDCP in the Region of Peel, Peel Public Health has committed to developing a comprehensive advocacy strategy aimed at ensuring the implementation of the OSDCP services meets the needs of Peel seniors and demand for services.
-

Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery

DISCUSSION

1) Background

a) Importance and Impact of Seniors Oral Health Care

Oral health care for seniors is an essential component of overall health, including helping to prevent chronic diseases such as heart disease and diabetes. Maintaining good oral hygiene and having access to regular professional dental care allows for a greater quality of life. However, seniors are less likely to see a dentist once they have entered retirement and are therefore more likely to have poorer oral health and greater treatment needs. Low-income seniors are also more likely to visit a family physician and the emergency department multiple times for oral health-related conditions, often relying on antibiotics and pain medications to address them; this creates unnecessary strain to the health care system. Investment in oral health care for seniors will help to alleviate the burden on the healthcare system and contribute to the Ontario Premier's Council vision to end hallway medicine.

b) The Ontario Seniors Dental Care Program

In November 2019, the provincial government launched phase 1 of the Ontario Seniors Dental Care Program ('the OSDCP') OSDCP to provide routine dental care to eligible low-income seniors living in Ontario. Eligible seniors can seek services anywhere in the province.

The *Ontario Public Health Standards Oral Health Protocol, 2019* requires public health units to provide dental care to eligible seniors under the OSDCP. The OSDCP is in alignment with Peel Public Health's 2020-2029 strategic priority of advancing health equity as well as the 2018-2022 Term of Council Priority to support healthy aging by enhancing seniors' supports and services to optimize quality of life.

c) Transition from the Seniors' Dental Program to the OSDCP

The Region of Peel previously funded the Seniors' Dental Program (SDP) to provide free dental treatment to eligible low-income seniors for over a decade (2008-2019). Each year, approximately 800 seniors were provided access to one full course of dental treatment, available once per lifetime.

Since the inception of the OSDCP in November 2019, Peel Public Health is transitioning seniors from the SDP to the OSDCP. As of January 2021, approximately 50 clients still require oral health service to complete their full course of treatment through the SDP.

2) Implementation of the OSDCP in Peel

a) Partnership with Community Health Centres

Under the OSDCP, services are accessed through clinics operated by public health units, CHCs or Aboriginal Health Access Centres. Services cannot be accessed through private dental offices. In the Region of Peel, the OSDCP services are offered at three CHC locations: (1) Health n' Smiles Dental Clinic, (2) Four Corners Health Centre (both run by WellFort Community Health Services), and (3) East Mississauga Community

Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery

Health Centre. Since its inception, approximately 1,700 seniors have received services under the OSDCP in the Region of Peel.

b) Update on Capital Projects

In August 2019, the Board of Health for Peel Public Health applied to the Ministry of Health for seven capital projects to address the growing and continued demand for service. In January 2020, Peel Public Health was approved up to \$1,143,000 in one-time funding to support two of the seven capital projects: (1) Mobile Dental Clinic (\$885,000) and (2) Expansion of WellFort Community Health Services Dental Clinic (\$258,000). The impact of not receiving approval for all requested capital projects will result in insufficient dental infrastructure to adequately meet the dental health needs of low-income seniors in Peel.

The completed expansion of the WellFort Community Health Services Dental Clinic included the construction of 2 additional operatories at the Health n' Smiles clinic. Due to capacity constraints caused by Peel Public Health's COVID-19 pandemic response, the procurement of a mobile dental bus for the Mobile Dental clinic has been paused.

3) Challenges to Service Delivery

a) Limited Capacity at Partner Community Health Centres

Much of the CHCs dental infrastructure is utilized near capacity to provide dental care for the Healthy Smiles Ontario (HSO) program as well as other public programs (e.g. Ontario Works, Ontario Disability Support Program). As a result, there is little ability to leverage the existing infrastructure to accommodate the OSDCP. Peel Public Health anticipates that annual uptake for the OSDCP services is approximately 20,794, which is significantly greater than the Ministry of Health's (Ministry) estimate of 6,938 eligible seniors in Peel accessing services annually. As of January 31, 2021, the Ministry reported that more than 8,000 seniors living in Peel have received their OSDCP cards allowing them to access the program. As Peel's population continues to age and grow, it is projected that there will not be capacity to address the OSDCP service demand in the Region of Peel. While qualifying OSDCP clients can seek services anywhere in the province, it is important to note that most clients receiving Peel's OSDCP services are residents of the Region of Peel.

b) Barrier to Accessing Care via Private Dental Providers

The OSDCP does not permit a fee-for-service payment model, which is the standard billing method in the sector. The inability to work with private dental providers with a fee-for-service model restricts the OSDCP's ability to meet the growing demand for services in Peel. A solution is needed to ensure equitable and effortless access to the OSDCP, including provisions for working with private dental providers.

4) Impacts of the COVID-19 Pandemic on Service Provision

Implementation of Phase 1 (a soft launch) of the OSDCP in Peel had been instituted for three months before the COVID-19 response came to the forefront of Public Health priorities. Routine dental services at our partner CHCs were suspended in March 2020 due

Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery

to the COVID-19 pandemic; with only emergency dental services continuing, on a case-by-case basis.

Routine dental services resumed at the CHCs in summer 2020. However, their capacity was reduced by approximately 40 per cent due to the implementation of additional Infection Prevention and Control (IPAC) measures to minimize the risk of COVID-19 transmission. The cancellation of routine appointments led to an increase in oral health emergency cases among clients and therefore, an influx of seniors seeking the OSDCP for emergency services. This has further decreased the ability to provide routine dental care.

A waitlist for the OSDCP services (routine and emergency) continues to increase while capacity to provide them decreases. As of January 31, 2021, there were approximately 2600 seniors on the waitlist to receive the OSDCP services, with several seniors added each day. The current demand for the OSDCP may be underrepresented as seniors, especially those with comorbidities, are at higher risk for suffering severe illness from COVID-19 and may be less likely to seek routine oral health care for fear of COVID-19 exposure.

The Ministry has committed to support ongoing access to dental care for currently enrolled clients by automatically renewing all seniors who were enrolled in the OSDCP in the first benefit year (since November 2019) to remain enrolled in the next benefit year (August 1, 2020 – July 31, 2021).

Due to Peel Public Health's response to the COVID-19 pandemic, shutdown, increased IPAC requirements, hiring pause resulting in staffing vacancies and the inability to initiate service delivery from the mobile dental bus, the OSDCP 2020 budget is expected to be underspent by approximately \$833K.

5) Response to Capacity Constraints

a) Peel Public Health

To increase and support timely access to the OSDCP emergency and urgent service provision during the COVID-19 pandemic, Peel Public Health provided one-time funding to WellFort Community Health Services (up to \$510,000) and East Mississauga Community Health Centre (\$165,000) in December 2020. The funding will provide the necessary services to non-rostered seniors seeking emergency services. This funding will triple emergency capacity at WellFort Community Health Services and double emergency capacity at East Mississauga Community Health Centre. The total funds are managed within Peel Public Health's program budget, by means such as reallocating unspent operational dollars.

b) Peel Public Health Advocacy Efforts

In response to barriers to accessing and implementing the OSDCP in the Region of Peel, a motion to develop a comprehensive advocacy strategy aimed at ensuring the implementation of the OSDCP services meets the needs of Region of Peel seniors and demand for services was endorsed at Regional Council on November 12, 2020. Peel Public Health is developing the advocacy strategy to request that the provincial government provide additional capital and operational funding for the OSDCP and

Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery

amend the program design to adequately meet the oral health needs of seniors in Peel. Given the dedicated efforts to combat the COVID-19 pandemic, including a mass vaccination program, at both the regional and provincial levels of government, it is important to consider the strategic timing of advocating to the Ministry of Health.

c) Ministry of Health

In response to public health capacity constraints due to COVID-19, the Ministry announced on November 30, 2020 that public health units may temporarily enter into short-term alternative payment (non-fee-for-service) agreement (e.g., time/sessional rate and service plan vs. annualized salaried agreements) partnership contracts with other dental care providers/specialists to provide the OSDCP services to enrolled clients. This interim approach would allow flexibility for public health units to form partnerships based on patient referral rather than longer-term salaried-based arrangements. However, Peel Public Health does not currently have capacity to create a new funding mechanism for dental providers such as specialists, and no additional funds to pay providers in private practice.

FINANCIAL IMPLICATIONS

In 2020, Peel Public Health received \$3,912,800 in base funding to implement the Ontario Seniors Dental Care Program.

Due to Peel Public Health's response to the COVID-19 pandemic, shutdown, increased IPAC requirements, hiring pause resulting in staffing vacancies and the inability to initiate service delivery from the mobile dental bus, the Ontario Seniors Dental Care Program 2020 budget is expected to be underspent by approximately \$854K.

Peel Public Health is expecting the same provincial base funding in the 2021 budget as in 2020 at \$3,912,800.

CONCLUSION

Peel Public Health anticipates that annual uptake for the OSDCP services is approximately 20,794, which is significantly greater than the Ministry's estimate of 6,938 eligible seniors in Peel accessing services annually. The Ministry reported that more than 7,000 seniors living in Peel have received their OSDCP cards allowing them to access the program. As Peel's population continues to age and grow, it is projected that there will not be sufficient capacity to address the OSDCP service demand in the Region of Peel. Service-related impacts of the COVID-19 pandemic have resulted in an influx of seniors accessing the OSDCP for emergency services, which has further decreased the availability of routine dental care provision. In response to barriers to accessing and implementing the OSDCP in the Region of Peel, Peel Public Health has committed to developing a comprehensive advocacy strategy aimed at ensuring the implementation of the OSDCP services meets the needs of Peel seniors and demand for services.

Update on Implementation of the Ontario Seniors Dental Care Program and the Impact of COVID-19 on Service Delivery

For further information regarding this report, please contact Dr. Lawrence Loh, Medical Officer of Health, Ext. 2856, Lawrence.loh@peelregion.ca.

Authored By: Amanda Dass, Health Promoter & Stephanie Tea, Health Promoter

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors, Medical Officer of Health and Legal Services.



RECEIVED
April 21, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

April 21, 2021

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

Chair and Members of Peel Regional Council
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

VIA EMAIL

Dear Mr. Chair and Members of Council,

Re: Use of Section 22 Orders to Close Businesses in Peel Region

The Mississauga Board of Trade (MBOT) is aware of the announcement of the Medical Officer of Health Dr. Lawrence Loh issuing a Section 22 Order under the Health Protection and Promotion Act to close businesses that have had a minimum of five COVID related cases directly linked to spread in the workplace over the previous ten days.

[Peel introduces expedited workplace closures to stop spread of variants and protect workers and our community - Region of Peel \(peelregion.ca\)](https://www.peelregion.ca/news/2021/04/21/peel-introduces-expedited-workplace-closures-to-stop-spread-of-variants-and-protect-workers-and-our-community/)

MBOT is supportive of measures that keep workplaces healthy and safe and free of COVID cases and spread. We also recognize that contracting COVID is variable and that most is community-based spread and not related to places of work. We also recognize the resources of the Peel Health Unit and those of our hospitals are stretched dangerously thin.

From the beginning of this pandemic Peel Public Health has always taken a case-by-case approach to COVID outbreaks and has used the measure of wider-community impact in its decisions around business closings. This approach has been reasonable and fair and should continue to be the primary driver of any decision to close a business.

Businesses and workplaces are very different depending on the sector of the economy, the physical layout of the workplace, hours and days of operation and the way in which COVID protocols are operating and the effective use of personal protective equipment (PPE) and other measures to ensure proper physical distancing and internal operations.

We do have concerns that the Order appears to be very arbitrary in nature and we hope that Peel Public Health will use its discretion on a case-by-case basis to order a business closure after taking into consideration all the issues and facts. We are also concerned that due to lack of resources, the Chief Medical Officer will issue a Section 22 closure order before an investigation can commence and thereby, potentially closing a business when the 5 cases identified were not as a result of workplace spread.

Closing businesses not only harms the business itself but potentially thousands of workers who will be displaced by the closure.

MBOT is a strong supporter of Government Paid Sick Leave and has advocated for this for many months. We urge the Federal and Provincial Governments to develop a program that provides paid sick days to workers to stay home when sick, waiting for the results of a COVID test and having to quarantine for any reason during the length of this pandemic.

To support a business re-opening after an Order, MBOT calls on Council and Peel Public Health work with the other Orders of Government to provide free rapid antigen screening tests at those workplaces for a period of six months and further provide an adequate number of devices to screen all essential workers on site, twice per week. Screening workers when they return to work is a significant way to keep COVID out of the workplace.

We recognize that Peel Public Health is in a very difficult situation and the want to institute effective public health measures under Section 22. We all want workplaces to be healthy, safe and free of COVID.

We sincerely hope these measures starting tomorrow will be made prudently and responsibly to ensure that businesses and workers are treated fairly.

Yours truly,

A handwritten signature in black ink, appearing to be 'D. Wojcik', enclosed within a large, loopy oval stroke.

David Wojcik
President & CEO
ceo@mbot.com
905-273-3527

REPORT TITLE: 2020-2030 Climate Change Master Plan: 2020 Annual Progress Report

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services

RECOMMENDATION

That the Region of Peel advocate to the Premier of Ontario, the Minister of the Environment, Conservation and Parks and the Minister of Energy, Northern Development and Mines to set the legislative and policy framework to phase-out all fossil natural gas-fired electricity generation as soon as possible;

And further, that the Minister of Energy, Northern Development and Mines be requested to provide Ministerial directives to the Ontario Energy Board and Independent Electricity System Operator to assist in the development of a plan to phase out fossil natural gas-fired electricity generation in the Province while meeting Ontario's electricity needs reliably, competitively, transparently, efficiently and at lowest cost;

And further, that copies of this resolution be sent to the City of Mississauga, City of Brampton, Town of Caledon and Peel-area MPPs for their awareness and support.

REPORT HIGHLIGHTS

- The 2020 Annual Climate Change Master Plan (CCMP) Progress Report found that action must accelerate to achieve the majority of the Region's CCMP 2030 outcomes.
 - Globally, 2020 tied 2016 as the hottest year on record.
 - The Region's most recent corporate greenhouse gas (GHG) emissions inventory (2018) was 8 per cent higher than 2017.
 - The Region's GHG emissions associated with electricity use increased 59 per cent from 2017 to 2018, primarily due to increased natural gas fueled generation in Ontario.
 - Despite notable accomplishments in 2020, the Region is not on track to achieve the 2030 Reduce GHG Emissions target.
 - The Region is achieving scheduled milestones with regards to the CCMP's 2030 Be Prepared outcome.
 - Next steps include:
 - Develop Tiered Net Zero Emissions New Construction standards for Regional buildings;
 - Advance beyond the planning and in-progress stages for on CCMP Phase 1 priorities including Pacesetter Projects, Climate Change Risk Assessment Tool, Energy and Emissions Management Plans, Climate Change Engagement Strategy, and Climate Change Financing Strategy; and,
 - Continue implementing the CCMP, monitor action outputs and report back to Council on Progress in 2022.
-

2020-2030 Climate Change Master Plan: 2020 Annual Progress Report

DISCUSSION

1. Context

Earth's average surface temperature in 2020 tied 2016 as the warmest year on recordⁱ. The Planet saw record breaking floodsⁱⁱ, super cyclonesⁱⁱⁱ, rainforest and wetland fires^{iv}, and a historic hurricane season^v in the Atlantic. 2020 was 1.2°C warmer than the late 1800s and experts project the dangerous 1.5°C threshold of warming may be exceeded this decade^{vi}. Climate projections for the Region of Peel indicate that this trend will continue^{vii}. Insurable losses in Canada reached \$2.5 billion, making 2020 the fourth-worst year for insurable claims since record-keeping began in 1983^{viii}.

Eight heat events^{ix} occurred in the Region of Peel in 2020, spanning a total of 26 days. This included a nine-day extended event in early July, which is the longest duration observed in the community since Ontario's Harmonized Heat Warning Information System was established in 2015. The combination of heat during the daytime and nighttime causes significant increases in heat-related morbidity and mortality. This is because there is no break from the heat, which is important for allowing the body to cool off. Prolonged exposure to hotter weather is of particular concern for vulnerable residents with limited support systems and access to cooling stations or air-conditioned spaces, a concern heightened during the health pandemic.

In 2020, the world experienced tragic climate disasters that were felt most significantly by vulnerable local populations. However, momentum on climate action is greater now than ever before. Canada's updated climate plan "A Healthy Environment and a Healthy Economy"^x, the newly appointed US Biden-Harris administration^{xi}, Fridays for the Future^{xii} youth advocacy, fossil fuel divestment^{xiii} by corporations and investors, and a doubling of net-zero carbon pledges from businesses and local governments^{xiv} are important signals of significant socio-economic and political change. These changes affect the Region and should be accounted for in decisions on how and how quickly the Region of Peel transforms into a low carbon and resilient community.

Many Regional employees were redeployed in 2020 to address immediate community and organizational needs due to the COVID-19 pandemic. This impacted progress on regional climate action; however, the Region's evolving response to the COVID-19 pandemic is a clear demonstration of resilience, steadfast leadership and workforce determination to pivot, adapt, and serve the community in an emergency. The health pandemic also revealed that devastating impacts were not experienced evenly across individuals, communities or businesses; and underlying social inequities contributed to serious issues of disease transmission. Climate change will also disproportionately affect Peel residents and those with lower socioeconomic or health status will bear the brunt of any climate-related emergencies. Applying the lessons learned from the health crisis to the climate response is necessary to meet the Region's climate change goals and contribute to a stabilized, healthy and safe planet that leaves no one behind. Going forward with a strong vision for recovery, in January 2021, Regional Council endorsed the Federation of Canadian Municipalities' recommendations for a green, inclusive, and resilient economic recovery (Resolution 2021-22.1). Implementing the Region's Climate Change Master Plan will enable the Region to build back better together.

2020-2030 Climate Change Master Plan: 2020 Annual Progress Report

2. Background

On October 24, 2019, Regional Council declared a climate emergency and approved the 2020-2030 Climate Change Master Plan (CCMP) for the Region to lead through climate action and influence the change needed to transform the community into a low carbon, resilient, equitable, healthy, prosperous, and secure place to live and work in the future. This report provides the first annual progress update of CCMP implementation as required by Resolution 2019-971.

The Primary Outcomes of the CCMP are:

- Reduce GHG Emissions: Corporate greenhouse gas emissions are reduced by 45 per cent by 2030 relative to 2010 levels.
- Be Prepared: A safe, secure, and connected community is provided by ensuring Regional services and assets are more resilient to extreme weather events and future climate conditions.

To achieve these Primary Outcomes, the Region also needs to achieve the Enabling Outcomes to Build Capacity, Invest, and Monitor and Report.

3. 2020 Climate Change Master Plan Progress Updates

In-year 2020 accomplishments gauged progress towards the outputs of CCMP actions. Reporting on performance using Key Performance Indicators (KPIs) to measure the impact of cumulative or multi-year work and investment on CCMP outcomes will be completed in the longer term and against a defined target, as appropriate; however, the KPI for Reduce GHG Emissions is available as annual GHG inventories and are measured as shown in section 3b). Progress updates discussed in this report primarily relate to the CCMP Phase 1 (2020 – 2023) priority work as follows:

- Net Zero Emissions Building Pilots (referred to as “Pacesetters”);
- Climate Change Risk Assessment;
- Updated Service Level Operational Plans;
- Financing Strategy; and,
- Engagement Strategy.

Progress updates on all CCMP actions, beyond Phase 1 work, are described in more detail in Appendix I.

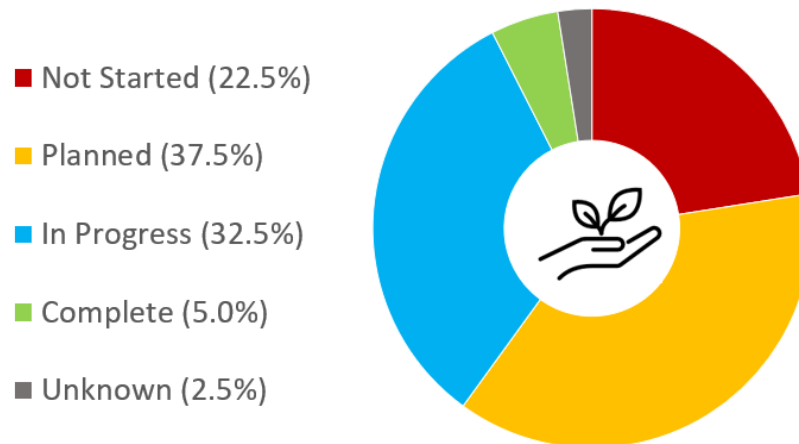
a) Overall Assessment

Finding: The 2020 Annual Climate Change Master Plan Progress Report found that action must accelerate to achieve the majority of the Region’s CCMP 2030 outcomes.

The CCMP output summary status for all CCMP outcomes is shown in Figure 1 below. The majority of work is in the planned or in-progress stages. However, with the exception of the Climate Change Risk Assessment, Phase 1 projects have been slow to progress or subject to delays related to the COVID-19 response. It is critical these projects are prioritized going forward, especially the Pacesetters, as they will lay the foundation to accelerate climate action from 2023 onward. Rapid scaling of Net Zero Emissions Buildings is essential to keep pace with the Low Carbon Pathway and achieve the 2030 GHG reduction target as outlined in the CCMP.

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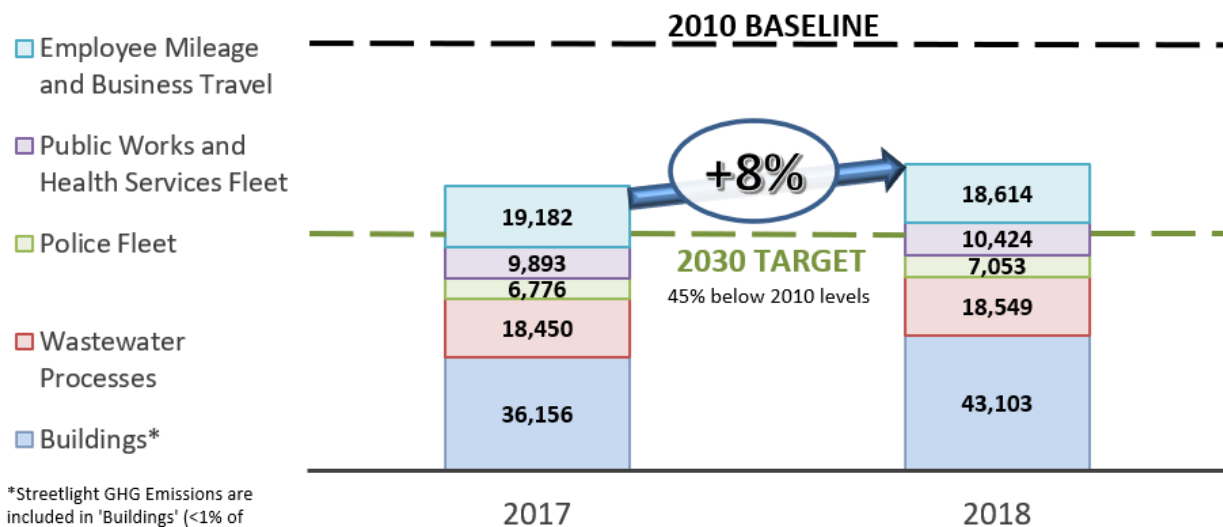
Figure 1: CCMP Outputs Progress Status



b) Reduce GHG Emissions

The most recent corporate GHG inventory is for 2018 as the required factors to complete the calculations are only available on a 2-year lag time from the National Inventory Report^{xv}. Thus, the following discussion of emissions trends and sources pertain to conditions in 2018 and do not reflect seasonal variations, pandemic responses or climate actions taken in 2020. The Region's 2018 GHG emissions increased by 8 per cent from 2017. Increased fleet fuel use, and a hotter summer and colder winter resulted in more building and process energy demand, driving emissions up; however, more than half of the emissions increase was due to a dirtier electricity grid. Between 2017 and 2018 the Region's emissions associated with electricity use increased 59 per cent. As shown in Figure 2, the Region is moving further away from its target of 45 per cent below 2010 levels by 2030.

Figure 2: 2017 vs. 2018 Corporate GHG Emissions Inventories [t CO₂e]



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Up until 2017, a significant portion of the Region's GHG emissions reductions were attributed to the Province's electricity continually getting cleaner. However, electricity sourced GHG emissions are planned to increase as the Province uses natural gas generation to make up for lost electricity production from nuclear plant refurbishments, and to meet growing demand. A dirtier electricity grid puts meeting the Region's 2030 target at-risk and will significantly increase community emissions. Additional background on the Province's transition to a more carbon intensive electricity grid and the recommendations to advocate to the Province to phase out fossil-based natural gas in electricity generation is found in Appendix II.

The Region is at the forefront of understanding the economic and environmental case for retrofitting and constructing Region and Peel Housing Corporation owned facilities to achieve net zero emissions standards. These pilot projects are referred to as "Pacesetters," defined as taking the lead or setting new standards of achievement, which can be replicated across the building portfolio to achieve CCMP outcomes. While five feasibility studies were scheduled, only two were completed and one was initiated in 2020 for the following locations respectively: a headquarters retrofit, an affordable housing new construction site and an affordable housing retrofit, all with proposed timelines to start implementation by 2023.

Net zero emissions buildings are a significant opportunity for GHG reduction as buildings represent 44 per cent of corporate emissions. The first new construction feasibility study presented a strong economic case to meet net zero emissions standards; specifically finding this level of performance is projected to require less than a 2 per cent premium of total capital costs, can achieve operational savings over the life of the asset and avoid the burden of new emissions. On a project basis, operational savings may be an appropriate mechanism to service potential debt financing, if debt is an appropriate option. A number of new buildings are planned this decade, including many affordable housing developments, and the Region can embrace the opportunity of an inclusive recovery by ensuring low income residents experience the benefits of better buildings, as zero emissions buildings offer improved occupant comfort and resilience to manage through potential power outages. Implementation of the Pacesetters is needed to build staff experience, define actual costs, and verify performance. These are essential learnings to apply in standardizing and scaling the Region's approach to net zero emissions construction, including existing building retrofits. Zero emissions building standards have already been adopted by other municipalities such as City of Toronto, City of Vancouver and City of Mississauga.

Employee commuting represented 18 per cent of all corporate emissions in 2018 and is another significant opportunity for the Region to lower emissions. The Region's 'Remote Work First' directive, in response to the COVID-19 pandemic, is anticipated to reduce the total 2020 GHG emissions inventory by 5 per cent. These reductions can only be sustained long-term and contribute to achieving the Region's 2030 target if more employees commute to and from work using low carbon alternatives and active transportation, and, to some extent, the Region continues to enable remote work for the eligible component of the workforce. Details on employee commuting calculations are found in Appendix III. The Region also progressed in other sustainable transportation actions through the transition of over 100 Regional vehicles to green fleet hybrid technologies.

The Region continues to implement energy conservation measures that achieve emissions reductions and seeks financial incentives for these initiatives. For example,

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the Region avoided 370 tonnes of annual CO₂e emissions and collected \$360K in incentives through participation in the Independent Electricity System Operator's (IESO's) Embedded Energy Manager Program in 2020.

While the CCMP has corporate actions; it also aims to transform community outcomes. Community-based 2020 climate change work includes:

- The Peel Climate Change Partnership was awarded \$207K from Natural Resources Canada to install 43 publicly accessible electric vehicle charging stations; 13 were installed by the end of 2020;
- Advancement in the procurement of an Anaerobic Digester facility that will produce renewable natural gas from waste and could play a significant role in reducing corporate and/or community greenhouse gas emissions; and,
- Collaboration between the Region and City of Mississauga to continue exploration of low carbon district energy using wastewater from Regional facilities at Lakeview Village (future reporting to Council will provide details).

Reduce GHG Emissions Progress Assessment: Despite notable accomplishments in 2020, the Region is not currently on track to achieve the 2030 Reduce GHG Emissions target. The Region faces a growing challenge this decade as the electricity grid is forecasted to become more carbon intensive, projected future weather trends will drive up electricity use and the Region will need to meet higher service demands to support the increasing population. Implementing existing Pacesetter pilots should accelerate to minimize impacts of slower progress in 2020, while future planning for all new buildings to achieve net-zero emissions standards should be prioritized to avoid new emissions. Further, investment in retrofitting existing buildings to near net zero emissions and continued sustainable and active transportation initiatives remain critical. Achievement of the 2030 target is also highly dependent on the Province ensuring grid electricity remains clean.

c) Be Prepared

The Region owns over \$30B of assets that are subject to varying degrees of impacts of a warming climate, including worsening extreme weather events. In 2020, project planning was started for an enterprise level climate change risk assessment for all Regional infrastructure. Development of the Climate Change Risk Assessment Tool is now underway and will be integrated into the Enterprise Asset Management Decision Support System. Modelled scenarios outlining climate change risks, impacts and costs will help factor resilience into an asset's level of service, develop adaptation strategies, and quantify future infrastructure investments. Results from the risk assessment are expected in 2023. This work helps ensure the Region's compliance with O. Reg 588/17 Asset Management Planning for Municipal Infrastructure. This tool will leverage strategic and incremental cost learnings from a climate change probability and risk analysis for select Water and Wastewater Infrastructure also initiated in 2020.

Additional Be Prepared initiatives in 2020 included progress on green infrastructure opportunity assessments for Peel Housing Corporation and Long-Term Care sites, and green infrastructure capital projects implemented on Regional roads.

Be Prepared Progress Assessment: The Region is achieving scheduled milestones with regards to the 2030 Be Prepared outcome. Operationalizing the Climate Change Risk Assessment Tool to understand risks and the magnitude of investment required to

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address them, and continued investment in green infrastructure projects, are near term priorities to ensure Regional services and assets are more resilient to extreme weather events and future climate conditions.

d) Build Capacity, Invest, and Monitor and Report

To varying extents, Phase 1 actions towards the Enabling Outcomes were paused in 2020 to divert employee resources to the COVID-19 response. Despite this reality, the Region initiated planning to create Energy and Emissions Management Plans for Water, Wastewater, and Peel Housing Corporation, which together account for more than 50 per cent of the Region's corporate emissions. While only preliminary discussions ensued to develop a Climate Change Financing Strategy, the scope of work was developed for a Climate Change Engagement Strategy with objectives to increase employee literacy on climate change and integrate climate change considerations into organizational decision making, planning and accountability.

In developing this progress report, a framework for measuring progress has been established and will allow for consistent progress reporting year over year. A commitment was also made to develop KPIs and targets to measure the cumulative impact Regional climate actions have towards achieving the CCMP outcomes. These KPIs may also be used to measure the impact of investment on community resilience to climate change.

Build Capacity, Invest and Monitor and Report Progress Assessment: Continued progress through accelerated action is needed to build sufficient capacity and support investment in the implementation of the Climate Change Master Plan. Completing the Climate Change Financing Strategy and advancing the scope of work for the Climate Change Engagement Strategy to implementation stage are both ongoing deliverables.

RISK CONSIDERATIONS

The Region has committed to address climate change and will lead by example. Many other municipalities have taken the advocacy position to ask the Province to phase out fossil-natural gas from the electricity grid. Meeting the Region's 2030 GHG emissions reduction target is at-risk should the electricity grid not remain clean. The reliance on a clean grid is expected to significantly increase as electrification of the broader transportation and building sectors is a key and common strategy to rapid decarbonization. As such, the most concerning implication of the electricity grid not remaining clean is the environmental risk related to the magnitude of rising GHG emissions from province-wide sectors using electricity, including municipalities.

FINANCIAL IMPLICATIONS

The proposed federal price on carbon pollution is scheduled to escalate on April 1st of every year, increasing 750 per cent between 2020 and 2030. Applying this price escalation to the Region's 2018 fossil fuel consumption (natural gas and liquid fuel), and without reductions in corporate GHG emissions, the cumulative carbon costs could be \$50 million over the 2020 to 2030 period. The 2022 carbon tax costs are estimated to increase by \$0.5 million to \$2.3 million. Estimated carbon cost calculations associated with inaction are found in Appendix IV.

Taking into account the Region's current capital plans, the CCMP estimated an incremental investment of \$300 to \$400 million would be needed, primarily to achieve the Reduce GHG Emissions outcome. Progress towards this target is demonstrated through energy conservation

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and renewable generation, thus the CCMP forecasted a cumulative operational savings of \$85 million by 2030, with escalating annual returns in the following decade. A smaller portion of the estimated incremental costs (\$80 million) was attributed to green infrastructure to help achieve the Be Prepared outcome, along with initiating the planning to better understand, monitor, and address climate risks.

Program and project costs associated with implementing the CCMP are not currently reflected in existing budgets or approved 10-year capital plans, with the exception of two Pacesetter projects (one retrofit and one new construction building) and actions supporting the Enabling Outcomes. Staff are currently developing a Climate Change Financing Strategy for the CCMP's original \$300 to \$400 million incremental cost estimate. It is important to acknowledge the investment required to achieve the Be Prepared outcome will be substantial and greater than the current green infrastructure cost allocation in the CCMP.

The Region will be refining adaptation strategies and costs to achieve the Be Prepared outcome using the Climate Change Risk Assessment Tool, as well as the Reduce GHG Emissions outcome as Pacesetter project implementation continues.

NEXT STEPS

In support of a green, inclusive recovery, and to better ensure the Region achieves its 2030 GHG emissions reduction target, it is recommended that the Region of Peel advocate to the Province of Ontario to set the legislative and policy framework to phase-out all fossil fuel natural gas-fired electricity generation while meeting Ontario's growing electricity needs.

As next steps, staff will establish climate change (mitigation and adaptation) performance standards for all Regionally owned assets and infrastructure to achieve 2030 primary outcomes of the CCMP and beyond, prioritizing the following work in 2021:

- Develop Tiered Net Zero Emissions New Construction standards for Regional buildings;
- Advance beyond the planning and in-progress stages for on CCMP Phase 1 priorities including Pacesetter Projects, Climate Change Risk Assessment Tool, Energy and Emissions Management Plans, Climate Change Engagement Strategy, and Climate Change Financing Strategy; and,
- Continue implementing the CCMP, monitor action outputs and report back to Council on Progress in 2022.

APPENDICES

Appendix I – Climate Change Master Plan Outcome Report Cards

Appendix II – Supporting Information for Advocacy

Appendix III – Briefing Note on Employee Commuting Emissions during the Pandemic

Appendix IV – Carbon Tax Implications Based on 2018 Regional Fossil Fuel Use

Appendix V – Glossary

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Reviewed and/or approved in workflow by:

Department Commissioner, Division Director, Financial Support Unit and Legal Services.

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ⁱ <https://www.nasa.gov/press-release/2020-tied-for-warmest-year-on-record-nasa-analysis-shows>

ⁱⁱ <https://www.usatoday.com/story/news/world/2020/02/25/jakarta-floods-2020-indonesia-capital/4865913002/>; <https://www.cbc.ca/news/world/kenya-deadly-floods-1.5557400>; <https://guardian.ng/apo-press-releases/west-and-central-africa-flooding-situation-as-of-25-september-2020/>

ⁱⁱⁱ <https://edition.cnn.com/asia/live-news/live-updates-cyclone-amphan-intl-hnk/index.html>

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^{vi} <https://abcnews.go.com/Technology/wireStory/world-hit-15-degree-warming-threshold-years-71687896>

^{vii} <https://climateconnections.ca/app/uploads/2017/07/Climate-Trends-and-Future-Projections-in-the-Region-of-Peel.pdf>

^{viii} <https://globalnews.ca/news/7646478/canadian-cities-study-flood-risk-poor-grade/#:~:text=A%20study%20conducted%20by%20the,of%20C%2B%20in%20flood%20Dreadiness.>

^{ix} Heat Warnings occur when daytime temperatures reach at least 31°C and overnight temperatures are 20°C or above and/or the humidex is at least 40. If these conditions persist for 3+ days, it is classified as an Extended Heat Warning. <https://www.peelregion.ca/health/heat/>

^x https://www.canada.ca/content/dam/eccc/documents/pdf/climate-change/climate-plan/healthy_environment_healthy_economy_plan.pdf

^{xi} <https://www.whitehouse.gov/briefing-room/statements-releases/2021/01/27/fact-sheet-president-biden-takes-executive-actions-to-tackle-the-climate-crisis-at-home-and-abroad-create-jobs-and-restore-scientific-integrity-across-federal-government/>; <https://www.whitehouse.gov/priorities/>

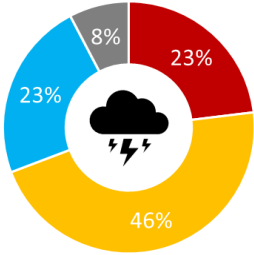
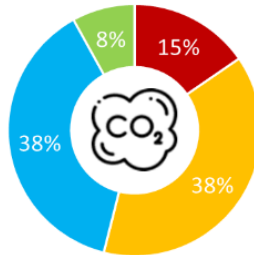
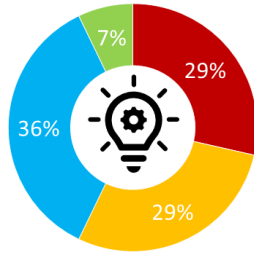
^{xii} <https://fridaysforfuture.org/what-we-do/who-we-are/#:~:text=Fridays%20for%20future%E2%80%A6%20or%20FFF,%20is%20a%20global,day,%20demanding%20urgent%20action%20on%20the%20climate%20crisis.>; <https://fridaysforfuture.ca/>

^{xiii} <https://www.theguardian.com/business/2019/jun/12/worlds-biggest-sovereign-wealth-fund-to-ditch-fossil-fuels>; <https://cleantechnica.com/2020/12/31/divestment-year-in-review-2020-from-cleantechnica/>

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2020 Progress Report Summary










Corporate Climate Change Outcomes	BE PREPARED	REDUCE GHG EMISSIONS	ENABLE (Build Capacity, Invest, Monitor and Report)
Results			
	■ Not Started ■ Planned ■ In Progress ■ Complete ■ Unknown		
Summary	<ul style="list-style-type: none"> The Region of Peel is achieving scheduled milestones to address the impacts of climate change to regional services and assets. Notable progress includes the Climate Change Risk Assessment tool selection, and Green Infrastructure (GI) opportunity assessments and GI regional Roads implementation. 	<ul style="list-style-type: none"> The Region of Peel is to accelerate efforts to reduce emission as the Region is not on track to reach its Reduced GHG Emissions outcome target of 45% below 2010 levels by 2030. Notable progress includes net zero emissions building feasibility studies completed, hybrid vehicles acquisitions for Regional and Police Fleets, electric vehicle charging station installations, and telecommuting, as well as the establishment of a working group planning for district energy. 	<ul style="list-style-type: none"> The Region of Peel 's capacity to adapt to and mitigate the effects of climate change is progressing but needs continued traction. Notable progress includes initiated Energy and Emissions Management Plans for Water, Wastewater, and Peel Housing Corporation.
Consequences	If actions don't progress as planned, the Region risks not meeting its 2030 Be Prepared outcome and increasing exposure of assets, service, and residents to climate risks.	If actions don't progress as planned, the Region risks not meeting its 2030 Reduce GHG Emissions target.	If actions don't progress as planned, the Region risks not meeting its 2030 outcomes of planning investments for climate change work and embedding climate change into decision making.
Opportunities	Focus should be made to build capacity in areas of evidence generation to support decision making by developing the Climate Change Risk Assessment tool to ensure Regional services and assets are more resilient to extreme weather events and future climate conditions.	Focus on development and implementation of net-zero emission standards for new construction buildings, and continued traction on sustainable transportation and green fleet actions.	The Climate Change Financing Strategy must be developed and the scope of work for the Climate Change Engagement Strategy needs to be implemented.

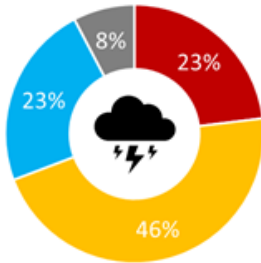



















LEGEND

STATUS (S)

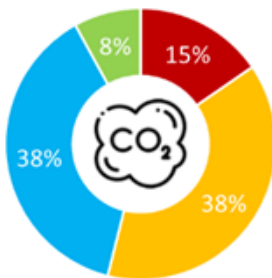























Not Started	Action has not yet started	
Planned	Action is being prepared for implementation	
In Progress	Action is being implemented	
Complete	Action has been implemented and may be ongoing	
Unknown	Not enough information available to measure progress	

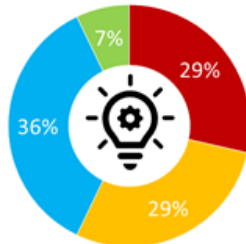






















COMMUNITY RESILIENCE OUTCOMES (CR)

Disaster Ready	- Disaster Preparedness Increased	
Health Protected	- Health-related Impacts Reduced	
Capacity Increased	- Public Support, Commitment, Capacity and Partnerships Expanded	
GHGs Reduced	- GHG's Understood and Plan in Place - GHGs Reduced	
	- Land Use Policy Implemented to Reduce GHG's	
Risks Reduced	- Climate Risks Understood and Plan in Place - Climate Risks Reduced	
	- Land Use Policy Implemented to Reduce Community Vulnerability	
Green Infrastructure Enhanced	- Natural and Green Infrastructure Protected and Enhanced	
Investments Made	- Investments Made	
	- Financial Risks and Opportunities Disclosed	

BE PREPARED	Overall Progress	Summary Statement		
A safe, secure, and connected community is provided by ensuring Regional services and assets are more resilient to extreme weather events and future climate conditions.		<ul style="list-style-type: none">The Region of Peel is achieving scheduled milestones to address the impacts of climate change to regional services and assets.Notable progress includes the Climate Change Risk Assessment tool selection, and Green Infrastructure (GI) opportunity assessments and GI regional Roads implementation.		
Consequences	If actions don't progress as planned, the Region risks not meeting its 2030 Be Prepared outcome and increasing exposure of assets, service, and residents to climate risks.			
Opportunities	Focus should be made to build capacity in areas of evidence generation to support decision making by developing the Climate Change Risk Assessment tool to ensure Regional services and assets are more resilient to extreme weather events and future climate conditions.			
Expected Outputs		S	Key Accomplishments	CR
ACTION: Better prepare to respond to, and raise awareness of, increased climate change-related emergencies and health impacts				
Emergency partners aligned			<ul style="list-style-type: none">Public Health Vulnerability Assessment UpdatedPost weather event communication plan drafted.	  
Plans in place to respond to weather related emergencies				
ACTION: Identify and manage risks to infrastructure assets				
Infrastructure risk assessment			<ul style="list-style-type: none">Climate Change Regional Infrastructure Risk Assessment tool selected and assessment planning underwayWater & Wastewater Climate Risk Assessment PilotedRFP for Climate Change Risk & Adaptation of Enterprise Asset Management Program initiatedFlood mitigation plan for priority areas continuedNew sanitary sewer design and construction standards implemented	
Climate Change risks integrated into asset management				
Infrastructure designed to withstand impacts				
Risks and plans disclosed				
ACTION: Enhance standards, guidelines, and planning activities that pursue resilient urban design and development				
Plan to have resilience lens applied to new infrastructure			<ul style="list-style-type: none">Public Works Stormwater Design Criteria and Procedural Manual updatedPeel 2041 Official Plan Review, Climate Change Draft Policies and Discussion Paper completedClimate change integrated to growth allocation planningClimate change integrated in technical studies for Settlement Area Boundary Expansion Study	
Data on hazards, vulnerabilities, and risks maintained				
Climate hazards integrated into land use planning policy				
ACTION: Protect and increase green infrastructure throughout Peel				
Green Infrastructure expanded throughout Peel			<ul style="list-style-type: none">Initiated tree inventory and green infrastructure asset management plan for regional roads and water/wastewater facilities.Urban Forest Best Management Guide initiatedStormwater Servicing Master Plan in progressGreen Infrastructure capital projects implemented,GI opportunity assessment initiated for Peel Living and LTC sites.	
Inventory of natural infrastructure across land-based assets				
Plan to protect and maintain Green Infrastructure				
Green Infrastructure expanded in areas with the greatest need				

■ Not Started ■ Planned ■ In Progress ■ Complete ■ Unknown

REDUCE GHG EMISSIONS		Overall Progress		Summary Statement	
Corporate greenhouse gas emissions are reduced by 45% by 2010, relative to 2010 levels				<ul style="list-style-type: none">The Region of Peel is to accelerate efforts to reduce emission as the Region is not on track to reach its Reduced GHG Emissions outcome target of 45% below 2010 levels by 2030.Notable progress includes net zero carbon building feasibility studies completed, hybrid vehicles acquisitions for Regional and Police Fleets, electric vehicle charging station installations, and telecommuting, as well as the establishment of a working group planning for district energy.	
Consequences		If actions don't progress as planned, the Region risks not meeting its 2030 Reduced Emissions target.			
Opportunities		Focus on development and implementation of net-zero emission standards for buildings, and continued traction on sustainable transportation and green fleet actions.			
Expected Outputs		S	Key Accomplishments		CR
ACTION: Undertake deep retrofits for existing buildings and Ensure new buildings have high energy performance					
Prioritize energy intensive buildings to be retrofitted			<ul style="list-style-type: none">Site Prioritization Tool for emissions reductions updated15-years of energy related state of good repair (SOGR) projects identified		
Align plans for retrofit with state of good repair schedule			<ul style="list-style-type: none">Facilities prioritized for GHG Emissions Reduction PotentialNet zero emissions retrofit feasibility study was completed for Headquarters site (Suite A) and another was initiated for an affordable housing site (Weaver's Hill)		
Develop net zero standards for all new buildings			<ul style="list-style-type: none">Net zero emissions feasibility study was completed for a new construction affordable housing site (East Avenue)		
Construct new buildings to achieve a net-zero missions standard					
ACTION: Generate low carbon energy					
Install solar PV and geo-exchange systems as buildings are retrofitted			<ul style="list-style-type: none">Renewable natural gas from waste facility plan completedFeasibility studies of new and existing buildings considered low carbon energy generation options.		
Install solar PV and geo-exchange systems as buildings are constructed					
ACTION: Enable alignment of Regional actions with transition toward diversified and decentralized energy systems					
Convene and coordinate partners			<ul style="list-style-type: none">Lakeview district energy planning work group formed and 2021 workplan completedUpdated advocacy position statements		 
Develop a strategy for diversified and decentralized energy					
ACTION: Support sustainable transportation for commuting					
Encourage teleworking			<ul style="list-style-type: none">Transitioned workforce during COVID-19 to teleworking resulting in significant GHG reductions.6.5 km of active transportation infrastructure planned for 2021		 
Promote Sustainable Transportation Strategy to support mode shifting					
ACTION: Green the fleet					
Implement green the fleet strategy			<ul style="list-style-type: none">Installed 13 publicly accessible EV charging stationsRetrofitted 12 public works trucks with hybrid technologyPurchased 84 Ford Utility Electric Hybrid vehicles for Peel PolicePurchased 8 hybrid ambulances for paramedics		
ACTION: Maximize energy efficiency and energy recovery in water and wastewater systems					
Implement the Wastewater Energy Security Strategy			<ul style="list-style-type: none">Energy and Emission Management Plan for water and wastewater in progress.Participated in Water Smart Irrigation ProgramImplemented the Water Efficiency Indoor Water Assessment Program and the Equipment Replacement Program for businesses.		 
Optimize the treatment and transmission of water supply					

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ENABLE	Overall Progress	Summary Statement		
Build Capacity		<ul style="list-style-type: none">The Region of Peel 's capacity to adapt to and mitigate the effects of climate change is progressing but needs continued traction.Notable progress includes initiated Energy and Emissions Management Plans for Water, Wastewater, and Peel Housing Corporation.		
Invest				
Monitor and Report				
Consequences	If actions don't progress as planned, the Region risks not meeting its 2030 outcomes of planning investments for climate change work and embedding climate change into decision making.			
Opportunities	The Climate Change Financing Strategy must be developed and the scope of work for the Climate Change Engagement Strategy needs to be implemented.			
Expected Outputs		S	Key Accomplishments	CR
BUILD CAPACITY: Climate change is considered in all decision-making through organization-wide climate literacy, planning, and accountability.				
ACTION: Develop service area climate change operational plans				
Identify responsibilities, timelines, and resource requirements		<ul style="list-style-type: none">Energy and Emissions Management Plans for Water, Wastewater, and Peel Housing Corporation in progress		
Develop operational plans that will guide CCMP				
ACTION: Provide tools that enable integration of climate change priorities into decision making				
Develop set of future scenarios		<ul style="list-style-type: none">Water and wastewater risk assessment pilot produced several climate change projections and risk scenarios		
Prepare guide for the integration of climate change into business plans, standards, and guidelines				
ACTION: Communicate the need for and benefits of climate action				
Develop and implement an engagement strategy for key audiences		<ul style="list-style-type: none">Climate Change Engagement Strategy scope of work developedPost weather event engagement plan developedPublic health vulnerability assessment (see Be Prepared)		
Further inform discussions on climate change				
ACTION: Stimulate innovative approaches to address climate change				
Communicate and incentivize evidence based best practices		<ul style="list-style-type: none">Urban Forest Best Practice Guide initiated (See Be prepared)IESO Embedded Energy Manager Program		
INVEST: Innovative and sustainable approaches are used to finance action on climate change				
ACTION: Complete a climate change financing Strategy				
Develop framework for how actions of the CCMP are budgeted into long term capital planning		<ul style="list-style-type: none">Climate change risk assessment software tool selection & SOP developmentExternal funding sought and obtained (IESO energy management program, NRCan funding)	\$	
Consider innovative financing tools				
Consider external funding				
MONITOR and REPORT: Progress on addressing Regionally funded climate change work is consistently reported, available, and widely understood				
ACTION: Report annually on CCMP implementation				
Provide status report on progress toward outcomes		<ul style="list-style-type: none">Annual progress report completed		
ACTION: Develop a corporate climate change resiliency performance report				
Report on how the Region is performing relative to the climate change resiliency scorecard		<ul style="list-style-type: none">Collaborated with Partners to develop framework to report performance on climate change		
ACTION: Develop an annual climate-related financial disclosure report				
Publish an annual comprehensive report on the Region's response to climate change				
ACTION: Complete periodic scientific reviews				
Review climate science and implications for the Region		<ul style="list-style-type: none">Corporate and community GHG inventory completed.Risk assessments in progress		

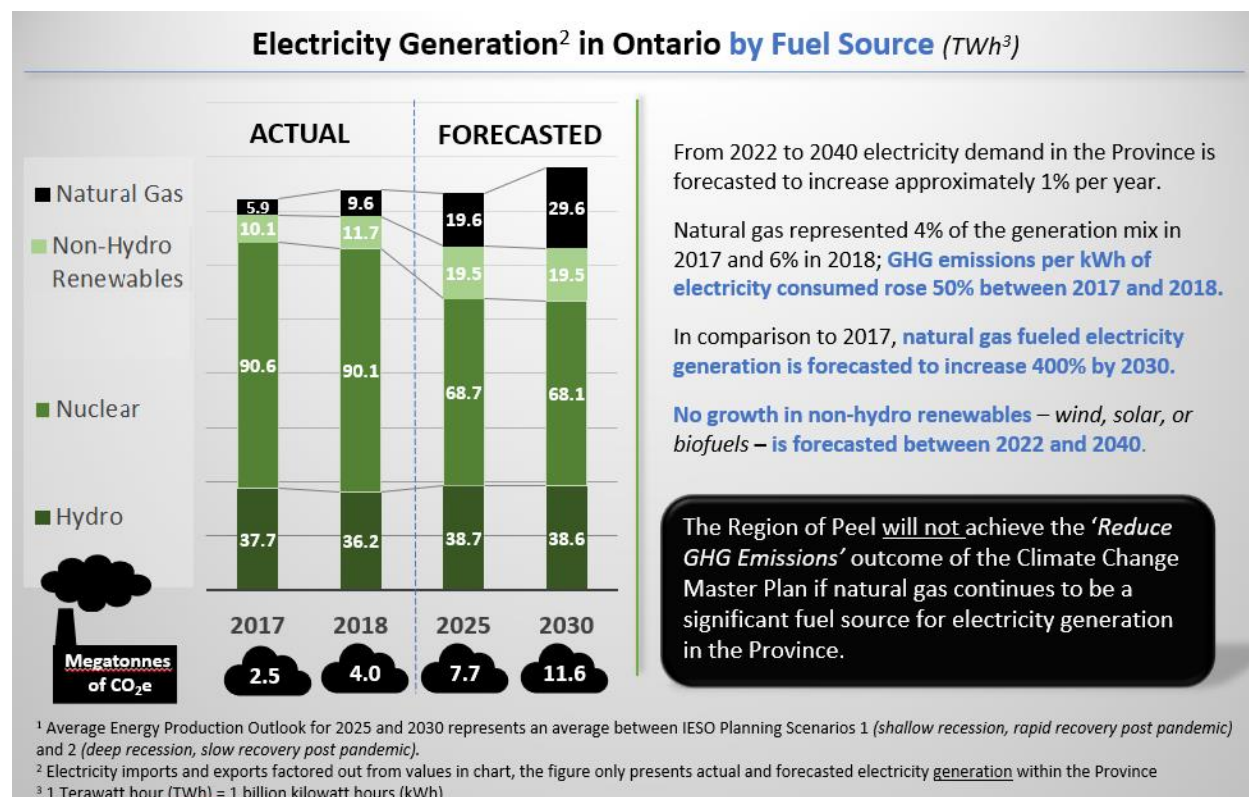
Appendix II – Supporting Information to Advocate to the Province to Phase Out Fossil Natural Gas Use for Electricity Generation

The use of natural gas for electricity generation is rising.

The Independent Electricity System Operator's (IESO's) Annual Planning Outlook is a long-term view of Ontario's electricity system. It forecasts electricity demand, assesses the reliability of the electricity system, identifies capacity and energy needs, and explores the province's ability to meet them. **The Outlook helps inform the decisions that will lay the foundation for a reliable and affordable electricity future.**

The graphic below summarizes major takeaways for the consideration of **Regional Council** as it relates to the proposed resolution for the Region of Peel to request the Province of Ontario set the legislative and policy framework to phase-out all fossil natural gas-fired electricity generation as soon as possible. The data analyzed in the graphic below was sourced from IESO's most recent Annual Planning Outlook, released in December 2020.

Figure A3.1



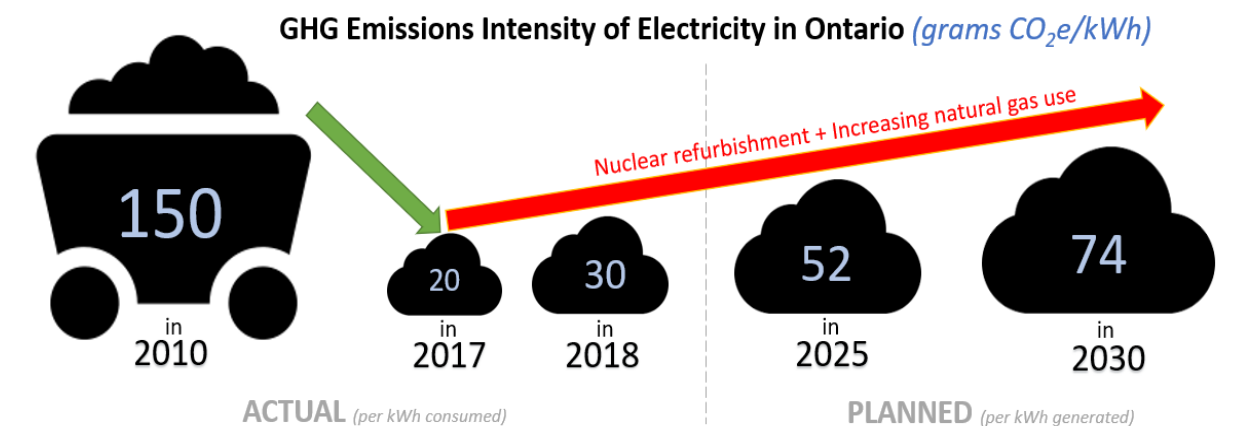
The Region and Province's targets are in jeopardy.

The Province's GHG Emissions Reduction Target is 30 per cent below 2005 levels by 2030, or going from 203 to 142.1 Megatonnes¹ (Mt) of CO₂e. Between 2017 and 2018, the Province's total GHG Emissions rose 10 Mt CO₂e, to 165 Mt CO₂e², and 15 per cent of this increase was attributed to more natural gas used³ to generate electricity.

The Region's 2030 'Reduce GHG Emissions' Target is 45 per cent below 2010 levels, or going from 137.3 to 75.5 kilotonnes (kt) of CO₂e. Between 2017 and 2018, the Region's GHG Emissions rose 8per cent; GHG Emissions associated with electricity use rose nearly 5 kt CO₂e and accounted for more than half of the Region's total increase.

Figure A3.2 below shows how clean Ontario's electricity became over the years since 2010, largely due to the coal phase-out. From 2017 to 2018, the GHG emissions intensity of electricity use in the Province rose 50 per cent, from 20 to 30 grams CO₂e per kWh. The impacts on both the Region's and Provincial GHG inventories were significant. Based on the Province's current projections for electricity demand and planned sources for supply, the GHG emissions intensity per kilowatt hour generated is forecasted to increase to 74 grams by 2030. These are levels that have not been observed since 2013.⁴

Figure A3.2



¹ 1 Megatonne = 1 million tonnes

² http://publications.gc.ca/collections/collection_2020/eccc/En81-4-2018-3-eng.pdf 2018 National Inventory Report Part 3: Table A11-12 and A13-7

³ Note: "Other Fuels" accounted for 3% of Ontario's total GHG Emissions associated with electricity production.

⁴ IESO 2020 Annual Planning Outlook – using data from Figures 24, 25, and 37; Note: Future projections are grams of CO₂e/kWh Generated in Ontario, unallocated energy and SF₆ could not be taken into account and have historically increased the Consumption intensity of electricity in the Province.

Appendix II
2020-2030 Climate Change Master Plan: 2020 Annual Progress Report

As outlined in Ontario's Environment Plan⁵, higher renewable content in fossil fuels (*e.g. renewable natural gas, ethanol in gasoline, and biodiesel*), significant efforts and investments in energy conservation and efficiency, and leveraging smart grid and distributed energy resources to optimize electricity storage and time of use all have the potential to dampen the GHG emissions intensity associated with energy use in the Province. The Region's Climate Change Master Plan calls for more electricity use over the next decade as transitioning vehicles and heating loads from fossil fuels such as gasoline, diesel, and natural gas to use **clean** electricity are best practice approaches to reduce GHG emissions after optimizing efficiencies. However, access to low carbon electricity will be essential for targets to be achieved

⁵ <https://prod-environmental-registry.s3.amazonaws.com/2018-11/EnvironmentPlan.pdf>

It will take coordinated effort for transformative change.

This section outlines the mandates, goals, and respective roles of key stakeholders in the proposed resolution to advocate for a phase out of fossil natural gas use for electricity generation in Province as soon as possible.

The Government of Ontario

The Provincial Government is responsible for developing a safe, reliable and affordable energy system for all Ontarians. It does this mainly through laws and regulations.⁶

Through the Ministry of Energy, Northern Development, and Mines, the Provincial Government:

- Oversees the regulatory framework for electricity pricing and develops policies to mitigate energy prices for Ontario consumers and businesses;
- supports energy efficiency and conservation; and,
- supports the growth of clean technology and innovation in the electricity sector⁷

Through the Ministry of the Environment, Conservation and Parks, the Government is responsible for protecting and improving the quality of the environment, while lowering GHG emissions and helping communities prepare for climate change⁸. Through 'A Made-in-Ontario Environment Plan,' the Ministry of the Environment, Conservation and Parks seeks to increase access to **clean** and affordable energy for families through many initiatives including:

- Encouraging the use of heat pumps for space and water heating where it makes sense;
- requiring natural gas utilities to implement a voluntary renewable natural gas option for customers; and,
- supporting the integration of emerging smart grid technologies and distributed resources – including energy storage – to harness and make best use of Ontario's clean electricity.

⁶ Ontario's energy sector | Ontario Energy Board (oeb.ca)

⁷ <https://www.ontario.ca/page/ministry-energy-northern-development-and-mines>

⁸ <https://www.ontario.ca/page/made-in-ontario-environment-plan#section-3>

The Ontario Energy Board (OEB)

The Ontario Energy Board regulates Ontario's energy sector in the public interest. The OEB ensures natural gas and electricity companies follow the rules. As an independent government agency, the OEB's goal is to promote a **sustainable**, reliable energy sector that helps consumers get value from their natural gas and electricity services.⁹

Under the Ontario Energy Board Act, 1998, the Minister of Energy, Northern Development and Mines may issue, and the Ontario Energy Board shall implement, directives that have been approved by the Lieutenant Governor in Council in relation to certain matters. Previously issued directives by the Minister of Energy, Northern Development and Mines to the Ontario Energy Board can be found via the link below.

<https://www.oeb.ca/industry/policy-initiatives-and-consultations/directives-issued-oeb>

The OEB licenses the IESO and sets the fees that can be charged to ratepayers for electricity.

The Independent Electricity System Operator (IESO)

The IESO balances the supply of and demand for electricity in Ontario in real-time. It directs the flow of electricity across the province's transmission lines, connecting generators that produce power, transmitters that send it across the province, local utilities that deliver it to people's homes and businesses, and industrial companies that use it in large quantities. The **IESO plans the power system** and makes sure Ontario has enough electricity over the long term. It also coordinates conservation efforts across the province.

The Ministry of Energy, Northern Development and Mines issues directives and letters to the IESO articulating government policy. Previously issued directives can be found via the link below.

<https://www.ieso.ca/corporate-ieso/ministerial-directives>

⁹ Ontario's energy sector | Ontario Energy Board (oeb.ca)

Leading Municipalities are on board

The following are links to similar municipal council resolutions calling for the phase out of fossil natural gas use for electricity generation in the Province over the next decade.

Table A3.1

Municipality	Motion Date and Link
City of Mississauga	March 3, 2021 Mississauga calling on province to phase out gas-fired power plants insauga.com https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=9998 Motion 16.1
City of Brampton	March 3, 2021 eSCRIBE Agenda Package (escribemeetings.com) 12.3.1 CW098-2021
City of Toronto	March 10, 2021 http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.DM30.3
City of Kitchener	October 26, 2020 https://www.cleanairalliance.org/wp-content/uploads/2020/10/kitchener.pdf
Town of Cobourg	December 7, 2020 https://pub-cobourg.escribemeetings.com/Meeting.aspx?Id=7817111f-86c9-48ad-bd9a-e91f707240da&Agenda=Merged&lang=English&Item=35&Tab=attachments
Town of Halton Hills	October 26, 2020 https://www.cleanairalliance.org/wp-content/uploads/2020/10/halton.pdf
City of Hamilton	November 11, 2020 https://www.cleanairalliance.org/city-of-hamilton-calls-for-the-phase-out-

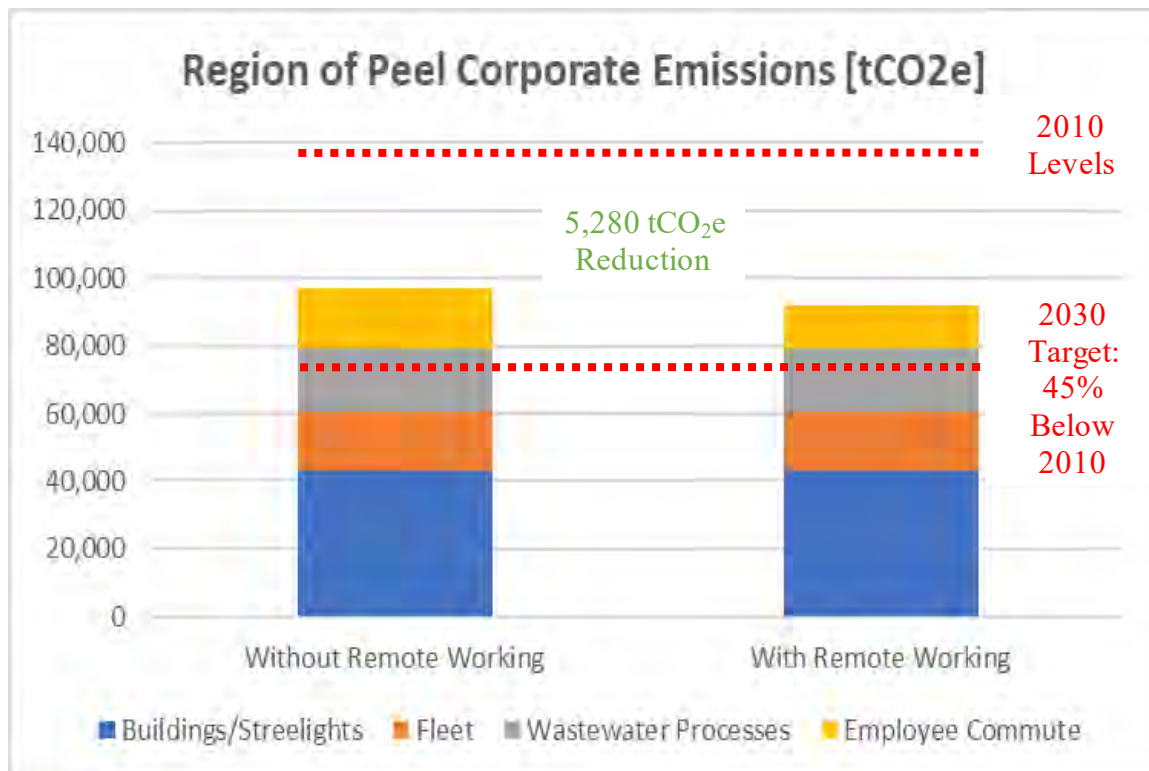
Appendix II
2020-2030 Climate Change Master Plan: 2020 Annual Progress Report

	<p>of-ontarios-gas-fired-power-plants-by-2030/</p> <p>General Issues Committee - November 04, 2020 (escribemeetings.com)</p>
City of Burlington	<p>November 23, 2020</p> <p>https://burlingtonpublishing.escribemeetings.com/Meeting.aspx?Id=28d82a9d-2dea-415e-a472-14fdbfd69758&Agenda=Agenda&lang=English&Item=39&Tab=attachments</p>
City of St. Catharines	<p>December 2, 2020</p> <p>https://www.stcatharinesstandard.ca/news/council/2020/12/02/council-notebook-gas-fired-power-plants-should-be-phased-out-city-council-says.html</p>
City of Guelph	<p>December 14, 2020</p> <p>https://drive.google.com/file/d/1v715OhtugCb5F94Dv9TEotitbL0jXAY6/view</p>

Topic	Employees Commuter Emissions Reduction Due to COVID-19 Remote Work First Approach			
Date - Updates:	UD: yy/mm/dd 20/11/04	UD: yy/mm/dd 20/12/15	UD: yy/mm/dd	UD: yy/mm/dd
Lead department:	Corporate Services			
Prepared by:	Cinzia Vaccaro, Advisor, Office of Climate Change and Energy Management		Telephone: 416-909-4627	
Approved by:	Christine Tu, Director, Office of Climate Change and Energy Management			
Staff lead/expert (Name & Title):	Cinzia Vaccaro, Advisor, Office of Climate Change and Energy Management		Telephone: 416-909-4627	
Key departments involved	<i>Corporate Services:</i> Office of Climate Change and Energy Management Real Property Asset Management <i>Digital and Information Services:</i> Information Management, Peel Data Centre Regional Emergency Operations Centre			
Distributed to (Name & Title):	Kathryn Lockyer , Interim Commissioner, Corporate Services			
Key Communication's spokesperson:			Telephone: Mobile:	
Media involved:			If yes, indicate outlet(s) / reporter(s)	
Description - 1 summary sentence only.				
<ul style="list-style-type: none"> This information brief quantifies the greenhouse gas (GHG) emissions reduction associated with less employee commuting in 2020, which is a co-benefit of the Region's Remote Work First approach; a key component of the Region's holistic response to the COVID-19 pandemic. 				

Key messages - 3-5 key messages maximum.

- In addition to the Remote Work First approach keeping employees safe during the COVID-19 pandemic, this initiative advances the Region's commitment to meeting the Council approved greenhouse gas (GHG) emissions reduction target of 45% below 2010 levels by 2030 as stated in the Climate Change Master Plan. In 2020, the following GHG emissions reductions (measured in tonnes of CO₂e) are anticipated due to significant number of employees working remotely since March, 2020:
 - 5,280 tonnes of CO₂e will be reduced in 2020, which represents 5% of the Region's total 2018 corporate GHG emissions inventory or 29% of the employee commuter emissions
 - These commuter emissions reductions will only be sustained over the long term and contribute to the Region's meeting its 2030 corporate GHG emissions reduction target if 1) employees do not return to pre-COVID-19 levels of commuting by car (combustion engine models) or 2) any future increase to commuting from 2020 Remote Work First baseline be offset by other sustainable transportation modes, including electric vehicles and recommendations found in the Region's Sustainable Transportation Strategy.
 - The approved corporate target is 45% below 2010 levels by 2030. The Region's most recent corporate GHG emissions inventory* is for 2018 and is currently 29% below 2010 levels. This is, however, an increase from the 2017 GHG emissions inventory, which was 34% below 2010 levels. Without yet calculating the Region's GHG emissions inventory for 2019 or 2020, the employees' commuter emissions reductions could favourably shift the 2020 GHG emissions inventory to approximately 33% below 2010 levels.
 - Overall, the Region is trending upwards in emissions, and the implementation of more and sustained low carbon actions, such as Remote Work First, is needed to help offset this increase in emissions.
- The figure below shows the 2018 corporate GHG emissions reduction with and without Remote Work First approach.



Background - Up to 10 bullets maximum

- An early directive of the Regional Emergency Operations Centre (REOC) was for the majority of Regional employees to shift to remote working (March 2020) in response to the COVID-19 pandemic and the Region declaring an emergency. This approach was later formalized into a Remote Work First Policy, which was recently extended from December 31, 2020 to March 31, 2021. Working remotely helps the Region minimize the risk of COVID-19 transmission among employees and keeps occupancy at buildings low to effectively enable physical distancing of employees who must come to Regional worksites due to the nature of their jobs, positions or service delivered or as part of recovery and re-opening phases. Members of REOC recognized the co-benefits of working remotely included reductions in GHG emissions associated with employee commuting and requested these reductions be estimated. Estimating employee commuter emissions reductions were based on several assumptions, including:
 - Employee emissions reductions were calculated from March 13th, 2020 until December 31st 2020 to coincide with timing of emergency declaration and original remote work first policy direction.
 - Number of employees on site between March 13th and September 21st were based on employee card entries at some Regional sites. (source: Peel Data Centre)
 - Number of employees on site between September 21st until December 31st were based on workspaces planned to be occupied at some Regional sites. (source: Real Property Asset Management)
 - Not all Regional worksite locations were tracked, and it was assumed that staff continued to work on site for locations that were not tracked. Tracked locations included Peel Headquarters (10 PCD and 7120), Community Recycling Centres and Public Works Yards, and multiple Peel Regional Paramedics Sites. Locations that were not tracked included Long Term Care Centres, Peel Living Locations, Public Works Water and Wastewater Treatment Plants and Police.
 - Employee commuter emissions baseline data were based on modelling from the Region's 2020-2030 Climate Change Master Plan, that took into account travel distances from the employee home postal codes to worksite locations.
 - *Corporate emissions inventory data were based on 2018 values because this is the latest inventory year available from the National Inventory Report (emission factors required in calculations are provided with 2 year lag) The Region's corporate emissions inventory includes the following sectors: Regional Buildings, Regional Fleet, Regional Streetlights, Wastewater Processes and Employees Commuter Emissions.

Issue / Consequences / Risks – 1-5 bullets maximum

- The Council endorsed Region of Peel Climate Change Master Plan has a 2030 GHG emissions reductions target and its low carbon pathway includes sustainable transportation actions, including remote working. The Sustainable Travel and Service Delivery for Staff Strategy is also part of the current 2018-2020 Term of Council Priority to Build Environmental Resilience.
- The Remote Work First approach has enabled an emissions reduction that moves the Region towards its 2030 GHG emissions reduction target, whereas the Region has experienced a pause or slowdown towards the implementation of other low carbon actions due to shifting priorities during COVID-19.
- If the Remote Work Approach is not sustained and employees returned to commuting to worksites at levels consistent with pre-COVID 19 levels, the Region's corporate emissions are at

high risk of measuring an increase at next annual GHG inventory review.

- Other sustainable transportation actions that could contribute to long term GHG emissions reductions include active transportation, ride sharing and lower emissions vehicles such as electric vehicles, and should continue to be supported. However, the shift to remote first working is already in-place, is an effective path to lowering emissions while demonstrating continuity of Regional services can be maintained. Leveraging this option over the long term, to the extent appropriate, is recommended for discussion with respect to the Region's long term recovery strategy.

Next Steps – 1 -3 bullets maximum.

- Share the estimated emissions reductions associated with the Remote Work First approach with the Regional Emergency Operations Centre (REOC), as requested.
- Incorporate the importance of sustaining all or a portion of these GHG emissions reductions as a needed contribution towards achieving the Council endorsed 2030 GHG emissions reduction target into future discussions concerning continuance of the Remote Work First approach.
- Potential improvements to track employee commuter emissions can be explored to accurately monitoring progress on employee commuter emissions reductions.

Appendix IV – Carbon Tax Implications Based on 2018 Regional Fossil Fuel Use

Assumptions:

- Values presented in millions of dollars.
- No discount rate factored in
- No escalation of renewable content blended into fossil fuels
- 2018 fuel use with renewable blends not included (*E85 gasoline and biodiesel only accounted for 321 kg of CO_{2e} in 2018*)
- Carbon tax escalation occurs on April 1st of every year. The timing of escalations has been taken into account with respect to Regional fiscal (calendar) years.

Figure 4A.1

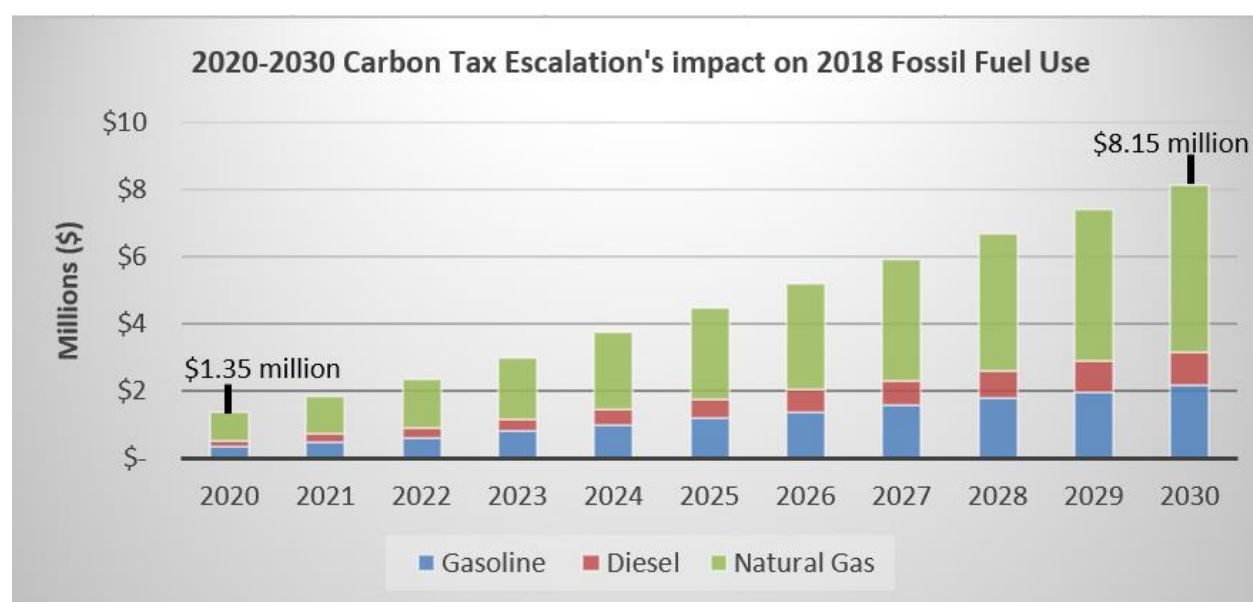


Figure 4A.2

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	TOTALS
Annual Carbon Tax (\$ / t CO_{2e})	\$30	\$40	\$50	\$65	\$80	\$95	\$110	\$125	\$140	\$155	\$170	n/a
Gasoline	\$ 0.359	\$ 0.490	\$ 0.620	\$ 0.800	\$ 0.995	\$ 1.191	\$ 1.387	\$ 1.583	\$ 1.779	\$ 1.974	\$ 2.170	\$ 13.348
Diesel	\$ 0.166	\$ 0.226	\$ 0.287	\$ 0.369	\$ 0.460	\$ 0.550	\$ 0.641	\$ 0.731	\$ 0.822	\$ 0.912	\$ 1.003	\$ 6.168
Natural Gas	\$ 0.822	\$ 1.121	\$ 1.421	\$ 1.832	\$ 2.280	\$ 2.729	\$ 3.178	\$ 3.626	\$ 4.075	\$ 4.523	\$ 4.972	\$ 30.579
TOTAL	\$ 1.347	\$ 1.837	\$ 2.327	\$ 3.001	\$ 3.736	\$ 4.471	\$ 5.205	\$ 5.940	\$ 6.675	\$ 7.410	\$ 8.145	\$ 50.095
Year over Year Difference	n/a	\$ 0.490	\$ 0.490	\$ 0.674	\$ 0.735	\$ 0.735	\$ 0.735	\$ 0.735	\$ 0.735	\$ 0.735	\$ 0.735	n/a

Appendix V - Glossary

Fossil Fuel Divestment: Divestment is effectively the opposite of an investment.¹ Investors can look to a divestment strategy to satisfy strategic business, financial, social, or political goals. Fossil fuel divestment, which can also include reallocation of capital to invest in climate solutions, is an institutional movement to sell stocks, bonds, and other financial instruments that are connected to the fossil fuel industry, recognizing its culpability in the climate crisis and advocating to lessen its influence on the world's economy and governments.²

Fridays For Future (FFF): A global climate strike movement that started in August 2018, when 15-year-old Greta Thunberg began a school strike for climate. In the three weeks leading up to the Swedish election, she sat outside Swedish Parliament every school day, demanding urgent action on the climate crisis. She was tired of society's unwillingness to see the climate crisis for what it is: a crisis.

In September 2019, more than 7 million people in 180 countries left their schools, homes, and workplaces to demand world leaders take action on climate. This is the largest global climate protest in history.³

A global climate strike was scheduled for March 19, 2021 at the time this report was written.

Net-Zero Carbon Pledges: Administered by the United Nations Framework Convention on Climate Change (UNFCCC⁴) Secretariat⁵, the 'Race to Zero' is an umbrella campaign—driven by science—that aggregates net zero commitments from a range of leading networks and initiatives across the climate action community. It is the largest alliance of local governments, businesses, investors and others aiming for zero emissions in the 2040s. As of September 2020, it included 22 regions, 452 cities, 1,101 businesses, 549 universities and 45 of the biggest investors

The number of local governments and businesses pursuing a net zero emissions target by the end of the century has grown significantly since late 2019, according to the Data-Driven EnviroLab and the NewClimate Institute, as many prioritize climate action as part of their recovery from the impacts of Covid-19⁶. This includes:

- A nine-fold increase for regions, with an additional 101 in 2020 from 11 recorded in 2019.
- An eight-fold increase for cities, with 823 more in 2020 from 100 recorded in 2019.
- A three-fold increase for companies, with 1,541 in 2020 from around 500 recorded in 2019.

Renewable Natural Gas (RNG): RNG is a carbon-neutral, renewable fuel source that is created by capturing the methane emissions from anaerobic digesters, landfills and wastewater treatment plants.

¹<https://www.investopedia.com/terms/d/divestment.asp>

² <https://cleantechnica.com/2020/12/31/divestment-year-in-review-2020-from-cleantechnica/>

³ <https://www.greenpeace.org/international/story/30163/school-strikes-climate-movement-activism-coronavirus-fridays-for-future/>

⁴ <https://unfccc.int/about-us/about-the-secretariat>

⁵ The United Nations entity tasked with supporting the global response to the threat of climate change

⁶ Commitments to Net Zero Double in Less Than a Year | UNFCCC



GLOBAL WARMING TO DATE
+1.2238237084898

TIME LEFT TO +1.5°C
11:09:21:21:34:12:22
years months days hours mins secs csecs

2,407,064,329,604
TONNES OF CO₂ EMITTED

2020 -2030 Climate Change Master Plan

2020 Annual Progress Report

Christine Tu, M.Sc.

Director, Office of Climate Change and Energy Management,
Corporate Services, Region of Peel

April 22, 2021

Climate disasters in 2020 **were tragic...**



2020 ties 2016 as the warmest year on record



\$2.5 billion in insurable losses in Canada



Peel Region has its longest extended heat event



but we can Build Back Better Together!

Current momentum **is signaling change**

President Joe Biden rejoins the Paris climate accord in first move to tackle global warming

PUBLISHED WED, JAN 20 2021•5:21 PM EST | UPDATED WED, JAN 20 2021•8:29 PM EST

Prime Minister announces Canada's strengthened climate plan to protect the environment, create jobs, and support communities

Français

NEWS PROVIDED BY
[Prime Minister's Office →](#)
Dec 11, 2020, 13:11 ET

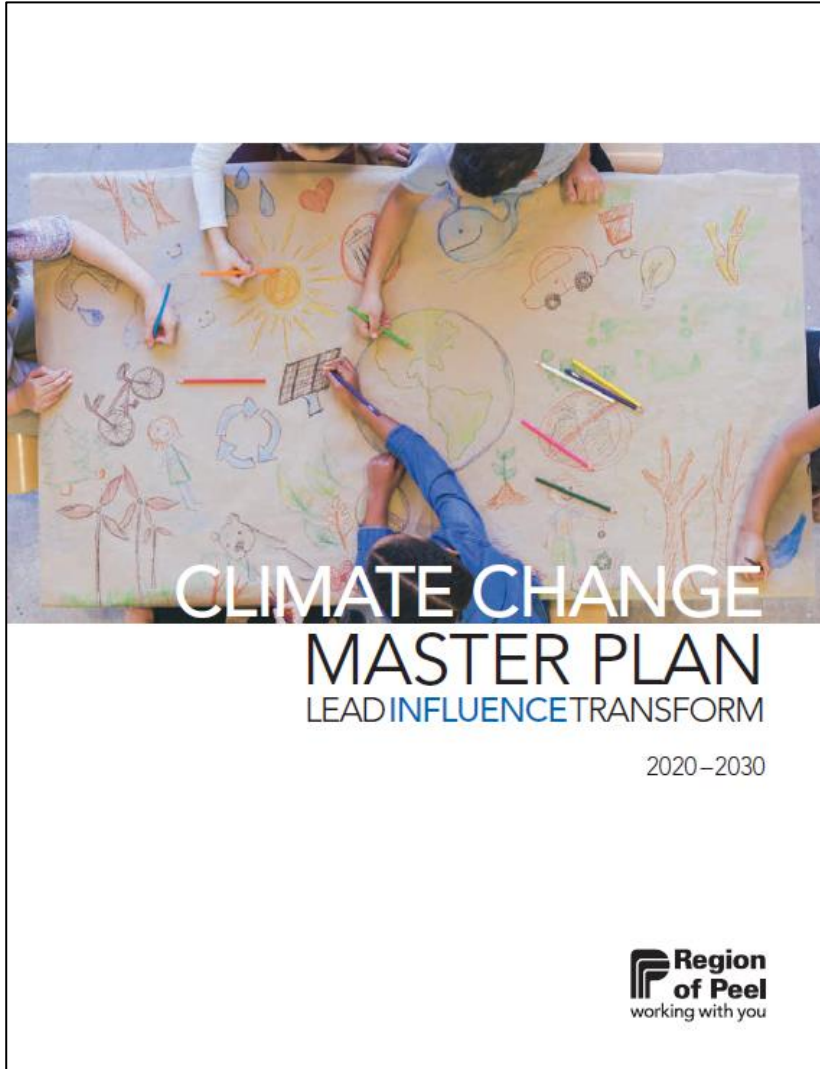
BlackRock steps up investor pressure on its portfolio polluters

By [Michael Holder](#)

GreenBiz

February 24, 2021

Climate Change Master Plan **Summary**



2020-2030 timeframe

20 Actions to achieve 5 Outcomes:

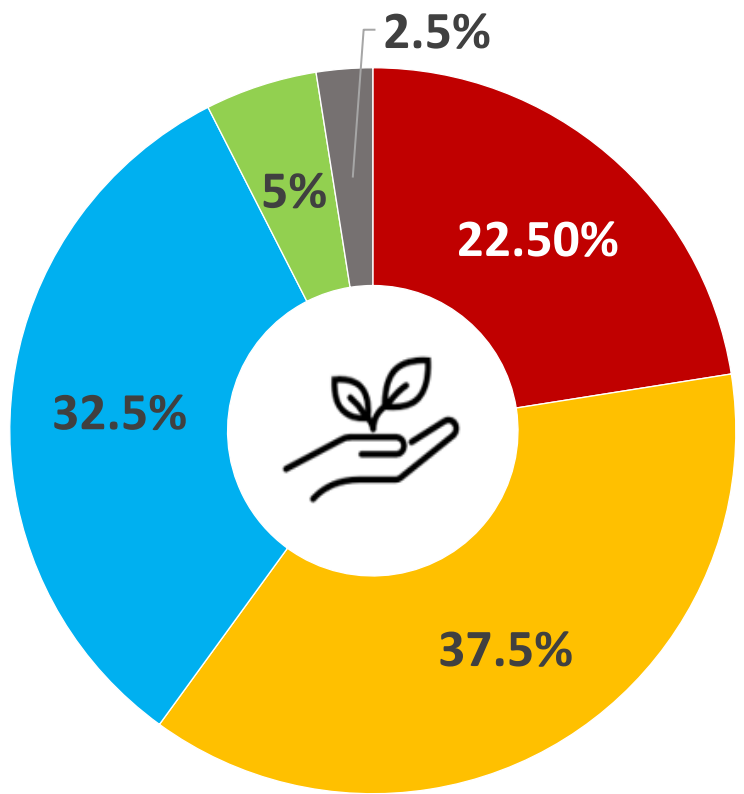
- **Reduce GHG Emissions**
- **Be Prepared**
- **Build Capacity**
- **Invest**
- **Monitor and Report**

\$300-\$400 million incremental investment

- \$85 million in estimated cumulative operational savings by 2030

The Region is making progress **but needs to accelerate action**

Climate Change Master Plan: 2020 Action Status



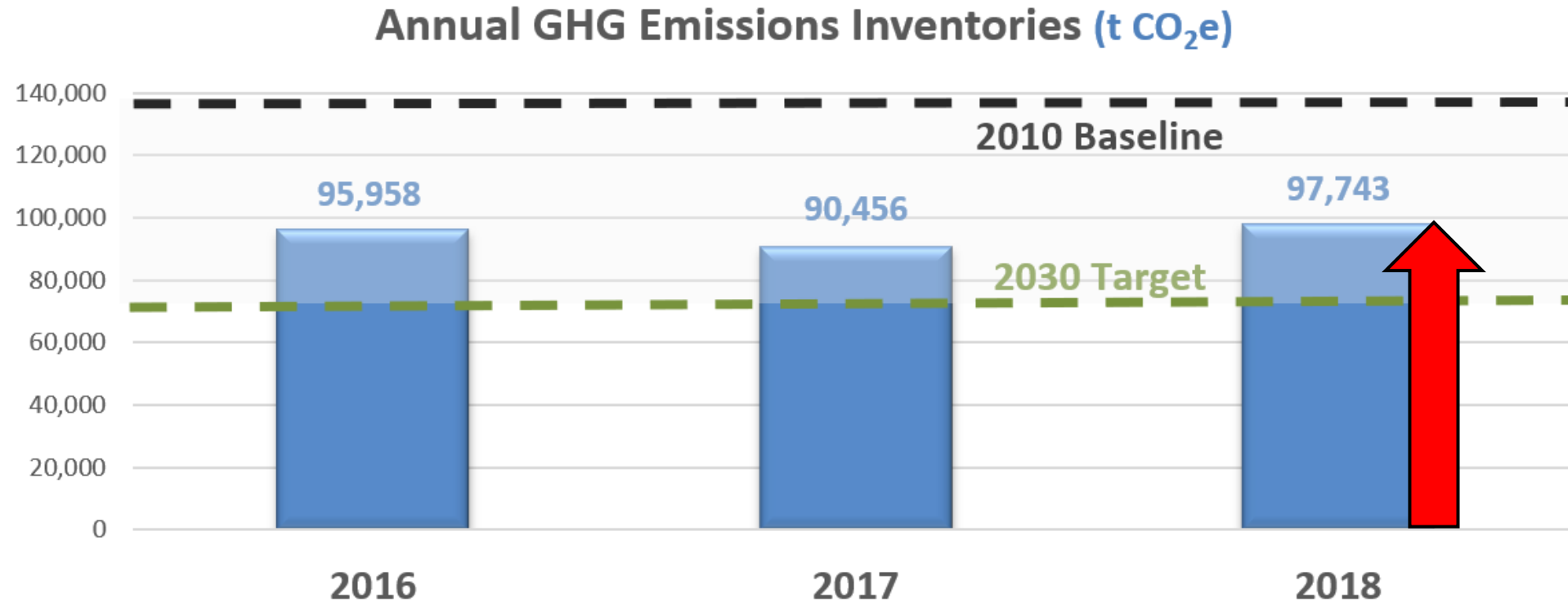
Reduce Emissions:
Not on track

Be Prepared:
Achieving scheduled milestones

Enabling Outcomes:
Progress must be accelerated

■ Not Started ■ Planned ■ In Progress ■ Complete ■ Unknown

Corporate GHG Emissions **are rising**



Emissions rose 8% between 2017 and 2018.

Phase 1 Projects: 2020 Progress Updates



**Assess and
Integrate Climate
Change Risks into
Asset Management
Planning**

Initiated
development of
Climate Change
Risk Assessment
Tool



**Update Service
Level Operational
Plans**

Commitments
secured to
develop Energy
and Emissions
Management
Plans



**Complete the
Climate Change
Engagement
Strategy**

RFP Drafted



**Complete the
Climate Change
Financing Strategy**

Postponed due
to COVID-19



**Implement Five
Pacesetter Projects**

Two Feasibility
Studies
Completed; One
initiated

Additional 2020 accomplishments



Remote Work First: 5,000+ tCO₂e reduction



84 hybrid Police vehicles on the road



AD Facility Progress (organics → RNG)



Bovaird Stormwater Pond Retrofit

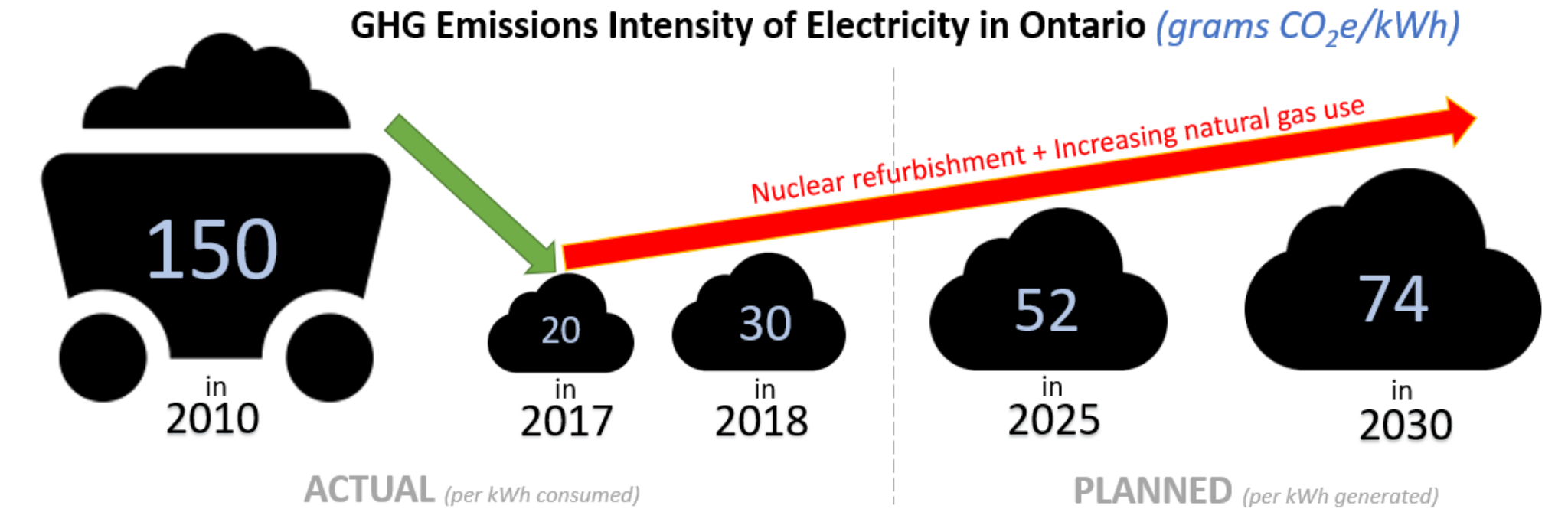


PCCP installs 13 public EV Chargers



Collaboration on District Energy

Advocate for clean electricity



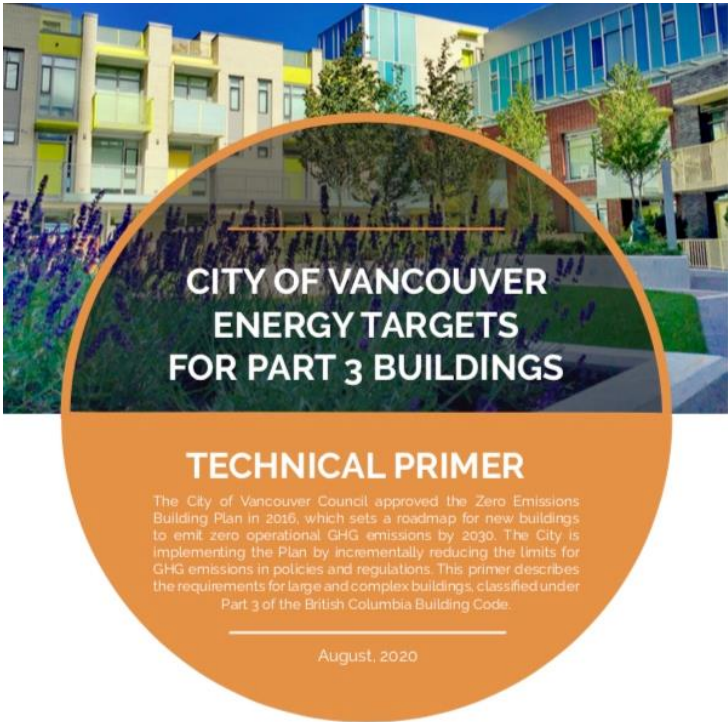
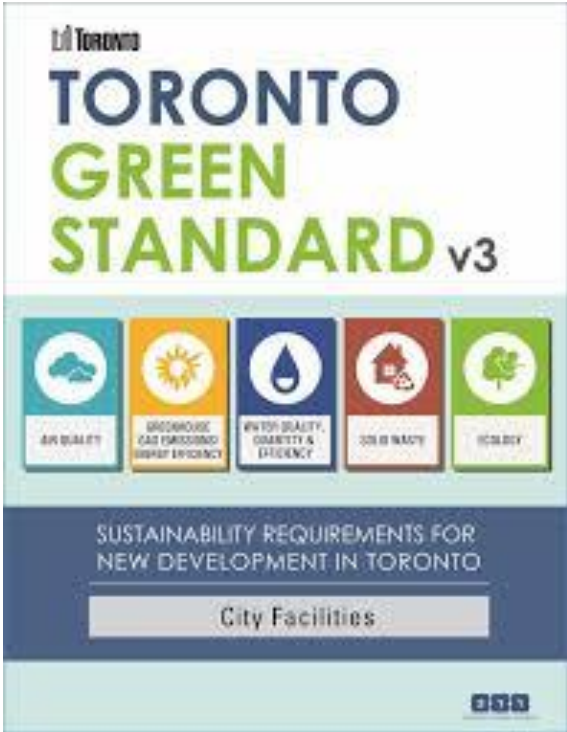
Advocate to the Province of Ontario to
phase-out all fossil natural gas-fired electricity generation

Next Steps: Continue implementing the CCMP



Develop the Climate Change Risk Assessment Tool and
advance the Pacesetter Projects

Next Steps: Build better buildings



City of Mississauga Corporate Green Building Standard

Prepared on: May 7, 2019
Corporate Services
Facilities & Property Management
Energy Management

Develop Tiered Net Zero Emissions Standards for New Construction

“Both the coronavirus crisis and the climate crisis reveal that our world is inextricably interconnected, and it’s as strong or as fragile as those connections. We have to strengthen those connections. It is our only choice. The sun is going to rise again.”

- Mary Annaïse Heglar, climate justice writer, March 2020

Thank you. Questions?

For Information

REPORT TITLE: 2021 Update of the Region of Peel's Financial Condition

FROM: Julie Pittini, Acting Commissioner of Finance and Chief Financial Officer

OBJECTIVE

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

REPORT HIGHLIGHTS

- The Region of Peel's ("Region") Triple "A" AAA/Aaa credit rating has been reaffirmed by Standard & Poor's Global Ratings and Moody's Investors Service, making Peel one of twelve Canadian municipalities to hold that rating.
 - Actions implemented from the 2020 Financial Scorecard include updating the Debt Management Policy and Capital Financing Strategy to Council.
 - The Financial Scorecard shows the Region is within acceptable ranges for eight of the ten financial indicators. Recommended actions for ten indicators are included in Appendix 1.
 - The 2021 Financial Scorecard includes actions to mitigate longer term risks to ensure the Region continues to remain financially healthy.
 - The Region's overall financially healthy state will be leveraged to support the impact of the COVID-19 pandemic on critical services to the community as well as the financial impact to its residents and business community.
-

DISCUSSION

1. Background

In 2013, Regional Council approved the first Long Term Financial Planning Strategy (the "Strategy") to address the increasing financial pressure from Peel's growing population and evolving economy on its services and programs. The Strategy provides a long term perspective to guide decision making in support of the Region's overall financial condition and demonstrates the required balance between financial sustainability, financial vulnerability and financial flexibility.

After five years (2013 to 2017) of having the Strategy in place, an independent assessment was conducted by Ernst & Young to ensure the Strategy remains relevant and reflects the Region's priorities. A report titled "Update of the Long Term Financial Planning Strategy" was presented to Council in April 2019, which included findings of the health assessment as highlighted below:

2021 Update of the Region of Peel's Financial Condition

- There has been an overall improvement in financial health as measured by the existing Strategy, demonstrating a fiscally healthy Region that has been able to achieve the stated objectives of its financial strategy.
- Through actions taken as a result of monitoring the Financial Scorecard and applying the Strategy, the Region has been able to maintain its strong credit rating.
- Compared to peer jurisdictions around Canada, Peel's Strategy is more mature and comprehensive. Therefore, updates as part of the Strategy refresh are related to re-aligning with the Region's 2015-2035 Strategic Plan, integrating the strategy with the Integrated Planning Framework, and incorporating forward-looking quantifiable indicators.

Each year an update is provided to Council on the Region's overall financial health under the principles of the Long Term Financial Planning Strategy and on its Financial Condition Scorecard including recommendations from the prior year.

a) Status of the 2020 Financial Scorecard Recommendations

The 2020 Financial Scorecard was reported to Council on April 23, 2020. To summarize, it indicated that the Region maintained its overall strong fiscal health. It also included the following two recommendations, highlighted for action through two key indicators of the 2020 Financial Condition Scorecard, to further strengthen Peel's financial condition:

- Include a 1.0 per cent tax supported infrastructure levy and a 5.0 per cent utility rate infrastructure levy in the 2021 Budget to mitigate sustainability risks in the long term; and,
- Assess the impact of Provincial funding announcements and support Council's advocacy efforts.

Infrastructure Levy

During the 2021 Budget process, the recommended 5.0 per cent infrastructure levy for utility rate supported programs was approved. As a result of removing a material capital project that was no longer required from the ten year capital plan, the 1.0 per cent tax supported infrastructure levy was reduced to 0.6 per cent with no significant additional risk. These infrastructure levies were approved as part of the overall 2021 Budget on February 11, 2021.

Impact of Provincial Funding

As highlighted through the 2021 Budget process, the Province has continued with its planned download of cost shared programs and funding freezes to the Region. A total cost share shift of \$5.0 million was implemented on the Early Years & Child Care service and a funding freeze was implemented for Public Health.

Council addressed some of the funding pressures through the 2021 Budget but left \$3.8 million of cost share download for Child Care to be addressed either through advocacy or through the 2022 Budget. In the interim, staff will continue to monitor, assess and leverage federal and provincial funding opportunities that support community and organizational outcomes, including infrastructure investments that support economic recovery.

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Table 1 below includes an update of other actions listed in the 2020 Financial Scorecard that were recommended to help maintain Peel's financial condition.

Table 1: 2020 Actions to Address Risks

Theme	Action to Mitigate Risk	Status of Action
Dealing with Service Level Pressures	Develop a Capital Financing Strategy to better use funding resources such as capital reserves, debt, development charges and external funding	Capital Financing Strategy was endorsed by Council at the September 24, 2020 Regional Council Meeting
	Update the Debt Policy to ensure flexibility for capital priorities	Debt Management Policy was adopted at the September 17, 2020 Audit and Risk Committee meeting.
Decline in non-residential tax revenue	Support Council advocacy for diversified revenue tools	<p>In the medium term, the Region will continue to advocate for a review of provincial-municipal funding responsibilities, a deeper understanding of the needs of municipalities and financial sustainability.</p> <p>In the long term, the Region will continue to work with the municipal sector to raise awareness to higher levels of government on the need for diversified revenue tools that recognize the changing nature of employment, the digital economy and their effect on land-based revenue sources (which may be more pronounced in the post-COVID-19 economy)</p>

b) Long Term Financial Planning Strategy Supporting Council Outcomes

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

Currently, the Strategy is being used to inform decision making and to support long term service outcomes and will continue to help provide Council with financial context as it identifies potential risks, considers new priorities, program strategies and policy changes as noted above. In 2020, these decisions included:

- Council's approval to use the tax supported year-end surpluses from 2017, 2018 and 2019 to replace the remaining debt financing portion of the Senior's Health and Wellness Village increased Peel's financial flexibility as it reduced future operating costs by \$0.7 million per year.
- Implementation of the Financial Risk Management Strategy of the Regional Capital Program to assess and mitigate the impact of potential lower development charge revenue due to the pandemic.

2021 Update of the Region of Peel's Financial Condition

2. 2021 Financial Scorecard

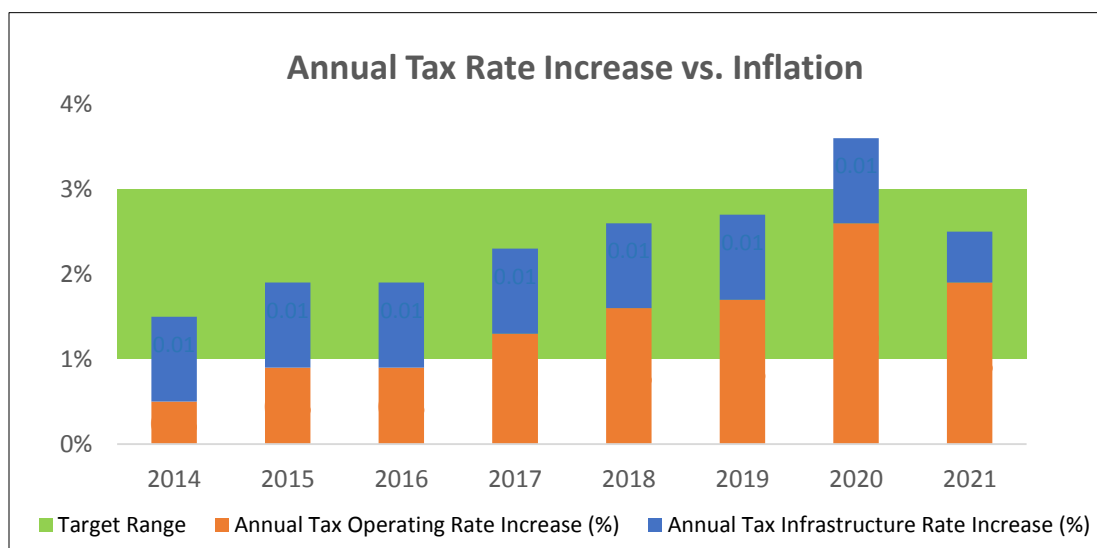
Staff assessed the Region's current financial condition using the financial performance indicators on the Financial Scorecard (Appendix I). The scorecard shows that the Region is within acceptable ranges for eight of the ten indicators and actions are recommended for all the indicators. The summary of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

a) Financial Sustainability:

i) Net Tax Levy Increase

Since the implementation of the Strategy in 2013, the net tax levy increase has averaged 2.4 per cent between the years 2014 to 2021, which is in line with the Bank of Canada inflation target range of 1 to 3 per cent. In the 2021 Budget, a net levy increase of 4.2 per cent was forecasted for 2022, which includes estimated provincial funding impacts and reflects the anticipated decrease in payments in lieu of taxes (PILTs) from the Greater Toronto Airport Authority due to lower passenger volume experienced in 2020.

Consistent with the principle of "Respect for the Taxpayer" within the Long Term Financial Planning Strategy, net tax levy increases that are in line with overall blended inflation; the Canadian Price Index (CPI) for operating costs and the Average Non-Residential Construction Index to recognize Peel's infrastructure intensive services are recommended. Staff will bring forward a report to Council to provide an updated estimate of the net tax levy increase for 2022 highlighting significant service pressures.



ii) Capital Reserves as a Percentage of 20-Year Capital Plan

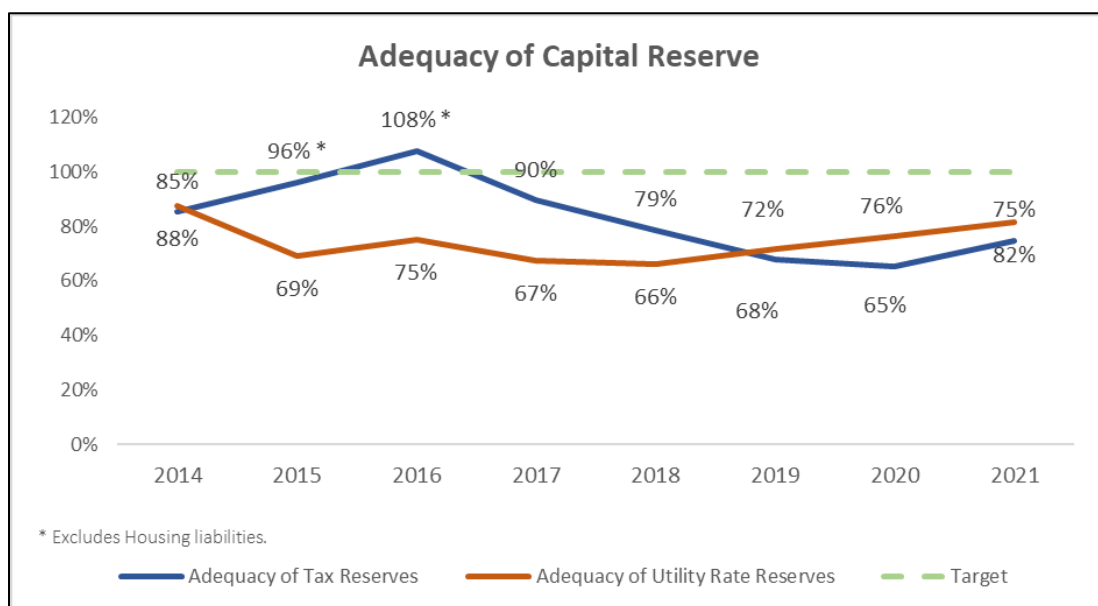
Over the past five years, Council has approved increases to the annual contributions to both the Tax Supported and Utility Rate Supported capital reserves. While the gap

2021 Update of the Region of Peel's Financial Condition

between the reserves and the forecasted infrastructure requirements is decreasing, the overall 20-year capital plan continues to experience a funding shortfall.

Based on the most recent reserve adequacy assessment, current Tax Supported reserve levels and contributions have a \$1.3 billion shortfall compared to the forecasted 20-year (2021-2040) capital requirements excluding the social housing stock. To address the long term Tax Supported capital requirements, a 0.6 per cent infrastructure levy was included and approved in the 2021 Tax Supported budget, which represents an increase to the annual capital reserve contribution of approximately \$6.8 million. An annual increase to the reserve contributions equivalent to one per cent of the total net tax levy from 2022 to 2026 is estimated to close the funding gap assuming the capital plan doesn't increase.

Based on the most recent assessments of the Region's water and wastewater infrastructure, approximately \$5.9 billion will be required over the next 20 years to predominately finance the state of good repair of water and wastewater assets. This level of investment will maintain current service levels to the public and manage infrastructure risks. To mitigate the current unfunded shortfall of \$1.1 billion, an increase to the utility rate of 5.0 per cent for infrastructure or \$20 million was included and approved in the 2021 Utility Rate Supported budget. Analysis shows an annual increase of 5.0 per cent for two more years until 2023 will close the current funding gap.



iii) Asset Health Score

The current overall status of the Region's infrastructure is "Good" due to Council's on-going proactive funding of infrastructure requirements and the continued support of Peel's industry leading strategic asset management approach. However, the reinvestments necessary to maintain the service levels that the public expects continue to increase. This is largely driven by aging infrastructure, additions of infrastructure to address growth, climate change and Council priorities, as well as renewed data and information on the existing infrastructure. To ensure that the Region's infrastructure is maintained, assessed and supported, it is recommended

2021 Update of the Region of Peel's Financial Condition

that the Region continues to mature its current asset management program and that Council continue to proactively fund the growing infrastructure needs.

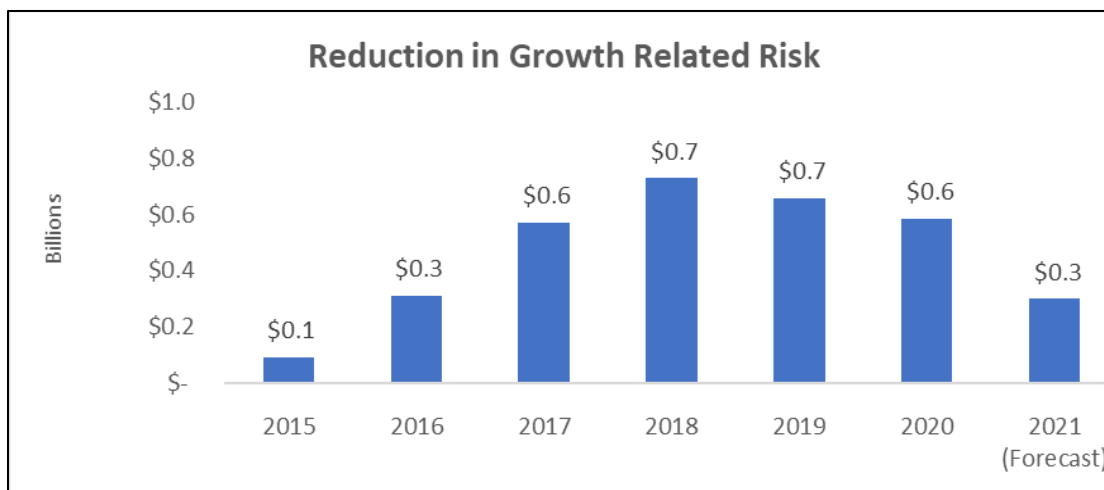
b) Financial Vulnerability:

i) Reduction in Financial Risk Associated with Growth

The outcome of the Region's Growth Management Program is focused on achieving a financially sustainable and complete community. This outcome will be achieved through delivery of four strategies, of which the strategy of managing revenues and expenditures has led to deferred debt and expenditure reductions totaling \$585 million compared to the 2015 Development Charge Background Study.

The Region's 2020 Development Charge By-law update was put into effect on January 22, 2021. Due to changes in Peel's employment landscape, non-residential building permit activity and new developments in the approvals process indicate non-residential gross floor area will not meet the floor space set out in the forecast. The non-residential shortfall is attributed primarily to the lack of new office space being constructed and declining demand on commercial spaces. These existing challenges are amplified by COVID-19 which could result in limited future financial flexibility and sustainability for the Region. Changes to the Development Charge Act through Bill 108 will have major implications for Development Charge revenue and cash flow flexibility.

The integrated Growth Management Strategy has provided greater flexibility in managing expenditures and enhancing revenue which has reduced the financial risk associated with growth. In addition, staff will be providing a report to Council to pilot a Tax Increment Equivalent Grant program in partnership with the local municipalities to incentivize office building space. Efforts will continue to track development activities within the Region which will help inform prioritization and strategic phasing of future infrastructure spending while accommodating growth. The Region will implement its new Development Charge Interest Rate Policy to mitigate potential financial risks resulting from Bill 108.

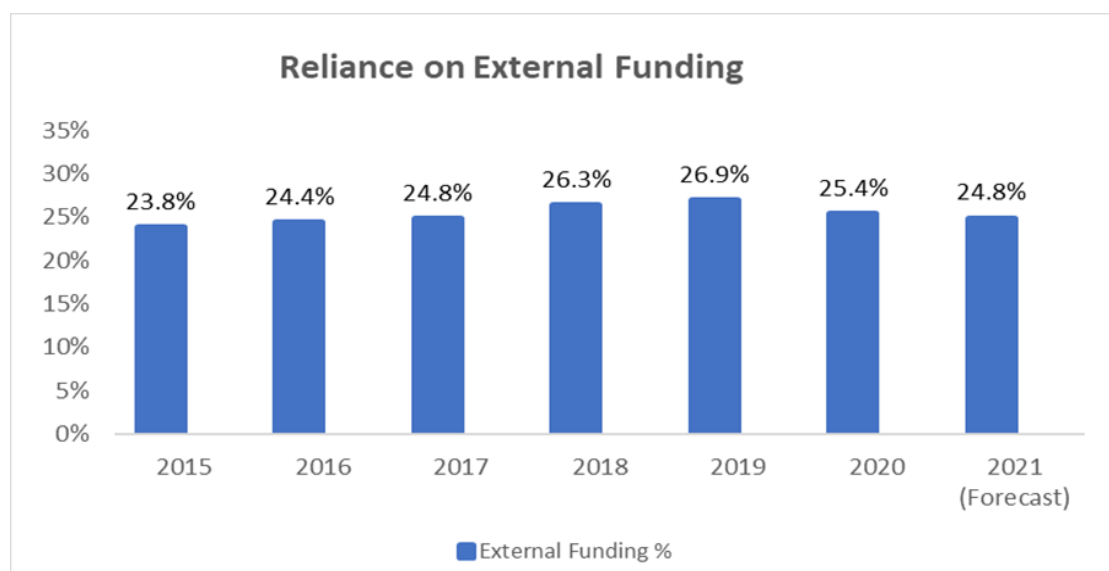


2021 Update of the Region of Peel's Financial Condition

ii) Reliance on External Funding

Provincial funding is a key source of revenue to offset municipal costs in delivering Health and Human Services as it represents one quarter of the Region's overall operating revenue.

The Region is mandated to deliver many Provincial programs such as Child Care, Housing Support, Ontario Works, Paramedic Services and Public Health. Funding related to these and other programs have increased over the past seven years from \$483.8 million in 2015 to \$667 million in 2021, an increase of 37.8 per cent. This increased funding has supported Peel in its provincially legislated obligations.



In 2019, the Province of Ontario began implementing its plan to reduce funding to several services by downloading more costs to the Region. In the 2021 Budget, there was reduced provincial funding for Child Care for \$5 million, Community Investment for \$1.8 million and funding was frozen for Public Health services (Infectious Disease Prevention, Chronic Disease Prevention and Early Growth and Development).

To minimize vulnerability, an investment of \$3.0 million in property tax dollars was approved by Regional Council to maintain core service levels in impacted services for 2021 deferring \$3.8 million in funding pressure to 2022. Advocacy is required to ensure that costs for provincially mandated programs don't continue to be downloaded to Peel.

iii) Proportion of Non-Residential Tax Revenue

Over the past five years, the proportion of tax revenue from the non-residential sector has steadily declined from 37.2 per cent in 2016 to 35.8 per cent in 2020 primarily due to the changing nature of employment. The tax burden continues to shift from the non-residential sector to the residential sector resulting in a greater share of the tax burden falling on Peel residents. Any impacts due to COVID-19 will not be known until future years. However, numerous recent articles have indicated that the impacts of COVID-19 on businesses, especially small businesses and commercial sector, could result in

2021 Update of the Region of Peel's Financial Condition

many permanent non-residential closures which would put further pressure onto the residential taxpayers as the tax burden shifts onto them.

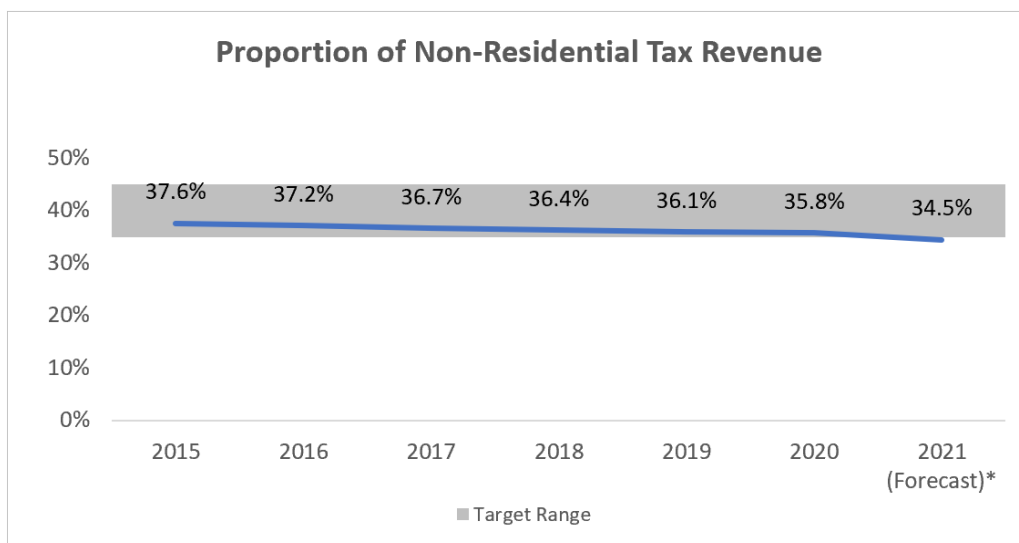
In 2019, the Region of Peel commissioned the Mowat Centre to complete a research paper "Rethinking Municipal Finance for the New Economy". The paper reviewed the implications of the changing nature of employment on municipal fiscal sustainability and resulting shift in the property tax burden to residents. The findings were presented at the August 2019 AMO conference, and also featured in a number of publications including a Public Sector Digest article, Building a Field of Dreams: The Risk of Municipal Financial Sustainability in Ontario; the Federation of Canadian Municipalities (FCM) report, The Case for Growing the Gas Tax Fund, and the Government Finance Officers Association (GFOA) report, Property Tax Disrupted. This issue was also included in the Region's 2020 Provincial pre-budget submission.

On February 13, 2020 Regional Council adopted Resolution 2020-87. The resolution authorized staff to request from the Ministry of Finance regulatory authority to pass a by-law pursuant to subsection 313(1.3) of the *Municipal Act, 2001*, as amended, (the "Ministerial Regulatory Authorization") to diminish the vacant and excess land subclass reduction for the commercial and industrial tax classes to 15 per cent in 2020 (the "Diminished Subclass Reduction") and to eliminate the reduction thereafter. The Reduction will no longer apply in 2021 and future taxation years. It is anticipated that this tax policy may help mitigate certain risks associated with the tax burden shift.

The 2020 Ontario Budget, released on November 5, 2020, introduced an optional small business subclass effective for the 2021 and future taxation years, which will provide a reduced tax rate for eligible small businesses. Implementation of this subclass is currently being reviewed by Regional and Local Municipal tax policy staff. It is important to note that any reductions in property taxes for one property class will shift the property tax burden to the residential and other property classes.

Municipalities will be notified of the requirements to implement the subclass once the regulation has passed. Additionally, the 2020 Ontario Budget also included measures to reduce the Business Education Taxes (BET) in 2021 to 0.88 per cent for non-residential properties. As a result, the BET share of the overall taxes would decline as well. Through its advocacy efforts, the Region continues to look for opportunities to educate stakeholders and provincial and federal officials on the issue of municipal fiscal sustainability.

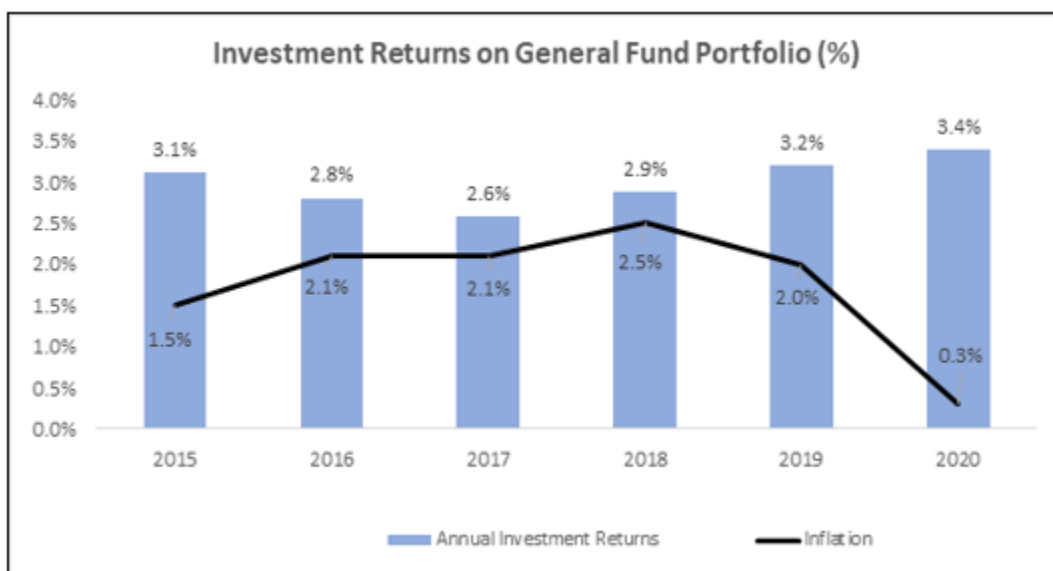
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*2021 is preliminary

iv) Investment Returns

During 2020, investments generated a return of 3.4 per cent, with a four-year average return of 3.0 per cent. Portfolio returns have been above inflation, which has averaged 1.7 per cent over the past four years, helping to preserve the purchasing power of the Region's funds and meeting future funding requirements. In 2020, the Region allocated 5.0 per cent of the portfolio to equities to diversify portfolio holdings.



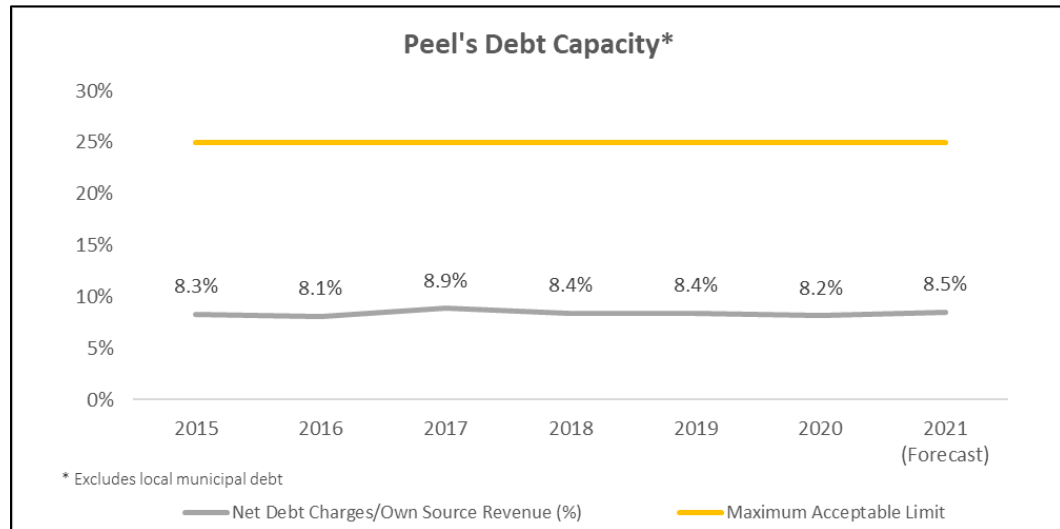
c) Financial Flexibility:

i) Debt Capacity

The Annual Repayment Limit has been stable, below maximum acceptable limit. The year over year decline results from a combination of changes in own source revenues,

2021 Update of the Region of Peel's Financial Condition

principal repayments, and new additional debt service. The forecasted increase in 2021 is based on increased provision payments from debt issued in 2020 along with expected interest expense increases related to debt issuance in 2021.



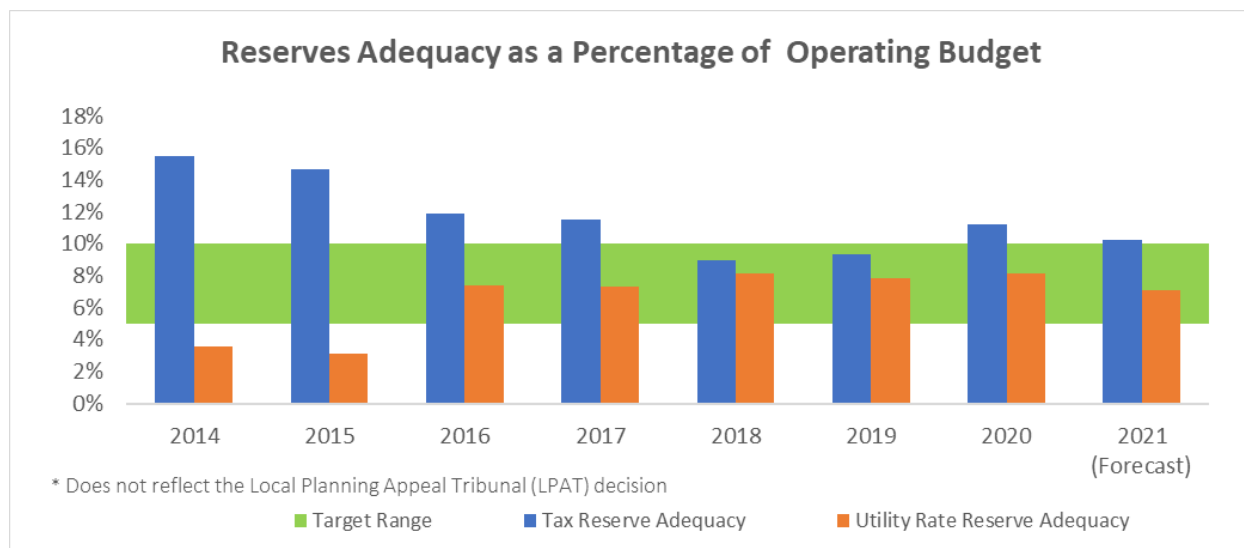
ii) Reserve Adequacy

The balance of the Tax Supported Rate Stabilization Reserves as at December 31, 2020 was \$168 million reflecting the 2020 year-end recommended surplus allocations, or 11.2 per cent of the 2020 Tax Supported Operating Budget, which marginally exceeds the prescribed upper limit of the 5 per cent – 10 per cent range. This higher balance can be leveraged to support the impact of the COVID-19 pandemic on critical services to the community as well as the financial impact to its residents and business community.

The balance of the Utility Rate Supported Stabilization Reserves as at December 31, 2020 was \$45.7 million or 8.2 per cent of the 2020 Utility Rate Supported Operating Budget, which is in compliance with the prescribed requirement.

Over the past five years, the Region has made progress in ensuring its tax and utility rate reserves fall within the target range of the Region's operating budget.

2021 Update of the Region of Peel's Financial Condition



iii) Liquidity

The Region continues to maintain exceptional liquidity. As the capital cash flow forecasting improves, liquidity levels may be strategically reduced optimizing the long term returns to the Region's investment portfolio.

3. Impact of the COVID-10 Pandemic

a) Impact on 2020

The pandemic has had a significant impact on the broader economy and the finances of all municipalities. Requirements for self-isolation and physical distancing, as well as temporary closures of non-essential services have contributed to the downturn of the economy.

At a Regional level, the Region of Peel provided support to those financially challenged to pay property taxes and water/wastewater bills by waiving interest and penalties and by deferring the 2020 utility rate increase. These strategies resulted in a deferral of \$4.6 million in utility revenue in 2020 but with the increased water consumption from the residential sector, the overall utility revenue slightly exceeded what was included in the 2020 Budget. And, with respect to property taxes, they flowed from the local municipalities earlier than expected and in combination with a lower interest rate, there was no impact to tax revenue in 2020.

At a service and program level, COVID-19 related costs and pressures have primarily affected Paramedic Services, Long Term Care, Public Health, Homeless shelters, and Housing, with these pressures alleviated in part by program specific funding from the Federal and Provincial governments.

In addition, the Region was allocated \$47.8 million through the Safe Restart Program to address COVID-19 related costs and pressures not covered through program specific funding. \$16.9 million was utilized during the 2020 operating year and the remaining \$30.9

2021 Update of the Region of Peel's Financial Condition

million was placed in a separate reserve (Safe Restart Program) to address temporary COVID-19 related costs and pressures in the 2021 Budget year. Staff will provide additional details on the impact of COVID-19 on the 2020 fiscal year through the 2020 Third Triannual Financial Performance report in May 2021.

b) Impact on 2021

Looking forward, Health and Human Services such as Public Health, Long Term Care, Housing and Child Care will continue to experience COVID-19 related costs and pressures. The impact on the Region of Peel's 2021 year-end financial results will depend, to a large extent, on the cost of Peel's Mass Vaccination Program, the duration of the pandemic and the level of funding that will be provided by the Province to address these costs.

At a Regional level, investment revenue is expected to remain mostly stable in 2021 or decrease marginally as a result of interest rates trending lower over the past several years. Short-term holdings have been reduced from the increased levels in 2020, that were in place to protect against rising volatility and potentially higher liquidity requirements through the course of the COVID-19 pandemic. While uncertainty surrounding the COVID-19 pandemic still exists, the General Fund Portfolio has been positioned and is continuously monitored to balance liquidity requirements over the short-term with the objective of earning a competitive rate of return on Regional funds over the long run.

Overall, the Region's financial health will continue to be leveraged to mitigate the impact of the COVID-19 pandemic on the sustainability of the Region's critical services for its community, and its economy.

CONCLUSION

The Long Term Financial Planning Strategy has helped Peel remain financially healthy since its adoption in 2013 and will continue to help guide Peel through challenging economic times. The updated Strategy and 2021 Financial Scorecard include a number of actions that will help Peel remain financially sustainable over the long term and maintain its strong credit rating.

APPENDICES

Appendix I – 2021 Financial Scorecard

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

Authored By: Norman Lum, Director, Business & Financial Planning

Reviewed and/or approved in workflow by:

Department Commissioner and Division Director.

2021 Financial Scorecard

Summary of Financial Health						Focus GTA Spring 2020 Value for Tax Dollars	Credit Ratings
Financial Sustainability	Maintained services and infrastructure recognizing growing population and aging infrastructure.					 79%	Aaa AAA
Financial Vulnerability	Peel Region is highly vulnerable due to its extensive reliance on external funding. Provincial Funding was restrained in both 2019 and in 2020 increasing the property tax burden.						
Financial Flexibility	Maintained and/or improved flexibility in 2020. Reserves were utilized for economic challenges; capital cash flow forecasting and debt leveraging were improved.						
Financial Principles	Indicator	Target	Performance	Risk Trend	Future Actions		
Financial Sustainability							
Respect the taxpayer	Net Tax Levy Increase	1–3%		Neutral	Action: 2022 budget to be developed recognizing evolving economy Impact: Respecting the taxpayer		
Ensure the Capital Plan is sustainable	Capital Reserves as a % of 20 Year Capital Plan (tax and utility rates)	100%	Tax	Tax: Negative	Tax Action: 0.6% infrastructure levy in 2021 and 1% from 2022 to 2026 inclusive		
Manage assets			Utility	Utility: Negative	Utility Action: 5% infrastructure levy from 2021 to 2023 inclusive Tax and Utility Impact: Sufficient funds to meet State of Good Repair		
Deliver value for money	Asset Health Score	Good		Positive	Action: Mature Peel's asset management practice Impact: Realize greater asset value		
Financial Vulnerability							
Users pay where appropriate	Reduction in growth related risk	Lower Debt vs Forecast		Positive	Action: Implementing Peel's Growth Management Program Impact: Lower the projected DC related debt		
Work with local municipalities to manage growth and support economic viability of the community	Reliance on external funding	Funding meets Growth & Inflation		Negative	Action: Assess impact of Provincial funding & support Council's advocacy efforts Impact: Meet service needs in Peel		
	Proportion of non-residential tax revenue	35–45%		Negative	Action: Support Council advocacy for diversified revenue tools Impact: Improved municipal fiscal sustainability		
Make responsible investments	Investment returns	Above inflation		Positive	Action: Continue to identify opportunities to add value and optimize returns Impact: Improved investment returns support funding of Peel's capital program		
Financial Flexibility							
Mitigate significant fluctuations in tax and utility rates	Debt capacity	Below 25%		Neutral	Action: Continue to monitor debt requirements and structure of debt program Impact: Maintain financial flexibility and sustainability while minimizing cost of borrowing		
	Reserve adequacy	5-10%	Tax	Tax: Positive	Action: In 2021, Council approved use of reserves to address economic challenges Impact: Support the residents and businesses		
Utility			Utility: Positive				
Borrow when appropriate for capital infrastructure	Liquidity	>120%		Neutral	Action: Continue to hold appropriate levels of liquidity to meet operating and capital requirements Impact: Reduce financial risk of cash flow timing uncertainty		

For Information

REPORT TITLE: **Budget Policy and Reserve Management Policy Compliance Update
– December 31, 2020**

FROM: Julie Pittini, Acting Commissioner of Finance and Chief Financial Officer

OBJECTIVE

To provide an update on activities related to the use of delegated authority to adjust operating budget, capital budget, reserves and reserve funds, in accordance with the financial policies for the six-month period ending December 31, 2020.

REPORT HIGHLIGHTS

- The Budget Policy and Reserve Management Policy provide internal financial controls, administrative rules and delegated authority to staff to carry out day-to-day business and requires staff to report to Regional Council at a minimum of twice annually on the activities related to the use of delegated authority.
 - Adjustments to the operating budget, capital budget and reserves were processed under Council delegated authority in accordance with the Budget Policy and Reserve Management Policy during the six months ending December 31, 2020.
 - Within the operating budget, two activities resulted in no budget impact.
 - There were activities in 137 capital projects resulting in a net budget decrease of \$8.9 million including \$5.3 million returned to capital reserves and \$3.6 million returned to Development Charges (DC) reserves.
 - The balance of the Tax Supported Rate Stabilization Reserve is 11.2 per cent of the total 2020 Tax supported operating budget, exceeding the target range of five to ten per cent.
 - The balance of the Utility Rate Stabilization Reserve is 8.2 per cent of the total 2020 Utility Rate supported operating budget and is within the five to ten per cent target range.
-

DISCUSSION

1. Background

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

The objective of the Budget Policy and Reserve Management Policy is to provide an appropriate balance between financial control and operational efficiency. To achieve this, the policies delegate authority to staff to deal with day-to-day operations related to adjustments to the operating budget, the capital budget and reserves within prescribed

Budget Policy and Reserve Management Policy Compliance Update – December 31, 2020

parameters. This allows staff to respond to opportunities and issues in a timely manner to achieve operational efficiency while maintaining effective internal controls.

The Budget Policy and Reserve Management Policy require that staff report to Regional Council at a minimum of twice annually on the activities related to the use of delegated authority. The reporting requirements ensure that Regional Council is kept abreast of these activities. This report provides the second update for 2020 and specifically on the activities for the six-month period ending December 31, 2020, including reporting requirements as specified in these policies.

2. Operating Budget Changes Under Delegated Authority

a) Redeployments

Operating budget redeployments have the effect of changing the purpose for which the unexpended budget will be spent. There were no redeployments approved under Council delegated authority for the six months ending December 31, 2020.

b) Unanticipated Funding (maximum \$250,000 per project)

During the reporting period, a budget increase of \$150,000 was approved in accordance with the Budget Policy.

In addition, \$91,000 was also approved in accordance with the Budget Policy from the first six-month period in 2020. The funding was originally planned for a report to Council in early 2020 but was deferred due to the COVID-19 pandemic.

Both budget increase requests were received with a net zero cost to the Region of Peel (see Appendix I).

3. Capital Budget Changes Under Delegated Authority

a) Authorization to Commit a Project to Over Budget Expenditure (maximum \$250,000 per project)

There were three budget increases totalling \$0.4 million approved under the delegated authority during the reporting period (see Appendix II).

b) Redeployments

During the reporting period, seven capital budget redeployments for \$2.3 million were approved and processed under Council delegated authority in accordance with the Budget Policy (see Appendix III).

Budget Policy and Reserve Management Policy Compliance Update – December 31, 2020

c) External Funding

During the reporting period, six budget increases totalling \$5.4 million were approved in accordance with the Budget Policy. These budget increase requests were fully funded by external funding with net zero cost to the Region of Peel (see Appendix IV).

d) Reduction

Through active management of capital projects, the budgets of three projects under Roads and Transportation were reduced by \$2.0 million under Council delegated authority during the six months ending December 31, 2020 (see Appendix V). Funding was returned to development charges and tax supported capital reserves.

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

The table below provides a summary of these capital activities.

Activity	No. of Projects	Project Net Budget (\$M)	Net Budget Increase/ (Decrease) (\$M)	Request from/(Return to) Reserves (\$M)	
				Internal Reserves	DC Reserves
a) Projects Closed					
Tax Supported	102	107.3	(4.0)	(2.1)	(1.9)
Utility Rate Supported	29	33.6	(3.3)	(2.6)	(0.7)
Subtotal	131	140.9	(7.3)	(4.7)	(2.6)
b) Projects Increased*	3	48.4	0.4	0.4	0.0
c) Projects Decreased*	3	10.8	(2.0)	(1.0)	(1.0)
Subtotal	6	59.2	(1.6)	(0.6)	(1.0)
TOTAL **	137	200.1	(8.9)	(5.3)	(3.6)

*Projects Increased/Decreased represents ongoing work and remains active; the "Project Net Budget" for these projects in the above table refers to the Net Budget before increase or decrease.

**Numbers may not add up due to rounding

The total impact of the above capital project changes is an overall net budget decrease of \$8.9 million or 4.5 per cent of the total net budget of \$200.1 million. Of the \$8.9 million net budget decrease, \$5.3 million were returned to internal capital reserves and \$3.6 million to DC reserve funds.

5. Changes to Reserves and Reserve Funds Under Delegated Authority

For the six-month period ending December 31, 2020, there were no fund transfers requested between sub-reserves and one request to create a new sub-reserve under Council delegated authority (See Appendix VI).

6. Status of Tax and Utility Rate Stabilization Reserves

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

a) Rate Stabilization Reserves – Tax

The balance of the Tax Supported Rate Stabilization Reserves as at December 31, 2020 was \$168.4 million or 11.2 per cent of the 2020 Tax Supported Operating Budget, which slightly exceeds the target range.

b) Rate Stabilization Reserves – Utility Rate

The balance of the Utility Rate Supported Stabilization Reserves as at December 31, 2020 was \$46 million or 8.2 per cent of the 2020 Utility Rate Supported Operating Budget, which is in compliance with the target range.

CONCLUSION

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

The policies require staff to report activities related to the use of delegated authority to Regional Council at a minimum of twice annually. This report satisfies the reporting requirements of these policies for the six-month period ending December 31, 2020.

APPENDICES

- Appendix I - Operating Budget Increase Resulting from Unanticipated Funding
- Appendix II - Capital Budget Increase Approved Under Delegated Authority
- Appendix III - Capital Budget Redeployments Under Delegated Authority
- Appendix IV - Capital Budget Increase Resulting from External Funding
- Appendix V - Capital Budget Reductions Under Delegated Authority
- Appendix VI - Changes to Reserves and Reserve Funds

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

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director, Financial Support Unit and Legal Services.

Appendix I**Budget Policy and Reserve Management Policy Compliance Update - December 31, 2020****Operating Budget Increase Resulting from Unanticipated Funding
(\$'000)**

Service	Number of Programs	Amount	Comments
Paramedics*	1	91	Local Health Integration Network one time funding to support the Community Paramedicine Home Visit Pilot.
Roads and Transportation	1	150	The Region received a one time grant from Green Communities Canada via the Ontario Active School Travel Fund to build capacity, develop resources, and improve coordination to expand active school travel initiatives across the Region.
Total	2	\$241	

* Received in the first half of 2020

Note: All in year adjustments resulting from recognition of unanticipated external funding are net \$0 impact to the Region of Peel.

Appendix II**Budget Policy and Reserve Management Policy Compliance Update - December 31, 2020****Capital Budget Increase Under Delegated Authority
(\$'000)**

Program	Number of Projects	Reserve Category	Project Name	Amount	Comments
Water	3	Utility Supported Capital Reserves	Replacement of Watermains	150	Increasing the budget by 0.3% due to incremental legal/administrative costs.
			Source Water Protection - Land	114	Increasing the budget by 20% due to the increase in projected cost estimates now realized, as the scope is being finalized.
			Equipment Replacement - Lakeview Water Treatment Plant	149	Increasing the budget by 20% due to increased contract administration and site inspection services.
Total	3			\$413	

Appendix III

Budget Policy and Reserve Management Policy Compliance Update - December 31, 2020

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

Program	Number of Projects	Project Name	Amount	Comments
Operations Support	1	Technology Initiatives (Public Works/Information Technology)	1,200	To set up a separate envelope project for Public Works technology related initiatives managed by Information Technology.
	1	Public Works Health & Safety Initiative	113	Re-allocation of funds to address the change in needs for increased health and safety work for Water and Wastewater programs.
Roads	1	Active Transportation (AT) Infrastructure	380	Funds from AT envelope to Lakeshore Royal Windsor capital project due to increased scope through approved change orders.
	2	Ontario Municipal Commuter Cycling (OMCC)	125	Funds from the OMCC envelope to Derry Road Multi Use Trail Terragar/GlenErin capital project for ineligible project costs performed by the City of Mississauga. (ineligible costs include administration, project management costs, etc)
			313	
Wastewater	2	Unallocated Funds for Wastewater	100	Funds transferred to set up the new capital project GE Booth Wastewater Treatment plant related property clean up.
			100	Funds for two consultants to assist in developing a subsidy program named "Pest Control Subsidy Framework and Study" approved through Council Resolution #2020-812 for residents to submit expenses related to pest control of rats on their property.
Total	7		\$2,330	

Appendix IV

Budget Policy and Reserve Management Policy Compliance Update - December 31, 2020

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

Program	Number of Projects	Project Name	Amount	Comments
Roads	4	Traffic Signal - Britannia Road-Tourney Drive	65	100% recovery from the Town Of Caledon for Design & Installation of Traffic Signals.
		Caledon Traffic Signal - Kennedy-Abbotside	375	
		Caledon Traffic Signal - Kennedy-Larkson Peak	375	
		Caledon Traffic Signal - Kennedy-Dougal	375	
Wastewater	1	Trillium Long Term Care Sewer on Speakman	3,500	100% Provincial funding provided to build a 450mm sewer on Speakman Drive to support a new Long Term Care facility. Construction is expected to be completed by the end of 2022.
Water	1	Source Water Protection, Land	723	Recognition of Toronto and Duram's funding of the Lake Ontario Collaborative Group Decision Support System Development Project.
Total	6		\$5,413	

Note: All in year adjustments resulting from recognition of external funding are net \$0 impact to the Region of Peel.

Appendix V

Budget Policy and Reserve Management Policy Compliance Update - December 31, 2020

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

Program	Number of Projects	Project Name	Original Net Budget	Revised Net Budget	Amount	Financing Source
Roads	3	Clairville Bridge*	2,825	2,325	(500)	Tax Supported Capital Reserves
		Caledon Traffic Signal - Kennedy-Abbotside**	750	375	(375)	Tax Supported Capital Reserves
		Sustainable Transportation Strategy***	7,196	6,046	(1,150)	Development Charges/Tax Supported Capital Reserves
Total	3		\$10,770	\$8,745	(\$2,025)	

*This project is now under maintenance . Remaining funds in capital project are sufficient to cover maintenance period.

**External funding received from the Town Of Caledon. Funding replaces internal reserves which have now been returned.

***Redefinition of scope of the pedestrian improvements in coordination with the resurfacing of Steeles Avenue.

Appendix VI**Budget Policy and Reserve Management Policy Compliance Update - December 31, 2020****Changes to Reserves and Reserve Funds****List of New Sub Reserve**

Program	Service	Reserve	Reserve Name	Reason for New Sub-Reserve
Health	Long Term Care	R1902	Long Term Care - Land	New Sub-reserve created as a result of Council resolution #2020-952 to fund Legal/Administrative expenses in receiving donated land for the Long Term Care Program.

REPORT TITLE: Crane Swing Agreement – 5025, 5035 and 5065 Erin Mills Parkway, City of Mississauga, Ward 11, Owner: Daniels HR Corporation

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

That the temporary encroachment of two crane swings, from cranes to be erected on the adjacent property known municipally as 5025, 5035 and 5065 Erin Mills Parkway, Mississauga, be permitted to encroach within a portion of the air space above Regional Road 1 (Erin Mills Parkway), City of Mississauga, in accordance with the terms and conditions contained in a Crane Swing Agreement between The Regional Municipality of Peel and Daniels HR Corporation;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit two crane swings from cranes to be erected on the adjacent property to temporarily encroach through a portion of the air space within the widened limits of Regional Road 1 (Erin Mills Parkway).

DISCUSSION

Daniels HR Corporation (the “Owner”) is the owner of the lands municipally known as 5025, 5035 and 5065 Erin Mills Parkway located on the east side of Regional Road 1 (Erin Mills Parkway) and north of Eglinton Avenue West in the City of Mississauga.

The Owner submitted a Site Plan Application (SP-19-148M) and, as part of Site Plan approval, the Owner is seeking permission for two cranes to swing through and temporarily encroach upon a portion of the air space (the “Encroachment”) within the widened limits of Regional Road 1 (Erin Mills Parkway).

Pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into a Crane Swing Agreement with the Region to permit the Encroachment to temporarily remain within the widened limits of Regional Road 1 (Erin Mills Parkway) as shown on Appendix I – Location Sketch and Appendix II – Crane Placement Plan.

The Owner shall be responsible for all maintenance, costs and liability associated with the Encroachment.

Crane Swing Agreement – 5025, 5035 and 5065 Erin Mills Parkway, City of Mississauga, Ward 11, Owner: Daniels HR Corporation

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 1 (Erin Mills Parkway).

RISK CONSIDERATIONS

The temporary encroachment of two crane swings described in this report poses limited risk to the Region.

APPENDICES

Appendix I – Location Sketch

Appendix II – Crane Placement Plan

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

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

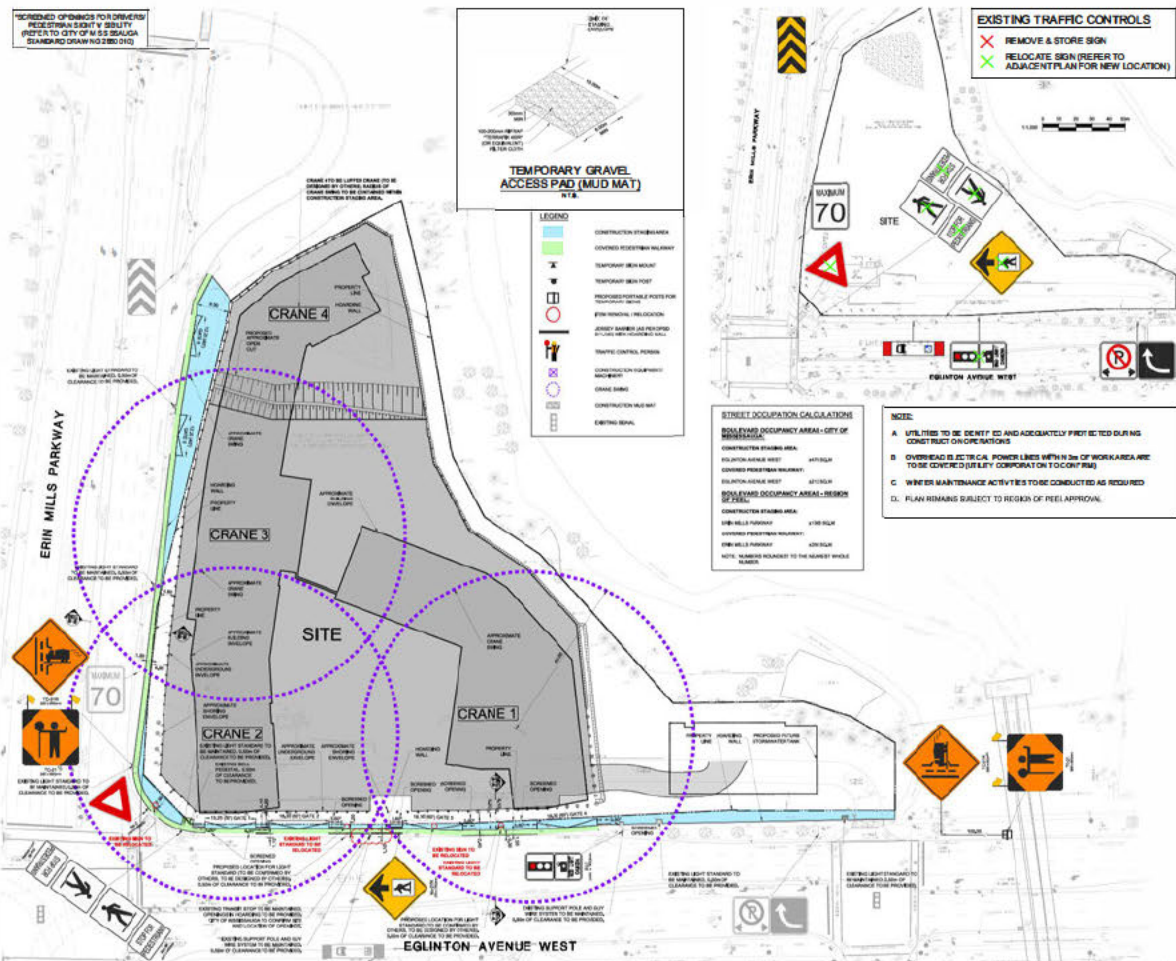
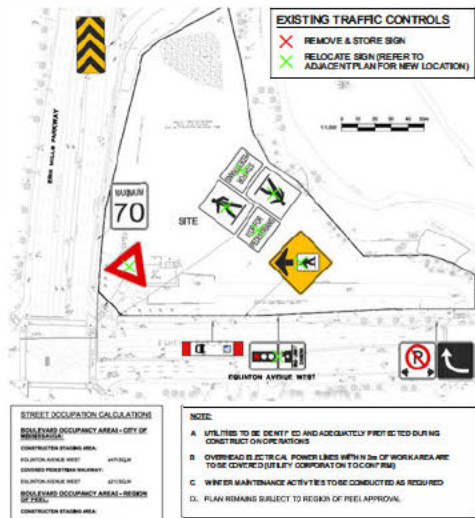
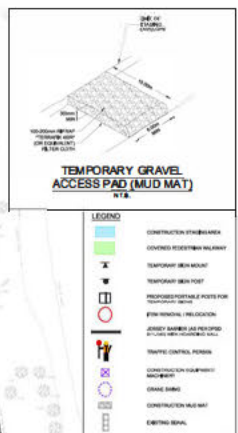
Department Commissioners, Division Directors and Legal Services.

Appendix I - Location Sketch

Crane Swing Agreement - 5025, 5035 and 5065 Erin Mills Parkway
City of Mississauga, Ward 11
Owner : Daniels HR Corporation



*SCREENED OPENINGS FOR DRIVER/PEDESTRIAN SIGHT VISIBILITY
(REFER TO CITY OF MISSISSAUGA
STANDARD DRAWING 2100 010)



- [illegible]

BA Group

2475 EGLINTON AVENUE WEST,
MISSISSAUGA

TRAFFIC MANAGEMENT DURING CONSTRUCTION PLAN

Date: JANUARY 6, 1993

Time: 8:00 AM

Scale: 1:100



0 50 100 150 200

TMDC-1A

REPORT TITLE: **Tie-Back Agreement – 5025, 5035 and 5065 Erin Mills Parkway, City of Mississauga, Ward 11, Owner: Daniels HR Corporation**

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
 Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

That the encroachment of tie-backs from the construction of two residential apartment buildings on the adjacent property known municipally as 5025, 5035 and 5065 Erin Mills Parkway, Mississauga, be permitted to encroach within a portion of Regional Road 1 (Erin Mills Parkway), City of Mississauga, in accordance with the terms and conditions contained in a Tie-Back Agreement between The Regional Municipality of Peel and Daniels HR Corporation;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit the tie-backs from the construction of two residential apartment buildings on the adjacent property to encroach within a portion of the widened limits of Regional Road 1 (Erin Mills Parkway).

DISCUSSION

Daniels HR Corporation (the “Owner”) is the owner of the lands municipally known as 5025, 5035 and 5065 Erin Mills Parkway located on the east side of Regional Road 1 (Erin Mills Parkway) and north of Eglinton Avenue West in the City of Mississauga.

The Owner submitted a Site Plan Application (SP-19-148M) and, as part of Site Plan approval, the Owner is seeking permission for tie-backs to encroach (the “Encroachment”) within the widened limits of Regional Road 1 (Erin Mills Parkway).

Pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended Council approval is required to permit the Encroachment. By requirement, the Owner will enter into a Tie-Back Agreement with the Region to permit the Encroachment to remain within the widened limits of Regional Road 1 (Erin Mills Parkway) as shown on Appendix I – Location Sketch.

The Owner shall be responsible for all maintenance, costs and liability associated with the Encroachment.

Regional engineering staff conducted a thorough review and consulted both other municipalities and industry specialists regarding the subject tie-back proposal. Regional staff have also completed a standard related to permitting the tie-backs for this Encroachment and future tie-

Tie-Back Agreement – 5025, 5035 and 5065 Erin Mills Parkway, City of Mississauga, Ward 11, Owner: Daniels HR Corporation

back requests to ensure that infrastructure in Regional Roads is considered as part of the Developer's submittal and that specific procedures are followed before, during and after the installation of tie-back systems in Regional Roads.

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 1 (Erin Mills Parkway).

RISK CONSIDERATIONS

The encroachment of tie-backs within a portion of Regional Road 1 (Erin Mills Parkway), City of Mississauga as described in this report poses limited risk to the Region.

Tie backs do not constitute permanent structural features of the development and are a temporary part of the structural support systems used during construction of the buildings.

APPENDICES

Appendix I – Location Sketch

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

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors and Legal Services.

Appendix I - Location Sketch

Tie Back Agreement - 5025, 5035 and 5065 Erin Mills Parkway
City of Mississauga, Ward 11
Owner : Daniels HR Corporation





**THE REGIONAL MUNICIPALITY OF PEEL
GOVERNMENT RELATIONS COMMITTEE
MINUTES**

Members Present:	P. Brown B. Crombie S. Dasko J. Downey J. Innis	N. Iannicca K. Ras R. Santos A. Thompson
Members Absent:	G.S. Dhillon A. Groves	M. Palleschi P. Vicente
Staff Present:	J. Baker, Chief Administrative Officer K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services J. Pittini, Interim Commissioner of Finance and Chief Financial Officer P. Caza, Acting Regional Solicitor A. Smith, Chief Planner J. Sheehy, Commissioner of Human Services N. Polsinelli, Commissioner of Health Services	K. Medenblik, Manager of Strategic Public Policy and External Relations A. Adams, Deputy Clerk and Acting Director of Clerk's C. Thomson, Deputy Clerk and Manager of Legislative Services S. Valteau, Committee Clerk R. Khan, Legislative Technical Coordinator S. MacGregor, Legislative Technical Coordinator

1. CALL TO ORDER

Councillor Innis, Committee Chair, called the Government Relations Committee meeting to order on April 1, 2021 at 11:04 a.m., in the Council Chambers, Regional Administrative Headquarters, 10 Peel Centre Drive.

Councillor Vicente was absent due to personal matters.

Councillor Crombie arrived at 11:07 a.m.

Councillor Crombie departed at 12:10 p.m.

Regional Chair Iannicca departed at 12:11 pm

Other Regional Councillors present: Councillor Starr

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

3. APPROVAL OF AGENDA

RECOMMENDATION GRC-1-2021

That the agenda for the April 1, 2021 Government Relations Committee meeting, be approved.

4. DELEGATIONS

4.1 Ruby Sahota, Member of Parliament, Brampton North

Providing an Update on Federal Issues

Received

Ruby Sahota, Member of Parliament, Brampton North, provided an overview of federal priorities, funding received by and available to the Region of Peel, and presented opportunities for moving forward through the COVID-19 pandemic.

In response to questions from Councillors regarding COVID-19 vaccine supply and demand for Peel Region, vaccine hesitancy, paid sick leave, and COVID-19 test result wait times, Ruby Sahota undertook to bring the concerns back to her federal partners and advocate on behalf of the Region of Peel. Councillor Ras requested that Region of Peel staff provide MP Sahota with information regarding vaccine uptake among front line workers in Peel.

Chair Innis advised of the Region of Peel's position in support of national standards for compostable products. She stated that having these national standards, along with moving forward with the plastics ban, will be important to support the Region of Peel's efforts to meet its diversion targets.

Councillor Thompson requested that MP Sahota advocate on behalf of small businesses in the form of complete tax forgiveness for a period of two years.

Councillor Dasko identified that small businesses operating out of homes do not qualify for existing relief programs and owners still have to pay mortgages.

5. GOVERNMENT RELATIONS UPDATE

Discussion led by Keith Medenblik, Manager, Strategic Public Policy and External Relations, Suzanne Finn, Director, Early Years and Child Care Services and Alexandra Walsh, Advisor, Early Years System

Received

RECOMMENDATION GRC-2-2021

That the report to be listed on the April 22, 2021 Regional Council agenda titled "Sustaining a Strong Early Years and Child Care Sector" include information on the potential impacts on the tax base of maintaining current service levels.

Keith Medenblik, Manager, Strategic Public Policy and External Relations, provided an overview of the federal and provincial landscapes, the Region's immediate and long-term Council-endorsed advocacy priorities and themes, the federal and provincial pre-budget submissions, and emerging trends and key policy developments.

Items 6.1 to 7.3 were dealt with.

Suzanne Finn, Director, Early Years and Child Care Services and Alexandra Walsh, Advisor, Early Years System, provided an overview of child care advocacy priorities; the impacts of COVID-19 and provincial funding cuts; and, identified opportunities for continuous improvement.

Councillor Thompson requested that the impact on the tax base of maintaining current service levels be included in the future report to Regional Council.

6. REPORTS**6.1 Update on the Region of Peel's Advocacy Priorities**

(For information)

Received

6.2 2021 Virtual Association of Municipalities of Ontario (AMO) Annual Conference**RECOMMENDATION GRC-3-2021**

That the approach outlined in the report listed on the April 1, 2021 Government Relations Committee agenda entitled "2021 Virtual Association of Municipalities of Ontario (AMO) Annual Conference," be endorsed.

7. COMMUNICATIONS**7.1 2021 Region of Peel Federal Pre-Budget Submission**

(Receipt recommended)

Received

7.2 2021 Region of Peel Provincial Pre-Budget Submission

(Receipt recommended)

Received

7.3 Winter 2021 MP/MPP Advocacy Update

(Receipt recommended)

Received

8. OTHER BUSINESS

Nil.

9. IN CAMERA MATTERS

Nil.

10. NEXT MEETING

Thursday, June 17, 2021
11:00 a.m. – 1:00 p.m.
Council Chamber, 5th Floor
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

Please forward regrets to Sabrina Valteau, Committee Clerk, at
sabrina.valteau@peelregion.ca.

11. ADJOURNMENT

The meeting adjourned at 12:42 p.m.

RECEIVED

April 6, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: Nina Tangri MPP <NOREPLY@ninatangri.ca>
Sent: March 24, 2021 8:30 PM
To: Iannicca, Nando <nando.iannicca@peelregion.ca>
Subject: Ontario Budget 2021

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.



Dear Nando--

Today, Minister Bethlenfalvy announced the 2021 Ontario Budget. This Budget, *Ontario's Action Plan: Protecting People's Health and Our Economy*, will bring an investment of \$51 billion to protect and support Ontario's economy. The 2021 Budget will provide \$51 billion in total supports over 4 years and will support workers and families, support jobs, and support communities. More importantly, it will make available every necessary resource to continue to protect people's health going forward, and it will expand the support our government has provided to those still facing financial hardship due to the pandemic, including families, workers, vulnerable people, seniors, and employers.

[Read the 2021 Budget \(PDF\)](#)

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

Ontario's Action Plan

Protecting People's Health and Our Economy

#2021OntarioBudget



INVESTING IN HEALTHCARE

- Providing \$69.8 billion base funding in the year 2021-2022 and an additional \$5.1 billion in dedicated COVID-19 health response funding.
- We will continue to put patients first with a capital plan investment of \$30.2 billion over 10 years to build and renew hospital infrastructure including an additional \$3 billion since the 2020 Budget. This includes new hospital and other expansion projects in the Region of Peel and surrounding areas in collaboration with Trillium Health Partners and William Osler Hospital.
- We will build on the October 2020 allocation of \$19.25 million to support post-secondary students with on-campus and virtual Mental Health & Addictions services by investing a further \$7 million.
- To help the thousands of people struggling with Mental Health & Addictions Issues, Ontario is providing additional funding of \$175

million in 2021-22 as part of the historic funding of \$3.8 billion over 10 years to provide more and better care.

- To address surgical backlogs, the Ontario Government will be investing over \$610 million and an additional \$300 million to address the surgical backlogs from delayed or cancelled surgeries and procedures due to the pandemic. Funding will keep Operating Rooms open late in the evening to complete up to approximately 52,000 surgical hours of elective surgeries and address the MRI/CT backlog. This investment will also create a provincial surgical wait-list program to reduce delays in scheduling and help match patients to surgeons with shorter wait times.
- We will be expanding and renewing hospital infrastructure in central Ontario including Trillium Health Partners–Broader Redevelopment, which is expected to start construction in 2021-22 and will create an inpatient care tower at the Queensway site in Etobicoke, and completely rebuild the Mississauga hospital to increase capacity and address growth needs.

COVID-19

- Ontario is leading the country in the number of rapid tests deployed, with over 3.1 million rapid tests deployed to high priority settings as of late Feb 2021.
- Ontario is building on its testing strategy by investing \$2.3 billion in 2021-22 and expanding the use of rapid testing in high-priority areas such as schools, congregate settings, workplaces and high-priority communities.
- Beginning in 2021-22, Ontario is investing more than \$1 billion to support Ontario's Vaccination Plan, including \$50 million to support vaccination in First Nations and urban Indigenous communities.
- Throughout the Pandemic, Ontario has made available more than \$1.4 billion for PPE, including more than 315 million masks and 1.2 million gloves.
- To ensure capacity, the Government is investing additional \$5.1 billion in hospitals to create more than 3,100 additional beds. This includes

\$1.8 billion in 2021-22 to continue providing care for COVID-19 patients, address surgical backlogs and to keep pace with patient needs.

- **Since the beginning of the pandemic, Ontario invested over \$100 million in dedicated IPAC funding including significant increases in capacity and measures for both prevention and response. Ontario is investing additional \$50 million in 2021-22 to build on this response and ensure resources and expertise are available across the entire Health Care system, including hospitals, PHUs and congregate settings.**
- **To support faith-based and cultural organizations that are struggling due to the additional costs caused by COVID-19, Ontario will be making up to \$50 million available for grants to eligible organizations.**

ONTARIO'S VACCINATION PLAN

- **The Ontario Government is investing \$3.7 million in 2021-22 to help remove barriers and provide safe and accessible transportation for people with disabilities and older adults with limited mobility to travel to their vaccine appointments.**
- **The government is investing \$3.7 billion over two years, including \$2.3 billion in 2021-22 in a comprehensive testing strategy to ensure timely access and access to vulnerable communities.**

[Learn more about Ontario's Vaccine Plan](#)

IMPROVING LONG-TERM CARE

- **Ontario is investing an additional \$650 million in LTC in 2021-22 to continue to protect Ontario's Long-Term Care residents, bringing the total resources invested since the beginning of pandemic to over \$2 billion**
- **Investing an additional \$933 million over four years, for a total of \$2.6 billion, to support building 30,000 new LTC beds.**
- **New beds include 420 new and 220 upgraded LTC beds at Trillium**

Health Partners' Speakman Site Project through the Accelerated Build Pilot Program.

- **We will invest \$246 million over the next four years to improve the living conditions in existing LTCs including air conditioning.**
- **Ontario will provide the best Long-term care in Canada by investing \$4.9 billion over four years to increase the average direct daily care for LTC residents from 2.75 hours to 4 hours.**



INVESTING IN PERSONAL SUPPORT WORKERS (PSWs)

- **Starting in 2021-22, Ontario is investing \$2 million over 2 years to attract new PSWs and nurses to work in retirement homes.**
- **PSWs will receive financial a grant of \$5,000 for a six-month commitment to work in a Retirement Home. Nurses will receive \$10,000 for a one year commitment.**
- **Ontario is investing \$160 million over 3 years to support Community Paramedicine for Long-Term Care program in 33 communities, including Peel. This program will allow seniors to live**

longer in the comfort of their own homes, receiving the quality care and services they need.



Support - For Families

- A new round of direct payments to families through the Ontario COVID-19 Child Benefit. The province is now providing a third round of payments to parents who received Supports for Learners payments, which are now being doubled.
 - Eligible parents will receive \$400 for each child aged 0 to Grade 12, and \$500 for youth up to 21 years of age with special needs.
 - This \$980 million of relief will build on the \$868 million of already provided.
- The province is investing \$8.4 million over 3 years in a crisis call diversion program within the OPP. This program will embed mental health workers in the OPP Communication Centre to provide immediate

support to individuals facing a mental health crisis, to offer referrals and to help people find and access existing services.

- **Proposal for a temporary, 20 per cent top-up to the 2021 entitlement of the CARE tax credit for all recipients**
 - The top-up would increase support by \$75 million or from about \$1,250 to about \$1,500 per family, on average, to help more than 300,000 families who are eligible for the credit with their 2021 childcare expenses
 - The government has committed to creating up to 30,000 new childcare spaces, including up to 10,000 spaces in new schools

Support - For Seniors

- In the 2020 Ontario Budget, Ontario announced the Senior's Home Safety Tax Credit for the 2021 Tax year to provide support to seniors for improvements that make their homes safer and more accessible.
- The Senior's Home Safety Tax Credit is worth 25% of up to \$10,000 in eligible expenses for a senior's principal residence in Ontario. The Tax Credit will provide approximately \$30 million in support and will benefit 27,000 seniors, including people who with senior relatives.

Support - For Students

- Ontario led the nation in investments to safely re-open schools by making an historic investment of \$1.3 billion to make resources available to boards. The Ontario government will be providing an additional \$381 million through the Federal Safe Return to Class Fund, including investments of \$50 million for HEPA filters and other immediate measures to optimize air quality and ventilation. This investment builds on the \$50 million that was previously announced in August 2020, as well as investments in HVAC and system improvements that will be supported by up to \$700 million through the COVID-19 Resilience stream as part of federal–provincial Investing in Canada Infrastructure Program (ICIP) funding.
- Ontario is investing \$40 million in new funding over 2 years to improve

remote learning technology. This investment will help improve connectivity within school buildings and provide innovative tools and resources to help ensure that students and teachers can seamlessly participate in remote learning due to COVID-19 and beyond.

- Ontario is investing approximately \$14 billion in capital grants over 10 years to build more schools, upgrade existing facilities, and support education-related projects. This includes \$1.4 billion in school renewal for 2021-22 School Year.
- To help address the financial challenges related to COVID-19 and to support Ontario students the government is providing an additional \$106.4 million in 2021-22 to post-secondary institutions this funding will support post secondary institutions with the greatest financial need and could be used in key areas experiencing pressures related to COVID-19 including program delivery and student financial aid

Support - For Businesses

- An additional round of support through the Ontario Small Business Support Grant will be provided
 - Small businesses who have been determined as eligible recipients of the Grant will automatically be entitled to a second payment in an amount equal to the first payment that they received
 - Through the two rounds of support (first one launched in January 2021), it is projected that the Ontario Small Business Support Grant will deliver an estimated \$3.4 billion to approximately 120,000 small businesses in Ontario
- Investing an additional \$10 million in the Digital Main Street Program in 2021-22 to help more small businesses achieve a digital transformation and serve customers online
- The new Ontario Tourism and Hospitality Small Business Support Grant, which will provide an estimated \$100 million in one-time payments of \$10,000 to \$20,000 to eligible small businesses including

hotels, motels, travel agencies, and recreational and vacation camps. *Any small business that received the Ontario Small Business Support Grant will not be eligible for this new grant.*

As always, my staff and I are here to assist and help you with any of your concerns or questions. Please feel free to contact my office at 905-569-1643 or email me at nina.tangrico@pc.ola.org for any inquiries.

For updates on COVID-19 in Ontario, please [click here](#). Moreover, please feel free to reach my office for congratulatory certificates, anniversary scrolls, or birthday scrolls.

In the meantime, please stay safe.

Sincerely,

Nina Tangri

Member of Provincial Parliament

Mississauga-Streetsville

Nina Tangri MPP

<http://www.ninatangri.ca/>

[Read the 2021 Budget \(PDF\)](#)

ninatangri · Canada

This email was sent to nando.iannicca@peelregion.ca. To stop receiving emails, [click here](#). You can also keep up with Nina Tangri MPP on [Twitter](#) or [Facebook](#).

Created with [NationBuilder](#), software for leaders.

April 12 2021

This is a letter to both the Brampton Council and Peel Council about a tribute to Bill Davis for his accomplishments as a politician and his fine service as the most outstanding citizen in Peel. I talked to Bill on November 28 2020 about the idea of this recognition and he modestly agreed saying "yes but don't make a big fuss about it."

Next I talked to a Peel artist/sculptist to help me with the conceptual design and complete costing. When we were finished she said she would love to undertake the project at a modest cost. You could see one of her works at Holland Christian Homes on the front lawn in Brampton. Steve Paikin of T.V.O. recently wrote a book titled "Bill Davis". He agreed to help select the suitable words for the base of the sculpture to be on the four bronze plaques on a granite plynth, and to supply photos of Bill (when he was the age of Premier) to the artist.

The next step was to see if I could get some political support from the City of Brampton and the Region of Peel. Both Mayor Patrick Brown and Regional Chair Nando Iannicca were immediately enthusiastic. They both said they would go to their respective councils and would ask them to provide one hundred thousand dollars for the statue and surrounding installations. As an insurance I talked to Lisa McLeod our Ontario Heritage Minister. She said "when the funding cycle opens again that P.A.M.A. should apply for a grant and the Province would look favourably."

You can see time is slipping away with lots of encouragement but little action! The Regional staff are preparing a report because there is no precise "policy" about giving specific recognition to politicians or citizens in Peel and how the costs should be shared by the municipalities. I certainly hope this report will come to Regional Council this April 22nd. To date I do not believe there is a Council resolution from the City of Brampton to allocate their share of funding.

- There are many other details upon which to reach agreements before proceeding:
- approximate height of the monument.
 - pose of Bill Davis (standing or sitting)
 - any symbol included, like a Brampton Rose or Ontario Trillium
 - location of the statue, night lighting and photo security
 - granite plinth
 - selection of the artist
 - wording on the plaques & author of the script
 - will Art cast of Georgetown be the company asked to do the casting and four plaques (Art cast is nationally recognized eg having done the Terry Fox monument on the Trans Canada Hwy)
 - Is the Main Street front lawn of the Old Peel Court House a suitable location? (Bill Davis has expressed that is his choice.)
 - will P.A.M.A. staff supervise the bank account, the deposit to Art cast, the request for a grant to Ontario Ministry of Heritage, pay the bills and organize a public unveiling of the statue?

You can see such an undertaking has many details and I am sure I have not listed all of them. I will volunteer my services if there is any role I can play to encourage the successful completion along the path of this recognition for Premier Bill Davis - Beels' most accomplished personality and politician.

Personal regards,

Peter Robertson M.Ed.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Rahul Mehta [REDACTED]
Sent: April 22, 2021 8:45 AM
To: Jones, Jill <jill.jones@peelregion.ca>
Cc: Gill, Harjit <Harjit.Gill@peelregion.ca>
Subject: Re: Deputation on 10.1 at Regional Council

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

Good morning Jill,

I would appreciate forwarding my below email comments to Council for their consideration.

Dear Members of Regional Council,

Today is Earth Day. An opportunity to reflect, restore and renew efforts to tackle the greatest crisis humanity has ever faced, and which we have imposed onto millions of species without a voice - climate change. We face a crisis with parallels right now, too - COVID-19 which, sadly, has become more devastating than ever, during this third wave. The parallels are both in the actions we have taken, the solutions we know, and the dramatic and repeated ways in which we have failed.

We know what to do, we just keep failing to do it.

Today is Earth Day. Today, Regional Council receives the [2020-2030 Climate Change Master Plan: 2020 Annual Progress Report](#), where they will be shown areas of progress, stagnation and significant failure - "The Region is making progress but needs to accelerate action".

In my brief comments here, I wish to reflect on this report and recommend some next steps, both as a resident, long-time engaged citizen (you don't make it easy for young, BIPOC individuals, but I am engaged nonetheless) in public consultations, a citizen researcher and the founder of a small advocacy group, known as Sustainable Mississauga. Below, I have outlined some thematic areas with questions/comments for the Regional Council to consider.

Accountability:

- With the most recent data available, the Region is not only failing to meet GHG reduction targets but is going in the opposite direction.
- What were the planned areas of GHG reduction each year, how and where are they being directly measured as "Action A translates into reduction B" and why did these actions/reductions not take place? The report cards do not provide these explanations in numbers for what actions must be taken to change course right now.
- Who is responsible for actions not taken or incomplete, and what will be done to ensure we get back on track in the future - who is held accountable?
- Is Council prepared to challenge themselves, and forego a Regional salary until annual targets in the CCMP are met? If not, why not? How will Council face their privilege and their inability to meet their own targets. How will they hold themselves accountable for the climate harm caused broadly for every target we miss?

Transparency:

- Why was there no "annual climate-related finance disclosure report" this year (action under "Monitor and Report") and why has no explanation been given?
- What efforts has the Region made to make all data available in regards to our climate planning, evaluation and implementation easily accessible to the public, such as in an open data portal?
-

Equity:

- There is no mention - why not?

Justice:

- There is no mention - why not?

Investment:

- No clear plan has been provided on how the existing and future necessary (including new actions, see "Reality" below) will be funded. There does not appear to be any immediate plan to actually allocate the minimum funding (measured in 100s of millions of dollars) to complete the actions in this 10-year plan. So, when will we make a concrete plan, how will we fund it, and where will new revenues come necessary to balance the budget? This isn't a question of "if" but "how" and with what ambition? Massive savings are clearly understood to come from broad climate actions as well as small improvements, retrofits and upgrades in how we power, design, consume and waste in our different sectors. We need to make the costs and benefits clear to the public, now.

Low-hanging fruit:

- Electrification of transit, cheap and simple BRT on all Regional Roads, Compost stations in every government building, repair hubs in every Community Centre and Library, dense affordable housing at every transit station, an e-bike rebate program for Regional residents, a region-wide bikeshare program, a green and solar roof mandate for every government property, urban farming corridors and rooftops across the Region, geothermal heating and Lake Ontario district cooling for entire neighbourhoods - these are all VERY cheap and VERY doable actions, today. None are proposed within this ten year plan, even though they pay for themselves. Why?

Reality:

- We are in a climate emergency and, as someone who spends far too much time researching the costs, benefits, impacts and solutions to climate change, the writing is nearly on the wall. The present situation, and the trends, far exceed (far, exceed) any measure we have noted for what we anticipate future climate impacts to be. If 2020 is any indication, we are not only completely unprepared for disaster and concerted individual and collective government action, but we are unaware of just how much work needs to be done. Even a global pandemic, shutting down industry and some of the biggest polluters all over the world, barely made a dent in global emissions. Climate change raged on, especially in the Arctic, breaking more records and leaving more people stressed, displaced and their lives in ruin than any model could predict. The rate of

warming and extreme events, in addition to their cost, has exceeded all forecasts, yet here we are. When are we going to treat this issue like the emergency it is.

- Our ambition needs to be increased - it needs to be doubled. Reflect on recent achievements in the UK and US, and their new ambitions, and step up to the plate..

I appreciate your consideration of my comments... I urge you to reflect, restore and renew efforts to tackle the greatest crisis humanity has ever faced. This is not our crisis alone, but it is up to us to show the greatest leadership possible, living at a crossroads, and with enormous privilege. Your actions and inactions carry an enormous burden or relief on many generations to come, and I will make sure that the public is well aware of just how seriously you treat this issue, for which most of you will bear a minimal impact. We are not here to make friends and play nice - we are here to solve climate change and build a more just and sustainable world. If anyone on this Council is unwilling to treat this as the emergency it is, they need to make space for someone who will.

Sincerely,

Rahul Mehta

REPORT TITLE: Extension of TransHelp Service Contracts – Document 2016-061T

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

That the current TransHelp Service Contracts (Document 2016-061T) for the supply of Accessible Transportation Services, between the Region of Peel and A Black Cab, All Star Taxi, Brampton Accessible Taxi, Blue & White Taxi, Burt Transportation Service, CANES Community Care, Supertrans Logistics Ltd., Tor Taxi, and Wheelchair Accessible, be extended 12 months beginning June 20, 2021, in the estimated amount of \$7,500,000 (excluding applicable taxes), in accordance with Procurement By-law 30-2018, as amended;

And further, that approval be granted to extend the contract for one additional 12-month period in 2022 to 2023, based on satisfactory services, performance, and pricing, in accordance with Procurement By-law 30-2018, as amended;

And further, that authority be given to increase quantities on an as required basis to the extent of approved budget availability for this and subsequent contract periods, to satisfy the passenger demand needs of TransHelp, based on satisfactory price, performance and service.

REPORT HIGHLIGHTS

- The current vendors supplying Accessible Transportation Services to the Region are well versed in TransHelp policies and procedures and have invested in personal protective equipment in compliance with health protocols to ensure the safety of our passengers during the pandemic.
- TransHelp passengers have a strong rapport with current vendors and will experience less stress knowing a consistent level of service will continue to be maintained during these unprecedented times.
- Under current COVID-19 restrictions, it may not be practicable to appropriately onboard and train new vendors at this time.
- Extending the current contract with existing vendors makes sense until a post-pandemic recovery phase begins.
- In accordance with Procurement By-law 30-2018, as amended, Section 5.5.2, and approval authorities outlined in Procurement Procedure F35-05 Purchase Orders and Vendor Contracts, the process to extend the service contract requires Regional Council approval.

DISCUSSION

1. Background

TransHelp provides services to residents using a combination of its own buses and contracted vehicles. Contracted services make up approximately 70 per cent of TransHelp's overall trip delivery. The Region of Peel issued a Request for Tender Document 2016-061T, where all vendors who met the mandatory requirements were subsequently awarded the contract. The Contract successfully secured a roster of qualified vendors to provide accessible transportation services, on an as required basis, based on the needs of TransHelp passengers.

The following nine vendors are currently active and providing accessible transportation services under this contract:

- A Black Cab
- All Star Taxi
- Brampton Accessible Taxi
- Blue & White Taxi
- Burt Transportation Service
- CANES Community Care
- Supertrans Logistics Ltd
- Tor Taxi
- Wheelchair Accessible

A significant portion of the TransHelp operating budget is allocated to contracted services. In 2019 the total amount paid to vendors was \$12.8M. In 2020, due to a sharp decline in trip demand, related to COVID-19, spending on contracts totaled just \$5.4M. It is expected that TransHelp will continue to rely on contracted vendors to deliver the largest share of TransHelp trips once demand rebounds. As a result, spending on these contracts will also increase.

This is the final year of the contract which ends June 19, 2021. Under normal circumstances a new competitive procurement process would be initiated to contract the accessible transportation services to a roster of qualified vendors. Upon award of a new contract, the onboarding and training of new vendors would begin.

2. Service Delivery During the Pandemic

During the COVID-19 pandemic, TransHelp like many transit services, has experienced a reduction in passenger volumes. In 2020, TransHelp trips decreased by approximately 65 per cent. Although much remains uncertain, it is expected the lower demand for trips will continue through 2021 but will likely rebound in 2022.

At the onset of the pandemic many changes were made to prioritize the health and safety of our staff and passengers who continued using the service. These changes include implementation of:

- Personal Protective Equipment (PPE)
- Increased cleaning of equipment and vehicles
- Active passenger screening protocols when booking and before boarding
- Reduced passenger capacity on vehicles to ensure social distancing

Extension of TransHelp Service Contracts – Document 2016-061T

The vendors who provide service to the passengers under this contract have played a vital role in ensuring that TransHelp continued delivering high quality services during the pandemic. Throughout these unprecedented times, the vendors have continued their commitment to providing safe transportation despite significantly reduced trip volumes and revenues. The vendors have taken extra precautions to guarantee the safety of their own employees and TransHelp passengers. Extending the current contract to these vendors will allow the Region to continue providing uninterrupted service to TransHelp passengers while reducing stress and disruption during the pandemic.

Current vendors are well versed in TransHelp policies and procedures and have invested in PPE in compliance with health protocols to ensure the safety of TransHelp passengers. Training new vendors with current safety measures would be difficult and would require significantly more time. The onboarding of new vendors requires in-person training and orientation. Current COVID-19 restrictions would make the process of onboarding new vendors difficult to manage safely in addition to risking service quality for our passengers.

3. Proposed Direction

The learning curve for new vendors can be several months to more than a year. Under the current COVID-19 restrictions, the amount of in-person training that is necessary for new vendors would be difficult to complete while ensuring the high-quality service TransHelp passengers have come to expect and deserve. As such, extending the current contract with existing vendors makes sense until a post-pandemic recovery phase begins.

In accordance with Procurement By-law 30-2018, Section 5.5.2, and approval authorities outlined in Procurement Procedure F35-05 Purchase Orders and Vendor Contracts, the process to extend the service contract requires Regional Council approval.

RISK CONSIDERATIONS

Although vendors currently under contract are not obligated to agree to an extension, TransHelp management met with them during the month of March to discuss the possibility of an extension, should the recommendation be approved by Regional Council. All the vendors indicated a willingness to continue with the current contract.

There is much uncertainty about when a post-pandemic recovery might occur. Issuing a new tender at a time when trip volumes are temporarily lower may result in higher pricing that could have unintended budget implications. Furthermore, onboarding new vendors during the pandemic could result in an increase of passenger dissatisfaction, stress, and anxiety.

FINANCIAL IMPLICATIONS

Funding is available in the TransHelp services operating Budget.

For further information regarding this report, please contact Mark Castro, Director, TransHelp, Ext. 6850, mark.castro@peelregion.ca.

Extension of TransHelp Service Contracts – Document 2016-061T

Authored By: Anna Mammone, Supervisor, Operations

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director, Financial Support Unit, Legal Services and Procurement.

For Information

REPORT TITLE: Curbside Waste Collection Contractors' Performance in 2020

FROM: Kealy Dedman, Commissioner of Public Works

OBJECTIVE

To provide Regional Council with information on the curbside waste collection contractors' performance in 2020.

REPORT HIGHLIGHTS

- Emterra Environmental (Emterra) collects waste from approximately two-thirds of the Region of Peel's curbside customers and Waste Connections of Canada Inc. (Waste Connections) collects from approximately one-third.
 - In response to the COVID-19 pandemic, the Region of Peel and the collection contractors put emergency response plans and preventive measures in place to ensure that essential waste collection services continued for Peel residents.
 - To ensure continuous improvement, both contractors set aggressive targets to reduce late and missed collections each year.
 - In 2020, notwithstanding the challenges presented by the pandemic, Emterra and Waste Connections have demonstrated an overall improvement in their performance and both contractors achieved a good level of service.
 - Staff continues to monitor and review the performance metrics with both collection contractors, to improve daily operations and ensure a good level of service.
-

DISCUSSION

1. Background

On January 4, 2016, Emterra Environmental (Emterra) and Waste Connections of Canada Inc. (Waste Connections) began curbside waste collection services within the Region of Peel. The contracts expire on September 29, 2024, with options to extend for two additional 12-month terms. Emterra is responsible for collection services in the North and Southwest collection zones, servicing approximately 65 per cent of homes. Waste Connections is responsible for collection services in the Southeast collection zone, servicing approximately 35 per cent of homes. A collection zone map is included as Appendix I.

At the Region of Peel's request, to ensure continuous improvement, the contractors set aggressive targets (monthly and year-over-year) to improve their performance and contract compliance in 2019 and 2020 compared to previous years. Each month, staff review performance metrics with both collection contractors in an effort to improve daily operations and provide all of Peel's residents with a good standard level of service. The parties discuss

Curbside Waste Collection Contractors' Performance in 2020

issues that may have hindered the contractor's achievement of their targets, determine if any additional support is needed from the Region, and identify next steps for improved performance moving forward.

This report provides information on the curbside collection contractors' performance in 2020.

2. COVID-19 Impacts on Waste Collection Programs, Services and Operations

In response to COVID-19, the Region of Peel and the collection contractors put emergency response plans and preventive measures in place to ensure the safety of the public and workers, and to maintain Peel's essential waste services for the long-term. The Region temporarily adjusted the following curbside waste collection services:

- Cancellation of the spring battery collection event in April 2020;
- Cancellation of the spring, fall and winter garbage exemption periods in June 2020, September 2020 and January/February 2021;
- Suspension of bulky item collection (reinstated as of June 29, 2020);
- Suspension of cart exchanges (reinstated as of July 6, 2020); and,
- Allowance for residents to place two bags of excess garbage without bag tags at the curb for collection (discontinued on February 8, 2021).

Despite increases in tonnages collected of 11 per cent for organics, five per cent for garbage and five per cent for recycling in 2020 compared to 2019 and modified collection practices to ensure the safety of workers and residents, both contractors continue to provide a good level of service to Peel's residents, as described in section 3 below. Additional details of the tonnages collected by Emterra and Waste Connections in 2020 compared to 2019 are included in Appendix II.

At the request of Regional Council, commendation letters were sent to the Region's waste collection contractors in May and September 2020, thanking them for their outstanding efforts during COVID-19.

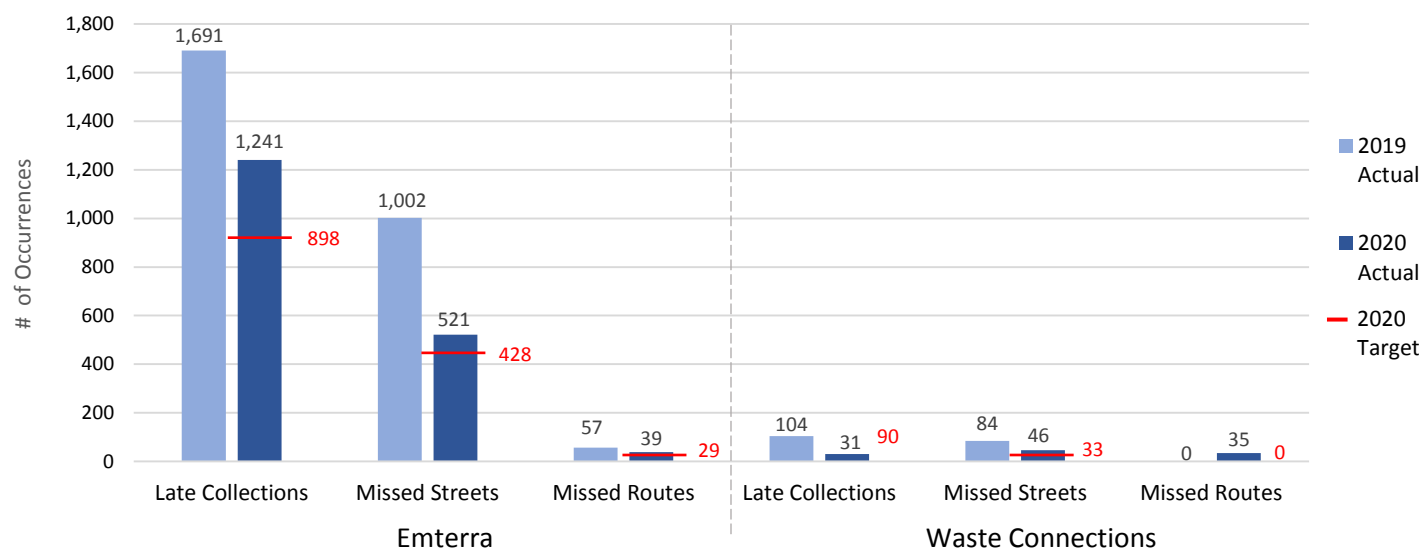
3. Performance Updates

The collection contracts require that all waste be collected by 6:00 pm. If waste is collected after 6:00 p.m., it is considered a late collection. If it is not collected on the scheduled collection day, it is considered a missed collection. Liquidated damages are applied for late and missed collections.

Graph 2 below shows the 2020 targets and actual occurrences of late collections, missed streets, and missed routes by collection contractor for 2019 and 2020.

Curbside Waste Collection Contractors' Performance in 2020

Graph 2 – Emterra and Waste Connections Late and Missed Collections, 2019 and 2020



Although the contractors do not always meet their targets each month, overall, they continue to make improvements in their service delivery year-over-year. This is especially impressive in 2020 due to COVID-19. Emterra continues to make significant improvements in the provision of their waste collection services, however, the order of magnitude in their late and missed collections exceeds that of Waste Connections, as shown above.

At the onset of COVID-19 in March and April 2020, the collection contractors' typical operations were impacted due to modified collection practices to ensure the safety of workers and residents. Additionally, there were considerable peaks in the tonnes set out for collection as a result of residents being required to stay home, causing more home and garden clean-ups, as well as the unanticipated early arrival of the yard waste season. In March 2020, tonnages increased for garbage, recycling, organics and yard waste by 18 per cent, 14 per cent, 23 per cent and 498 per cent respectively compared to March 2019. Understandably, the unprecedented situation contributed to an increase in late and missed collections while the contractors adapted to unanticipated operational impacts. There was another spike in late and missed collections by both contractors during the first two weeks of November 2020, which were the heaviest yard waste tonnage collection weeks in the fall. Again, this was understandable.

Despite the challenges, Emterra and Waste Connections were still able to significantly improve service levels in 2020 compared to 2019, with reductions in the number of late collections of 27 per cent and 70 per cent respectively and reductions of missed collections of 48 per cent and 45 per cent respectively.

Given the extraordinary circumstances of COVID-19 and the contractors' performance, where best efforts are being made to complete collections each day with no major service interruptions, all liquidated damages incurred from March to December 2020 have been waived for late and missed collections, in the amount of \$302,800 for Emterra and \$42,150 for Waste Connections.

Curbside Waste Collection Contractors' Performance in 2020

CONCLUSION

In 2020, Emterra Environmental and Waste Connections of Canada Inc. have demonstrated an overall improvement in their performance, notwithstanding the added challenges posed by COVID-19. The persistent and proactive efforts taken to improve daily operations are helping to ensure that all of Peel's residents receive a good level of service.

Staff will provide an update on the contractors' 2021 performance in 2022.

APPENDICES

Appendix I - Curbside Waste Collection Zone Map

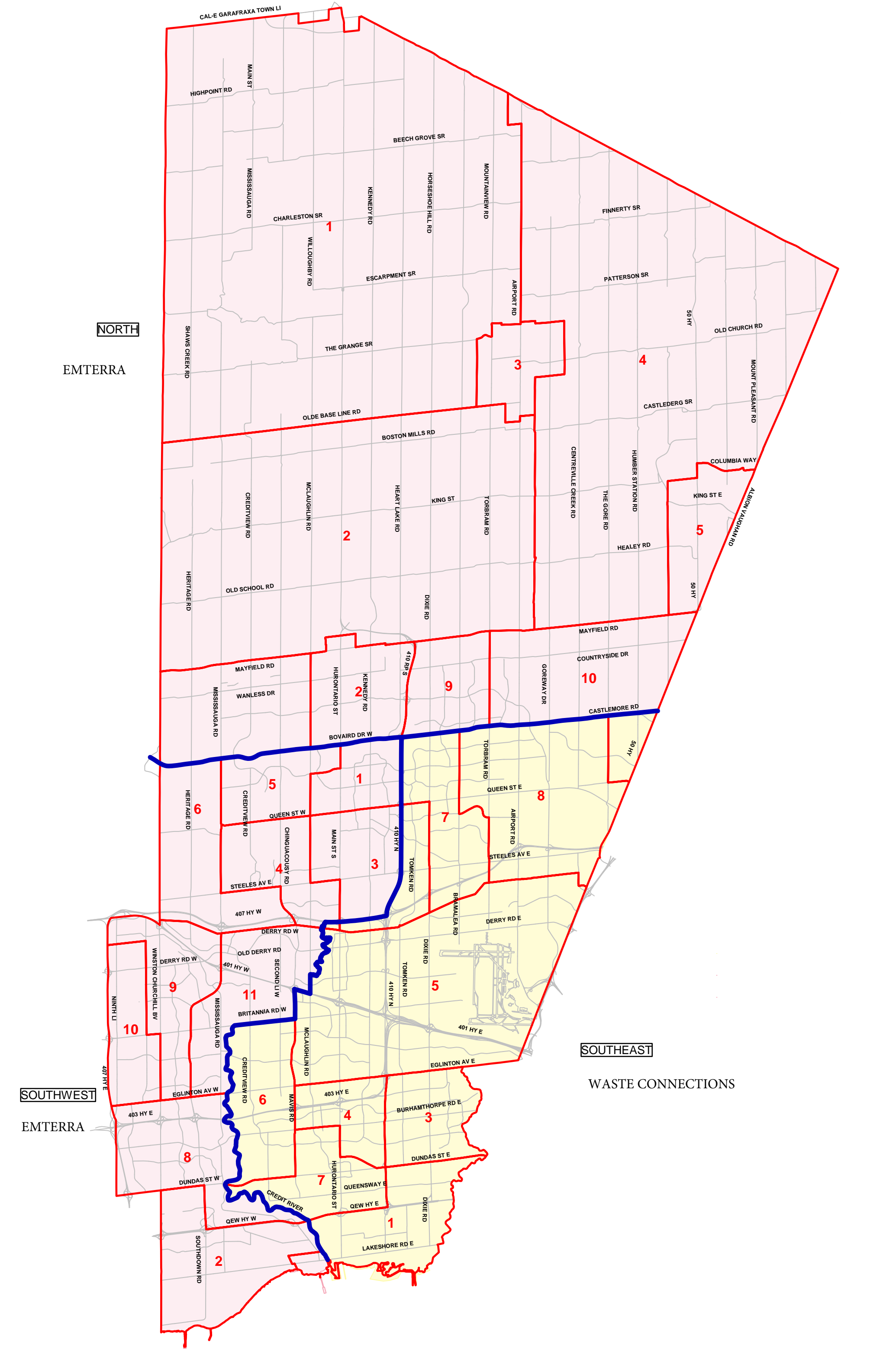
Appendix II - Curbside Tonnages, 2019 and 2020

For further information regarding this report, please contact Norman Lee, Director, Waste Management, Ext. 4703, norman.lee@peelregion.ca.

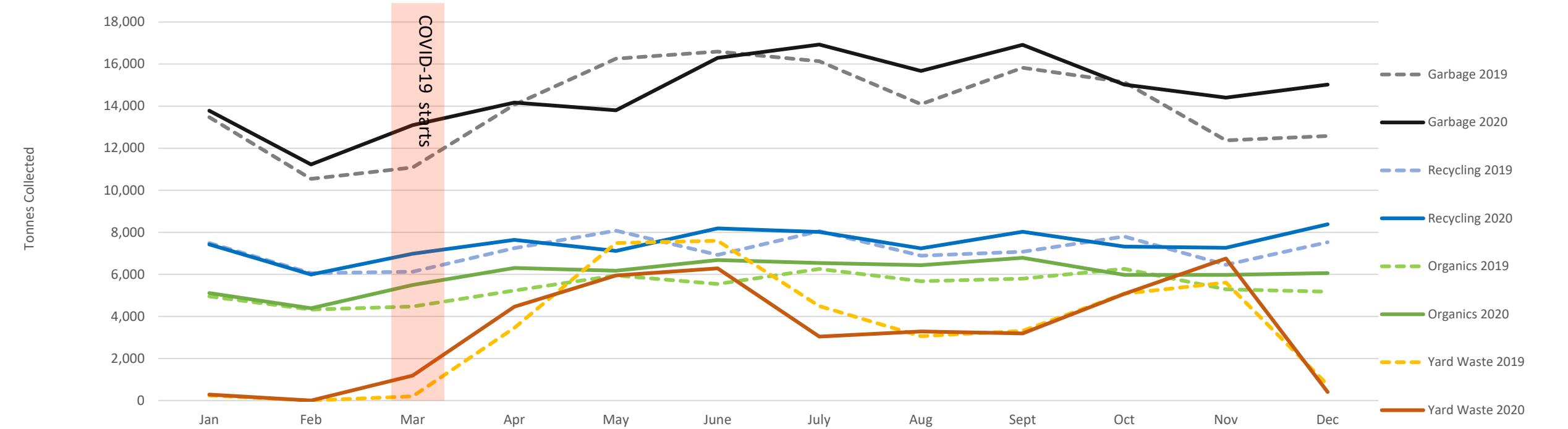
Authored By: Andrea Ivanovs, Advisor, Waste Collection

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director, Financial Support Unit, Legal Services and Procurement.



Curbside Waste Collection Contractors' Performance in 2020
Appendix II - Curbside Tonnages, 2019 and 2020



Tonnages	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Garbage 2019	13,470.81	10,540.88	11,083.14	14,066.31	16,253.36	16,592.85	16,138.12	14,096.20	15,826.06	15,136.54	12,369.31	12,576.73	168,150.31
Garbage 2020	13,781.17	11,226.69	13,094.98	14,164.01	13,800.83	16,293.43	16,928.29	15,670.66	16,913.22	15,022.30	14,405.49	15,025.39	176,326.46
Difference	310.36	685.81	2,011.84	97.70	- 2,452.53	- 299.42	790.17	1,574.46	1,087.16	- 114.24	2,036.18	2,448.66	8,176.15
Recycling 2019	7,487.51	6,056.96	6,128.70	7,245.01	8,078.14	6,924.96	8,053.60	6,890.91	7,075.35	7,804.52	6,454.20	7,530.96	85,730.82
Recycling 2020	7,425.80	5,993.02	6,982.37	7,639.69	7,116.93	8,189.29	8,012.31	7,239.46	8,022.18	7,323.40	7,264.01	8,381.04	89,589.50
Difference	- 61.71	- 63.94	853.67	394.68	- 961.21	1,264.33	- 41.29	348.55	946.83	- 481.12	809.81	850.08	3,858.68
Organics 2019	4,947.13	4,326.96	4,467.41	5,228.59	5,947.77	5,545.38	6,257.50	5,678.50	5,800.75	6,261.70	5,289.29	5,172.59	64,923.57
Organics 2020	5,107.31	4,389.48	5,494.26	6,301.06	6,173.38	6,678.54	6,535.39	6,440.39	6,786.99	5,976.22	5,976.27	6,060.13	71,919.42
Difference	160.18	62.52	1,026.85	1,072.47	225.61	1,133.16	277.89	761.89	986.24	- 285.48	686.98	887.54	6,995.85
Yard Waste 2019	236.95	-	198.02	3,457.35	7,488.14	7,598.93	4,490.81	3,063.70	3,310.26	5,085.87	5,607.20	744.33	41,281.56
Yard Waste 2020	280.26	-	1,184.20	4,460.87	5,945.14	6,286.96	3,044.58	3,283.38	3,193.87	5,071.36	6,753.88	405.48	39,909.98
Difference	43.31	-	986.18	1,003.52	- 1,543.00	- 1,311.97	- 1,446.23	219.68	- 116.39	- 14.51	1,146.68	- 338.85	- 1,371.58



THE REGIONAL MUNICIPALITY OF PEEL
WASTE MANAGEMENT STRATEGIC ADVISORY COMMITTEE
MINUTES

Members Present:	P. Fortini N. Iannicca J. Innis	M. Mahoney K. Ras R. Starr
Members Absent:	D. Damerla G.S. Dhillon	I. Sinclair
Staff Present	K. Dedman, Commissioner of Public Works K. Lockyer, Interim Commissioner of Corporate Services P. Caza, Acting Regional Solicitor J. Pittini, Acting Commissioner of Finance and Chief Financial Officer N. Lee, Director of Waste Management	A. Adams, Deputy Clerk and Acting Director of Clerk's C. Thomson, Deputy Clerk and Manager of Legislative Services S. Jurrius, Committee Clerk R. Khan, Legislative Technical Coordinator S. MacGregor, Legislative Technical Coordinator

1. CALL TO ORDER

Councillor Starr, Committee Chair, called the Waste Management Strategic Advisory Committee meeting to order on April 1, 2021 at 9:30 a.m., in the Council Chambers, Regional Administrative Headquarters, 10 Peel Centre Drive.

Other Regional Councillors Present: P. Saito; A. Thompson

Regional Chair Iannicca departed at 10:45 a.m., due to other municipal business

Councillor Starr introduced and welcomed Kealy Dedman as the new Commissioner of Public Works.

3. APPROVAL OF AGENDA

RECOMMENDATION WMSAC-6-2021:

That the agenda for the April 1, 2021 Waste Management Strategic Advisory Committee meeting, be approved.

4. DELEGATIONS

Nil.

5. REPORTS

5.1 Townhouse Waste Collection Options

Presentation by Norman Lee, Director, Waste Management

Received

RECOMMENDATION WMSAC-7-2021:

That the following Townhouse Waste Collection Options be approved and presented to townhouse residents, Board of Directors and/or Property Managers:

- *Option 1a - Cart-based garbage and recycling collection with choice of 120, 240 and 360 litre carts and cart-based organics collection with a 100 litre cart;*
- *Option 1b - Cart-based garbage and recycling collection with choice of 120, 240 and 360 litre carts and cart-based organics collection with a smaller 46-80 litre cart;*
- *Option 2a – Cart-based garbage collection with choice of 120, 240 and 360 litre carts, bag-based recycling collection and cart-based organics collection with a 100 litre cart;*
- *Option 2b – Cart-based garbage collection with choice of 120, 240 and 360 litre carts bag-based recycling collection and cart-based organics collection with a smaller 46-80 litre cart;*

And further, that in townhouse complexes where Options 1a, 1b, 2a and 2b are not feasible, Townhouse Waste Collection Option 3, where all units in the complex purchase and use bags for garbage and recycling; and, use a single (consistent) cart size for organics (100 litre cart or a smaller 46-80 litre cart), be approved and presented to townhouse residents, Board of Directors and/or Property Managers;

And further, that the following revised three-step consultation plan to inform townhouse residents, Boards of Directors and/or Property Managers of the waste collection service options and to confirm their preferred option, be approved:

- *Step 1 – Engage the Board of Directors to understand their decision-making process at the complex;*
- *Step 2 – Engage the residents to explain the options available for the complex to allow for an informed decision by the complex;*
- *Step 3 – Work with each resident to select garbage and recycling cart sizes and prepare for transition;*

And further, that staff report back to a future Waste Management Strategic Advisory Committee on the consultation materials for Step 2 of the three-step consultation prior to distribution to townhouse residents, Boards of Directors and/or Property Managers, which are to include:

- *a clear explanation that the townhouse boards and property management makes the final decision for their respective townhouse complexes, not the Region of Peel;*
- *options available to the townhouse complex and the advantages and disadvantages of each option;*
- *clarification on the implementation timelines for the townhouses waste collection options and its alignment with the new waste collection contract anticipated to commence in 2024; and,*
- *an education component on the transition of the Blue Box Program to full producer responsibility;*

And further, that the timing of the implementation of the new townhouse waste collection options be as follows:

- *Option 1a to be implemented at townhouse complexes following selection of option and cart sizes, in accordance with the selection process described in the report of the Commissioner of Public Works, titled "Townhouse Waste Collection Options" and the presentation of the Director of Waste Management titled "Update on Townhouse Waste Collection Options", listed on the April 1, 2021 Waste Management Strategic Advisory Committee agenda;*
- *Options 1b, 2a, 2b and 3 to be implemented at townhouse complexes following selection of option and cart sizes, in accordance with the selection process described in the subject report and subject presentation, subject to successful price negotiations with the Region of Peel's cart suppliers and collection contractors, failing which, Options 1b, 2a, 2b and 3 would be implemented at the start of the new curbside collection contracts, anticipated to commence in 2024;*

And further, that townhouse complexes that have already been converted to carts remain on cart-based collection until the new waste collection contract anticipated to commence in 2024.

Norman Lee, Director of Waste Management, provided an overview of the criteria for assessment, the advantages and disadvantages, and implementation timelines related to the suite of options for townhouse waste collection.

Norman Lee stated that the Committee's endorsement is required for the following three-step revised consultation plan to inform townhouse residents, Boards of Directors and/or Property Managers of the waste collection service options:

- Step 1 – Engage the Board of Directors to understand the decision-making process at the complex.
- Step 2 – Engage the residents to explain the options available for the complex.

- Step 3 – Work with each resident to select cart sizes and prepare for transition.

Members of the Committee and other Regional Councillors present discussed and raised questions regarding: the implications of the decisions and rules of townhouse boards of directors or property management on waste collection options; municipal property standards; direct engagement with the residents on townhouse waste collection options; a potential tool kit to educate residents on options and benefits of waste diversion; a threshold to help determine which option would be fully supported by the residents from the townhouse complexes; the inclusion of an education component regarding the transition of the Blue Box Program to full producer responsibility; the impact of COVID-19 restrictions on staffing resources, community education and outreach; the consultation materials for the three-step consultation plan for Committee's consideration prior to Regional Council's approval; the waste diversion targets of the Region of Peel; and the timing of the new waste collection contract anticipated to commence in 2024.

Councillor Saito noted the importance of direct consultation with residents on waste collection options for all townhouse complexes in the Region. She stated that convenience and ease of use afforded to consumers for waste collection options would encourage greater resident participation and help to meet the Region's diversion target rates.

Councillor Mahoney requested that the communication plan provide a clear explanation that the townhouse boards and property management makes the final decision for their respective townhouse complexes, not the Region of Peel. The communication plan should also clarify that the implementation timelines for the townhouses waste collection options align with the new waste collection contract anticipated to commence in 2024. He suggested that the Ward Councillors be included in the meetings with the townhouse board and/or property management.

Councillor Fortini stated that he continues to receive concerns from his constituents regarding their preference to use carts at townhouse complexes and concerns that decisions are made at townhouse complexes by the condominium management.

Councillor Mahoney requested that staff report back to a future meeting of the Waste Management Strategic Advisory Committee with information on the consultation materials for the three-step communication plan for townhouse waste collection options to be provided to residents.

5.2 Heart Lake Community Recycling Centre Operations

RECOMMENDATION WMSAC-8-2021:

That operation of the Heart Lake Community Recycling Centre (Heart Lake CRC) be brought in-house to be operated by Regional staff effective April 1, 2022, as described in the report of the Interim Commissioner of Public Works, listed on the April 1, 2021 Waste Management Strategic Advisory Committee agenda, titled "Heart Lake Community Recycling Centre Operations";

And further, that 27 new staffing positions for in-house operation of the Heart

Lake CRC, as described in the subject report, be approved in advance of the 2022 budget with staff training beginning in March 2022;

And further, that funding for the purchase of new equipment for in-house operation of the Heart Lake CRC in the amount of \$1.4 million be set up under Capital Project 21-6570, financed from the Tax Rate Stabilization Reserve;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to increase the value or extend the term of existing contracts or award new contracts, on a direct negotiation basis or otherwise, on business terms acceptable to the Director of Waste Management and on legal terms satisfactory to the Regional Solicitor, in order to carry out the direction of this report for the Heart Lake CRC, subject to the limit of the program's approved budget and notwithstanding the requirements of Part V of the Procurement By-law 30-2018, as amended;

And further, that where the authority conferred or delegated is to be exercised other than in accordance with Part V of the Procurement By-law 30-2018, as amended, Council states that pursuant to sections 3.1 and 3.2 of the subject by-law, as a matter of public record, it is satisfied that procuring in such manner is necessary in the public interest to ensure a seamless and uninterrupted transition from the current operator of the Heart Lake CRC to Regional staff.

Norman Lee, Director of Waste Management, highlighted the key results from staff's analysis to determine if the Region of Peel should continue to contract the operation of the Heart Lake Community Recycling Centre (CRC) or move the operation in-house in 2022, including: customer satisfaction level; performance; financial assessment; cost savings; efficiencies; and, staffing implications.

Councillor Ras indicated that moving the Heart Lake CRC operation in-house is the right direction for the Region and could help identify additional efficiencies.

5.3 Municipal Hazardous and Special Waste Transition to Full Producer Responsibility Update – Preliminary Analysis of the Draft Regulation

RECOMMENDATION WMSAC-9-2021:

That, while the Region of Peel wholeheartedly supports the transition of waste diversion programs to full producer responsibility, the Region of Peel does not support the proposed Hazardous and Special Products regulation in its current form;

And further, that the Minister of the Environment, Conservation and Parks be requested to amend the Hazardous and Special Products regulation to designate all materials captured in Phase 1, 2 and 3 of the current Municipal Hazardous and Special Waste Program;

And further, that the Minister of the Environment, Conservation and Parks be requested to meet with representatives from the Region of Peel to discuss the Region's comments and concerns regarding the proposed Hazardous and

Special Products regulation;

And further, that the comments outlined in the report of the Interim Commissioner of Public Works, listed on the April 1, 2021 Waste Management Strategic Advisory Committee agenda, titled “Municipal Hazardous and Special Waste Transition to Full Producer Responsibility Update – Preliminary Analysis of the Draft Regulation” be endorsed;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to increase the value, amend, or extend the terms of existing contracts or to award new contracts, on a direct negotiation basis or otherwise, on business terms acceptable to the Director of Waste Management and on legal terms satisfactory to the Regional Solicitor, in order to implement the new regulatory framework within the timelines contemplated by the draft regulation or such amended regulatory timelines where, in the opinion of the Commissioner of Finance and Chief Financial Officer, such timelines or other regulatory provisions are not reasonably compatible with the carrying out of a competitive procurement process, provided that, in the opinion of the Regional Solicitor such new regulatory framework is substantially in the form contemplated by the draft regulations, subject to the limit of the program’s approved budget and notwithstanding the requirements of Part V of the Procurement By-law 30-2018, as amended;

And further, that where the authority conferred or delegated is to be exercised other than in accordance with Part V of the Procurement By-law 30-2018, as amended, Council hereby states that pursuant to sections 3.1 and 3.2 of the subject by-law, as a matter of public record, it is satisfied that procurement in such manner is necessary in the public interest to ensure a seamless and uninterrupted transition from the current regulatory framework to the new one contemplated by the draft regulations;

And further, that a copy of the subject report be shared with the Minister of the Environment, Conservation and Parks, the Association of Municipalities of Ontario, and all Peel-area MPPs for their information.

Norman Lee, Director of Waste Management, summarized key points from the Ministry of the Environment, Conservation and Parks’ proposed Hazardous and Special Products Regulation (proposed Regulation). The transition of the existing Municipal Hazardous and Special Waste program to the proposed Regulation is scheduled on July 1, 2021. He provided an overview on the rationale for Peel’s comments, recommendations and concerns on the proposed Regulation. The final Hazardous and Special Products regulation is anticipated to be filed in April or May 2021.

Members of the Committee and other Regional Councillors present discussed and raised questions regarding: a potential meeting with the Minister of the Environment, Conservation and Parks to discuss the Region of Peel’s position on the proposed Regulation; concerns from producers regarding the proposed Regulation; achieving waste diversion targets in Peel; targets for oil filters and non-refillable pressurized containers; proper disposal of diesel fuels; and, a suggestion that the proposed Regulation be discussed at a future meeting of the

Association of the Municipalities of Ontario.

Councillor Innis requested that the Minister of the Environment, Conservation and Parks be requested to meet with representatives from the Region of Peel to discuss the Region's comments and concerns regarding the proposed Regulation.

5.4 Waste Collection Agreement for City of Mississauga Facilities

(For Information)

Received

Norman Lee, Director of Waste Management, stated that the Waste Collection Agreement outlines both parties' responsibilities in regard to waste management, identifies key contacts for inquiries, and commits the Region of Peel to provide the City of Mississauga with tonnage reports for corporate waste diversion tracking. The Agreement does not add any new services and Regional staff are working with the staff from City of Brampton and the Town of Caledon to develop similar agreements.

Members of the Committee discussed and raised questions regarding: mini compactors' locations; transfer stations; and, proper disposal of waste and recyclable materials.

6. COMMUNICATIONS

Nil.

7. OTHER BUSINESS

Nil.

8. IN CAMERA

Nil.

9. NEXT MEETING

Thursday, May 20, 2021
9:30 a.m. – 11:00 a.m.
Council Chamber, 5th floor
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, ON

Please forward regrets to Stephanie Jurrius, Committee Clerk, at
Stephanie.jurrius@peelregion.ca.

10. ADJOURNMENT

The meeting adjourned at 10:49 a.m.

March 4, 2021

CL 4-2021, February 25, 2021

DISTRIBUTION LIST

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RECEIVED

March 7, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Re: Schedule 6, Bill 197, *COVID-19 Economic Recovery Act, 2020*

Regional Council, at its meeting held on February 25, 2021, passed the following resolution:

WHEREAS Schedule 6 of Bill 197, COVID-19 Economic Recovery Act, 2020 considers amendments to the Environmental Assessment Act relating to municipal autonomy and the principle that municipalities can veto a development outside their municipal boundary in an adjacent municipality;

WHEREAS Bill 197 empowers multiple municipalities to 'veto' development of a landfilling site within a 3.5 km zone inside the boundary of an adjacent municipality;

WHEREAS Bill 197 establishes a dangerous precedent that could be expanded to other types of development;

WHEREAS Bill 197 compromises municipal autonomy and the authority of municipal councils to make informed decisions in the best interest of their communities and municipal taxpayers; and

WHEREAS amendments in Schedule 6 could cause conflict in the effective management of landfill sites, put significant pressure on existing landfill capacity, and threaten the economic activity associated with these sites.

NOW THEREFORE BE IT RESOLVED:

1. That while the Region of Niagara supports the Act's open-for-business approach, the municipality **CALLS** upon the Government of Ontario (Ministry of the Environment, Conservation & Parks (MOECP) to amend Bill 197, COVID-19 Economic Recovery Act, 2020, to eliminate the development approval requirement provisions from adjacent municipalities and that the 'host'

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒

municipality be empowered to render final approval for landfills within their jurisdiction;

2. That a copy of this motion **BE FORWARDED** to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local M.P.P.s., and the Association of Municipalities Ontario (AMO) and;

3. That a copy of this resolution **BE FORWARDED** to all Ontario municipalities with a request for supporting motions to be passed by respective Councils and copies of the supporting motion be forwarded to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local Members of Provincial Parliament, and the Association of Municipalities Ontario (AMO).

In accordance with the resolution, it is respectfully requested that your municipality consider passing a supporting resolution to be forwarded to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local Members of Provincial Parliament, and the Association of Municipalities Ontario (AMO).

Yours truly,



Ann-Marie Norio
Regional Clerk

CLK-C 2021-043

Distribution List:

All Municipalities in Ontario

RECEIVED

April 6, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: Sarkaria, Prabmeet <prabmeet.sarkaria@pc.ola.org>

Sent: March 24, 2021 7:55 PM

To: Sukhpal Singh <singh.sukhpal@hotmail.com>

Subject: SECOND HOSPITAL AND MEDICAL SCHOOL FOR BRAMPTON

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi,

I am excited to let you know that in today's Ontario budget, Premier Doug Ford and our government announced that Brampton will be getting its **second hospital**. Peel Memorial will no longer be a part time urgent care clinic. It will be turned into a new 24/7 inpatient wing that will turn Peel Memorial into a second hospital.

We also announced that we will be working with Ryerson University to build a **medical school** right here in Brampton.

Our government has been committed to giving Brampton its fair share and this budget builds on this important commitment.

After years of inaction under the previous Government, Brampton was left underfunded and hallway healthcare had become the norm. Premier Ford and our Government have made it clear that we are committed to protecting what matters most – health care!

I was elected to be a strong voice for Brampton within the government, and I am proud of what this budget will mean for Brampton families. Thank you for your advocacy on these issues.

If you have any questions regarding today's announcement, please email me at Prabmeet.sarkaria@pc.ola.org or call my office at 905-796-8669.

Warm regards,
Prabmeet Singh Sarkaria
MPP Brampton South

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

REPORT TITLE: Sustaining a Strong Early Years and Child Care Sector

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATIONS

That the Region of Peel (Region) continue to advocate to the provincial and federal governments for ongoing support for Peel's child care sector to address the challenges of the COVID-19 pandemic;

And further, that the Region advocate that the provincial government implement a strategy to recruit, retain and recognize Registered Early Childhood Education professionals, including wage enhancement grants for both child care and EarlyON staff;

And further, that the Region advocate that the Ministry of Education stop planned cuts to Early Years and Child Care administrative funding in 2022 to avoid service reductions for Peel families;

And further, that the Region advocate for predictable, flexible, multi-year funding to facilitate the ability to plan and budget appropriately to meet community needs.

REPORT HIGHLIGHTS

- The COVID-19 pandemic has had a significant impact on the early years and child care sector, including reduced demand for child care spaces and high turnover among Registered Early Childhood Educators.
 - A stable child care system will be a critical component of Peel's economic recovery.
 - For 2021, the Province implemented a mandatory cost share for administrative funding and a \$5.0M reduction, with a further reduction of \$3.7M estimated for 2022.
 - The ongoing cuts at a time when additional support is needed for the sector may result in a waitlist for families who require special needs services and fee subsidy and may limit the Region's ability to be responsive to community needs.
 - Advocacy in the following areas is recommended to protect the sector:
 - Ongoing funding to maintain the viability of the sector through the COVID-19 pandemic;
 - Support for the recruitment and retention of Registered Early Childhood Educators including wage enhancement grants for both child care and EarlyON staff;
 - A call to stop planned provincial cuts to Peel's funding for 2022; and,
 - Predictable, flexible, multi-year funding to facilitate the ability to plan and budget appropriately and meet community needs.
 - This advocacy will help ensure that a strong child care sector is sustained and available for children and families in Peel.
-

Sustaining a Strong Early Years and Child Care Sector

DISCUSSION

1. Background

Importance of a Strong, Stable Child Care Sector

A strong and stable child care system is key to helping parents stay in the workforce or re-enter it. If parents have access to child care, they can work, support themselves and are better able to rise out of poverty and gain confidence and greater independence.

Research has shown that for every dollar spent on early learning, return on investment yields approximately \$6 in economic benefits and this return is even greater for vulnerable children (Conference Board of Canada, 2017, Early Years Study 4, 2020). Child care is not only important for the physical, mental and social development of children – it is also a key driver of Peel's economic recovery

As highlighted in the economic update to Council on January 14, 2021, titled "Economic Impact of the Global Pandemic on Peel's Economy", Peel has been significantly affected by the COVID-19 pandemic not only in number of cases, but also the number of days in lockdown. The report also indicates that the pandemic is having a disproportionate impact on women, low-income earners, part-time workers, youth and visible minorities.

2. Discussion

a) The Impact of COVID-19 on Early Years and Child Care Sector

The COVID-19 pandemic has had a significant impact on the early years and child care sector in Peel. Over the past year, child care providers have grappled with many challenges. The pandemic has meant increased costs, reduced revenues, new health and safety protocols and a variety of staffing challenges.

Prior to the pandemic, the majority of child care centres in Peel were operating at nearly full capacity and some age groups, such as infant care, had waiting lists. Currently, on average, child care enrolment in Peel has decreased by approximately 60 per cent. Before and after school programs have been hit particularly hard, especially with the second closure from December 26, 2020 to February 16, 2021. These programs have seen a decrease of nearly 70 per cent. Providers had hoped to see these numbers rebound, but that has yet to happen.

Some parents are working from home, others have been laid off and many have lingering concerns about bringing their child to a centre with all the fear and uncertainty that comes with a pandemic. It is expected that demand will increase once the rates of COVID-19 decline, the vaccine is distributed, and people return to work or resume looking for work. Economists predict that the pandemic recovery will likely take several years. To remain viable and able to support families in the future, the child care sector will need ongoing financial support and a consistent supply of qualified professionals.

Sustaining a Strong Early Years and Child Care Sector

b) Recruitment and Retention of Registered Early Childhood Educators

The recruitment and retention of Registered Early Childhood Educators was a serious challenge for the early years and child care sector prior to the pandemic, and it is even more difficult now. Throughout the pandemic, Registered Early Childhood Educators have continued to work irregular hours, often at or a little more than minimum wage, with children who are too young to wear masks. Many of them were laid off during the first shutdown and some returned, only to face a second closure. These professionals have shown their commitment to ensuring that children continue to be safe and engaged in learning. Yet they have not received pandemic pay nor have they received public recognition for their contributions as essential workers. As a result, providers have indicated that many have left the sector and it is not clear how many will return. A recent survey of Registered Early Childhood Educators indicated that 86 per cent of respondents from Peel have experienced a higher level of stress during the pandemic and 72 per cent are considering leaving the sector.

Staff believe that a provincial and/or federal strategy is required that would include recruitment strategies, recognition and wage enhancements. In the short-term, it is important that the Province provides wage enhancement grants to both child care and also EarlyON Registered Early Childhood Educators to ensure the sector has a supply of qualified staff. It also needs to address the wage disparity that exists between school boards and child care centres. Currently the average wage for Registered Early Childhood Educators employed by school board is \$24 per hour yet for the same role in a typical child care centre the average wage (without grants) is approximately \$17 per hour even though both are funded through the Ministry of Education.

c) How the Region of Peel Has Supported Families and the Child Care Sector

Regional Early Years and Child Care staff have worked hard to support both families and child care providers throughout the pandemic. Early Years and Child Care staff collaborated with colleagues in Peel Public Health to get Emergency Child Care up and running quickly during the March 2020 lockdown and again in December 2020 when the schools and before and after school programs were closed.

When child care centres were permitted to re-open providers were faced with a myriad of new health and safety requirements and protocols. Staff helped them adapt to the new protocols, policies, personal protective equipment requirements and other changes while maintaining a nurturing and welcoming environment for children.

Over the past year, staff have hosted more than 40 service provider meetings to ensure they had the latest information about health and safety requirements and funding options. The Region has also created instructional videos, funding templates and other resources to help providers and families adapt and thrive despite the many challenges introduced by the pandemic.

d) COVID-19 Funding for Providers

Throughout the pandemic, the Region has administered provincial and federal funding to help providers remain viable. This includes Safe Restart Funding, Viability Funding and the Child Care and Early Years Re-investment Funding that was discussed in the March

Sustaining a Strong Early Years and Child Care Sector

11, 2021 Council report, titled “Additional Child Care Sector Funding for COVID-19 Expenses”. The Re-investment Funding has been extremely valuable in helping providers with additional COVID-19 expenses and the additional challenges of managing low enrolment, particularly through the recent closure of schools and before and after school programs. However, these funding supports are only available until March 31, 2021. Although, Federal support programs such as Canadian Emergency Wage Subsidy and Canadian Emergency Rent Subsidy have been extended to June 2021, it is anticipated that the need for financial support for providers in Peel will likely continue well into 2022.

Over the past year, Early Years and Child Care staff resources have supported families and providers in both the uncertain environment of an ever changing landscape, and to administer the new funding in a timely way. Unfortunately, planned cuts to funding put these resources at risk, which will limit the Region’s continued ability to support the sector.

e) Planned Provincial Funding Cuts

In 2019, the Province indicated its intent to reduce its cost share of Early Years and Child Care funding. Staff had estimated that funding for the mandatory cost-share and program administration in 2021 would be reduced by \$3.8 million. Just prior to Council’s 2021 Budget deliberations, the Province notified the Region that funding would be reduced by \$5 million. Council approved a \$1.2 million increase to the tax levy and deferred \$3.8 million of the provincial download to 2022 leveraging the one-time grant provided by the Province to support child care providers. This gave Council the opportunity to advocate to the Province to stop its download of costs to the Region and to ensure sustainable funding.

Further, reductions to the Early Years and Child Care funding are expected in 2022 as the Province plans to move forward with cutting allowable administrative costs from 10 per cent to 5 per cent. Based on current knowledge, staff anticipate these cuts will result in an additional funding reduction of \$3.7 million putting significant pressure on the ability of the Early Years and Child Care program to maintain service levels.

f) A Track Record for Continuous Improvement

Through a commitment to continuous improvement, the Early Years and Child Care division has consistently found efficiencies. In 2020 alone, the Early Years and Child Care Division realized efficiencies totaling \$2.8 million. Staff will continue with these efforts, however if the Province proceeds with planned cuts in 2022, services will be impacted and staff resources to find and implement efficiencies will be limited.

The funding reductions anticipated in 2022 will limit the ability to maintain current service levels for special needs resourcing supports and child care fee subsidy, resulting in potential waitlists for these important programs. This means that some of Peel’s most vulnerable children and families would no longer have immediate access to the supports they need, at a time when they need them the most.

Sustaining a Strong Early Years and Child Care Sector

g) Recommended Advocacy to Mitigate Risks Facing Peels Child Care Sector

To set the Peel's child care sector on a course for recovery, there are four recommended priorities for advocacy:

1. Ongoing provincial and federal funding that considers the substantial and ongoing impact the COVID-19 pandemic has had in Peel.
2. A provincial strategy for retaining Registered Early Childhood Education professional and wage enhancement grants for both child care and EarlyON staff.
3. A stop to provincial funding and administrative cuts planned for 2022.
4. Fair, predictable, flexible, multi-year funding to facilitate the ability to plan and budget appropriately and meet community needs.

NEXT STEPS

Staff are developing a plan that will include outreach to Peel MPPs and MPs and targeted advocacy at the upcoming AMO Conference in August. Staff will also develop recommendations for the federal government with regards to the National Child Care Strategy. This will provide another opportunity to support the long-term sustainability of the sector. Staff will report back to Council on these efforts later in 2021.

RISK CONSIDERATIONS

Without ongoing support from both provincial and federal governments, the long-term viability of the sector is at risk. Child care centres may close, resulting in a lack of quality child care spaces for families once the pandemic is over.

Planned provincial cuts to Regional administrative funding may have impacts on fee subsidy and special needs services and could be an additional burden on Peel taxpayers.

FINANCIAL IMPLICATIONS

In 2021, the Province reduced the Region's' Early Years and Child Care budget by \$5 million. To ease the pressure of this funding reduction, Council approved a \$1.2 million increase to the tax levy and deferred \$3.8 million of the provincial download to 2022 by leveraging a one-time grant provided by the Province.

Further reductions to the Early Years and Child Care funding are expected in 2022 because of additional planned administrative and funding cuts. Based on current knowledge, staff anticipate these cuts will result in an additional funding reduction of \$3.7 million. This would bring the total pressure due to Provincial funding cuts in Early Years and Child Care to \$7.5 million for the 2022 Budget.

Staff will keep Council updated on any changes to funding through the triannual reporting process and through the 2022 budget.

CONCLUSION

Sustaining a strong child care sector is central to the role of service system manager. Without appropriate funding and flexibility, the child care sector is at risk and therefore Peel's economic

Sustaining a Strong Early Years and Child Care Sector

recovery is also at risk. Continued advocacy to ensure that Peel's child care sector can meet community needs is critical.

For further information regarding this report, please contact Suzanne Finn, Executive Director, Community Access, Human Services, Ext. 7242, suzanne.finn@peelregion.ca.

Authored By: Alexandra Walsh, Advisor, Human Services

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Financial Support Unit.

For Information

REPORT TITLE: **Reaching Home Funding Update 2021-2024**

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To provide an update on the Region of Peel's federal Reaching Home funding allocation.

REPORT HIGHLIGHTS

- Reaching Home, Canada's Homelessness Strategy is a community-based program focused on preventing and reducing homelessness across Canada.
 - The Region of Peel has been designated as the Community Entity for Reaching Home funding, and together with the Community Advisory Board is responsible for selecting projects for funding.
 - The Region of Peel has been allocated a total of \$12,053,459 in Reaching Home base funding for April 1, 2019 to March 31, 2024.
 - For the period April 1, 2021 to March 31, 2024, the Region of Peel has approved funding for eight projects.
 - The funded projects directly align to the Reaching Home eligibility criteria and support the Transform Service Strategy of the Peel Housing and Homelessness Plan.
-

DISCUSSION

1. Background

Reaching Home: Canada's Homelessness Strategy

As highlighted to Regional Council on March 28, 2019 in a report titled "Reaching Home: Canada's Homelessness Strategy Funding", the federal government has invested \$2.2 billion in preventing homelessness over 10 years. This funding will be used to support vulnerable Canadians in maintaining safe, stable, and affordable housing, and to reduce chronic homelessness nationally by 50 per cent by 2028.

Reaching Home is a part of the National Housing Strategy; it is a community-based program with a requirement that it be administered by a Community Entity at the local level. A Community Entity is defined as a local organizing committee responsible for setting direction for addressing homelessness in their community. The Region has served as the Community Entity for federal homelessness funding since it began in 2009.

Reaching Home Funding Update 2021-2024

As the Community Entity, the Region is responsible for guiding a community planning process whereby a Community Advisory Board (Appendix I), comprised of community agencies and members, advises on funding priorities and recommended projects. On an annual basis, a workplan outlining key milestones and performance measures, must be submitted to Employment and Social Development Canada.

In December 2018, the Region of Peel was allocated a total of \$12,053,459 under Reaching Home base funding over a five-year period for April 1, 2019 to March 31, 2024. The Region of Peel's annual allocation for Reaching Home base funding is as follows:

	2019-20	2020-21	2021-22	2022-23	2023-24
Reaching Home Funding	\$1,783,340	\$1,783,340	\$2,315,170	\$2,315,170	\$2,315,170
Coordinated Access	\$141,780	\$124,780	\$124,780	\$115,955	\$115,955
*COVID-19	\$918,019				
Total Allocation	\$2,843,139	\$1,908,120	\$2,439,950	\$2,431,125	\$2,431,125

*one-time COVID-19 funding

Eligibility criteria for Reaching Home funding includes:

1. Housing Services that lead an individual or family to transition into safe, affordable, and stable housing including transitional housing, permanent supportive housing and activities associated with household set up.
2. Prevention and Shelter Diversion, including services aimed at preventing homelessness by supporting individuals and families at risk of homelessness before a crisis occurs such as financial assistance to avert eviction including rental arrears, utility costs, moving costs.
3. Client Supports, including individualized services to improve access and connection to key support structures, such as the provision of basic needs and treatment services.
4. Capital Investments which are intended to increase capacity or improve the quality of facilities that address the needs of those who are homeless or at imminent risk of homelessness.
5. Coordination of Resources and Data Collection, including activities that enable communities to deliver services in a coordinated manner and align homeless information systems to federal coordinated access requirements.

2. Funded Projects

Reaching Home directives require that the project selection process be conducted in an open, fair, and transparent manner. The Region of Peel, as the Community Entity, is responsible for soliciting project proposals, and assessing, approving, and entering into funding agreements with projects based on the recommendations of the local Community Advisory Board.

On December 22, 2020, Housing Services staff, in collaboration with the Reaching Home Community Advisory Board released applications for the Reaching Home funding fiscal period April 1, 2021 to March 31, 2024. Projects funded in fiscal periods April 1, 2019 to

Reaching Home Funding Update 2021-2024

March 31, 2020 and April 1, 2020 to March 31, 2021 were carried over from the former Homelessness Partnering Strategy funding. These projects continued to align with Reaching Home Directives.

A total of nine applications were received which were reviewed by the Community Advisory Board and Regional staff.

Of the nine applications received, eight projects met the eligibility criteria listed above and were approved. The projects include:

- I. The Governing Council of the Salvation Army in Canada: REACH Project in the amount of \$401,361 yearly for two years (April 1, 2021 to March 31, 2023). This program is a Housing First program and part of the Home for Good in Peel Collaborative which provides housing allowances and support services to high acuity chronically homeless individuals from Peel's By-Name List.
- II. Canadian Mental Health Association Peel Branch: Streets to Homes Project in the amount of \$150,000 for two years (April 1, 2021 to March 31, 2023). Streets to Homes is a Housing First program and part of the Home for Good in Peel Collaborative and provides housing allowances and support services to high acuity chronically homeless individuals from Peel's By-Name List.
- III. Our Place Peel: Peel Alliance to End Homelessness Coordinator/Analyst position in the amount of \$160,000 yearly for three years (April 1, 2021 to March 31, 2024). The Peel Alliance to End Homelessness is a group of organizations, focused on housing and homelessness. They work collaboratively to advocate for systemic change and investments, through innovative approaches, to ensure the prevention and elimination of homelessness in Peel. The Program Coordinator/Analyst will facilitate research, planning, implementation, and project management of the community wide program.
- IV. Regeneration Outreach Community: Housing Support Services project in the amount of \$303,671 for one year (April 1, 2021 to March 31, 2022). This project will focus extensively on system navigation and liaising to support individuals in accessing housing, mental health, addiction, and income supports, both in crisis and on-going circumstances. This project will also assist individuals in meeting basic needs by providing services such as food, hygiene products and clothing.
- V. Restoration and Empowerment for Social Transition (R.E.S.T.) Centre: The Bridge to Hope project in the amount of \$201,968 for one year (April 1, 2021 to March 31, 2022), with two optional 12-month terms. The Bridge of Hope program connects primarily Black youth experiencing or at-risk of homelessness with safe and stable housing provided by dedicated and well-trained host families, with the goal of transitioning them to independent living.
- VI. Punjabi Community Health Services: Housing and Support Services project in the amount of \$266,547 for one year with two optional 12-month terms. This project will assist individuals and families in finding and maintaining housing as well as employment, while empowering them to break the cycle that leads homelessness.
- VII. Centre Francophone du Grand Toronto: Housing Outreach project in the amount of \$171,296 for one year (April 1, 2021 to March 3, 2022) with two optional 12-month terms. This project seeks to support francophone individuals and families at imminent

Reaching Home Funding Update 2021-2024

risk of homelessness with services in French. The goal of the project is to connect 50 francophone families to health and social services to prevent homelessness.

- VIII. Pathways Non-Profit Housing Developments Inc. Peel: Community Support Coordinator in the amount of \$58,260 yearly for three years (April 1, 2021 to March 31, 2024). This position will act as a liaison among tenants at high risk of homelessness, landlords and community resources to help mitigate any tenancy issues and assist with housing retention.

The one application that was not approved did not provide programs that were directly tied to homelessness and homelessness prevention. At this time, there is \$236,073 in unallocated project funding remaining for the fiscal period April 1, 2021 to March 31, 2024. Unused Reaching Home funds will be utilized to address local priorities, based on input from the Community Advisory Board.

RISK IMPLICATIONS

Reaching Home funding is designed to assist those experiencing homelessness or at imminent risk of homelessness. All funding allocated to Peel helps to achieve these important outcomes. Funded agencies must submit performance reports to ensure funds are being used as intended.

FINANCIAL IMPLICATIONS

The Region of Peel has been allocated a total of \$12,053,459 in Reaching Home base funding over a five-year fiscal period, from April 1, 2019 to March 31, 2024. The 2021 Housing Support budget reflects this allocation and there are no financial implications to this report.

CONCLUSION

Reaching Home is a community-based program aimed at preventing and reducing homelessness. In December 2018, the Region of Peel was allocated a total of \$12,053,459 of Reaching Home base funding over a five-year period starting April 1, 2019 to March 31, 2024.

As the designated Reaching Home Community Entity or fund administrator, the Region of Peel has worked with the Community Advisory Board to allocate funds for fiscal period April 1, 2021 to March 31, 2024.

This funding will allow for the creation of new programs as well as maintain funding for projects aimed at reducing and preventing homelessness in Peel.

APPENDICES

Appendix I – Reaching Home Community Advisory Board Membership

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

Authored By: Marina Biesenthal, Housing Program Analyst

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director, Financial Support Unit and Legal Services.

Appendix I
Reaching Home Funding Update 2021-2024

Community Advisory Board (CAB) Membership 2021-2024

Name	Organization
Cory O’Handley	Services and Housing In the Province
Melody Watson	The Governing Council of the Salvation Army in Canada
Sharon Floyd	Embrace
Christy Upshall	Our Place Peel
Michelle Bilek	The Canadian Alliance to End Homelessness/Community Member
Oren Newson	United Way of Greater Toronto
Courtenay McGlashen	Canadian Mental Health Association-Peel Branch
Daphna Nussbaum	Peel Alliance to End Homelessness
Lisa Marie Middleton	Region of Peel

REPORT TITLE: Regional Major Office Incentives Program

FROM: Kealy Dedman, Commissioner of Public Works
Julie Pittini, Acting Commissioner of Finance and Chief Financial Officer

RECOMMENDATION

That a community improvement strategy known as the Regional Major Office Incentives Program as outlined in the joint report of the Commissioner of Public Works and Acting Commissioner of Finance and Chief Financial Officer, listed on the April 22, 2021 Regional Council agenda, titled “Regional Major Office Incentives Program”, be adopted in accordance with Section 28(7.2) of the *Planning Act*;

And further, that a new reserve titled “Major Office Incentives Program Reserve” to track and facilitate grants to support the Region of Peel’s participation in local municipal Community Improvement Plans as permitted under the Council endorsed Regional Major Office Incentives Program, be established;

And further, that a one-time transfer from the Tax Rate Stabilization to the Major Office Incentives Reserve in the amount of \$100,000 to provide seed funding for the Region’s Major Office Incentives Program, be approved;

And further, that a by-law be presented for enactment to delegate approval authority for the Regional Major Office Incentives Program administration, execution of agreements and granting of payments to the Local Municipalities to support Local Municipal Community Improvement Plans, in accordance with Section 28(7.2) of the *Planning Act*;

And further, that the Commissioner of Public Works and the Chief Planner be authorized to prepare and execute agreements on business terms satisfactory to the Chief Financial Officer and on legal terms satisfactory to the Regional Solicitor as appropriate to administer the Regional Major Office Incentives Program;

And further, that the Chief Financial Officer and the Regional Treasurer, each be authorized, pursuant to Section 28(7.2) of the *Planning Act*, to make grant payment(s) from the Major Office Incentives Program Reserve to a local municipality, in accordance with the subject by-law;

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

Regional Major Office Incentives Program

REPORT HIGHLIGHTS

- In 2020, Regional Council directed staff to explore the feasibility of establishing a Regional community improvement plan (CIP) for major office development, and ultimately it was recommended that the Region of Peel support local municipal major office employment CIPs by contributing Tax Increment Equivalent Grants (TIEG).
- Regional Council directed staff to develop detailed recommendations for establishing an office incentives program that uses TIEG, including a framework and project criteria for enabling Regional participation in local CIPs.
- Staff worked with a consultant to prepare a Major Office Incentives Program and enabling by-law with local municipal input, the key findings of which are provided within this report.
- Based on *Planning Act* legislation, the Region's incentive will function as a grant to the local municipalities who are also providing TIEG CIPs, who then provide both Regional and local grants to developments approved for the program.
- The incentive offered is a TIEG structured to provide a reimbursement of the difference between the pre- and post- development Regional property taxes, or a portion of it. This is calculated from a pre-determined percentage and declines every year for a defined period.
- In principle, the Region's grant will be a TIEG that matches the local municipal TIEG by structure.
- The proposed major office incentives program is planned to be open to receive applications for a period of five years, subject to a cap on the total gross floor area eligible for the Major Office Incentives (MOI) Program.
- The proposed Regional MOI Program By-law provides a delegated authority of grants for up to 92,903 square metres (1,000,000 square feet) of major office gross floor area and up to a grant level of approximately \$10 million over a 10-year period; this estimate is calculated based on a host of assumptions.
- A new reserve titled the "Major Office Incentives Program Reserve" will be established to track and facilitate grants with a proposed one-time transfer of \$100,000 made from the existing Tax Rate Stabilization Reserve to provide seed funding for the MOI program.
- The impacts of the COVID-19 pandemic have increased uncertainties of the viability of incentives for major office development but have also made providing incentives an even more important part of Peel's employment strategy to be responsive to community needs and provide jobs.
- Regional staff will continue to work with local municipal staff to develop detailed administrative processes, agreements, and budgeting requirements to implement the MOI Program.

DISCUSSION

1. Background

The 2017 Region of Peel Employment Strategy Discussion Paper identified strategies and recommendations to achieve Peel's employment growth projections to 2041. One of the potential strategies to be explored included consideration of incentives through a regional community improvement plan for major office employment.

On February 27, 2020, an Employment Policies and Trends Overview report was presented to Regional Council, which reaffirmed that a lack of office development has been a contributing factor in Peel not meeting employment forecasts in recent years. Regional

Regional Major Office Incentives Program

Council passed Resolution 2020-158, requesting that staff report on the feasibility of a Community Improvement Plan (CIP) for major office uses (that considers a fair distribution of financial incentives between the Region and local municipalities), consult with local municipal staff on the scope and implications of a potential CIP, and report back in the second quarter of 2020.

Since then, a state of emergency was declared in Ontario on March 17, 2020 due to the spread of the COVID-19 pandemic. The economic impact of the COVID-19 response has added to the pre-existing trends which resulted in lower-than-forecasted office development. The risks that these short- and long-term trends pose are discussed in greater detail in the Employment Trends section of this report.

Regional staff engaged N. Barry Lyon Consultants (the “Consultant”) to complete a Feasibility Assessment for a potential Regional major office CIP, and local municipal staff were consulted on the scope of work for the analysis and the report findings.

Under Subsection 28 (7.2) of the *Planning Act* Regional municipalities are permitted to allocate funds to major office projects that contribute to the incentives already offered by local municipalities, if and where local CIPs already exist. This subsection authorizes upper-tier municipalities to make grants, loans, and other incentives to lower-tier municipalities for the purposes of carrying out a local municipal community improvement plan without enactment of a Regional-level CIP. The Peel Regional Official Plan currently contains policies that would allow for a community improvement strategy to be adopted and guide the Region’s participation and support of local CIPs (Regional Official Plan policy 7.7.2.26 and 7.7.2.27).

Based on contextual and financial considerations which informed how incentives may or may not be effective for the Region, it was recommended that, rather than a Regional CIP be established or implemented, that the Region instead support and contribute to the local municipal CIPs. A number of incentive types were considered during the Feasibility Assessment, and a tax increment equivalent grant (TIEG) was determined to be the most appropriate tool.

In the report titled, “Feasibility Assessment of a Regional Major Office Employment Community Improvement Plan”, which was presented to Regional Council at its meeting on July 23, 2020, staff recommended that the Region move forward to develop an incentive program to contribute to the local municipal CIPs via TIEGs. Regional Council passed Resolution 2020-633 directing staff to report back to Council to provide detailed recommendations for establishing an office incentive program that uses TIEGs, including the framework and project criteria for enabling Regional participation in local CIPs.

Regional staff have worked with the local municipalities and the Consultant to prepare an appropriate framework for administration of the program that reflects the local context. This report is in response to Council’s direction and presents the Region’s Major Office Incentives (MOI) Program.

2. Major Office Incentives Program

Subsection 28 of the *Planning Act* provides a number of policies which guide how Regional municipalities may provide incentives for development and guide the structure of the Region’s MOI Program. The Consultant prepared a report titled, “Phase 2 Regional Office Incentives Implementation Considerations.” The report provides an overview of the function

Regional Major Office Incentives Program

and benefits of TIEGs, a jurisdictional scan of other municipalities' CIPs and incentives and best practices, CIPs in Peel Region, and key considerations for the Region's TIEG which informed the MOI Program. The Consultant's reports can be found on the Region's Growth Management webpage here: <https://www.peelregion.ca/officialplan/review/focus-areas/growth-management.asp>.

In order to provide incentives for office development, the Region may provide a grant (structured as a TIEG) through the local municipality which also offers a TIEG through its CIP, who will then provide both of the regional and local grants to the landowner.

The MOI Program in Appendix I has been prepared to provide an overview of the program, eligibility criteria for development applications, and the Region's review process as summarized below.

a) Key Project Eligibility Criteria

- The Region's MOI Program is proposed to be applicable where there is a local municipal CIP for office development in the form of a TIEG. The following is the current status of relevant CIP's in Peel:
 - Mississauga's existing office CIP applies to a specified area of the Downtown Core.
 - Brampton's existing CIP applies to the Central Area, but the City is preparing an office CIP which would apply across the entire municipality.
 - Caledon does not currently have a CIP to incentivize office development, however the Region will participate in the CIP program in line with its established parameters if a CIP is established. While Caledon has not seen major office development activity recently, with significant growth allocated to 2051, major office development interest may arise.
- The development must conform to the Regional Official Plan.
- The development must meet the Region's definition of Major Office: a major office employment land use of 20,000 sq. ft. (1,858 m²) or above (up to 10 per cent less will be considered as well).
- Where the office land use is part of a larger mixed-use development, only the new office component will be incentivized through this program.
- Only new major office construction or the adaptive reuse of non-office buildings to major office uses where increased property taxes would apply, are eligible.

b) Tax Increment Equivalent Grant Structure

- When a local municipality provides a TIEG for an eligible office development, the Region will contribute office incentives via a TIEG that matches the reimbursement percentage and the duration of the local TIEG provided that it satisfies the Regional Office Incentives Program framework.
- The MOI Program provides key details, including the structure of the TIEG being offered and the process for how TIEGs are calculated. TIEGs are a commonly used incentive which allow the increase in municipal property tax (i.e. the incremental difference from a vacant site to an office building) to be refunded in full or partially over a period of time. The TIEG is calculated from a pre-determined percentage of the incremental difference and declines every year for a defined period.
- The Region's grant will be a TIEG that matches the local municipal TIEG by structure, within the following thresholds:

Regional Major Office Incentives Program

- The TIEG starting percentage must be no higher than 100 per cent.
 - The TIEG must decline by no less than 7 per cent each year.
 - The TIEG will be in place for up to 10 years.
- Post-construction, the landowner will pay property taxes in full based on the new post-development current assessed value and total tax rate to the local municipality, with the Region's portion of property taxes then provided to the Region.
- In each eligible year, the Region will reimburse a certain agreed upon value of the difference in pre- and post-development Regional property taxes as a grant back to the local municipality's CIP. The TIEG structure and reimbursements are set and agreed upon in year one of the TIEG, therefore the Region's refund is locked in.
- As the taxes payable change each year (as applicable), the landowner will pay the updated property taxes, but the Region's reimbursement will remain as the value set in the incentive agreements.
- The local municipality provides the registered owner a grant on behalf of the Region and local municipality equal to the agreed upon TIEG following receipt of payment.
- No reimbursement will be made after the final year of the TIEG (i.e. in year eleven of a ten-year TIEG).

Please refer to the MOI Program Outline in Appendix I for further details, the application review process, and required agreements.

c) Major Office Incentives Program By-law

A by-law has been proposed to delegate approval authority to staff for the MOI Program administration, execution of agreements and granting of payments the local municipalities to support local municipal CIPs. To manage the amount of grants provided, there are limitations to the program's proposed application period and delegated authority to staff to administer the program, as detailed in the proposed Regional MOI Program By-law presented for enactment:

- The Region's MOI program is proposed to be open to receive applications for a period of 5 years from Council Approval, subject to a cap in the total gross floor area that may be approved through the program. For greater clarity, applicants who already have a building permit issued shall not be eligible for the program.
- Staff would have delegated authority to approve applications to the MOI program up to a total of 92,903 square metres (1,000,000 square feet) of eligible major office gross floor area
- Staff would have delegated authority to make grant payments up to a total level of approximately \$10 million over a 10-year period (see Financial Implications section of this report for further details).

3. Case Studies

To demonstrate how the Regional MOI can affect applications for office development, three case studies have been prepared. These include recently built office developments or potential developments in Brampton and Mississauga. It should be noted that all case studies are presented for illustrative purpose only; calculations herein are based on the following assumptions:

- Each development meets the proposed Regional MOI Program criteria and framework.

Regional Major Office Incentives Program

- Calculations were made assuming 2020 tax rates for post-development tax level.
- The grants were calculated assuming the refund is 100 per cent of the tax increment in the first year after the property assessment value is updated by the Municipal Property Assessment Corporation (MPAC) post-development.
- The Brampton case study TIEGs decline by 10 per cent each year, while the Mississauga case study TIEGs decline by 7 per cent each year.

a) Case Study I – Existing Office Building on a Transit Corridor, Brampton

CASE STUDY I	
This site is a seven-storey standalone office building in an office employment area and transit corridor.	
Location	Office Employment Area & Transit Corridor
Pre-development Details	
Land Use	Vacant (Commercial vacant / Excess Land)
MPAC Assessment Value	\$ 1,482,781
Regional Property Tax Rate	0.41%
Regional Property Taxes	\$ 6,010
Post-Development Details	
Land Use	Office (Commercial)
Structure and Storeys	1 tower of 7 storeys
Eligible Office Component	73,500 ft ² (6,828 m ²)
MPAC Assessment Value	\$ 11,503,000
Regional Property Tax Rate	0.48 %
Regional Property Taxes	\$ 54,853
Tax Incremental Difference	\$ 48,843

- The total taxes the developer/tenants will benefit from being reimbursed over the 10-year period of the TIEG is \$268,635.
- Had this development not occurred the Region may have received \$60,100 in property taxes over 10 years. With the office development occurring and receiving the TIEG incentive, the Region would receive and retain \$279,894 in property taxes over the 10-year period of the TIEG (estimate based on the 2020 assessment value and tax rate).
- In the 11th year and beyond the Region would no longer provide a grant and would receive the full \$54,853 post- development property taxes each year (to change based on applicable assessment values and tax rates at that time).

Regional Major Office Incentives Program

b) Case Study II – Existing Office Building on a Transit Corridor, Mississauga

CASE STUDY II	
This site is a three-storey standalone office building in a corporate centre and employment area, in close proximity to transit. Please note that this location is outside the bounds of the current Mississauga Downtown CIP area but is included to demonstrate another realistic major office development.	
Location	Gateway Corporate Centre & Transit Corridor
Pre-development Details	
Land Use	Vacant (Commercial vacant / Excess Land)
MPAC Assessment Value	\$ 3,793,972
Regional Property Tax Rate	0.41 %
Regional Property Taxes	\$ 15,409
Post-Development Details	
Land Use	Office (Commercial)
Structure and Storeys	1 building of 3 storeys
Eligible Office Component	51,764 ft ² (4,809 m ²)
MPAC Assessment Value	\$ 11,106,000
Regional Property Tax Rate	0.53 %
Regional Property Taxes	\$ 59,237
Tax Incremental Difference	\$ 43,828

- The total taxes the developer/tenants will benefit from being reimbursed over the 10-year period of the TIEG is \$300,220.
- Had this development not occurred the Region may have received \$154,093 in property taxes over 10 years. With the office development occurring and receiving the TIEG incentive, the Region would receive and retain \$292,150 in property taxes over the 10-year period of the TIEG (estimate based on the 2020 assessment value and tax rate).
- In the 11th year and beyond the Region would no longer provide a grant and would receive the full \$59,237 post- development property taxes each year (to change based on applicable assessment values and tax rates at that time).

c) Case Study III – Potential Office Building, Mississauga

CASE STUDY III	
This site is a 19 storey office building with ground floor retail in a mixed use area and transit corridor in the downtown core.	
Location	Downtown Core & Transit Corridor
Pre-development Details (2020)	
Land Use	Retail
MPAC Assessment Value	\$ 5,500,000

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Regional Property Tax Rate	0.53 %
Regional Property Taxes	\$ 29,336
Post-Development Details	
Land Use	Office Tower with ground floor retail (Commercial)
Structure and Storeys	1 tower of 19 storeys: 413,000 ft ² (38,000 m ²) of office and 14,000 ft ² (1,300 m ²) of retail space
Eligible Office Component	413,000 ft ² (38,000 m ²)
MPAC Assessment Value	\$ 145,000,000
Regional Property Tax Rate	0.53 %
Regional Property Taxes	\$ 773,400
Tax Incremental Difference	\$ 744,064

- The total taxes the developer/tenants will benefit from being reimbursed over the 10-year period of the TIEG is \$5,096,836.
- Had this development not occurred the Region may have received \$293,358 in property taxes over 10 years. With the office development occurring and receiving the TIEG incentive, the Region would receive and retain \$2,637,159 in property taxes over the 10-year period of the TIEG (estimate based on the 2020 assessment value and tax rate).
- In the 11th year and beyond the Region would no longer provide a grant and would receive the full \$773,400 post- development property taxes each year (to change based on applicable assessment values and tax rates at that time).

Overall, the case studies show that the grants provided to incentivize development can vary widely, depending on the change in land use, location of the property, TIEG structure, and other factors. This uncertainty is managed through limitations set out in the MOI Program by-law and in the staging of the application process to only confirm grant levels and finalize agreements post construction. Please refer to Appendix II to review the detailed tables and explanatory notes on these case studies and impacts to taxes collected and reimbursed over the TIEG period and beyond.

4. Employment Trends and COVID-19 Impacts on the Office Market

As part of the Region's planning for growth between 2021 and 2051 approximately 110,000 new major office jobs are forecasted. Growth in each local municipality will contribute to the new office jobs forecasted to be added over this thirty-year period.

Major Office Employment – Draft Job Growth Forecasts to 2051			
	2021	2051	Increase between 2021 and 2051
Mississauga	116,500	163,000	46,500
Brampton	20,500	71,250	50,750
Caledon	250	13,000	12,750
Peel Total	137,250	247,250	110,000

Note: Values are rounded to the nearest 250 jobs

Prior to the onset of the COVID-19 pandemic and response, various factors impacted employment conditions such as the changing nature of work (e.g. work from home

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arrangements), and other economic changes which reduce the demand for office space. COVID-19 public health response measures have created additional uncertainty due to job losses, remote work, and business challenges.

In May 2020 the Region, in collaboration with the external consultants, prepared low and high impact scenarios to predict possible pandemic effects on development activity (high impact indicating a significant reduction in activity). The monitoring of non-residential building permits issued in 2020 indicates that the Region is experiencing COVID-19 pandemic impacts on office and retail developments near a high impact scenario forecast, with little activity. As a result, shorter-term demand for office space across the Region may stall, resulting in higher vacancies, and reduced office investment interest.

It is still too early to determine the exact effects of COVID-19 on the office sector, as there is also discussion of possible reduction in office space needs due to long-term remote work arrangements. Regional staff will continue to monitor the impacts of COVID-19 on changes to the landscape of office development interest and market activity and determine if any beneficial changes arise for suburban municipalities like Peel.

In the medium and long term as businesses refocus on recovery from the pandemic they may reconsider how and where they locate. This introduces some level of uncertainty in meeting future office employment growth. There may be more desire to locate workplaces closer to residential areas, instead of funneling people into one place (i.e. Downtown Toronto). This may present new opportunities for office development in the suburban market in which incentives could assist with this restart of the economy. However, it is also recognized that increased digitization and remote working have increased the risk to the expansion of traditional onsite office employment.

Notwithstanding, incentivizing major office is a key step in offsetting some of the financial barrier to development at this time and can result in some success in achieving office growth outcomes. Since the February 2020 direction to examine major office incentives, the impacts of the COVID-19 pandemic have increased uncertainties, but this have also elevated the need to enhance the attractiveness of Peel as a future location for offices looking to locate in areas where a young and highly educated pool of workers reside. The pandemic has also made providing incentives an even more important part of Peel's employment strategy to respond to community needs and provide jobs.

RISK CONSIDERATIONS

- Brampton and Caledon have not yet established CIPs for office development. This presents some difficulty in determining how the Region's MOI Program may interact with potential future CIPs of the local municipalities. The MOI Program and proposed by-law have been structured to be flexible and applicable to any local CIP for office investment that may arise in the future and meets Regional parameters.
- It will be difficult to predict office development activity (and therefore prepare MOI Program budget lines) in the coming years, as COVID-19 impacts have increased uncertainty around future working arrangements and short-term development industry interest, while the timeline of economic recovery is also uncertain.
- If this Major Office Incentives Program is not implemented, and major office development activity is not otherwise increased, there are longer-term risks related to the Region not meeting its employment targets to 2051.

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FINANCIAL IMPLICATIONS

Due to the changing nature of employment, the Region's major office development activities have not been able to meet the its growth forecasts in the last decade; Peel remains at risk of not meeting the office development growth target to the next planning horizons to 2051. The proposed Regional MOI Program By-law provides a delegated authority of grants for up to 92,903 square metres (1,000,000 square feet) of major office gross floor area. This could equate to an estimated grant level of approximately \$10 million over a 10-year period; this estimate is calculated based on a host of assumptions which are subject to variables such as uptake of the program, land characteristics, and the location of future office developments. It is intended that the cost to fund the MOI grant program would be offset by the revenue from the property taxes payable by the new offices built supported by the program.

Tax revenues from new development normally would be added to the Region's tax base to fund operating budget needs for various Regional services. A grant contribution in the form of a TIEG essentially would require the Region to allocate a portion of the tax revenues to earmark funding for a grant payment commitment. The financial implications of the proposed MOI Program are dependent on variables such as uptake of the incentives, market conditions, the employment landscape in the Region, the economic benefit and the effectiveness of the financial incentives, and other drivers of office investment. There is currently no empirical evidence showing that TIEG is a sole driver that will result in major office investments.

Although it is too soon to determine the extent to which the COVID-19 pandemic will affect the Region's office sector, anecdotal analyses suggest that office demand will be further challenged. The Region's MOI Program is intended to improve the Region's competitive position to entice and expedite major office development into designated local CIP areas. The Region's participation in local CIPs via TIEGs should help strengthen the impact and effectiveness of local municipalities' economic development initiatives.

Staff recommend that a new reserve titled "Major Office Incentive Program Reserve" be established. This reserve will be used to track and facilitate grants to support the Region's participation in a local municipal CIP. It is further recommended that a one-time transfer be made from the existing Tax Rate Stabilization Reserve to the Major Office Incentive Reserve in the amount of \$100,000 to provide seed funding for the MOI program.

Staff will review grant application(s) from local municipalities and include appropriate budget proposals for Council consideration during future annual budget processes to ensure an adequate funding level is maintained in this new reserve while considering the long-term financial sustainability.

NEXT STEPS

Next steps include drafting and entering into agreements with the local municipalities to establish the detailed process to administer the MOI program. Template agreements will also be prepared for use between the Region and landowners that have applied to the program. The Region will continue to work with the local municipalities to determine an appropriate framework for administration of the program that reflects the local context.

Regional Major Office Incentives Program

CONCLUSION

In July 2020 Regional Council endorsed staff's recommendations that the Region of Peel support local municipal major office employment Community Improvement Plans by contributing Tax Increment Equivalent Grants. Staff have worked with an external consultant in developing the implementation framework outlined in this report. This carries out recommendations of the Region's 2017 Employment Strategy and is consistent with Peel's Long-Term Financial Planning Strategy which includes the financial principle of "work with local municipalities to manage growth and support economic viability of the community." Appendix III, the Regional MOI Program Background and Summary provides a visual overview of this report and other appendices for reference.

It is recommended that in accordance with Section 28(7.2) of the *Planning Act*, the Major Office Incentives Program and proposed by-law be adopted to implement incentives for major office development in the Region and delegate authority to staff to administer the program.

Regional staff will continue to work with local municipal staff to develop detailed administrative processes, agreements, and budgeting requirements to implement the Major Office Incentives Program.

APPENDICES

Appendix I – Regional Major Office Incentives Program

Appendix II - Case Study Details - Tax Increment Equivalent Grants Incentive Structure Tables

Appendix III – Regional Major Office Incentives Program Background and Summary

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

Authored By: Joy Simms, Acting Principal Planner and Kathryn Dewar, Principal Planner

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors, Financial Support Units and Legal Services.



Regional Major Office Incentives Program

Introduction

In support of achieving the Region's growth forecasts, the Region explored identified and considered various strategies to attract major office development. One of the strategies to be explored included consideration of incentives through a regional community improvement plan for major office employment.

In 2020, the Region of Peel undertook an assessment to consider how it could encourage and incentivize more Major Office type development, and as a result, increase employment in the Region of Peel.

The result of this assessment was a resolution from Regional Council to incentivize Major Office development by establishing a Regional Major Office Incentives program to participate in local municipal Community Improvement Plans (CIPs) that also incentivize Major Office development.

Additionally, Regional Council directed that the incentive be provided through Tax Increment Equivalent Grants (TIEGs) in addition to a TIEG provided by the local municipalities within their CIPs.

What is the Region's Major Office Incentives Program?

The Regional Major Office Incentives (MOI) Program is a partnership program between the Region of Peel and its three local municipalities (Brampton, Caledon and Mississauga) to provide financial incentives to encourage major office development.

The overall intended outcome of the MOI program is to support the Region in meeting its employment forecasts.

The MOI Program details, eligibility and process are outlined below.

Regional Major Office Incentives Program

TIEG Incentive

When a local municipality provides a Tax Increment Equivalent Grant (TIEG) for an eligible office development, the Region will contribute a financial incentive via a TIEG that matches the reimbursement percentage and the duration of the local TIEG provided that it satisfies the Regional Office Incentives Program criteria.



Section 1: Program Details

Regional Incentive Offered

The Region of Peel is offering a TIEG for successful applications which meet the criteria outlined in Section 2.

The Region's grant will be a TIEG that matches the local municipal TIEG by structure, within the following thresholds:

- The TIEG starting percentage must be no higher than 100%.
- The TIEG must decline by no less than 7% each year.
- The TIEG will be in place for up to ten years.

Program Expiry: The MOI Program will come into effect and be open to receive applications for a period 5 years from Council Approval, as per the corresponding by-law, subject to annual monitoring and program outcomes.

TIEG Process

The high-level process for determining the Grant to be issued is:

- 1. Determine the Base Tax Level:** What is the current assessed value, tax rate, and property tax payment of the property prior to the development occurring?
- 2. Determine the Post-Development Tax Level:** What is the newly assessed value, tax rate, and property tax payment of the property once development has occurred, and the property has been reassessed?
- 3. Determine the Incremental Difference:** What is the difference between the base and post-development tax level?
- 4. Refund a Portion of the Incremental Difference:** A grant will be issued for a portion of this incremental increase as per the outlined structure.

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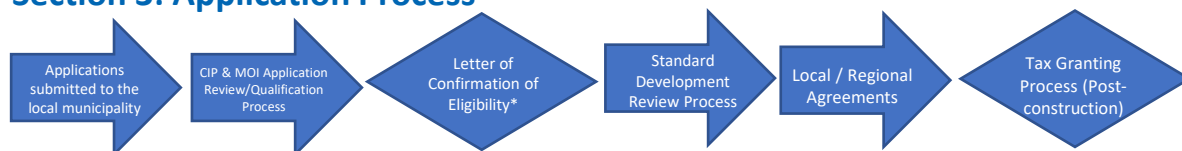
Section 2: Application Eligibility and Criteria

Project Criteria and Eligibility Checklist

- ☐ The project/application must be proposing the development of major office within the Region of Peel and specifically within a designated Community Improvement Area in one of Peel's local municipalities.
- ☐ A new standalone major office development or a new major office component that meets the Region of Peel's definition of Major Office: Major Office employment of **20,000 sq. ft. (1,858 m²) or above (up to 10% less will be considered as well)**.
- ☐ In a mixed-use development or structure, only the new major office component, as defined will be eligible for incentives.
- ☐ The project/application must conform to the Regional Official Plan and the subject local municipality's official plan.
- ☐ Owner-occupied or multi-tenant buildings can be eligible.
- ☐ Only new major office construction or the adaptive reuse of non-office buildings to major office uses, where the payment of increased property taxes would apply, are eligible.

The Region's MOI program will be open to receive applications, made prior to building permit issuance, for a period of 5 years from Council Approval, subject to regular monitoring and program outcomes. For greater clarity, applicants who already have a building permit issued shall not be eligible for the program.

Section 3: Application Process



Successful Projects: Agreements, Terms, and Funding

Following the approval of successful projects, the Region will outline the terms of the commitment.

Contribution Agreements

Agreements may include, but are not limited to, the following:

- Calculations of expected property tax grants.
- Amount of Regional incentives to be provided.
- Time period of Regional incentives to be provided.
- Commitment time limits of the proposal.
- Expiry date if not utilized.
- Confirmation of the amount of Major Office space being developed that meets Regional Criteria.
- Confirmation of conformity with Regional and Local Municipal Official Plans.

Final agreements will be made after the post-construction property tax assessment is available, with the TIEG value informing the Regional Council budgeting for the MOI Program. Regional Council or the staff delegate will make a grant to the local municipality to then be provided to the applicant.

Interaction with other planning incentives:

Projects receiving a TIEG from the local level are eligible for Regional incentives to increase the overall likelihood of project success.

Links to Local Municipal CIPs for Major Office Development:

- [City of Mississauga Downtown CIP](#) & [City of Brampton Central Area CIP](#)

Note: Only formal application materials should be used to determine appropriateness of the Region of Peel Major Office Incentives Program for specific projects. Formal application materials and detailed legal requirements and agreements will be finalized following Regional Council endorsement of the Program and the formal materials will supersede this document. *Regional Council approval may be required based on the limitations of the delegated authority to staff outlined in the MOI Program by-law.

Regional Major Office Incentives Program

Case Study Details

CASE STUDY I	
<i>Existing Office Building on a Transit Corridor, Brampton</i>	
This site is a 7-storey standalone office building in an office employment area and transit corridor.	
Location	Office Employment Area & Transit Corridor
Pre-development Details	
Land Use	Vacant (Commercial vacant / Excess Land)
MPAC Assessment Value	\$ 1,482,781
Regional Property Tax Rate	0.41%
Regional Property Tax Payable	\$ 6,010
Post-Development Details	
Land Use	Office (Commercial)
Structure & Storeys	1 tower of 7 storeys
Eligible Office Component	73,500 ft ² (6,828 m ²)
MPAC Assessment Value	\$ 11,503,000
Regional Property Tax Rate	0.48 %
Regional Property Tax Payable	\$ 54,853
Tax Incremental Difference	\$ 48,843

CASE STUDY A - REGIONAL TIEG Structure (Assessment value and Tax Rates from 2020)				
Year	Portion Impacted by TIEG	% Refunded	Property Tax Refunded ¹	Property Tax Retained ²
1	\$48,843	100%	\$48,843	\$6,010
2	\$48,843	90%	\$43,958	\$10,894
3	\$48,843	80%	\$39,074	\$15,779
4	\$48,843	70%	\$34,190	\$20,663
5	\$48,843	60%	\$29,306	\$25,547
6	\$48,843	50%	\$24,421	\$30,431
7	\$48,843	40%	\$19,537	\$35,316
8	\$48,843	30%	\$14,653	\$40,200
9	\$48,843	20%	\$9,769	\$45,084
10	\$48,843	10%	\$4,884	\$49,969
Total	\$488,427	49%²	\$268,635	\$279,894
11	\$48,843	0%	\$0	\$54,853
¹ This portion is set at year one and <u>will not change</u> despite changes in tax rate and assessment value.				
² This portion <u>could change</u> based on year-to-year changes in tax rate and assessment value.				
Note: All values are present dollars. No inflation or discounting has been applied.				

Cost to the Region over the 10-Year TIEG	\$268,635
Regional Property Tax Collected Over the 10-Year TIEG ²	\$279,894
Annual Regional Property Tax Once TIEG Expires ²	\$54,853
% of Regional Property Taxes Refunded over Life of 10-Year TIEG ²	49%

Note: Case studies were prepared for illustrative purposes only. Individual application details, and policy/legislative requirements (e.g. the MOI Program by-law & Planning Act) will determine the grants.

Regional Major Office Incentives Program

Case Study Details

CASE STUDY II	
<i>Existing Office Building on a Transit Corridor, Mississauga</i>	
This site is a 3 storey standalone office building in a corporate centre and employment area, in close proximity to transit. Please note that this location is outside the bounds of the current Mississauga Downtown CIP area but is included to demonstrate another realistic major office development.	
Location	Gateway Corporate Centre & Transit Corridor
Pre-development Details	
Land Use	Vacant (Commercial vacant / Excess Land)
MPAC Assessment Value	\$ 3,793,972
Regional Property Tax Rate	0.41 %
Regional Property Tax Payable	\$ 15,409
Post-Development Details	
Land Use	Office (Commercial)
Structure & Storeys	1 building of 3 storeys
Eligible Office Component	51,764 ft ² (4,809 m ²)
MPAC Assessment Value	\$ 11,106,000
Regional Property Tax Rate	0.53 %
Regional Property Tax Payable	\$ 59,237
Tax Incremental Difference	\$ 43,828

CASE STUDY C - REGIONAL TIEG Structure (Assessment value and Tax Rates from 2020)				
Year	Portion Impacted by TIEG	% Refunded	Property Tax Refunded ¹	Property Tax Retained ²
1	\$43,828	100%	\$43,828	\$15,409
2	\$43,828	93%	\$40,760	\$18,477
3	\$43,828	86%	\$37,692	\$21,545
4	\$43,828	79%	\$34,624	\$24,613
5	\$43,828	72%	\$31,556	\$27,681
6	\$43,828	65%	\$28,488	\$30,749
7	\$43,828	58%	\$25,420	\$33,817
8	\$43,828	51%	\$22,352	\$36,885
9	\$43,828	44%	\$19,284	\$39,953
10	\$43,828	37%	\$16,216	\$43,021
Total	\$438,278	51%²	\$300,220	\$292,150
11	\$43,828	0%	\$0	\$59,237
¹ This portion is set at year one and <u>will not change</u> despite changes in tax rate and assessment value.				
² This portion <u>could change</u> based on year-to-year changes in tax rate and assessment value.				
Note: All values are present dollars. No inflation or discounting has been applied.				

Cost to the Region over the 10-Year TIEG	\$300,220
Regional Property Tax Collected Over the 10-Year TIEG ²	\$292,150
Annual Regional Property Tax Once TIEG Expires ²	\$59,237
% of Regional Property Taxes Refunded over Life of 10-Year TIEG ²	51%

Note: Case studies were prepared for illustrative purposes only. Individual application details, and policy/legislative requirements (e.g. the MOI Program by-law & Planning Act) will determine the grants.

Regional Major Office Incentives Program

Case Study Details

CASE STUDY III <i>Potential Future Office Building, Mississauga</i>	
This site is a 19 storey office building with ground floor retail in a mixed use area and transit corridor in the downtown core.	
Location	Downtown Core & Transit Corridor
Pre-development Details (2020)	
Land Use	Retail
MPAC Assessment Value	\$ 5,500,000
Regional Property Tax Rate	0.53 %
Regional Property Tax Payable	\$ 29,336
Post-Development Details	
Land Use	Office Tower with ground floor retail (Commercial)
Structure & Storeys	1 tower of 19 storeys: 413,000 ft ² (38,000 m ²) of office and 14,000 ft ² (1,300 m ²) of retail space
Eligible Office Component	413,000 ft ² (38,000 m ²)
MPAC Assessment Value	\$ 145,000,000
Regional Property Tax Rate	0.53 %
Regional Property Tax Payable	\$ 773,400
Tax Incremental Difference	\$ 744,064

CASE STUDY D - REGIONAL TIEG Structure (Assessment value and Tax Rates from 2020)				
Year	Portion Impacted by TIEG	% Refunded	Property Tax Refunded ¹	Property Tax Retained ²
1	\$744,064	100%	\$744,064	\$29,336
2	\$744,064	93%	\$691,979	\$81,420
3	\$744,064	86%	\$639,895	\$133,505
4	\$744,064	79%	\$587,810	\$185,589
5	\$744,064	72%	\$535,726	\$237,674
6	\$744,064	65%	\$483,641	\$289,758
7	\$744,064	58%	\$431,557	\$341,843
8	\$744,064	51%	\$379,472	\$393,927
9	\$744,064	44%	\$327,388	\$446,012
10	\$744,064	37%	\$275,304	\$498,096
Total	\$7,440,637	66%²	\$5,096,836	\$2,637,159
11	\$744,064	0%	\$0	\$773,400
¹ This portion is set at year one and <u>will not change</u> despite changes in tax rate and assessment value.				
² This portion <u>could change</u> based on year-to-year changes in tax rate and assessment value.				
Note: All values are present dollars. No inflation or discounting has been applied.				

Cost to the Region over the 10-Year TIEG	\$5,096,836
Regional Property Tax Collected Over the 10-Year TIEG ²	\$2,637,159
Annual Regional Property Tax Once TIEG Expires ²	\$773,400
% of Regional Property Taxes Refunded over Life of 10-Year TIEG ²	66%

Note: Case studies were prepared for illustrative purposes only. Individual application details, and policy/legislative requirements (e.g. the MOI Program by-law & Planning Act) will determine the grants.

Regional Major Office Incentives Program

Background & Summary

Background



- 2017 Region of Peel Employment Strategy Discussion Paper:
 - Recommended strategies to achieve 2041 employment targets.
 - Investigate incentivizing major office employment through a regional community improvement plan (CIP) was suggested as one potential strategy.
- February 2020: Regional Council directed staff to report back on the feasibility of establishing a Regional CIP for major office (Resolution 2020-158)
- July 2020: A staff report and Feasibility Assessment recommended a Regional CIP not be created, but the Region support the local CIPs via tax increment equivalent grants
- Regional council directed staff to report back on the establishment of an office incentive program (Resolution 2020-633)

Economic and Employment Trends

Factors impacting employment conditions and reducing demand for office space:

- The changing nature of work and other economic changes pre-COVID-19
- COVID-19 public health response measures have created additional uncertainty due to:
 - Job losses
 - Remote work & physical distancing in workplaces
 - Business challenges



490 Bramalea Road



241 Queen St. E.

Economic and Employment Trends

- The Region's major office development activity has not met growth forecasts in the last decade
- Incentivizing major office development can reduce financial barriers to development and support achieving office growth outcomes

Major Office Employment – Draft Job Growth Forecasts to 2051			
	2021	2051	Increase between 2021 and 2051
Mississauga	116,500	163,000	46,500
Brampton	20,500	71,250	50,750
Caledon	250	13,000	12,750
Peel Total	137,250	247,250	110,000
Note: Values are rounded to the nearest 250 jobs			

Policy Framework

Planning Act

- Subsection 28 (7.2) permits Regional municipalities to allocate funds to major office projects that contribute to or match the incentives offered by local municipalities, if and where local CIPs already exist.
- Authorizes upper-tier municipalities to make grants, loans, and other incentives to lower-tier municipalities to carrying out a local municipal CIP without a Regional CIP.

Regional Official Plan

- Policies 7.7.2.26 and 7.7.2.27 allow for a community improvement strategy to be adopted and guide the Region's participation and support of local CIPs
- The Region's proposed community improvement strategy is this "Regional Major Office Incentives Program" (MOI Program)

Regional MOI Program & Local CIPs



CIP Project Areas in Peel
Source: N. Barry Lyon Consultants Limited

The Region's MOI Program will be applicable where there is a local municipal CIP for office development in the form of a TIEG.

Existing Local CIPs

- Mississauga's existing office CIP applies to a specified area of the Downtown Core
- Brampton's existing CIP applies to the Central Area, but the City is preparing an office CIP which would apply across the entire municipality
- Caledon does not currently have a CIP to incentivize office development
 - The Region will participate in the CIP program in line with our established parameters if a CIP for office development is established.

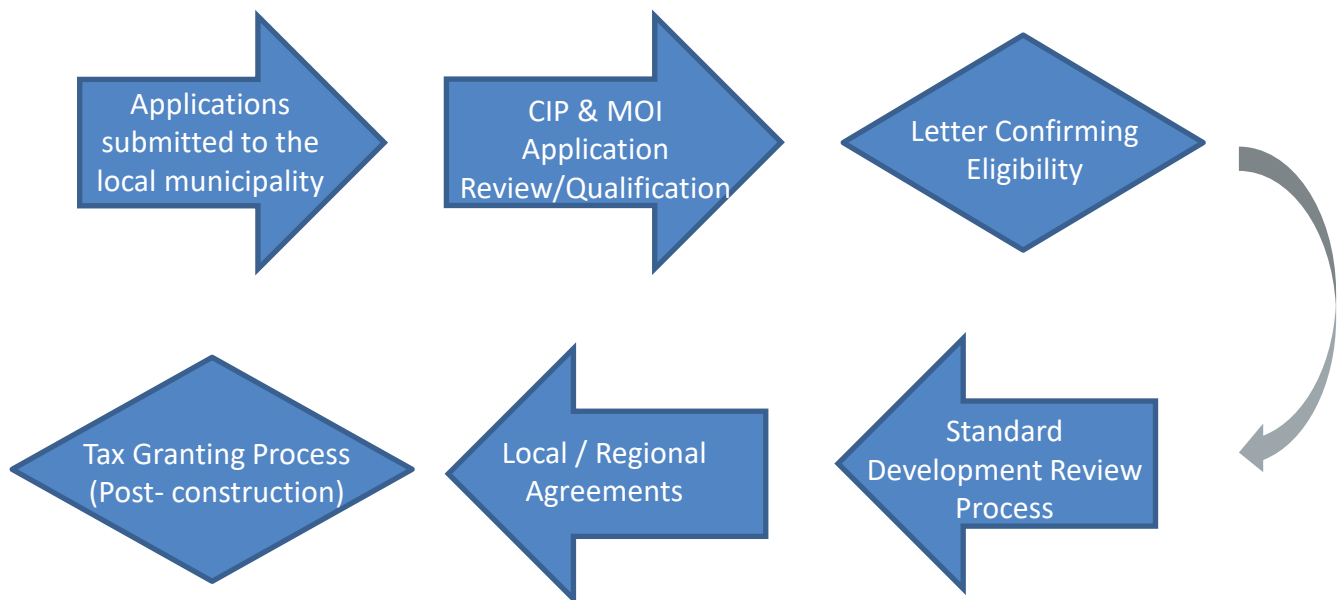
MOI Program Eligibility

- ☐ The development must conform to the Regional Official Plan.
- ☐ The proposed development must meet the Region's definition of Major Office and be within a designated local CIP:

A major office employment land use is 20,000 sq. ft. (1,858 m²) or above.
(up to 10% less will be considered)

- ☐ Where the office land use is part of a larger mixed-use development, only the office component will be incentivized through this program.
- ☐ Owner-occupied or multi-tenant buildings can be considered.
- ☐ Only new major office construction or the adaptive reuse non-office buildings to major office uses, where the payment of increased property taxes would apply, are eligible.
- ☐ The Region's MOI program will be open to receive applications, prior to building permit issuance, for a period of 5 years from Council Approval, subject to a cap in the total gross floor area that may be approved.

Application Process



TIEG Structure

- The MOI Program provides key details, including the structure of the TIEG being offered and the process for how TIEGs are calculated.

TIEGs allow the increase in municipal property tax (i.e. the incremental tax difference from a vacant site to an office tower) to be refunded in full or partially over a defined period of time.

- The TIEG is calculated from a pre-determined percentage of the tax increment and declines every year for a defined period.
- The Region's grant will be a TIEG that matches the local municipal TIEG by structure, within the following thresholds:
 - The TIEG starting percentage must be no higher than 100%.
 - The TIEG must decline by no less than 7% each year.
 - The TIEG will be in place for up to ten years.

Case Study I

A 7-storey standalone office building in an employment area and transit corridor

Pre-development Details	
Land Use	Vacant (Commercial vacant / Excess Land)
MPAC Assessment Value	\$ 1,482,781
Regional Property Tax Rate	0.41%
Regional Property Taxes	\$ 6,010
Post-Development Details	
Land Use	Office (Commercial)
Structure & Storeys	1 tower of 7 storeys
Eligible Office Component	73,500 ft ² (6,828 m ²)
MPAC Assessment Value	\$ 11,503,000
Regional Property Tax Rate	0.48 %
Regional Property Taxes	\$ 54,853
Tax Incremental Difference	\$ 48,843



The refund is 100% of the tax increment in the first year of 10, declining by 10% each year

Year	Portion Impacted by TIEG	% Refunded	Property Tax Refunded ¹	Property Tax Retained ²
1	\$48,843	100%	\$48,843	\$6,010
2	\$48,843	90%	\$43,958	\$10,894
3	\$48,843	80%	\$39,074	\$15,779
4	\$48,843	70%	\$34,190	\$20,663
5	\$48,843	60%	\$29,306	\$25,547
6	\$48,843	50%	\$24,421	\$30,431
7	\$48,843	40%	\$19,537	\$35,316
8	\$48,843	30%	\$14,653	\$40,200
9	\$48,843	20%	\$9,769	\$45,084
10	\$48,843	10%	\$4,884	\$49,969
11	\$48,843	0%	\$0	\$54,853
Total	\$488,427	49% ²	\$268,635	\$279,894

Financial Implications

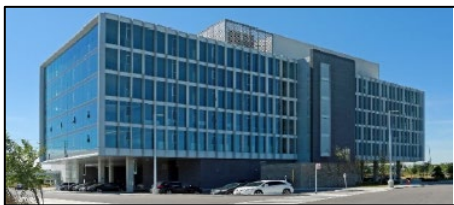
- The MOI Program is essentially self-funded due to the chosen incentive:
 - TIEGs refund a portion of the increase in taxes to be received
 - The Region will receive the payable taxes in full, then issue the grant back to the local municipality
- Staff recommend that a new reserve titled “Major Office Incentive Program Reserve” be established to track and facilitate grants
- A one-time transfer of \$100,000 in seed funding from the existing Tax Rate Stabilization Reserve to the Major Office Incentive Reserve will be made
- Staff will review grant application(s) from local municipalities and include appropriate budget proposals for Council consideration during future annual budget processes

With up to 92,903 square metres of major office gross floor area incentivized in the 5-year application period, this could equate to an estimated grant level of approximately \$10 million over a 10-year period*

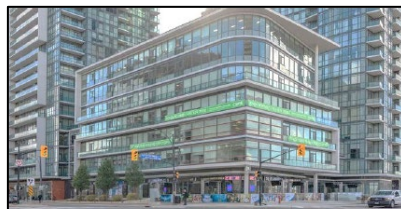
- *Financial implications of the proposed MOI Program are dependent on variables such as:
 - Uptake of the incentives
 - Market conditions & the employment landscape in the Region
 - The economic benefit and the effectiveness of the financial incentives
 - Location of developments
 - Other drivers of office investment

Recommendations

- Adopt the MOI Program as a community improvement strategy for the Region
- Adopt a by-law to provide delegated authority to staff to administer the program to:
 - Incent up to a total of 92,903 square metres (1,000,000 square feet) of major office space
 - Make grant payments of up to 10 million total for eligible major office developments
- Establish the Major Office Incentive Program Reserve



5015 Spectrum Way, Mississauga



Office Phase of Parkside Village, 4080 Confederation Parkway

Next Steps

- The impacts of the COVID-19 pandemic have made providing incentives an even more important part of Peel's employment strategy to be responsive to community needs and provide jobs.
- Staff will work with local municipal partners to develop detailed administrative processes, agreements, and budgeting requirements to implement the MOI Program.
- Information on the program will be available to the public on the Region's website and through the development application process.



Rendering of Inspiration Port Credit

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél.: 416 585-7000



RECEIVED

April 13, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

234-2021-2191

April 13, 2021

Via Email

Nando Iannicca
Regional Chair and Chief Executive Officer
Regional Municipality of Peel

Dear Chair Iannicca:

I understand that in April 2020, the Council for the Regional Municipality of Peel passed a resolution to request that the lands within the Town of Caledon, subject to Regional Official Plan Amendment 30 ("ROPA 30"), be removed as designated Provincially Significant Employment Zone (PSEZ) lands. These lands form a portion of Zone 15, referred to as the Pearson Airport Hub (Highway 50 Corridor).

As you know, the 31 PSEZs are strategically located across the Greater Golden Horseshoe to protect employment areas critical to the local and provincial economy. They provide opportunities to improve coordination between land use planning, economic development, and infrastructure, to attract business investments and create more jobs over the longer term.

The Town of Caledon has supported the creation of PSEZs through several Council communications. On April 21, 2020, the Town of Caledon declared their continued support of PSEZs by way of Council resolution. It is the Town of Caledon's desire that the PSEZ lands within the Town remain identified as such. The Town of Caledon's position in favour of the PSEZ lands was reconfirmed once again on March 30, 2021.

The Ministry completed a substantive review of requests to change PSEZ mapping on December 20, 2019. I am not aware of a request prior to that date to remove the adopted ROPA 30 lands, located within the Pearson Airport Hub in the Town of Caledon, from the PSEZ 15 mapping. While my Ministry continues to accept and review requests, I am not considering the identification of any new PSEZs, removals, or changes to current PSEZ boundaries at this time.

I am pleased to hear that Peel Regional Council did not move forward with a motion to request an MZO for residential development within PSEZ 15. I hope that Peel Region will continue to respect the local planning process in the Town of Caledon.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

If you would like more information on A Place to Grow: Growth Plan for the Greater Golden Horseshoe or the PSEZ policy, please contact GrowthPlanning@ontario.ca. Thank you again for your interest in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Steve Clark". The signature is fluid and cursive, with the first letters of "Steve" and "Clark" being capitalized and prominent.

Steve Clark
Minister

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
Ministry of Municipal Affairs and Housing
Minister.mah@ontario.ca

April 27, 2020

Dear Minister Clark,

I am writing to you today on behalf of the Region of Peel with a request to implement a specific change to the Provincially Significant Employment Zone (PSEZ) mapping that has been identified within the Region of Peel by the Ministry of Municipal Affairs and Housing under the policies in the Provincial Growth Plan, 2019.

As you are aware, the Region of Peel adopted ROPA 30 in December 2016, to provide for settlement expansion west of the Bolton settlement area in the Town of Caledon to accommodate a predominantly residential community of about 10,300 people and 2,500 jobs. Peel Council's decision on ROPA 30 was appealed to the LPAT by a number of parties and is currently the subject of a multi-phase LPAT hearing scheduled to begin in August 2020.

On December 20, 2019, updated PSEZ mapping was introduced by the Ministry which expanded PSEZ 15 (Pearson Airport Hub – Highway 50 Corridor) over previous mapping to include lands west of Bolton including the ROPA 30 lands. It is not clear what may have originated this change in mapping which appears to conflict with some of the criteria published by the Ministry including that PSEZ lands are to be located inside a settlement area, are not to be under appeal at the LPAT, and that mapping changes are to be undertaken in consultation with municipalities based on existing land use designations.

We have requested clarification on these matters from the Ministry with none forthcoming. On April 9, 2020, by a vote of 17 to 7 in favour, Peel Regional Council passed the attached resolution which requests that the lands subject to ROPA 30, as adopted by Regional Council, be removed from the PSEZ 15 mapping.

I respectfully request that you consider and implement this request to remove the ROPA 30 lands from the PSEZ 15 mapping. I would be pleased to make myself and relevant Peel representatives available for further discussion on this matter.

Kindest personal regards,



Nando Iannicca
Regional Chair & Chief Executive Officer
Regional Municipality of Peel

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 27-2021

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Erin Mills Parkway), City of Mississauga.

WHEREAS Daniels HR Corporation, the owner of the lands and premises described as Part Lot 9 Registrar's Compiled Plan 1003, Part 3, 43R16160; SECONDLY: Block 111, Plan 43M856, Except Part 1, 43R16160, S/T LT1087841; THIRDLY: Part Lot 9 Registrar's Compiled Plan 1003, Part 4 & 5, 43R16160, City of Mississauga, Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements temporarily upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 22nd day of April, 2021 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Daniels HR Corporation is hereby authorized to maintain the temporary Encroachment upon the public highway known as Regional Road 1 (Erin Mills Parkway), in accordance with the terms and conditions contained in the Crane Swing Agreement attached as Schedule "A" between The Regional Municipality of Peel and Daniels HR Corporation;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the Crane Swing Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 22nd day of April, 2021.

Deputy Regional Clerk

Regional Chair

CRANE SWING AGREEMENT

THIS CRANE SWING AGREEMENT (the “**Agreement**”) is made as of April 1, 2021

B E T W E E N:

THE REGIONAL MUNICIPALITY OF PEEL
(the "Region")

- and –

DANIELS HR CORPORATION
(the “Owner”)

WHEREAS the Owner is the registered owner of the lands municipally known as 5025, 5035 and 5065 Erin Mills Parkway, Mississauga Ontario, legally described in Schedule “A” hereto (collectively the “Building Site”);

AND WHEREAS the Region is the registered owner of the lands described as Erin Mills Parkway, legally described on Schedule “B” attached hereto (the “Region Lands”);

AND WHEREAS the Owner is developing three residential apartment buidings on the Building Site (the “Project”);

AND WHEREAS as part of the Project construction process, the Owner wishes to erect two cranes on the Building Site, which cranes, will, from time to time, swing through a portion of the airspace above the Region Lands;

AND WHEREAS in accordance with the terms of this Agreement, the Region has agreed to grant the Owner (and its agents, contractors and subcontractors) permission to allow the Owner (and its agents, contractors and subcontractors) to swing two cranes within the airspace above the Region Lands in accordance herewith.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the fees paid by the Owner to the Region and of the mutual covenants and agreements herein contained, (the sufficiency of which is mutually agreed to) and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1.0 AGREEMENT

- 1.1 The Region hereby grants to the Owner, including the Owner’s contractors, subcontractors, employees and express agents, a temporary, non-exclusive right in the nature of a Crane Swing Agreement to utilize that portion of the airspace above the Region Lands depicted in the plan(s) listed in Schedule “C” (the “Airspace”), for the anticipated presence and use of its tower cranes or any part of its tower cranes including but not limited to the jib and counter-jib (collectively, the “Cranes”) as depicted in the plan(s) listed in Schedule “C” through the Airspace from time to time for the purpose of constructing the Project, subject to the terms and conditions contained in this Agreement. The Region’s acceptance of the plan(s) listed hereto in Schedule “C” does not imply that the Region and/or its consultants have any liability whatsoever, or have waived any rights or remedies, in respect of any deficiencies in that (plan(s)).
- 1.2 This Agreement only grants the Owner rights within the Airspace and not the airspace above or below the Airspace nor the airspace of any other property owned by the Region or any private party.

2.0 TERM

- 2.1 The term of this Agreement (the "Term") shall commence on the date of execution of this Agreement (the "Commencement Date") and thereafter shall expire upon delivery of written notification from the Region that the Commissioner of Public Works is satisfied that the Cranes have been removed and/or disassembled and, that all of the Owner's obligations under this Agreement have been satisfied and the Owner is not in default under the terms of this Agreement.

3.0 FEES and SECURITIES

- 3.1 As consideration for the Owner's use of the Airspace, the Owner shall pay to the Region an annual fee payable, in the amount of THREE HUNDRED DOLLARS (\$300.00) plus applicable taxes, each year during the Term. The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a certified cheque or bank draft in the amount of NINE HUNDRED AND FOUR DOLLARS (\$904.00) inclusive of the applicable taxes as the fee for the first year of the Term and the Administration fee. Subsequent payments of the annual fee shall be paid to the Region on or before the yearly anniversary of the commencement of the Term noted in clause 2.1.

The Owner agrees to pay the Region the following:

- | | | |
|-----|--|----------------------------------|
| (a) | Administration fee (one time) | \$ 500.00, plus applicable taxes |
| (b) | Annual fee (each year throughout Term) | \$ 300.00, plus applicable taxes |
- 3.2 The Owner covenants and agrees to pay to the Region, upon execution of this Agreement, the Region's reasonable legal fees in connection with the negotiation and preparation of this Agreement.
- 3.3 The Owner covenants and agrees to pay to the Region its reasonable legal fees incurred as a result of exercising its rights and remedies under this Agreement.
- 3.4 The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a letter of credit from a Schedule 1 Canadian Chartered Bank or other negotiable security approved by the Region Treasurer in the amount of FIFTY THOUSAND DOLLARS (\$50,000.00) (the "Letter of Credit") as security for the Owner's obligations under this Agreement. The Owner acknowledges and agrees that the Region may authorize the use of or draw on the Letter of Credit in accordance with clauses, 9.1, 10.1 of this Agreement or on the basis of the Owner's default under this Agreement. If the Owner is not in default under this Agreement the Region shall release the Letter of Credit to the Owner upon the expiration of the Term as detailed in clause 2.1.

4.0 CONDITIONS

- 4.1 The Owner covenants, acknowledges and agrees that this Agreement and the Owner's exercise of the rights granted in this Agreement are subject to the following terms and conditions:
- 4.1.1 In no event shall the Owner and the Owner's employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law operate the Cranes, at any time to swing, load, unload, or hoist any objects, materials or other live loads over any portion of the Region Lands or within the Airspace with the exception of a 5.0m wide area of the Region's right-of-way fronting Erin Mills Parkway; in accordance with the terms of this Agreement and the road occupancy and temporary access permit as required by clause.
- 4.1.2 The Owner acknowledges that the loading/unloading, hoisting, or swinging of any objects, materials, or other live loads by the Cranes over the Region Lands and within the Airspace may cause a health and safety concern to pedestrians and vehicles.

- 4.1.3 Prior to the installation and operation of the Cranes, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.4 Prior to the decommissioning and removal of the Cranes, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.5 The Owner covenants and agrees that prior to the installation and operation of the Cranes it shall obtain all necessary approvals and permits for the Cranes as required by the Region, as well as from any other applicable government authorities and agencies including, but not limited to, the Regional Municipality of Peel, the Credit Valley Conservation/Toronto and Region Conservation Authority, Ministry of Transportation, Alectra Utilities Corporation, Canadian National Railways, Ministry of the Environment Conservation and Parks, NAV Canada, Greater Toronto Airport Authority or any other agency or government body having authority with respect to the Cranes and/or the Building Site and the Region Lands. Further, the Owner covenants and agrees to obtain permission from the owners of any properties on which the Cranes encroach into their airspace.
- 4.1.6 The Owner covenants and agrees to ensure that the Owner, its employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law erect, operate and dismantle the Cranes and perform all work permitted by this Agreement and complete all engineering and other inspections in accordance with all codes, laws (including the *Occupational Health and Safety Act* R.S.O. 1990, c. O.1 and its regulations (the "OHSA"), by-laws, rules, regulations and codes prescribed by all governmental or other authorities having jurisdiction including, without limitation, Code for Tower Cranes Z248-17 published by CSA Group and any amendment or replacement thereof, with respect to such matters and in accordance with prudent construction operating procedures.
- 4.1.7 Except as otherwise agreed to in writing with the Region, unrestricted access must be maintained to all sidewalks, roads, fire hydrants, entrances, parking facilities, utilities and transit stops located on the Region Lands.
- 4.1.8 The Owner agrees to cooperate with the Region to accommodate any Region requirements with respect to the Region's use of the Region Lands and Airspace provided such does not unreasonably interfere with the use of the Airspace by the Owner as provided herein. This includes temporarily ceasing operation of the Cranes or limiting their use if required by the Region acting reasonably.
- 4.1.9 The issuance of this Agreement does not supersede any approvals required through development review or rezoning.
- 4.1.10 When not in use, the Crane boom shall be secured (but not over the Region Lands) in accordance with the written procedures of the Crane's manufacturer subject to compliance with the requirements of the OHSA requiring overhead crane booms to be permitted to "slew" when such cranes are unattended.
- 4.1.11 The Owner must contact the electricity provider to make any arrangements the provider may reasonably require to have overhead electrical lines de-energized or relocated, at no cost of the Region, prior to commencing work.

- 4.1.12 The Owner agrees that in the operation, installation or removal of the Cranes, the Owner shall ensure that no damage is caused by the Owner or by its agents, contractors and subcontractors or those for whom the Owner is responsible at law, to any part of the Region Lands and if so, it shall promptly, and at its sole cost and to the satisfaction of the Region, repair any such damage.
- 4.1.13 The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not release, deposit, discharge, place or dispose of any toxic materials, substances, pollutants, contaminants or wastes into the environment or at, on, or near the Airspace of the Region Lands in contravention of any applicable laws whether into the air, land, surface water or groundwater, at any time.
- 4.1.14 The Cranes shall be operated in a way as to minimize interference with the use or enjoyment of the Region Lands.
- 4.1.15 The Owner agrees and covenants to secure the Cranes at all times so as to prevent unauthorized access to it, and use of it.
- 4.1.16 The Owner agrees and covenants that it will only permit personnel who are trained and qualified according to all applicable laws, regulations, standards to construct, operate, supervise, signal and dismantle the Cranes;
- 4.1.17 The Owner shall cease all use of the Airspace and shall dismantle and remove the Cranes as soon as it is commercially feasible to do so after completion of the Project and in any event prior to the expiry of the Term or any earlier termination of the Agreement.

5.0 NO REPRESENTATION OR WARRANTY

- 5.1 The Region makes no representation or warranty with respect to the condition or suitability of the Airspace for the Owner's intended use.

6.0 INDEMNITY

- 6.1 The Owner hereby covenants and agrees to indemnify and save harmless the Region, its Chair, elected officials, employees, agents and contractors, from and against any and all claims, demands, actions, cause of actions, costs, losses, liabilities or expenses for which they may become liable or incur as a result of any type of damage or loss, including but not limited to property damage and personal injury, arising out of the presence (in whole or in part), installation, use, operation, and/or dismantlement of the Cranes, the duties and obligations in this Agreement or breach thereof, any act or omission by the Owner or those for whom it is responsible and/or its permitted successors and assigns, or their employees, agents, contractors or invitees which causes or contributes to any such injury, damage or loss, save and except where caused by negligence on the part of the Region and those for whom it is responsible at law.
- 6.2 The obligation of the Owner to indemnify the Region, its Chair, elected officials, employees, agents and contractors, under this Agreement, shall not and does not confer upon the Owner any right or authority to settle or take any steps, proceedings or do anything in the name of the Region, in respect of any claim, demand, action or proceeding which may be brought against the Region and in respect of which the Owner is obligated to indemnify the Region.
- 6.3 The Owner covenants and agrees that it shall take all steps necessary to avoid construction liens being registered against title to the Region Lands as a result of the activities of the Owner in connection with the Cranes. The Owner shall indemnify and save harmless the Region from and against all actions, causes of action, claims, demands and expenses whatsoever which the Region may incur as a result of the registration of any such construction liens. In the event of the registration of any such construction liens, the Owner covenants and agrees that within ten (10) days of receiving notice of a lien to either take reasonable steps to discharge and vacate the same from title, or, in the alternative, commence

the appropriate application under the *Construction Act* R.S.O 1990, c. C.30. seeking relief to vacate and discharge the same.

- 6.4 The parties hereby expressly declare that it is neither their intention nor their agreement that any arrangements between them shall constitute or be deemed to constitute the Owner and the Region as partners, joint venturers or agents of each other.

7.0 RELEASE AND WAIVER

- 7.1 The Owner hereby remises, releases and forever discharges the Region, its elected officials, employees, agents and contractors, of and from any and all claims, actions, causes of action and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of or occasioned by the presence of the Cranes (in whole or in part), the installation, use, operation and/or dismantlement of the Cranes, including any work undertaken by the Owner or the City, its contractors or agents as permitted by this Agreement.

8.0 INSURANCE

- 8.1 The Owner covenants to take out and keep in full force and effect throughout the Term of this Agreement and until the Project is completed, the following insurance which shall specifically include the risks and potential liability resulting from the use and/or operation (including the erecting and dismantling) of the Cranes, which will, from time to time swing or be present within the Airspace and over the Region Lands as described in this Agreement:

8.1.1 **Commercial General Liability** insurance applying to all operations of the Owner which shall include coverage for bodily injury liability, property damage liability, completed operations liability, contractor's protective liability, contractual liability, and non-owned vehicle liability.

8.1.2 Such policy shall be written with limits of not less than **TEN MILLION DOLLARS (\$10,000,000)** exclusive of interest or costs, per occurrence and shall include the Region as an additional insured; and

- 8.2 Such policies shall not be terminated, cancelled, or materially altered unless written notice, by registered mail, of such termination, cancellation, or material alteration is given by the insurers to the Region at least thirty (30) days before the effective date thereof.
- 8.3 All policies of insurance stipulated herein shall be with insurers that have a rating which meet the requirements of the Region, acting reasonably .
- 8.4 The Owner shall deposit with the Region, prior to execution of this Agreement, a certificate of insurance on a form provided by the Region.
- 8.5 The Owner shall file a renewal certificate with the Region not later than one (1) month before the expiry date of any policy provided pursuant to this Agreement, until the Region has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the Region shall be entitled to renew the policy at the expense of the Owner.
- 8.6 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

9.0 EMERGENCY REPAIRS

- 9.1 If the Commissioner of Public Works deems in their reasonable opinion that an emergency exists or may exist as a result of the Cranes being or possibly becoming a source of danger to the health and safety of the public, the Commissioner of Public Works may take measures on behalf of the Owner, without notice to the Owner, as the Commissioner of Public Works may deem necessary to remove the danger or potential danger created by the Cranes. Notwithstanding clause 4.1.7, the Owner acknowledges that such measures may include the Region requiring the Owner to: 1) limit the use of the Cranes; 2) cease operation of Cranes;

and 3) remove the Cranes, and agrees that it will comply immediately with such requirements. Where the Commissioner of Public Works elects to take any action under this clause, the expenses incurred by the Region in so doing shall be promptly repaid by the Owner to the Region within five (5) business days of the Region providing written notice to the Owner of the expenses owing. If the expenses are not paid within five (5) business days of the Region providing notice of how much is owing, such expenses may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Property and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.0 REMEDIES AVAILABLE TO REGION

10.1 In the event that the Owner is in default of any of the terms in this Agreement the Region may deliver to the Owner written notice of such default which written notice shall specify the default. The Owner agrees to either cure such default within five (5) business days after receipt of written notice from the Region or where such default cannot be cured within five (5) business days, to give written notice to the Region within such five (5) business day period of a methodology acceptable to the Region acting reasonably and based upon best practices (including a proposed timetable for implementation or completion of same, as the case may be, certified by the Owner's consultants where necessary), to remedy such default. In the event that the default is not cured within the five (5) business day period or the methodology is not acceptable to the Region acting reasonably, without further notice to the Owner, the Region may, in its absolute and unfettered discretion, make any payment, carry out any work, or do any other thing which is the obligation of the Owner to do under this Agreement and the Owner shall within five (5) business days of receiving written notice (notifying the Owner of the amount owing), reimburse the Region in full for all sums so paid, including any and all costs and expenses incurred by the Region in carrying out any such work or doing such things. If the costs and expenses are not paid to the Region within five (5) business days of receiving written notice (notifying the Owner of the amount owing), such amount may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Owner's Lands and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.2 The costs and expenses incurred by the Region and referred to in clauses 9.1 and 10.1 shall include, but are not limited to, the wages and benefits paid to or in respect of any employees or contractors of the Region in respect of the time during which such employees were employed with the Region, supervising or administering the carrying out of such work or things and the replacement cost of any materials owned by the Region and used in connection with the same and any amount equivalent to the amount that would have been the reasonable rental cost of any Region owned equipment used in that connection if the same were not owned by the Region, as well as any other costs or expenses incurred by the Region.

10.3 In the event that:

- a) a default is not cured within five (5) business days after receipt of written notice from the Region of such default and such methodology is not provided to the Region within the five (5) business day period; or
- b) the Owner fails to diligently pursue the remedy to such default as proposed in the methodology; or
- c) the Owner fails to make payment to the Region within five (5) business days after receipt of written notice from the Region indicating the costs and expenses owing to the Region

the Region may terminate this Agreement and/or all rights granted hereunder by written notice of termination given to the Owner.

11.0 AGREEMENT TO ENTER

- 11.1 For the purposes of permitting the Region to carry out any of its rights and remedies under this Agreement or at law, the Owner hereby grants to the Region an unlimited and irrevocable right to enter upon and access the Building Site, upon 24 hours' written notice given by the Region unless the Region is acting in accordance with clause 9.1 in which no notice is required to be given by the Region, through any of its employees, agents and contractors, including their vehicles, equipment, supplies and materials, and the Owner shall execute such further assurances as may be deemed necessary by the Region to facilitate the right granted herein.

12.0 NO INTEREST IN FAVOUR OF OWNER

- 12.1 The Owner acknowledges and agrees that the permission hereby granted cannot and does not create or grant the Owner with any interest or easement in, over or upon the Region Lands and Airspace.

13.0 EXTENSION OF TIME

- 13.1 The Region may, in its absolute and unfettered discretion, grant such extensions of time as it deems reasonable or necessary for the performance of the Owner's obligations under this Agreement, provided however, that no such extension nor any other indulgence granted by the Region, or any neglect, refusal or failure to enforce any of the terms and conditions of this Agreement, either in a timely manner or at all, or to take any other remedy shall in any way act as a waiver of the obligations of the Owner under any and all terms of this Agreement.

14.0 SEVERABILITY

- 14.1 Should any of the terms of this Agreement be found to be illegal, unenforceable or *ultra vires* by a court of competent jurisdiction, then those terms so found shall be severable from this Agreement and the remaining terms herein shall continue in full force and effect.

15.0 NOTICES and EXECUTION

- 15.1 Any notice under this Agreement is sufficiently given if delivered personally or if sent by registered mail, facsimile or similar electronic means (including e-mail) to the Region at:

REGIONAL MUNICIPALITY OF PEEL
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9

Attention: **Manager, Real Property and Facility Acquisitions**
 905-791-7800, Extension 7636
 realpropertyrequest@peelregion.ca
Fax: **905-791-3645**

And if intended for the owner:

Daniels HR Corporation
130 Queen's Quay East
West Tower, 8th Floor
Toronto, ON M5A 0P6

Attention: **Niall Haggart, Executive Vice President**
 Email: nhaggart@danielscorp.com
 Phone: 416-598-2129

or at such other addresses as the Region and the Owner may designate from time to time. Any party may, at any time by notice given in writing to the other party, change the address for service of notice on it. Notices by registered mail shall be deemed to have been received on the third (3rd) Business Day after the date of mailing. Notices by personal delivery, facsimile or similar electronic means (including e-mail) shall be deemed to have been received at the time of delivery or transmission unless delivered or transmitted on a weekend or holiday, in which case such notice shall be deemed to have been received on the next Business Day. In the event of an interruption in postal service, notice shall be given by personal delivery, facsimile or other electronic means (including e-mail).

16.0 ASSIGNMENT

- 16.1 This Agreement shall not be assigned or transferred by the Owner without the express written consent of the Region not to be unreasonably withheld or delayed.
- 16.2 The Owner shall not assign its interest in the Airspace without the express written consent of the Region not to be unreasonably withheld or delayed.
- 16.3 Notwithstanding Sections 16.1 and 16.2, the Region acknowledges and agrees that the Owner shall be permitted to assign this Agreement and the Owner's rights herein, without the consent of the Region, to any transferee of a portion of the Building Site pursuant to severances effected in accordance with consent applications currently in progress, provided that the assignee(s) shall enter into an agreement with the Region assuming the Owner's obligations under this Agreement with respect to the portion of the Building Site so transferred.

17.0 SUCCESSORS AND ASSIGNS

- 17.1 This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators, successors and permitted assigns.

18.0 EXTENDED MEANINGS

- 18.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

19.0 CURRENCY

- 19.1 Unless otherwise provided for herein, all monetary amounts referred to herein shall refer to the lawful money of Canada.

20.0 HEADINGS FOR CONVENIENCE ONLY

- 20.1 The division of this Agreement into articles and clauses is for convenience only and shall not affect the interpretation or construction of this Agreement.

21.0 ENTIRE AGREEMENT

- 21.1 This Agreement, including any schedules attached hereto, shall constitute the entire agreement between the parties concerning the transaction contemplated hereby. This Agreement shall not be modified or amended except by written agreement executed and dated by both parties.

22.0 ADDITIONAL CONSIDERATIONS

- 22.1 The parties shall sign such further or other documents, cause such meetings to be held, resolutions passed and by-laws enacted, exercise their vote and influence, do and perform and cause to be done and performed such further and other acts and things as may be necessary or desirable in order to give full effect to this Agreement and every part thereof.

23.0 GOVERNING LAW

23.1 This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

24.0 TIME OF THE ESSENCE

24.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

25.0 MUNICIPAL DISCRETION

25.1 The Owner acknowledges that this Agreement shall not in any manner fetter the discretion or authority of The Regional Municipality of Peel or its Council under the *Municipal Act, 2001*, as amended and/or the *Planning Act*, R.S.O. 1990, as amended, over the Building Site regarding development and land use regulations.

26.0 NON-MERGER

26.1 The Owner acknowledges and agrees that notwithstanding the expiry of the Term or the termination of this Agreement, the covenants, representations and warranties of the Owner hereunder shall not merge on termination and the Owner shall continue to be bound by and liable under this Agreement, together with all future owners, for any remedy required, or loss suffered by the Region in respect of the Works permitted under this Agreement.

27.0 SCHEDULES

27.1 The schedules attached to this Agreement and listed below shall have the same force and effect as if the information and terms contained therein were contained in the body of this Agreement:

- (a) Schedule "A" - Legal Description of the Building Site
- (b) Schedule "B" - Legal Description of the Region Lands
- (c) Schedule "C" – Plans Depicting Airspace over Region Lands and Location of Cranes
- (d) Schedule “D”- Additional Clauses

THIS AGREEMENT is duly executed on the 08 day of April, 2021 by the Owner.

OWNER:

DANIELS HR CORPORATION

Per:



Name: Niall Haggart
Title: A.S.O.

I/We have the authority to bind the Corporation

THIS AGREEMENT is duly executed on the _____ day of _____, 2021 by the Region.

THE REGIONAL MUNICIPALITY OF PEEL

Per:

Name: Aretha Adams
Title: Deputy Regional Clerk

I have the authority to bind the Corporation

File Number: ENC20125
Date: April 1, 2021

SCHEDULE “A”

Legal description of Building Site

Legal Description:

FIRSTLY: PT LT 9 REGISTRAR'S COMPILED PLAN 1003, PART 3, 43R16160;
SECONDLY: BLK 111, PL 43M856, EXCEPT PT 1, 43R16160, S/T
LT1087841; THIRDLY: PT LT 9 REGISTRAR'S COMPILED PLAN 1003, PART 4 & 5,
43R16160 CITY OF MISSISSAUGA

SCHEDULE “B”

Legal description of Region Lands

PT OF ERIN MILLS PKWY (FORMERLY FIFTH LINE RD) LYING BTN ERIN CENTRE BLVD AND EGLINTON AV W BEING ; PT RDAL BTN CONS 5 & 6 WEST OF HURONTARIO ST TORONTO TWP ; SECONDLY ; PT LT 6 REGISTRAR'S COMPILED PLAN 1003 , BEING PT OF PT 1, 43R668
LYING S OF ERIN CENTRE BLVD ; LT 10 REGISTRAR'S COMPILED PLAN 1003 ; MISSISSAUGA

SCHEDULE "D"

Additional Region Clauses

1. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
2. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the Agreement to the other party with a wet signature, within a reasonable time following the termination of the latter of any municipal, provincial, or federal Declaration of Emergency in effect in Peel Region in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.
3. The Owner is required to coordinate erection of the cranes permitted by this Agreement with Regional Staff. The erection and dismantling of the tower cranes shall be coordinated with the Region Capital Project team by providing written notice 30 days in advance to:

Sandy Lovisotto
Program Manager Roads Capital
Region of Peel - Public Works
Cell: 416-473-0120
Email: sandy.lovisotto@peelregion.ca

Or

Olek Garbos
Project Manager Roads Capital
Region of Peel – Public Works
Cell: 416-859-7832
Email: olek.garbos@peelregion.ca

4. PSN has aerial infrastructure on east side of Erin Mills Pkwy, north of Eglinton Ave W. PSN has underground infrastructure on north side of Eglinton Ave W, east of Erin Mills Pkwy.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 28-2021

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 1 (Erin Mills Parkway), City of Mississauga.

WHEREAS Daniels HR Corporation, the owner of the lands and premises described as PART BLOCK 111 PLAN 43M856 PARTS 1, 2, 3 & 4 43R39598; S/T LT1087841; and PCL BLOCK 110-1, SEC 43M856 ; BLK 110, PL 43M856 , T/W PT LT 2, REGISTRAR'S COMPILED PLAN 1003, PT 20, 43R10557 AS IN RO551159 ; S/T LT1128562, City of Mississauga, Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 22nd day of April, 2021 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Daniels HR Corporation is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 1 (Erin Mills Parkway), in accordance with the terms and conditions contained in the Tie-Back Agreement attached as Schedule "A" between The Regional Municipality of Peel and Daniels HR Corporation;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the Tie-Back Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 22nd day of April, 2021.

Deputy Regional Clerk

Regional Chair

TIE-BACK AGREEMENT
(the "Agreement")

THIS AGREEMENT is made as of April 1, 2021

B E T W E E N:

THE REGIONAL MUNICIPALITY OF PEEL
(the "Region")

- and –

DANIELS HR CORPORATION
(the "Owner")

WHEREAS the Owner is the registered owner of the lands municipally known as 5025, 5035 & 5065 Erin Mills Parkway in the City of Mississauga and more particularly described in Schedule "A" attached hereto (hereinafter the "Owner's Lands");

AND WHEREAS the Region is the registered owner of the lands described as Erin Mills Parkway (Regional Road 1), in the City of Mississauga, in the Regional Municipality of Peel and more particularly described in Schedule "B" attached hereto (hereinafter the "Region Lands");

AND WHEREAS pursuant to sections 9 and 11 of the *Municipal Act*, 2001, c.25, the Region has agreed to permit the tie-backs subject to the terms and conditions herein;

AND WHEREAS the Owner is developing three residential apartment buildings on the Owner's Lands (the "Project");

AND WHEREAS the Owner has requested permission to have certain Works (as defined below) encroach upon a portion of the Region Lands as set out in the plans referred to in Schedule "C" attached hereto (the "Tie-Back Area");

AND WHEREAS to the Owner's knowledge and belief, the Works do not impede pedestrian and/or vehicular traffic in any significant manner;

AND WHEREAS the Owner has investigated and satisfied itself that the Works do not impact any underground utilities or infrastructures;

AND WHEREAS the Region has agreed to permit the Works to remain in place until such time as the Works are no longer required, at which time, the tie-backs will be de-stressed, as set out in this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the fees paid by the Owner to the Region and of the mutual covenants and agreements herein contained, (the sufficiency of which is mutually agreed to) and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1.0 PERMISSION TO CONSTRUCT

1.1 The Owner, including the Owner's contractors, subcontractors, employees and express agents, are hereby granted non-exclusive permission to construct, install and use within the Tie-Back Area certain structures and improvements described as a system of shoring, anchors, piles and tie-backs on the Excavation Shoring Plans, dated January 29, 2021 and prepared by Isherwood Geotechnical Engineers (the "Excavation Shoring Plans") listed hereto in Schedule "C" (hereinafter the "Works"), on such terms and conditions as are set out herein. The Region's acceptance of the Excavation Shoring Plans listed hereto in

Schedule "C" does not imply that the Region and/or its consultants have any liability whatsoever, or have waived any rights or remedies, in respect of any deficiencies in those plans. For clarity and certainty, the Region does not have authority to authorize encroachments onto lands owned by the Corporation of the City of Mississauga, and no such encroachment is authorized under this agreement.

- 1.2 The Owner covenants and agrees that it shall retain a qualified Professional Engineer to supervise the Works, and that it shall provide to the Region certification from a qualified Professional Engineer to the satisfaction of the Commissioner of Public Works, or their designate as follows:
 - a) following construction of the Works, that the Works have been completed in accordance with the Excavation Shoring Plans listed hereto in Schedule "C"; and
 - b) that the tie-backs as noted in the Excavation Shoring Plans listed hereto in Schedule "C" have been de-stressed in accordance with clause 3.0.
- 1.3 The Owner shall not be permitted to alter, install, implement, remove, or deal with the Works in any way other than as stipulated in this Agreement and the Excavation Shoring Plans listed hereto in Schedule "C", unless it has the prior written consent of the Region.
- 1.4 Prior to the commencement of any construction activities related to the Works, the Owner shall contact the Region to set up a pre-construction meeting to determine inspection milestones, including but not limited to pre-construction site assessment and Ontario Land Survey (OLS) property line validation. The Owner shall prepare a report documenting the pre-construction site assessment, such as the condition of public infrastructure and/or utilities within or adjacent to the municipal rights-of-ways in the vicinity of the Tie-Back Area. The report shall also include the construction survey and any other identified requirements. The Owner covenants and agrees to submit the said report to the Commissioner of Public Works or their designate for review and acceptance.
- 1.5 Prior to the commencement of any construction activities related to the Works, the Owner shall apply for and obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division), and a Shoring approval from the Region's Development Services Section.
- 1.6 The Owner covenants and agrees that prior to the commencement of the Works it shall obtain all necessary approvals and permits for the Works as required by the Region, as well as from any other applicable government authorities and agencies including, but not limited to, The Regional Municipality of Peel, the City of Mississauga, the Credit Valley Conservation/Toronto and Region Conservation Authority, Ministry of Transportation, Alectra Utilities Corporation, Canadian National Railways, Ministry of the Environment Conservation and Parks, NAV Canada, Greater Toronto Airport Authority or any other agency or government body having authority with respect to the Works and/or the Owner's Lands and the Region Lands. Further, the Owner covenants and agrees to obtain permission from the owners of any properties on which the Works encroach.
- 1.7 The Owner covenants and agrees to retain a qualified Professional Engineer to monitor the placement, and vertical and horizontal movements of the piles, at locations approved by the Region's Commissioner of Public Works or their designate, within the Tie-Back Area, and submit "Monitoring Reports", all to the satisfaction of the Commissioner of Public Works, respecting such monitoring to the Region in accordance with the following:
 - a) During placement of the piles, to ensure compliance with the Excavation Shoring Plans;
 - b) After the piles are installed and before any excavation;
 - c) After the excavation reaches each level of tie-backs and prior to the stressing of the anchors;
 - d) One day after the anchors are stressed; and

- e) Weekly, during excavation until four (4) weeks after the excavation is completed and monthly thereafter until the permanent structure is completed and all voids between the permanent structure and the shoring are backfilled.
 - f) Six months thereafter.
 - g) The Monitoring Reports shall be accompanied by a letter sealed by the Professional Engineer to indicate which piles have experienced movement, how much movement was experienced, why such movement was experienced, and what corrective actions need to be undertaken to mitigate further movements.
- 1.8** The Owner covenants and agrees to direct the qualified Professional Engineer to notify the Region forthwith in the event that any adverse vertical or horizontal movement recorded during the monitoring referred to in clause 1.7. The Owner further covenants and agrees that remedial works satisfactory to the Commissioner of Public Works or their designate shall be undertaken immediately to prevent further movements, and that the Owner shall not resume excavation until such time as the Owner has received written permission from the Commissioner of Public Works to resume the excavation.
- 1.9** Where the Works are approved to be located in the vicinity of public infrastructure, the Owner shall submit to the Commissioner of Public Works, and prior to the commencement of any construction activities related to the Works, a report and accompanying plans to demonstrate how such public infrastructure (bridges, retaining walls, piping, conduits, etc.) will be protected and monitored during installation of the Works. The Owner agrees to include in the Monitoring Reports in clause 1.7 monitoring reports for the public infrastructure in accordance with clause 1.7(a) to 1.7(d) above. The Owner further agrees to submit with each monitoring report a letter sealed by the Owner's Professional Engineer to indicate whether such public infrastructure and its related appurtenances has experienced movement, how much movement was experienced, why such movement was experienced, and what corrective actions need to be undertaken to mitigate further movements.
- 1.10** The Works are to be installed in a manner consistent with industry standards, in accordance with sound engineering practices, and with any and all requirements of the Region and all governmental authorities.
- 1.11** The Owner shall use commercially reasonable efforts to ensure that the installation of the Works shall be carried out in such a way as to minimize interference and/or interruption to any use of or other operations on the Tie-Back Area, and the Owner shall promptly comply with all reasonable instructions given by the Region for the purpose of minimizing any such interference and/or interruptions.
- 1.12** The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not use or deposit onto the Tie-Back Area any contaminant as defined in the *Environmental Protection Act*, R.S.O. 1990, c. E.19 and shall be responsible, at its sole cost, for any environmental cleanup as a result of its actions or omissions.
- 1.13** The Region makes no representation or warranty with respect to the condition or suitability of the Region Lands for the Owner's intended use.
- 1.14** The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not do or permit any act or thing which constitutes a nuisance or which is offensive or of annoyance to the Region or the public generally. Without limiting the generality of the foregoing, the Owner shall not cause or permit any unusual or objectionable noises, light or odours to emanate from the Tie-Back Area.
- 1.15** The Owner shall be responsible for, and shall pay upon demand and indemnify the Region in respect of, the reasonable costs incurred by the Region, and including any consultant the Region may deem necessary to provide periodic advice to the Region, in connection with this Agreement and the Works being completed by or on behalf of the Owner including, without limitation, site inspections and attendances and review of relevant plans.

2.0 TERM

- 2.1** The term of this Agreement (the "Term") shall commence on the date of execution of this agreement or a permit for the Works is issued (the "Commencement Date") and thereafter shall expire upon delivery of written notification from the Region that it has received certification from the Owner's Professional Engineer confirming that the tie-backs have been de-stressed to the satisfaction of the Commissioner of Public Works and, that all of the Owner's obligations under this agreement have been satisfied.

3.0 DE-STRESS TIE-BACKS

- 3.1** The Owner acknowledges and agrees that the Works shall become redundant once the construction of underground structures is fully completed and the tie-backs are abandoned. The Owner covenants and agrees:

- a) to decommission and/or remove the piles and shoring system to a minimum of 2.5 metres below existing grade only where the piles encroach on the Region Lands to the satisfaction of the Commissioner of Public Works;
- b) to backfill all excavations or voids within the public right-of-ways with suitable granular material and compacted to 95 percent Modified Proctor Density in layers of no more than 300 millimetres, or
- c) that in the event that backfilled material cannot be satisfactorily compacted, to fill all excavations or voids within the public right-of-ways with unshrinkable fill up to 1.25 metres below finished grade and the remainder in accordance with 3.1 b);

all to the satisfaction of the Commissioner of Public Works and at the Owner's sole cost.

- 3.2** The Owner covenants and agrees to restore the Tie-Back Area and Region Lands, including making any repairs identified in accordance with clause 1.4, to the satisfaction of the Commissioner of Public Works after it has been certified that the tie-backs have been de-stressed in accordance with clause 3.3, at its sole cost.
- 3.3** Prior to issuance of the Engineer's certification as required in clause 1.2(b), the Owner shall de-stress all tie-backs, and shall provide a de-stressing inspection report indicating that the all Work related to tie-back de-stressing has been completed
- 3.4** The Owner shall, at its sole cost and expense, provide to the Commissioner of Public Works as built drawings within ninety (90) days of the installation of the final tie-back in order to confirm final locations of the Works in the Tie-Back Area. As built drawing shall comply with the Region's Linear Infrastructure Public Works CAD Submission Requirements, June 2015, as amended.
- 3.5** The Owner acknowledges that upon completion of the de-stressing, the tie-back materials remaining within the Tie-Back Area shall be considered abandoned by the Owner and to be part of the Region Lands and as such is property of the Region.
- 3.6** Prior to construction, if the Owner provides the Region with a letter from a Licensed Professional Engineer indicating that fiberglass tiebacks will be used and stating that fiberglass tiebacks that have not been de-stressed will not pose any danger nor risk to the Region, its contractors, agents, nor equipment, nor the property of the Owner during future work on the Region's infrastructure, and if the Region accepts in writing the contents of the letter, all de-stressing requirements of the Owner laid out in this agreement will be deemed to have been fulfilled.

4.0 MAINTENANCE AND REPAIR

- 4.1** In addition to the requirements of clause 1.7, the Owner shall maintain the Works and keep same in a good state of repair at the Owner's sole cost and expense. Without limiting the generality of the foregoing, the Region may at any time give written notice to the Owner requiring that certain maintenance or repair work be carried out with respect to the Works. Forthwith upon receipt of such notice, the Owner shall commence all work described

therein and shall have such work completed to the satisfaction of the Region within the time period stipulated in the said notice.

- 4.2 The Owner covenants and agrees to repair any municipal infrastructure and/or utilities damaged by the Owner’s actions, at the Owner’s sole cost, to the satisfaction of the Commissioner of Public Works.
- 4.3 During the Term, the Owner shall take all necessary precautions to provide for the safety and welfare of the public as a result of the presence, installation and maintenance of the Works and the use of the Tie-Back Area and with respect thereto the Owner shall be responsible for the safety of all pedestrians and other users of the highway and property including the Tie-Back Area. If the enjoyment or safety of any person or installations on or around Region Lands might be interfered with, the Owner shall after receiving notice from the Region in writing, sufficiently repair or alter the same so as to remove or remedy the issue as noted in the notice.
- 4.4 The Region shall have the right to enter onto the Tie-Back Area during the Term at any reasonable time for the purpose of installing or maintaining any utility or municipal service or any other purpose the Region deems necessary.

5.0 FINANCIAL

- 5.1 As consideration for the Works in the Tie-Back Area, the Owner shall pay to the Region an annual fee payable, in the amount of THREE HUNDRED DOLLARS (\$300.00) plus applicable taxes, each year during the Term. The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a certified cheque or bank draft in the amount of NINE HUNDRED AND FOUR DOLLARS (\$904.00) inclusive of the applicable taxes as the fee for the first year of the Term and the Administration fee. Subsequent payments of the annual fee shall be paid to the Region on or before the yearly anniversary of the commencement of the Term noted in clause 2.1.

The Owner agrees to pay the Region the following:

- (a) Administration fee (one time) \$ 500.00, plus applicable taxes
- (b) Annual fee (each year throughout Term) \$ 300.00, plus applicable taxes

- 5.2 The Owner covenants and agrees to pay to the Region, upon execution of this Agreement, its reasonable legal fees in connection with the negotiation and preparation of this Agreement.
- 5.3 The Owner covenants and agrees to pay to the Region its reasonable legal fees incurred as result of exercising its rights and remedies under this Agreement.
- 5.4 The Owner shall, simultaneously upon executing this agreement, deliver to the Region an irrevocable letter of credit from a Schedule 1 Canadian Chartered Bank or other negotiable security approved by the Region Treasurer in the amount of FIFTY THOUSAND DOLLARS (\$50,000.00), (the “Letter of Credit”) as security for the Owner’s obligations under this Agreement and the Owner’s Crane Swing Agreement with the Region executed for the same Project. The Owner acknowledges and agrees that the Region may authorize the use of or draw on the Letter of Credit in accordance with clauses, 9.1 and 10.1 of this Agreement or on the basis of the Owner’s default under this Agreement. For clarity, the Letter of Credit may be drawn for the purposes of this Agreement and/or the Owner’s Crane Swing Agreement with the Region. If the Owner is not in default under this Agreement the Region shall release the Letter of Credit to the Owner upon the expiration of the Term as detailed in clause 2.1. and the Owner’s Crane Swing Agreement, the Region shall release the Letter of Credit to the Owner upon the later of the expiration of the Term of either this Agreement or the Owner’s Crane Swing Agreement with the Region for the same Project.

6.0 INSURANCE

- 6.1 The Owner shall take out and keep in full force and effect until termination of this Agreement, the following minimum insurance:
 - a) **Commercial General Liability** insurance applying to all operations of the Owner which

shall include coverage for bodily injury liability, property damage liability, completed operations liability, contractor's protective liability, contractual liability, and non-owned vehicle liability.

- i. This policy shall contain no exclusions for damage or loss from blasting, vibration, pile driving, the removal or weakening of support, shoring, and underpinning or from any other activity or work that may be done in connection with this Agreement.
- ii. Such policy shall be written with limits of not less than **FIVE MILLION DOLLARS (\$5,000,000)** exclusive of interest or costs, per occurrence and shall include the Region and/or its agent(s) as an additional insured; and
- iii. Such policy shall be primary and shall not act as co-insurance or as excess to any policy maintained by the Region and shall contain a severability of interests clause and cross liability clause.

6.2 Such policy shall not be terminated, cancelled, or materially altered unless written notice, by registered mail, of such termination, cancellation, or material alteration is given by the insurers to the Region at least thirty (30) days before the effective date thereof.

6.3 The said policy of insurance stipulated herein shall be issued in the Province of Ontario and underwritten by insurers licensed in the Province of Ontario to underwrite such insurance.

6.4 The Owner shall deposit with the Region, prior to execution of this Agreement, a certificate of insurance on a form provided by the Region.

6.5 The Owner shall file a renewal certificate with the Region not later than one (1) month before the expiry date of any policy provided pursuant to this agreement, until the Region has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the Region shall be entitled to renew the policy at the expense of the Owner.

6.6 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

7.0 INDEMNITY

7.1 The Owner hereby covenants and agrees to indemnify and save harmless the Region, its Chair, elected officials, employees, agents and contractors, from and against any and all claims, demands, actions, cause of actions, costs, losses, liabilities or expenses for which they may become liable or incur as a result of any type of damage or loss, including but not limited to property damage and personal injury, arising out of the presence (in whole or in part), installation, use, operation, and/or dismantlement of the Tie-Backs or any other part of the Works, the duties and obligations in this Agreement or breach thereof, any act or omission by the Owner or those for whom it is responsible and/or its permitted successors and assigns, or their employees, agents, contractors or invitees which causes or contributes to any such injury, damage or loss, save and except where caused by negligence on the part of the Region and those for whom it is responsible at law.

7.2 The obligation of the Owner to indemnify the Region, its Chair, elected officials, employees, agents and contractors, under this Agreement, shall not and does not confer upon the Owner any right or authority to settle or take any steps, proceedings or do anything in the name of the Region, in respect of any claim, demand, action or proceeding which may be brought against the Region and in respect of which the Owner is obligated to indemnify the Region.

7.3 The Owner covenants and agrees that it shall take all steps necessary to avoid construction liens being registered against title to the Region Lands as a result of the activities of the Owner in connection with the Tie-Backs. The Owner shall indemnify and save harmless the Region from and against all actions, causes of action, claims, demands and expenses whatsoever which the Region may incur as a result of the registration of any such construction liens. In the event of the registration of any such construction liens, the Owner

covenants and agrees that within ten (10) days of receiving notice of a lien to either take reasonable steps to discharge and vacate the same from title, or, in the alternative, commence the appropriate application under the Construction Act R.S.O 1990, c. C.30. seeking relief to vacate and discharge the same.

- 7.4** The parties hereby expressly declare that it is neither their intention nor their agreement that any arrangements between them shall constitute or be deemed to constitute the Owner and the Region as partners, joint venturers or agents of each other.

8.0 RELEASE AND WAIVER

- 8.1** The Owner hereby remises, releases and forever discharges the Region, its elected officials, employees, agents and contractors, of and from any and all claims, actions, causes of action and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of or occasioned by the presence upon the Region Lands of the Works, including any work undertaken by the Owner or the Region, its contractors or agents as permitted by this Agreement.

9.0 EMERGENCY REPAIRS

- 9.1** If the Commissioner of Public Works deems in his or her reasonable opinion that an emergency exists or may exist as a result of the Works being or possibly becoming a source of danger to the health and safety of the public, the Commissioner of Public Works may take measures on behalf of the Owner, without notice to the Owner, as the Commissioner of Public Works may deem necessary to remove the danger or potential danger created by the encroachment. Where the Commissioner of Public Works elects to take any action under this clause, the expenses incurred by the Region in so doing shall be promptly repaid by the Owner to the Region within five (5) business days of the Region providing written notice to the Owner of the expenses owing. If the expenses are not paid within five (5) business days of the Region providing notice of how much is owing, such expenses may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Property and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.0 REMEDIES AVAILABLE TO REGION

- 10.1** In the event that the Owner is in default of any of the terms in this Agreement, the Region may deliver to the Owner written notice of such default which written notice shall specify the default. The Owner agrees to either cure such default within five (5) business days after receipt of written notice from the Region or where such default cannot be cured with five (5) business days, to give written notice to the Region within such five (5) business day period of a methodology acceptable to the Region acting reasonably and based upon best practices (including a proposed timetable for implementation or completion of same, as the case may be, certified by the Owner's consultants where necessary), to remedy such default. In the event that the default is not cured within the five (5) business day period or the methodology is not acceptable to the Region acting reasonably, without further notice to the Owner, the Region may, in its absolute and unfettered discretion, make any payment, carry out any work, or do any other thing which is the obligation of the Owner to do under this Agreement and the Owner shall within five (5) business days of receiving written notice (notifying the Owner of the amount owing), reimburse the Region in full for all sums so paid, including any and all costs and expenses incurred by the Region in carrying out any such work or doing such things. If the costs and expenses are not paid to the Region within five (5) business days of receiving written notice (notifying the Owner of the amount owing), such amount may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Owner's Lands and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.2 The costs and expenses incurred by the Region and referred to in clauses 9.1 and 10.1 shall include, but are not limited to, the wages and benefits paid to or in respect of any employees or contractors of the Region in respect of the time during which such employees were employed with the Region, supervising or administering the carrying out of such work or things and the replacement cost of any materials owned by the Region and used in connection with the same and any amount equivalent to the amount that would have been the reasonable rental cost of any Region owned equipment used in that connection if the same were not owned by the Region, as well as any other costs or expenses incurred by the Region.

10.3 In the event that:

- a) a default is not cured within five (5) business days after receipt of written notice from the Region of such default and such methodology is not provided to the Region within the five (5) business day period; or
- b) the Owner fails to diligently pursue the remedy to such default as proposed in the methodology; or
- c) the Owner fails to make payment to the Region within five (5) business days after receipt of written notice from the Region indicating the costs and expenses owing to the Region

the Region may terminate this Agreement and/or all tie-back rights granted hereunder by written notice of termination given to the Owner.

11.0 AGREEMENT TO ENTER

11.1 For the purposes of permitting the Region to carry out any of its rights and remedies under this Agreement or at law, the Owner hereby grants to the Region an unlimited and irrevocable right to enter upon and access the Owner's Lands, upon 24 hours' written notice given by the Region unless the Region is acting in accordance with clause 9.1 in which no notice is required to be given by the Region, at all reasonable times, through any of its employees, agents and contractors, including their vehicles, equipment, supplies and materials, and the Owner shall execute such further assurances as may be deemed necessary by the Region to facilitate the right granted herein.

12.0 NO INTEREST IN FAVOUR OF OWNER

12.1 The Owner acknowledges and agrees that the permission hereby granted cannot and does not create or grant the Owner with any interest or easement in, over or upon the Region Lands in which the Works are located.

13.0 EXTENSION OF TIME

13.1 The Region may, in its absolute and unfettered discretion, grant such extensions of time as it deems reasonable or necessary for the performance of the Owner's obligations under this Agreement, provided however, that no such extension nor any other indulgence granted by the Region, or any neglect, refusal or failure to enforce any of the terms and conditions of this Agreement, either in a timely manner or at all, or to take any other remedy shall in any way act as a waiver of the obligations of the Owner under any and all terms of this Agreement.

14.0 SEVERABILITY

14.1 Should any of the terms of this Agreement be found to be illegal, unenforceable or *ultra vires* by a court of competent jurisdiction, then those terms so found shall be severable from this Agreement and the remaining terms herein shall continue in full force and effect.

15.0 REGISTRATION OF NOTICE OF AGREEMENT

15.1 The Owner hereby covenants and agrees that this Agreement and the schedules hereto, or any part thereof, may be registered upon the title of the Owner's Lands. Such registration

shall be at the instance of the Region and at its sole discretion. The covenants, agreements, conditions and undertakings herein contained shall be binding upon the Owner, its successors and permitted assigns as owners and occupiers from time to time and this covenant shall be to the benefit of the Region and its lands and highways appurtenant and adjacent to the subject lands.

- 15.2** The Owner further covenants and agrees to pay to the Region the cost of registration of this Agreement.

16.0 NOTICES

- 16.1** Any notice under this Agreement is sufficiently given if delivered personally or if sent by registered mail, facsimile or similar electronic means (including e-mail) to the Region at:

THE REGIONAL MUNICIPALITY OF PEEL
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9

Attention: **Manager, Real Property and Facility Acquisitions**
 905-791-7800, Extension 7636
 realpropertyrequest@peelregion.ca
Fax: **905-791-3645**

and to the Owner at:

Daniels HR Corporation
130 Queen's Quay East
West Tower, 8th Floor
Toronto, ON M5A 0P6

Attention: Niall Haggart, Executive Vice President
Email: nhaggart@danielscorp.com
Phone: 416-598-2129

or at such other addresses as the Region and the Owner may designate from time to time. Any party may, at any time by notice given in writing to the other party, change the address for service of notice on it. Notices by registered mail shall be deemed to have been received on the third (3rd) Business Day after the date of mailing. Notices by personal delivery, facsimile or similar electronic means (including e-mail) shall be deemed to have been received at the time of delivery or transmission unless delivered or transmitted on a weekend or holiday, in which case such notice shall be deemed to have been received on the next Business Day. In the event of an interruption in postal service, notice shall be given by personal delivery, facsimile or other electronic means (including e-mail).

17.0 ASSIGNMENT

- 17.1** This Agreement shall not be assigned or transferred by the Owner without the express written consent of the Region not to be unreasonably withheld or delayed.
- 17.2** The Owner shall not assign its interest in the Tie-Back Area without the express written consent of the Region not to be unreasonably withheld or delayed.
- 17.3** Notwithstanding Sections 17.1 and 17.2, the Region acknowledges and agrees that the Owner shall be permitted to assign this Agreement and the Owner's rights herein, without the consent of the Region, to any transferee of a portion of the Owner's Lands pursuant to severances effected in accordance with consent applications currently in progress, provided that the assignee(s) shall enter into an agreement with the Region assuming the Owner's obligations under this Agreement with respect to the portion of the Owner's Lands so transferred.

18.0 SUCCESSORS AND ASSIGNS

18.1 This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators, successors and permitted assigns.

19.0 EXTENDED MEANINGS

19.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

20.0 CURRENCY

20.1 Unless otherwise provided for herein, all monetary amounts referred to herein shall refer to the lawful money of Canada.

21.0 HEADINGS FOR CONVENIENCE ONLY

21.1 The division of this Agreement into articles and clauses is for convenience only and shall not affect the interpretation or construction of this Agreement.

22.0 ENTIRE AGREEMENT

22.1 This Agreement, including any schedules attached hereto, shall constitute the entire agreement between the parties concerning the transaction contemplated hereby. This Agreement shall not be modified or amended except by written agreement executed and dated by both parties.

23.0 ADDITIONAL CONSIDERATIONS

23.1 The parties shall sign such further or other documents, cause such meetings to be held, resolutions passed and by-laws enacted, exercise their vote and influence, do and perform and cause to be done and performed such further and other acts and things as may be necessary or desirable in order to give full effect to this Agreement and every part thereof.

24.0 GOVERNING LAW

24.1 This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

25.0 TIME OF THE ESSENCE

25.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

26.0 MUNICIPAL DISCRETION

26.1 The Owner acknowledges that this Agreement shall not in any manner fetter the discretion or authority of The Regional Municipality of Peel under the *Municipal Act, 2001*, as amended and/or the *Planning Act*, R.S.O. 1990, as amended, over the Owner's Lands regarding development and land use regulations.

27.0 NON-MERGER

27.1 The Owner acknowledges and agrees that notwithstanding the expiry of the Term or the termination of this Agreement, the covenants, representations and warranties of the Owner hereunder shall not merge on termination and the Owner shall continue to be bound by and liable under this Agreement, together with all future owners, for any remedy required, or loss suffered by the Region in respect of the Works permitted under this Agreement.

28.0 SCHEDULES


28.1 The schedules attached to this Agreement and listed below shall have the same force and effect as if the information and terms contained therein were contained in the body of this Agreement:

- (a) Schedule "A" - Legal Description of the Region Lands
- (b) Schedule "B" - Legal Description of the Owner's Lands
- (c) Schedule "C" – Excavation Shoring Plans
- (d) Schedule “D” – Additional Clauses

THIS AGREEMENT is duly executed on the 15th day April, 2021 by the of Owner.

OWNER:

DANIELS HR CORPORATION

Per: 
Name: Niall Haggart
Title: A.S.O.

I have authority to bind the Corporation.

THIS AGREEMENT is duly executed on the _____ day of _____, 2021 by the Region.

THE REGIONAL MUNICIPALITY OF PEEL

Per: _____
Name: Aretha Adams
Title: Deputy Regional Clerk

I have the authority to bind the Corporation.

File No. ENC20125
Date: April 14, 2021

SCHEDULE "A"

Legal Description of Owner's Lands

PIN: 13120-0132

Legal Description: FIRSTLY: PART LOT 9 REGISTRAR'S COMPILED PLAN 1003 PART 3 43R16160; SECONDLY: BLOCK 111 PLAN 43M856 EXCEPT PART 1 43R16160, PARTS 1, 2, 3 & 4 43R39598; S/T LT1087841; THIRDLY: PART LOT 9 REGISTRAR'S COMPILED PLAN 1003 PARTS 4 & 5 43R16160; CITY OF MISSISSAUGA.

SCHEDULE "B"

Legal Description of Region Lands

PIN: 13120-0131

Legal Description: PART BLOCK 111 PLAN 43M856 PARTS 1, 2, 3 & 4 43R39598; S/T LT1087841; CITY OF MISSISSAUGA.

PIN: 13120-0014

Legal Description: PCL BLOCK 110-1, SEC 43M856 ; BLK 110, PL 43M856 , T/W PT LT 2, REGISTRAR'S COMPILED PLAN 1003, PT 20, 43R10557 AS IN RO551159 ; S/T LT1128562 MISSISSAUGA.

SCHEDULE “C”

Excavation Shoring Plans

Prepared by: Isherwood Geotechnical Engineers

Plan No: SH-0, 1, 10, 11, 12, 13, 14, 15 16

Project No: SP-19-148M (ENC20125)

Date of Plans: January 29, 2021

Accepted by: Region of Peel - Public Works Department

Date of Acceptance: February 11, 2021

SCHEDULE "D"Additional Region Clauses

1. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
2. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the Agreement to the other party with a wet signature, within a reasonable time following the termination of the latter of any municipal, provincial, or federal Declaration of Emergency in effect in Peel Region in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.
3. The Owner agrees that it shall as soon as reasonably possible cause the deletion of the following instruments from title to a portion of the Region Lands described within PIN 13120-0131:

PR3689501 – Application to Annex Restrictive Covenants S.119;
 PR3689502 – Notice of Option Purchase; and
 PR3738686 – Application to Annex Restrictive Covenants S.119.

The Owner shall provide the Region with confirmation that the foregoing instruments have been deleted. The Owner agrees that the foregoing obligations shall be at its sole cost and expense.

4. The Owner shall at its sole cost and expense complete all locates and underground verification in advance of their work to ensure no damage is caused to Regional Infrastructure.
5. The Owner shall at its sole cost and expense complete Closed Circuit Television (CCTV) inspections (including the Video, PACP database and Report) of the Region's sanitary and storm sewer pipes (utilizing PACP coding and performed by NAASCO\PACP certified inspectors) contained within the Regional and Local Roads: i) pre construction inspection - prior to commencement of any works (the inspections must be validated by the Region before works may commence – this inspection becomes the baseline for assessing any defects or damage caused by construction when compared with the post construction inspection) ; and (ii) post construction inspection - within thirty (30) days after said works have been completed. The Owner shall provide any inspection reports to the Region's Program Manager, Water & Wastewater Infrastructure Planning and Asset Management State of Good Repair within five (5) business days of completion of any CCTV inspection.

The Owner shall retain CCTV contractors under the Region's approved vendor list for any CCTV inspections completed pursuant to its obligations in this Agreement. The Owner may contact the following for the Region's vendor list and inspection requirements:

Supervisor, Wastewater Collection, Phone: 905-791-7800 x3478

Or

Team Lead CCTV, Phone: 905-791-7800 x7466

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 29-2021

**A by-law to delegate approval authority for
the Regional Major Office Incentives
Program administration, execution of
agreements and granting of payments to the
local municipalities to support Local
Municipal Community Improvement Plans.**

WHEREAS Section 28(7.2) of the *Planning Act R.S.O. 1990c. P. 13*, as amended, states the council of an upper-tier municipality may make grants or loans to the council of a lower-tier municipality and the council of a lower-tier municipality may make grants or loans to the council of the upper-tier municipality, for the purpose of carrying out a community improvement plan that has come into effect, on such terms as to security and otherwise as the council considers appropriate, but only if the official plan of the municipality making the grant or loan contains provisions relating to the making of such grants or loans;

AND WHEREAS, Council of the Regional Corporation of has adopted Regional Official Plan policies to adopt community improvement strategies/programs to guide and facilitate the Region of Peel's participation in implementing local municipal community improvement plans and support the Region's participation in a local municipal community improvement plan subject to the Region's community improvement strategies/programs and capital budgets;

AND WHEREAS, Sections 8, 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, (hereinafter the "*Municipal Act, 2001*") confer broad authority on municipalities, governing their affairs, and to provide any service or thing that the municipality considers necessary or desirable;

AND WHEREAS, Section 23.1 of the *Municipal Act, 2001*, provides that a municipality may delegate its powers and duties under this or any other Act to a person or body;

AND WHEREAS, Section 23.1(2)(5) of the *Municipal Act, 2001*, provides that a delegation may be subject to conditions and limits as the Council of a municipality considers appropriate;

AND WHEREAS, Council desires to delegate to the Commissioner of Public Works and the Chief Planner, the authority to prepare and execute agreements upon terms satisfactory to the Chief Financial Officer and the Regional Solicitor, in accordance with the Region of Peel Major Office Incentives Program;

AND WHEREAS, Council desires to delegate to the Chief Financial Officer and the Regional Treasurer, the authority to make grant payments from the Major Office Incentives Program Reserve to local municipalities, in accordance with the Region of Peel Major Office Incentives Program;

NOW THEREFORE the Council of the Regional Corporation enacts as follows:

1. In this by-law,

- (a) "Application" means an application for the granting of incentives under the Region of Peel Major Office Incentives Program, being the Tax Increment Equivalent Grant, and "Applications" has the same meaning as the singular.
- (b) "Corporation" means The Corporation of the Regional Municipality of Peel.
- (c) "Local Municipal/Local Municipality" means the three lower-tier municipalities of the Corporation: City of Brampton, Town of Caledon and City of Mississauga.
- (d) "Local Municipal Community Improvement Plan" means an enacted and approved Community Improvement Plan by a Local Municipality.
- (e) "Council" means the elected Council of the Corporation.
- (f) "Commissioner of Public Works " means the Commissioner of Public Works for the Corporation.
- (g) "Chief Financial Officer " means the Chief Financial Officer for the Corporation.
- (h) "Regional Treasurer" means the Regional Treasurer for the Corporation.
- (i) "Chief Planner" means the Chief Planner of the Corporation.
- (j) "Regional Official Plan" means the in-effect Official Plan of the Corporation.
- (k) "Region of Peel Major Office Incentives Program" means the program to assist with certain costs, and to establish a granting program using a Tax Increment Equivalent Grant (TIEG) structure.
- (l) "Grants" means an amount of money that will be transferred to local municipalities structured as a Tax Increment Equivalent Grant, in accordance with the Region of Peel Major Office Incentives Program.

2. Subject to Sections 3 and 4 of this By-law, Council delegates to the Commissioner of Public Works and the Chief Planner, the authority to consider, confirm application eligibility, decisions for making a grant, and execute agreements for approved Applications made pursuant to the Regional Major Office Incentives Program.
3. The Commissioner of Public Works' and the Chief Planner's delegated approval authority shall not exceed any one or more Applications which relate to office development that cumulatively reach a total 1,000,000 square feet of office gross floor area (92,903 square metres of office gross floor area).
4. If the Commissioner of Public Works and the Chief Planner have granted approval to one or more Applications which cumulatively total 1,000,000 square feet of office gross floor area (92,903 square metres of office gross floor area), any further Applications shall only be considered and determined by Council.
5. Council delegates authority to both the Chief Financial Officer and the Regional Treasurer, pursuant to Section 28(7.2) of the *Planning Act*, to make grant payment(s) and transfer funds, cumulatively up to a maximum of \$10,000,000, from the Major Office Incentives Program Reserve to a local municipality for approved Applications.
6. If the Chief Financial Officer and the Regional Treasurer have made grants cumulatively of up to \$10,000,000, any further Applications shall only be considered and determined by Council.
7. Any single Application in excess of the amounts specified in Sections 3 and 5 of this By-law shall be considered and determined by Council.
8. Applications must meet the following criteria to be considered for approval through the Region of Peel Major Office Incentives Program:
 - (a) Be located within a Local Municipal Community Improvement Plan area for major office development, as defined by the Local Municipality;
 - (b) Meet the criteria of the Local Municipal Community Improvement Plan;
 - (c) Meet the criteria of the Regional Major Office Incentive Program;
 - (d) Consist of a standalone major office employment development or include a major office component of 20,000 sq. ft. (1,858 square metres) (or up to 10% less than 20,000sq. ft. (1,858 square metres) or more;
 - (e) Conform to the Regional Official Plan and the subject Local Municipal official plan; and
 - (f) Consist of new major office construction or the adaptive reuse of non-office buildings to major office uses, where the payment of

increased property taxes would apply.

9. Applications will be received for a duration of five (5) years from the date this By-law is enacted and must be received prior to building permit issuance. Applications involving developments that already have a building permit issued shall not be eligible for the program.
10. Applications made pursuant to the Regional Major Office Incentive Program shall be subject to the following conditions:
 - (a) an Application shall be filed with the Chief Planner;
 - (b) the Chief Planner may require a meeting with the applicant to discuss the Application;
 - (c) the Application is complete and falls within the thresholds set by Section 3, 4 and 5 of this By-law, upon the Chief Planner's sole determination;
 - (d) Approved applications will be forwarded to the local municipality for calculation of TIEG amounts;
 - (e) Approved applications will be subject to the Corporation's budget approval of the amount required for the grant; and
 - (f) where the Application exceeds the delegated authority pursuant to Sections 3 and 5 of this By-law, the Application must be approved by Council.
11. Applications that meet the criteria in Section 8 of this By-law and are approved in accordance with Section 10 of this By-law are eligible for a grant that matches the local municipal TIEG by structure, within the following thresholds and policy limitations:
 - The TIEG starting percentage must be no higher than 100%;
 - The TIEG must decline by no less than 7% each year;
 - The TIEG will be in place for up to ten years; and
 - The requirements of the Planning Act Section 28 (7.3) are met.
12. The Chief Planner shall prescribe all forms necessary to submit an Application to the Regional Major Office Incentives Program and may amend such forms as the Chief Planner deems necessary.
13. The Commissioner of Public Works, the Chief Planner, the Regional Treasurer and the Chief Financial Officer are authorized to undertake all acts necessary to carry out the authorities delegated to him/her under this By-law.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 22nd day of April, 2021.

Deputy Regional Clerk

Regional Chair