

**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, March 12, 2020

**Time:** 9:30 AM

**Place:** Council Chamber, 5<sup>th</sup> Floor  
Regional Administrative Headquarters  
10 Peel Centre Drive, Suite A  
Brampton, Ontario

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

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

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**The Council of the  
Regional Municipality of Peel**

**Date:** Thursday, March 12, 2020

**Time:** 9:30 a.m.

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

**\* Denotes Additional Item**



1. **CALL TO ORDER**
2. **INDIGENOUS LAND ACKNOWLEDGEMENT**
3. **DECLARATIONS OF CONFLICTS OF INTEREST**
4. **APPROVAL OF MINUTES**
  - 4.1 February 27, 2020 Regional Council meeting
5. **APPROVAL OF AGENDA**
6. **CONSENT AGENDA**
7. **DELEGATIONS**
  - \*7.1 Rob Harrison, Director, Valleywood Resident Association  
Regarding Regional Official Plan Amendment 34 (Related to 13.2 and 16.4)  
**(Additional Item Distributed at the Meeting)**
8. **STAFF PRESENTATIONS**
  - 8.1 Update on Novel Coronavirus  
(Oral)  
Presentation by Dr. Jessica Hopkins, Medical Officer of Health
  - 8.2 Development Charge Interest Rate Policy – Bill 108  
(Related to By-law 21-2020)  
Presentation by Stephanie Nagel, Treasurer and Director of Corporate Finance
  - 8.3 Neighbourhood Information Tool Data by Ward  
(For information)  
Presentation by Sandra Solonik, Advisor, Community Engagement, Chine Nkado, Manager, Business Intelligence, and Kevin Farrugia, Advisor, Digital and Information Services
9. **ITEMS RELATED TO HEALTH**

*Chaired by Councillor J. Downey or Vice-Chair Councillor D. Damerla*

  - 9.1 Increase in Provincial Base Funding for Community Support Services
  - 9.2 Report of the Health System Integration Committee (HSIC-1/2020) meeting held on February 20, 2020
10. **COMMUNICATIONS**

**11. ITEMS RELATED TO HUMAN SERVICES**

*Chaired by Councillor M. Medeiros or Vice-Chair Councillor G.S. Dhillon*

- 11.1 Community Data Summary Report  
(For information)

**12. COMMUNICATIONS**

**13. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT**

*Chaired by Councillor M. Palleschi or Vice-Chair Councillor A. Thompson*

- 13.1 Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption  
(Related to By-law 18-2020)
- 13.2 Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34  
(Related to By-law 19-2020)

**14. COMMUNICATIONS**

- 14.1 Caspar Hall, Director, Municipal Finance Policy Branch, Ministry of Municipal Affairs and Housing  
  
Email dated February 19, 2020, Responding to a Letter from Regional Chair Iannicca Regarding the Community Benefits Charges Framework and Bill 138: *Planning to Build Ontario Together Act*, 2019 (Receipt recommended)
- 14.2 Steve Clark, Minister of Municipal Affairs and Housing  
  
Letter dated February 28, 2020, Regarding the Release of the Provincial Policy Statement, 2020 (Receipt recommended)

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

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

- 15.1 2019 Statement of Remuneration and Expenses  
(For information)
- 15.2 Proposed Surplus Declaration and Transfer of Region Owned Land and Interests at Various Locations - City of Brampton, Ward 4, and City of Mississauga, Ward 5
- 15.3 Public Sector Network: Opportunities for Use by the Private Sector

**16. COMMUNICATIONS**

- 16.1 Robert Serpe, Executive Director, Region of Peel Police Services Board  
Letter dated February 28, 2020, Regarding 2019 External Funding Assistance – Public Police Programs (Receipt recommended)
- 16.2 Robert Serpe, Executive Director, Region of Peel Police Services Board  
Letter dated February 28, 2020, Regarding Community Event Paid Duties - Board Policy Review (Receipt recommended)
- 16.3 Laurie Scott, Minister of Infrastructure  
Letter dated March 3, 2020, Regarding the Investing in Canada Infrastructure Program (Receipt recommended)
- 16.4 Douglas Browne, Chief of Emergency Management, Ministry of the Solicitor General  
Letter dated March 4, 2020, Advising that the Region of Peel is Compliant with the Requirements of the Office of the Fire Marshal and Emergency Management (Receipt recommended)

## 17. ITEMS RELATED TO PUBLIC WORKS

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

- 17.1 Boundary Road Agreement Amendment and Extension Between the Region of Peel and the Region of York  
**(A copy of the Boundary Road Amending and Extending Agreement is available from the Office of the Regional Clerk for viewing)** (Related to By-law 20-2020)
- 17.2 2019 Annual Drinking Water Systems Summary Report  
(For information)
- 17.3 Billing Services for the City of Brampton Stormwater Charge Program  
(For information)

## 18. COMMUNICATIONS

- \*18.1 Alisa Mahrova, Clerk and Manager, Policy, Toronto and Region Conservation Authority (TRCA)  
Letter dated February 20, 2020, Providing a Copy of a TRCA Resolution Regarding GTA West Transportation Corridor Individual Environmental Assessment (Receipt recommended) **(Communication was missed from Agenda)**

## 19. OTHER BUSINESS/COUNCILLOR ENQUIRIES

- 19.1 Office of the Regional Clerk, Region of Peel  
Memorandum dated March 12, 2020, Regarding Conference Registration Notifications (Receipt recommended)

**20. NOTICE OF MOTION/MOTION**

**21. BY-LAWS**

*Three Readings*

**21.1 By-law 18-2020**

A by-law to adopt Amendment Number 33 to the Region of Peel Official Plan in order to expand the Ninth Line Lands Settlement Area Boundary Expansion to include Ninth Line Lands in the Regional Urban Boundary and establish an updated planning framework. (Related to 13.1)

**21.2 By-law 19-2020**

A by-law to adopt Amendment Number 34 to the Region of Peel Official Plan in order to expand the Mayfield West Rural Service Centre Boundary to include Mayfield West Phase 2 Stage 2 and establish an updated planning framework. (Related to 13.2)

**21.3 By-law 20-2020**

A by-law to authorize the execution of an Agreement attached hereto as Schedule "A" between The Regional Municipality of York and The Regional Municipality of Peel for the maintenance and repair of that portion of Highway 50 forming the boundary between The Regional Municipality of York and The Regional Municipality of Peel and the intersection of Regional Road 9 (King Street) and Albion-Vaughan Road; and to repeal By-law 41-2015. (Related to 17.1)

**\*21.4 By-law 21-2020**

A by-law to establish interest rates and impose interest charges on instalment payments of development charges pursuant to Section 26.1 of the *Development Charges Act, 1997* and on development charges determined under the development charge by-law at the date of a site plan or rezoning application pursuant to Section 26.2 of the *Development Charges Act, 1997*. (Related to 8.2) **(By-law now available)**

**22. IN CAMERA MATTERS**

**22.1 February 27, 2020 Regional Council Closed Session Report**

**22.2 Early Years and Child Care Service System Manager**  
(Labour relations and employee negotiations)

**22.3 Herridge Feedermain**  
(Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board)

**23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL**

**24. ADJOURNMENT**



**THE COUNCIL OF  
THE REGIONAL MUNICIPALITY OF PEEL  
February 27, 2020**

**1. CALL TO ORDER**

Regional Chair Iannicca called the meeting of Regional Council to order at 9:36 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

**2. ROLL CALL**

<b>Members Present:</b>	<b>P. Brown*</b>	<b>J. Kovac</b>
	<b>G. Carlson</b>	<b>M. Mahoney</b>
	<b>B. Crombie*</b>	<b>M. Medeiros</b>
	<b>D. Damerla</b>	<b>M. Palleschi</b>
	<b>S. Dasko</b>	<b>C. Parrish</b>
	<b>G.S. Dhillon</b>	<b>K. Ras</b>
	<b>J. Downey</b>	<b>P. Saito</b>
	<b>C. Fonseca</b>	<b>I. Sinclair</b>
	<b>P. Fortini</b>	<b>H. Singh★</b>
	<b>A. Groves</b>	<b>R. Starr</b>
	<b>N. Iannicca</b>	<b>A. Thompson</b>
	<b>J. Innis</b>	<b>P. Vicente</b>

<b>Members Absent:</b>	<b>S. McFadden</b>	<b>Due to personal matters</b>
	<b>R. Santos (H. Singh★)</b>	<b>Due to other municipal business</b>

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

**3. INDIGENOUS LAND ACKNOWLEDGMENT**

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

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\* See text for arrivals

♦ See text for departures

★ Denotes alternate member

Councillor Downey advised that February is Human Sex Trafficking Awareness Month and that the issue of human sex trafficking is becoming increasingly challenging in the Region of Peel. Information on the Region Peel Anti-Human Sex Trafficking Strategy was provided to Members of Regional Council and Councillor Downey noted that staff would be reporting to a future meeting with an update on the Strategy.

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

**5. APPROVAL OF MINUTES**

**5.1. February 13, 2020 Regional Council meeting**

Moved by Councillor Fonseca,  
Seconded by Councillor Sinclair;

That the minutes of the February 13, 2020 Regional Council meeting be approved.

Carried 2020-114

**6. APPROVAL OF AGENDA**

Moved by Councillor Thompson,  
Seconded by Councillor Fortini;

That the agenda for the February 27, 2020 Regional Council meeting include a delegation regarding the Employment Policies and Trends reports listed as items 9.5 and 9.6, to be dealt with under Delegations – Item 8.5;

And further, that the agenda for February 27, 2020 Regional Council meeting include a communication from Orlando Corporation regarding comments on reports on Employment Policies and Trends Overview; and Provincially Significant Employment Zones, to be dealt with under Items Related to Planning and Growth Management – Item 13.5;

And further, that the agenda for the February 27, 2020 Regional Council meeting include a motion regarding the resignation of a member from the Regional Council Policies and Procedures Committee, to be dealt with under Other Business – Item 20.1;

And further, that the agenda for the February 27, 2020 Regional Council meeting include a discussion regarding the collection of grass clippings, to be dealt with under Other Business – Item 20.2;

And further, that the agenda for the February 27, 2020 Regional Council meeting be approved, as amended.

Carried 2020-115

Related to Resolutions 2020-143, 2020-164 and 2020-169

*Councillor Brown arrived at 9:44 a.m.*

## 7. CONSENT AGENDA

Moved by Councillor Palleschi,  
Seconded by Councillor Ras;

That the following matters listed on the February 27, 2020 Regional Council Agenda be approved under the Consent Agenda: Items 10.1, 12.1, 13.1, 13.2, 14.2, 14.4, 16.3, 17.1, 18.1.

<b>In Favour</b>	P. Brown; G. Carlson; S. Dasko; G.S. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 21
<b>Opposed</b>		
<b>Abstain</b> (counted as a no vote)		
<b>Absent</b> (from meeting and/or vote)	B. Crombie; D. Damerla; S. McFadden	3

Carried 2020-116

*Councillor Crombie arrived at 9:47 a.m.*

## RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

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

Moved by Councillor Palleschi,  
Seconded by Councillor Ras;

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

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

Carried 2020-117

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

Moved by Councillor Palleschi,  
Seconded by Councillor Ras;

That the report of the ROPA 30 Appeals Oversight Committee (R30AOC – 1/2020) meeting held on February 20, 2020, be adopted.

Carried 2020-118

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

2. ***APPROVAL OF AGENDA***

*RECOMMENDATION R30AOC-1-2020:*

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

Approved 2020-119

3. ***DELEGATIONS – Nil***

4. ***REPORTS – Nil***

5. ***COMMUNICATIONS – Nil***



**6. IN CAMERA MATTERS**

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

Received 2020-120

**RECOMMENDATION R30AOC-2-2020:**

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

Approved 2020-121

- 13.1. **Shauna Danton, Legislative Coordinator, City Clerk’s Office, City of Brampton,** Letter dated January 21, 2020, Providing a Copy of a City of Brampton Resolution and Report titled “City-Initiated Official Plan Amendment to the Employment Area Policies”

Received 2020-122

Related to Resolutions 2020-123, 2020-156 and 2020-158

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

Received 2020-123

Related to Resolutions 2020-122, 2020-156 and 2020-158

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

Moved by Councillor Palleschi,  
Seconded by Councillor Ras;

That the Contract (Document 2020-134N) for the Supply of Information Technology (IT) Research and Advisory Services for the Executive Level be awarded to Gartner Canada Co. in the amount of \$164,000, (excluding applicable taxes), for a contract period of 12-months pursuant to Procurement By-law 30-

2018, as amended, section 5.2.5, which authorizes the award of direct negotiation procurements from a Vendor that has special knowledge, skills, expertise, and/or experience;

And further, that the Commissioner of Digital and Information Services be authorized to renew the Contract for four additional 12-month periods in the estimated annual amount of \$240,000, (excluding applicable taxes), for both the Executive and Operations Level services, subject to available budget, on business terms satisfactory to the Commissioner of Digital and Information Services and on legal terms satisfactory to the Regional Solicitor;

And further, that subject to budget availability, approval be granted to increase the Contract to purchase additional services to address future requirements.

Carried 2020-124

14.4. **Report of the Regional Council Policies and Procedures Committee (PPC-1/2020) meeting held on February 6, 2020**

Moved by Councillor Palleschi,  
Seconded by Councillor Ras;

That the report of the Regional Council Policies and Procedures Committee (PPC-1/2020) meeting held on February 6, 2020, be adopted.

Carried 2020-125

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

**2. APPROVAL OF AGENDA**

RECOMMENDATION PPC-1-2020:

*That the agenda for the February 6, 2020 Regional Council Policies and Procedures Committee meeting, be approved.*

Approved 2020-126

**3. DELEGATIONS - Nil**

**4. REPORTS**

**Items 4.3 and 4.4 were dealt with**

**4.3. Process for Appointing a Chief Administrative Officer Update (Oral)**

Received 2020-127

**4.4. Review of Regional Council Composition**

**RECOMMENDATION PPC-2-2020:**

*That the report of the Acting Commissioner of Corporate Services, titled "Review of Regional Council Composition", be deferred to the next Regional Council Policies and Procedures Committee meeting.*

Approved 2020-128

**4.1. Revisions to the Interim Period Approvals Committee Terms of Reference**

**RECOMMENDATION PPC-3-2020:**

*That the revised Terms of Reference for the Interim Period Approvals Committee, attached as Appendix I to the report of the Acting Commissioner of Corporate Services, titled "Revisions to the Interim Period Approvals Committee Terms of Reference", be approved;*

*And further, that the necessary by-law to continue the Interim Period Approvals Committee and to authorize the revised Terms of Reference be presented for enactment;*

*And further, that the Interim Period Approvals Committee By-law 62-2014 and its amending By-law 6-2019 be repealed;*

*And further, that the necessary by-law to amend Procurement By-law 30-2018 be presented for enactment.*

Approved 2020-129

Related to Resolution 2020-173

4.2. **Regional Council Policies and Procedures Committee 2020 Revised Work Plan**

Received 2020-130

4.3. **Process for Appointing a Chief Administrative Officer Update (Oral)**

This item was dealt with under Resolution 2020-127

4.4. **Review of Regional Council Composition**

This item was dealt with under Resolution 2020-128

5. **COMMUNICATIONS**

5.1. **Steve Clark, Minister of Municipal Affairs and Housing, Letter received January 10, 2020, Regarding a Regional Council Composition Review**

Received 2020-131

6. **OTHER BUSINESS**

6.1. **Resolution 2019-1069**

Deferred to the next meeting of the Regional Council Policies and Procedures Committee 2020-132

6.2. **Rules Governing the Conduct of the Regional Chair as it Relates to the Sharing of Information to Council as Collective Whole and Endorsement of Regional Council Position Statements**

RECOMMENDATION PPC-4-2020:

That an additional Regional Council Policies and Procedures Committee meeting be scheduled on March 26, 2020 for consideration of the following matters:

- Update on the Chief Administrative Officer (CAO) Recruitment Process
- Governance Structure
- Motion from Councillor Saito Regarding item 6.2

And further, that item 6.1, titled "Resolution 2019-1069" and item 6.2, titled "Governing the Conduct of the Regional Chair as it Relates to the Sharing of Information to Council as Collective

*Whole and Endorsement of Regional Council Position Statements”, be deferred to the March 26, 2020 Regional Council Policies and Procedures Committee meeting.*

Approved 2020-133

6.3. **The Regional Council-Staff Relations Policy, Resolution 2019-189**

Received 2020-134

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

Moved by Councillor Palleschi,  
Seconded by Councillor Ras;

That the contract (Document 2010-057P) for engineering services for detailed design and contract administration of the Alloo Reservoir and Water Pumping Station located on the north side of Mayfield Road and Creditview Road awarded to R.J. Burnside & Associates Limited, be extended in the estimated amount of \$624,463 (excluding applicable taxes), under Capital Project 10-1960 for a revised estimated contract total of \$4,654,320, in accordance with Procurement By-law 30-2018, as amended.

Carried 2020-135

17.1. **Christopher Raynor, Regional Clerk, York Region**, Letter dated January 31, 2020, Providing a Copy of the York Region Resolution and Report titled "Greater Toronto Area West Transportation Corridor Update"

Received 2020-136

Related to Resolution 2020-168

18.1. **Update – Office of the Auditor General of Ontario Value for Money Food Safety Audit**

Received 2020-137

**AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE**

**8. DELEGATIONS**

- 8.1. **Gabriella Kalapos, Executive Director, Clean Air Partnership**, Regarding the Clean Air Council 2019 – 2023 Intergovernmental Declaration on Clean Air and Climate Change

Received 2020-138

Related to Resolutions 2020-138, 2020-147 and 2020-149

Gabriella Kalapos, Executive Director, Clean Air Partnership, advised that the Clean Air Partnership works with municipal governments and partners to reduce Greenhouse Gas Emissions and air pollution, increase resiliency to extreme weather and make advancements towards a low carbon economy. The Clean Air Council helps municipalities to share clean air/climate change actions with others and brings collective brain power together to identify the barriers to transfer and improvement of actions across municipalities.

In response to a question from Councillor Groves, Gabriella Kalapos advised that the Clean Air Partnership works with youth organizations.

Councillor Thompson encouraged the consideration of development charge rebates for large industrial buildings that incorporate low carbon measures.

**Item 21.1 was dealt with.**

- 21.1. **Motion Regarding Transportation Related Emissions and their Impact on Air Quality and Climate Change to the Region of Peel**

Moved by Councillor Groves,  
Seconded by Councillor Sinclair;

Whereas transportation-related emissions are a major source of air pollution in Peel Region and the second-largest source of greenhouse gases in Peel Region;

And whereas, transportation related greenhouse gas emissions, as a percentage of Peel's overall and per capita emissions, have climbed from 2015 to 2017 and are, on a per capita basis, along with York Region, the highest in the Greater Toronto Hamilton Area;

And whereas, a recent report by the Toronto Atmospheric Fund has stated that transportation related greenhouse gas emissions need to be substantially reduced in order to meet the Intergovernmental Panel on Climate Change's greenhouse gas targets, and the national greenhouse gas reduction targets;

And whereas, research has demonstrated that people living within 250 – 500 metres of major roads are exposed to higher levels of air pollution;

And whereas, 28 per cent of Ontario residents live within 500 metres of a major road or highway, and 53 per cent of Peel residents live within 300 metres of a major road or highway and are therefore at higher risk of negative health impacts related to air pollution;

And whereas, the negative impact that air pollution has on human health, and the negative impact that greenhouse gases have on global warming and climate change are well established in the published literature;

And whereas, traffic-related emissions in the Greater Toronto and Hamilton Area are estimated to cause over 700 premature deaths each year and over 2,800 annual hospitalizations due to heart and lung conditions, with an economic impact of over \$4.6 billion;

And whereas, Peel residents have expressed concerns over local air quality and climate change;

And whereas, the Region of Peel has declared a climate change emergency;

And whereas, in 2019 the Region of Peel, in partnership with McMaster University, York University and the University of Toronto established the Smart Freight Centre as a centre of excellence for goods movement;

And whereas, the Smart Freight Centre's goal for goods movement research is to improve the quality of life and promote ongoing economic vibrancy in the Greater Toronto and Hamilton Area by improving the safety, efficiency, and impacts of goods movement;

And whereas, the Smart Freight Centre initiative has identified emissions from the transportation sector as a significant pressure facing the goods movement industry;

And whereas, the Peel Climate Change Partnership is investing in and developing a Zero Emissions Vehicle Strategy to identify ways to overcome barriers to wide-scale electric vehicle adoption and to accelerate the uptake of personal and commercial light-duty low-emission vehicles in Peel Region;

And whereas, electric vehicle charging infrastructure remains a particularly strong barrier to the use of electric vehicles;

And whereas, the Ministry of the Environment, Conservation and Parks air quality monitoring stations are sparsely located throughout Ontario, with no station in Caledon, and are designed to capture air quality data at a regional rather than local level;

And whereas, the Ministry of the Environment, Conservation and Parks air quality monitoring stations do not monitor near-road transportation related emissions;

Therefore be it resolved, that the Council of The Regional Municipality of Peel advocate to the Minister of the Environment, Conservation and Parks, and request that the Association of Municipalities of Ontario (AMO) also advocate for, the following actions to be taken by the Ministry:

- Work with Ministries of Transportation and Municipal Affairs and Housing to implement policies that protect vulnerable populations from traffic related emissions;
- In consultation with the Region of Peel and the local municipalities, conduct near road air quality monitoring in Peel Region to enable a better understanding of the health implications to our population and to inform land use and transportation planning decisions;

And further, that Regional Council and AMO advocate to provincial and federal regulators to investigate and adopt improvements in vehicle and fuel efficiency and technology, implement policies and incentives to promote the use of electric vehicles and other forms of sustainable transportation (e.g., public transit), and invest in electric vehicle charging infrastructure to address climate change and air pollution;

And further, that the Region of Peel continue to leverage the Smart Freight Centre partnerships to investigate ways to minimize the impact that goods movement has on air quality and greenhouse gas emissions in the Greater Toronto and Hamilton Area.

<b>In Favour</b>	P. Brown; G. Carlson; B. Crombie; S. Dasko; G.S. Dhillon; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; A. Thompson; P. Vicente	<b>Total</b> 21
<b>Opposed</b>		
<b>Abstain</b> (counted as a no vote)		
<b>Absent</b> (from meeting and/or vote)	D. Damerla; S. McFadden; R. Starr	3

Carried 2020-139

Related to Resolutions 2020-137, 2020-147 and 2020-149

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

Received 2020-140



William Graham, Volunteer, The Royal Canadian Legion, The Knights of Columbus and The Society of St. Vincent DePaul, offered suggestions on how the public can change attitudes and views towards the homeless; noting that they are human beings, many of whom have great life experience but are down on their luck. He stated that there are 900 homeless people in the Region of Peel and 230,000 across Canada and he provided reasons for why people become homeless. William Graham noted that support systems are required for individuals after they are housed to ensure their success for staying housed. He suggested that members of the public treat homeless people with civility, respect, love, and justice. He provided an opportunity for local businesses, in an act of kindness, to post a sticker on a window or door that 'Homeless are Welcome'.

In response to a question from Councillor Saito, Janice Sheehy, Commissioner of Human Services advised that staff work with businesses to help educate them on the issue of homelessness and will be working with communications to improve awareness of the strategies under the Peel Housing and Homelessness Plan. She confirmed that staff would follow-up on the suggestions made by Mr. Graham.

8.3. **Fazal Khan, Program Manager - Neighbourhood Watch Brampton**, Regarding the Brampton Focus Community Media / Neighbourhood Watch Brampton Program

Received 2020-141

Fazal Khan, Program Manager, Brampton Focus Community Media, stated that Neighbourhood Watch Brampton's mandate is to create a safer and more engaged city by connecting, informing and empowering residents. The program is free and is supported exclusively by volunteers and advertisers in the Neighbourhood Watch Newspaper. Members are provided access to a series of short videos that explain the basics of property crime prevention. Fazal Khan highlighted upcoming activities in Brampton, and noted that the creation of a web service, bneighbours.ca, will provide a platform for sharing neighbourhood information.

In response to a question from Councillor Groves, Fazal Khan advised that the Canada Summer Jobs program provides funding for student employment opportunities.

In response to a question from Councillor Ras, Fazal Khan noted that Brampton's Neighbourhood Watch focuses on educating the public about crime prevention programs and that it is difficult to measure its success.

Councillor Downey suggested that Neighbourhood Watch programs could be integrated in community safety and wellbeing plans.

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

Received 2020-142

Related to Resolution 2020-142

Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation, advised that in May of 2019, the provincial government introduced additional modifications to the *Conservation Authorities Act* which include defining mandatory programs. The mandatory programs that are provided by the Conservation Authorities serving the Region of Peel fall under three categories: risk of natural hazards; conservation and management of lands; and, source water protection. The details of what the programs and services are that fall under each of the three categories will be defined by regulation. Non-mandatory programs can be supported through a Memorandum of Understanding (MOU) or agreement with a municipality or be self-supported by cost recovery through the Conservation Authority. This will require individual negotiations and budget allocation outside of the general levy.

The provincial government held engagement sessions across southern Ontario and, through a survey, is soliciting comments on mandatory programs and what Conservation Authorities do well and what could be done better. Draft regulations are being prepared for April 2020 with final regulations to be completed prior to the provincial legislature's summer break.

Conservation Authorities are concerned that the provincial government is looking to curtail some of their powers and are not confident that the province will bring the right voices to the table to craft the draft regulations.

Deborah Martin-Downs requested that Regional Councillors complete the online survey; speak with MPPs and Ministers about the process and outcomes desired; pass a resolution in support of Conservation Authorities; and, that the Regional Chair, on behalf of Regional Council, send a letter to the Minister of the Environment, Conservation and Parks.

Councillor Thompson encouraged conservation authority staff to build strong relationships with owners as land stewards.

**Item 21.2 was dealt with.**

**21.2. Motion in Support of Conservation Authorities**

Moved by Councillor Ras,  
Seconded by Councillor Innis;

Whereas The Regional Municipality of Peel is a member of the Credit Valley (CVC), Toronto and Region (TRCA) and Halton (CH) Conservation Authorities (CA) and is represented on their Board of Directors;

And whereas, the municipally appointed board of directors determines the policies, priorities and budget of the CAs;

And whereas, Peel Region has been well served by the three Conservation Authorities;

And whereas, the CAs are watershed-based organizations providing programs and services that contribute to a safer, sustainable environment and address climate change;

And whereas, the CAs have flood management programs employing a watershed-based approach that monitors stream flow, water levels and climatic conditions, forecasts flooding, issues flood warnings, regulates development activities in natural hazards, educates the public about flooding, operates flood management infrastructure, protects natural cover and manages stormwater that helps reduce the impacts of flooding;

And whereas, the CAs are partners with municipalities in developing the science and policy to manage drinking water source protection;

And whereas, the CA owns, manages and operates a valuable network of conservation areas that provide access to green space and family friendly recreation activities for our growing communities, contributes to the local economy, provides jobs for youth and promotes health and wellness for our residents, provides outdoor experiential education to local school children and encourages communities to embrace and value our natural and scenic assets;

And whereas, the CA undertakes reforestation and landscape restoration and aids landowners to make changes on their properties in support of naturalization or water quality protection within the watershed;

And whereas, the CAs provide the Region with technical expertise in support of its planning and infrastructure delivery, education and health programs;

And whereas, CAs are important partners in on-the-ground and cost-effective initiatives to address climate change;

And whereas, the Region has service agreements with each CA for planning and other services;

And whereas, the CA must be able to charge fees, and derive revenue from its facilities, programs and services as appropriate to reduce the burden to the tax levy;

And whereas, the Ontario provincial government has cut 50 per cent from their \$7.4 million Natural Hazards Transfer Payment Grant (Section 39) to Ontario conservation authorities that supports flood and erosion control infrastructure, flood forecasting and warning, watershed planning projects and technical studies, and the new act has the effect of downloading additional responsibilities to the CAs to be paid for by municipalities;

Therefore be it resolved, that the Council of the Region of Peel request that the Provincial Government restore or improve their funding of Conservation Authorities to provide a more stable funding base that would prevent further downloading of costs to municipalities and allow maintenance of hazard programs;

And further, that the Province respect reasonable transition timelines in its implementation process to meet CA and municipal budget timelines;

And further, that the Provincial Government ensure that the programs and services of the CAs maintain their watershed focus and allow for the flexibility of including programs and services important to local circumstances;

And further, that the Province include experts from Conservation Authorities, staff of the Ministries of Natural Resources and Forestry, Environment Conservation and Parks, as well as, Municipal Affairs and Housing and municipalities when developing the draft regulations;

And further, that the Province not dictate the form, content or duration of the MOUs or agreements, allowing for municipalities to support non-mandatory programs in a manner that suits local circumstances;

And further, that copies of this resolution be forwarded to the Premier of Ontario, the Minister of the Environment, Conservation and Parks, the Minister of Natural Resources, Minister of Municipal Affairs and Housing, all local MPPs, all local Conservation Authorities and the Association of Municipalities of Ontario.

<b>In Favour</b>	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. Medeiros; M. Palleschi; C. Parrish; K. Ras; I. Sinclair; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 20
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	M. Mahoney; S. McFadden; P. Saito; H. Singh★	4

Carried      2020-143

Related to Resolution 2020-141

Councillor Innis noted that the development and approval of MOUs that fall outside of the mandated programs would take significant time and she suggested that the motion include a request that the province ensure that the implementation process includes appropriate timelines to meet municipal and conservation authority budget requirements.

**Additional Item 8.5.**

- 8.5.      **Phil King, President, Orlando Corporation,** Regarding the Reports titled “Employment Policies and Trends Overview” and “An Overview of the Provincially Significant Employment Zones Framework and Implications for the Peel Settlement Area Boundary Expansion Study”

Received      2020-144

Related to Resolutions 2020-156, 2020-158 and 2020-164

Phil King, President, Orlando Corporation, stated that the designation of employment lands should not be limited based on employment targets as the industry requires options in where it locates.

**9. STAFF PRESENTATIONS**

**9.1. Update on the Novel Coronavirus – COVID-19 (Oral)**

Presentation by Dr. Jessica Hopkins, Medical Officer of Health

Received 2020-145

Dr. Jessica Hopkins, Medical Officer of Health, advised that Canada has seen 13 cases of novel coronavirus; however, there have been no cases in the Region of Peel. Given the global nature of travel, more cases are expected in Canada, including Peel. The cases to date in Canada have been contained because the system is working well. People at risk are being identified, assessed and tested and Health officials are following up with people who may have been exposed to minimize the risk of community spread. The risk of community transmission in Canada and the Region of Peel currently remains low. Public Health agencies at all levels, including Peel Public Health, are working with health system partners to ensure that Health officials are prepared should community spread occur in Canada.

Members of Regional Council highlighted the need to support local businesses that have been negatively impacted by the coronavirus.

Regional Council agreed that the daily updates from the Medical Officer of Health could be reduced to Monday, Wednesday, Friday, so long as the status in Peel remains consistent. The Medical Officer of Health will advise Council of any significant changes.

**9.2. Paramedic Services Public Access Defibrillation Program Update and Bill 141**

Demonstration of Automated External Defibrillators and Cardiopulmonary Resuscitation by Peter Dundas, Chief and Director and Paul Snobelen, Specialist, Community Safety Programs, Peel Regional Paramedic Services

Received 2020-146

Related to Resolution 2020-146

Moved by Councillor Vicente,  
Seconded by Councillor Innis;

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

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

<b>In Favour</b>	P. Brown; G. Carlson; B. Crombie; D. Damerla; S. Dasko; J. Downey; C. Fonseca; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 20
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	G.S. Dhillon; P. Fortini; S. McFadden; M. Palleschi	4

Carried      2020-147

Related to Resolution 2020-145

Paul Snobelen, Specialist, Community Safety Programs, Peel Regional Paramedic Services (PRPS), demonstrated the use of Automated External Defibrillators and along with Volunteer Community Responders, Members of Regional Council took part in a Cardiopulmonary Resuscitation training refresher.

9.3.      **Peel Climate Change Partnership Terms of Reference Update**

Presentation by Christine Tu, Director, Climate Change and Energy Management and Louise Aubin, Director, Health Protection

Received      2020-148

Related to Resolution 2020-148

Moved by Councillor Ras,  
Seconded by Councillor Innis;

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

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

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

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

<b>In Favour</b>	P. Brown; B. Crombie; D. Damerla; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 21
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	G. Carlson; G.S. Dhillon; S. McFadden	3

Carried      2020-149

Related to Resolutions 2020-137, 2020-138, 2020-147 and 2020-149

Christine Tu, Director, Climate Change and Energy Management, and Louise Aubin, Director, Health Protection, highlighted the important and unique work of the Peel Climate Change Partnership and the Clean Air Council, noting that the issues of climate change and air quality are complex and cannot be addressed in silos. Partnerships, collaboration and the alignment of priorities allows information and best practices to be shared with stakeholders both locally and provincially. Regional Council's endorsement of the reports titled "Peel Climate Change Partnership Terms of Reference Update" and "Clean Air Council: 2019 – 2023 Intergovernmental Declaration on Clean and Air and Climate Change" will enable enhanced collaboration, alignment and synergies between both groups which support essential work on climate change and air quality.

**9.4.      Clean Air Council: 2019 - 2023 Intergovernmental Declaration on Clean Air and Climate Change**

Moved by Councillor Crombie,  
Seconded by Councillor Palleschi;

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

<b>In Favour</b>	P. Brown; B. Crombie; D. Damerla; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 20
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	G. Carlson; G.S. Dhillon; S. McFadden; K. Ras	4

Carried      2020-150

Related to Resolutions 2020-137, 2020-138 and 2020-147

Regional Council recessed at 12:26 p.m.

Regional Council reconvened at 12:57 p.m.

<b>Members Present:</b>	<b>P. Brown</b> <b>G. Carlson</b> <b>B. Crombie</b> <b>D. Damerla</b> <b>S. Dasko</b> <b>G.S. Dhillon</b> <b>J. Downey</b> <b>C. Fonseca</b> <b>P. Fortini</b> <b>A. Groves</b> <b>N. Iannicca</b> <b>J. Innis</b> <b>J. Kovac</b>	<b>M. Mahoney</b> <b>M. Medeiros</b> <b>M. Palleschi</b> <b>C. Parrish</b> <b>K. Ras</b> <b>P. Saito</b> <b>R. Santos</b> <b>I. Sinclair</b> <b>H. Singh★</b> <b>R. Starr</b> <b>A. Thompson</b> <b>P. Vicente</b>
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<b>Members Absent:</b>	<b>S. McFadden</b> <b>R. Santos (H. Singh★)</b>	<b>Due to personal matters</b> <b>Due to other municipal business</b>
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**Also Present:** N. Polsinelli, Interim Chief Administrative Officer; K. Lockyer, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; S. Baird, Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; A. Smith, Acting Chief Planner; A. Farr, Acting Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; C. Granger, Acting Commissioner of Health Services; Dr. J. Hopkins, Medical Officer of Health; A. Macintyre, Deputy Regional Clerk and Manager of Legislative Services; C. Thomson, Legislative Specialist; S. Valteau, Legislative Technical Coordinator; R. Khan, Legislative Technical Coordinator



At 12:58 p.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Vicente,  
Seconded by Councillor Thompson;

That Council proceed “In Camera” to consider reports relating to the following:

- Local Planning Appeal Tribunal (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)
- Closed Session Report of the ROPA 30 Appeals Oversight Committee (R30AOC – 1/2020) meeting held on February 20, 2020
- Update on the Local Planning Appeal Tribunal Hearing - Regional Official Plan Amendment 30 (Oral) (Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

Carried 2020-151

Moved by Councillor Singh,  
Seconded by Councillor Groves;

That Council proceed out of “In Camera”.

Carried 2020-152

Council moved out of closed session at 1:43 p.m.

**In Camera Items 23.1 to 23.3 inclusive were dealt with.**

Moved by Councillor Parrish,  
Seconded by Councillor Innis;

That the in camera report listed as item 23.1 on the February 27, 2020 Regional Council agenda, be received;

And further, that the Closed Session Report of the ROPA 30 Appeals Oversight Committee meeting held on February 20, 2020, be adopted;

And further, that the oral in camera update listed as item 23.3 on the February 27, 2020 Regional Council agenda, be received.

Carried 2020-153

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

Received 2020-154

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

Moved by Councillor Parrish,  
Seconded by Councillor Innis;

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

Carried 2020-155

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

Received 2020-156

- 9.5. **Employment Policies and Trends Overview**

Presentation by Adrian Smith, Acting Chief Planner and Director of Regional Planning and Growth Management; and Naheeda Jamal, Acting Manager, Regional Planning and Growth Management

Received 2020-157

Related to Resolutions 2020-122, 2020-123, 2020-157 and 2020-161

Moved by Councillor Kovac,  
Seconded by Councillor Medeiros;

Whereas the Region of Peel is not meeting its employment targets for key sectors;

And whereas, the Employment Strategy Discussion Paper recommends the Region of Peel consider financial incentives to attract new office development;

And whereas, the local municipalities have community improvement plans in place that consider financial incentives to support the development of new employment uses in priority areas, such as the downtowns;

And whereas, Regional participation is required to make community improvement plans more attractive to prospective developers;

Therefore be it resolved, that staff be directed to report on the feasibility of a community improvement plan for employment uses that considers a fair distribution of financial incentives between the local municipalities;

And further, that staff be directed to consult with local municipal staff on the scope and implications of a potential community improvement plan and report back to a future Regional Council meeting in the second quarter of 2020.

<b>In Favour</b>	G. Carlson; B. Crombie; D. Damerla; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 21
<b>Opposed</b>		
<b>Abstain</b> (counted as a no vote)		
<b>Absent</b> (from meeting and/or vote)	P. Brown; G.S. Dhillon; S. McFadden	3

Carried 2020-158

Related to Resolution 2020-156

Adrian Smith, Acting Director and Chief Planner and Naheeda Jamal, Acting Manager, Regional Planning and Growth Management, provided an overview of employment policy and trends, the Provincially Significant Employment Zone Framework and impacts on the Settlement Area Boundary Expansion Study. As the Region of Peel continues to urbanize, existing employment areas will continue to require protection and new land will be required. The rate of land added to the new employment supply will slow as existing lands become intensified and more jobs are accommodated in urban areas with proximity to transit.

In 2019, the province released a new Growth Plan which provides an updated policy framework to support planning for employment. Upper-tier municipalities are required to designate Employment Areas for protection from conversion through a Municipal Comprehensive Review. Staff at the Region of Peel are working to develop an updated employment policy framework through the Peel 2041 Official Plan Review and will be seeking Regional Council's direction regarding consultation on draft policies and mapping.

Recent provincial updates to the Provincially Significant Employment Zone mapping included the addition of the area west of the existing Bolton Rural Service Centre boundary and will require further study. In particular, the change will impact how planning is done for lands both studied and adopted in the Bolton Residential Expansion Study/Regional Official Plan Amendment 30, planning for growth to 2041, employment land needs, and the Settlement Area Boundary Expansion Study.

9.6. **An Overview of the Provincially Significant Employment Zones Framework and Implications for the Peel Settlement Area Boundary Expansion Study**

Received 2020-159

Related to Resolutions 2020-157 and 2020-161

Moved by Councillor Parrish,  
Seconded by Councillor Groves;

Whereas the recent provincial mapping of Provincially Significant Employment Zones 2019-12-20 expands those lands in Bolton to include lands envisioned to be designated residential by Region of Peel Council;

Therefore be it resolved, that the Regional Chair make every effort, including appearing at Queen's Park, to encourage Minister Clark to accept Regional Council's invitation to attend a Region of Peel Council meeting at his earliest convenience.

<b>In Favour</b>	G. Carlson; B. Crombie; D. Damerla; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; P. Vicente	<b>Total</b> 20
<b>Opposed</b>	A. Thompson	1
<b>Abstain</b> (counted as a no vote)		
<b>Absent</b> (from meeting and/or vote)	P. Brown; G.S. Dhillon; S. McFadden	3

Carried 2020-160

Related to Resolutions 2020-158 and 2020-161

The following motion was debated.

Moved by Councillor Parrish,  
Seconded by Councillor Crombie;

That staff be directed to utilize best efforts to undertake the Region's ongoing Settlement Boundary Expansion Study within the timelines outlined in Appendix IV to the report of the Commissioner of Public Works entitled "An Overview of the Provincially Significant Employment Zones Framework and Implications for the Peel Settlement Boundary Expansion Study", which includes advancing the technical studies on the Draft Focused Study Area identified in the report and bringing forward a staff recommended draft settlement expansion area for Council's consideration on or before December 10, 2020, with statutory public consultation to follow thereafter.

Councillor Innis placed a motion to amend the main motion.

Moved by Councillor Innis,  
Seconded by Councillor Downey;

That the main motion be amended to include:

"That staff, in the course of undertaking the 2041 Municipal Comprehensive Review, be directed to utilize best efforts ....."

<b>In Favour</b>	J. Downey; P. Fortini; J. Innis; M. Palleschi; I. Sinclair; H. Singh★; A. Thompson; P. Vicente	<b>Total</b> 8
<b>Opposed</b>	G. Carlson; B. Crombie; D. Damerla; S. Dasko; C. Fonseca; A. Groves; J. Kovac; M. Mahoney; M. Medeiros; C. Parrish; K. Ras; P. Saito; R. Starr	13
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; G.S. Dhillon; S. McFadden	3

Lost 2020-161

The main motion was voted upon.

Moved by Councillor Parrish,  
Seconded by Councillor Crombie;

That staff be directed to utilize best efforts to undertake the Region's ongoing Settlement Boundary Expansion Study within the timelines outlined in Appendix IV to the report of the Commissioner of Public Works entitled "An Overview of the Provincially Significant Employment Zones Framework and Implications for the Peel Settlement Boundary Expansion Study", which includes advancing the

technical studies on the Draft Focused Study Area identified in the report and bringing forward a staff recommended draft settlement expansion area for Council's consideration on or before December 10, 2020, with statutory public consultation to follow thereafter.

<b>In Favour</b>	G. Carlson; B. Crombie; D. Damerla; S. Dasko; C. Fonseca; P. Fortini; A. Groves; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; P. Vicente	<b>Total</b> 18
<b>Opposed</b>	J. Downey; J. Innis; A. Thompson	3
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; G.S. Dhillon; S. McFadden	3

Carried      2020-162

Related to Resolutions 2020-122, 2020-123, 2020-156, 2020-158, 2020-159 and 2020-161

**10.      ITEMS RELATED TO HUMAN SERVICES**

*Chaired by Councillor M. Medeiros*

This item was dealt with under the Consent Agenda.

**11.      COMMUNICATIONS - Nil**

**12.      ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT**

*Chaired by Councillor M. Palleschi*

This item was dealt with under the Consent Agenda.

**13.      COMMUNICATIONS**

- 13.3.      **Tom Dolson, President and the Directors of the Peel Federation of Agriculture,**  
Letter dated February 5, 2020, Regarding Bill 156, *Security from Trespass and Protecting Food Safety Act*

Referred to the Office of the Regional Chair      2020-163

At the request of Councillor Sinclair, the Regional Chair undertook to send a letter to the Peel Federation of Agriculture expressing support for Bill 156, *Security from Trespass and Protecting Food Safety Act*.

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

Received 2020-164

Councillor Sinclair requested that staff from the Town of Caledon participate in drafting the Region of Peel's response to the proposed regulatory changes under the *Aggregate Resources Act*.

**Additional Item – Item 13.5.**

- 13.5. **Phil King, President, Orlando Corp**, Letter dated February 26, 2020, Regarding Comments on Staff Reports on Employment Policies and Trends Overview; and Provincially Significant Employment Zones

Received 2020-165

Related to Resolutions 2020-156 and 2020-158

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

- 14.1. **Adoption of New Optional Small-Scale On-Farm Business Subclasses in the Commercial and Industrial Property Classes**

Moved by Councillor Thompson,  
Seconded by Councillor Sinclair;

That, in accordance with the provisions of Ontario Regulation 282/98 made under the *Assessment Act*, as amended (hereinafter referred to as O. Reg. 282/98), Peel Region adopt the new optional small-scale on-farm business subclass in the industrial property class and the new optional small-scale on-farm business subclass in the commercial property class, within the Region;

And further, that the necessary by-law to adopt the new optional small-scale on-farm business subclass within the industrial property class and the new optional small-scale on-farm business subclass within the commercial property class, be presented for enactment.

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

Carried 2020-166

Related to Resolution 2020-173

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

Moved by Councillor Sinclair,  
Seconded by Councillor Starr;

That item 4.1 contained in the report of the Audit and Risk Committee meeting held on February 6, 2020 be amended to include direction that staff report back to the committee subsequent to the determination of the preliminary scope of the Paramedic Services audit;

And further, that the report of the Audit and Risk Committee (ARC-1/2020) meeting held on February 6, 2020, be adopted, as amended.

<b>In Favour</b>	G. Carlson; B. Crombie; S. Dasko; C. Fonseca; P. Fortini; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 17
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; D. Damerla; G.S. Dhillon; J. Downey; A. Groves; S. McFadden; H. Singh★	7

Carried 2020-167

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



**2. APPROVAL OF AGENDA**

RECOMMENDATION ARC-1-2020:

*That the agenda for the February 6, 2020 Audit and Risk Committee meeting, be approved.*

Approved 2020-168

**3. DELEGATIONS - Nil**

**4. REPORTS**

**4.1. 2020 Enterprise Audit Services Risk Based Work Plan**

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

Received 2020-169

RECOMMENDATION ARC-2-2020:

*That the 2020 Enterprise Audit Services Risk Based Work Plan as outlined in the report of the Director, Enterprise Risk and Audit Services, titled "2020 Enterprise Audit Services Risk Based Work Plan", be approved.*

Approved 2020-170

**4.2. Enterprise Risk Management Policy**

RECOMMENDATION ARC-3-2020:

*That the revised Enterprise Risk Management Policy, attached as Appendix I to the report of the Director, Enterprise Risk and Audit Services, titled "Enterprise Risk Management Policy", be approved.*

Approved 2020-171

**4.3. 2019 Fraud Information**

Received 2020-172

4.4. ***Update on ISO 20000 Program***

Received 2020-173

15. **COMMUNICATIONS - Nil**

16. **ITEMS RELATED TO PUBLIC WORKS**

*Chaired by Councillor A. Groves*

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

Received 2020-174

Councillor Groves requested data from the Ontario Provincial Police and Peel Paramedic Services related to the determination that the pilot project has not affected their response times.

Councillor Innis requested that staff provide messaging that could be shared with residents regarding the future plans for adding exclusive left turn lanes in the downtown Bolton area.

16.2. **Greater Toronto Area West Transportation Corridor - Coleraine Drive Interchange Update**

Moved by Councillor Fortini,  
Seconded by Councillor Fonseca;

That the objectives outlined in the report of the Acting Commissioner of Public Works, titled "Greater Toronto Area West Transportation Corridor – Coleraine Drive Interchange Update" for the Coleraine interchange, be endorsed;

And further, that a copy of the subject report be forwarded to the Ontario Ministry of Transportation, Town of Caledon, City of Brampton, and City of Mississauga.

<b>In Favour</b>	G. Carlson; B. Crombie; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 19
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; D. Damerla; G.S. Dhillon; S. McFadden; C. Parrish	5

Carried      2020-175

Related to Resolution 2020-135

**17.      COMMUNICATIONS**

This item was dealt with under the Consent Agenda.

**18.      ITEMS RELATED TO HEALTH**

This item was dealt with under the Consent Agenda.

**19.      COMMUNICATIONS - Nil**

**20.      OTHER BUSINESS/COUNCILLOR ENQUIRIES**

**Additional Items – Items 20.1 and 20.2.**

**20.1.      Membership on the Regional Council Policies and Procedures Committee (Oral)**

Moved by Councillor Fortini,  
Seconded by Councillor Medeiros,

That Councillor Dhillon's resignation from the Regional Council Policies and Procedures Committee be accepted;

And further, that Councillor Medeiros be appointed to the Regional Council Policies and Procedures Committee for a term ending November 14, 2022 or until a successor is appointed.

<b>In Favour</b>	G. Carlson; B. Crombie; S. Dasko; C. Fonseca; P. Fortini; A. Groves; J. Innis; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; K. Ras; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 17
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; D. Damerla; G.S. Dhillon; J. Downey; S. McFadden; C. Parrish; P. Saito	7

Carried      2020-176

**20.2.      Curbside Collection of Grass Clippings (Oral)**

Moved by Councillor Dasko,  
Seconded by Councillor Saito;

That section 6.1.6 of Procedure By-law 56-2019 be waived to permit consideration of a motion without previous notice, related to the curbside collection of grass clippings.

<b>In Favour</b>	G. Carlson; B. Crombie; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Kovac; M. Mahoney; M. Medeiros; M. Palleschi; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; R. Starr; A. Thompson; P. Vicente	<b>Total</b> 19
<b>Opposed</b>	J. Innis	1
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; D. Damerla; G.S. Dhillon; S. McFadden	4

Carried by a two-thirds majority      2020-177

Moved by Councillor Dasko,  
Seconded by Councillor Saito;

That Resolution 2019-1022 from the November 14, 2019 Regional Council meeting, be reconsidered.

<b>In Favour</b>	G. Carlson; B. Crombie; S. Dasko; J. Downey; C. Fonseca; P. Fortini; A. Groves; J. Kovac; M. Mahoney; C. Parrish; K. Ras; P. Saito; I. Sinclair; H. Singh★; P. Vicente	<b>Total</b> 15
<b>Opposed</b>	J. Innis; M. Palleschi; A. Thompson	3
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; D. Damerla; G.S. Dhillon; S. McFadden; M. Medeiros; R. Starr	6

Carried by a two-thirds majority      2020-178

Moved by Councillor Dasko,  
Seconded by Councillor Saito;

That the discontinuation of the collection of grass clippings in Peel's curbside yard waste collection program and at Peel Community Recycling Centres be delayed until August 1, 2020.

<b>In Favour</b>	B. Crombie; S. Dasko; C. Fonseca; P. Fortini; A. Groves; J. Kovac; P. Saito; P. Vicente	<b>Total</b> 8
<b>Opposed</b>	G. Carlson; J. Downey; J. Innis; M. Mahoney; M. Palleschi; C. Parrish; K. Ras; I. Sinclair; H. Singh★; R. Starr; A. Thompson	11
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	P. Brown; D. Damerla; G.S. Dhillon; S. McFadden; M. Medeiros	5

Lost      2020-179

Councillor Dasko requested the discontinuation of grass clippings from curbside collection and at community recycling centres be delayed so that public feedback on the change can be obtained and to ensure a smooth transition.

Members discussed the need for public communication of the change, the benefits of leaving grass clippings on the ground for nutrients, the cost of collecting and processing grass clippings, and the potential contamination of the waste stream if grass clippings were placed in waste bins.

Norman Lee, Director, Waste Management and Amie Miles, Manager, Strategic Client Communication, provided an overview of the communication plan related to the discontinuation of grass clippings collection and undertook to enhance the communication plan to include notices of why the program was discontinued.

**21. NOTICE OF MOTION/MOTION**

**21.1. Motion Regarding Transportation Related Emissions and their Impact on Air Quality and Climate Change to the Region of Peel**

This item was dealt with under Resolution 2020-138

**21.2. Motion in Support of Conservation Authorities**

This item was dealt with under Resolution 2020-142

**22. BY-LAWS**

**Three Readings**

By-law 14-2020: A by-law to adopt the small-scale on-farm business subclass in the industrial property class and the commercial property class within The Regional Municipality of Peel.

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

By-law 16-2020: A by-law to amend By-law 30-2018 being a by-law to govern the procurement and disposal of goods and services.

Moved by Councillor Crombie,  
Seconded by Councillor Medeiros;

That the by-laws listed on the February 27, 2020 Regional Council agenda, being By-laws 14-2020 to 16-2020 inclusive, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2020-180

Related to Resolutions 2020-125 and 2020-165

**23. IN CAMERA MATTERS**

These items were dealt with under Resolution 2020-152

**24. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL**

Moved by Councillor Downey,  
Seconded by Councillor Starr;

That By-law 17-2020 to confirm the proceedings of Regional Council at its meeting held on February 27, 2020, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the corporate seal be affixed thereto.

Carried 2020-181

**25. ADJOURNMENT**

The meeting adjourned at 3:17 p.m.

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Deputy Regional Clerk

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Regional Chair

# Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2020/03/12	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](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD

MAR 12/2020

NAME OF INDIVIDUAL(S)

ROB HARRISON

POSITION(S)/TITLE(S)

DIRECTOR

NAME OF ORGANIZATION(S)

VALLEYWOOD RESIDENT ASSOCIATION

E-MAIL

robharrisonemail@yahoo.com

TELEPHONE NUMBER

647 225 5762

EXTENSION

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

Transportation component (410) of KOPA 34 was discussed for next steps that have not been completed as yet - 16.4-1 is a over-arching decision that does not speak to valleywood concerns directly

A formal presentation will accompany my delegation ☐ Yes ☒ No

Presentation format: ☐ PowerPoint File (.ppt)

☐ Adobe File or Equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.avi,.mpg)

☐ Other

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

## Note:

Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at least ten (10) business days prior to the meeting date so that it can be included with the agenda package. In accordance with Procedure By-law 56-2019 delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).

Delegates should make every effort to ensure their presentation material is prepared in an accessible format.

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

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

Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the Internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

Please complete and return this form via email to [council@peelregion.ca](mailto:council@peelregion.ca)



**Ministry of the Solicitor General**

Office of the Fire Marshal and  
Emergency Management

25 Morton Shulman Avenue  
Toronto ON M3M 0B1  
Tel: 647-329-1100  
Fax: 647-329-1143

**Ministère du Solliciteur général**

Bureau du commissaire des incendies  
et de la gestion des situations  
d'urgence

25 Morton Shulman Avenue  
Toronto ON M3M 0B1  
Tél. : 647-329-1100  
Téléc. : 647-329-1143



March 04, 2020

Your Worship Nando Iannicca  
Regional Municipality Peel  
10 Peel Centre Dr., Sites A And B  
Brampton, ON L6T4B9

**RECEIVED**

**March 4, 2020**

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Dear Regional Chair:

As the Chief of Emergency Management for Ontario, it is incumbent on me to monitor, coordinate and assist municipalities with their respective municipal emergency management programs in accordance with the Emergency Management and Civil Protection Act (EMCPA). To confirm municipalities are in compliance with the EMCPA, every municipality in Ontario submits a compliance package to Emergency Management Ontario on a yearly basis.

The Office of the Fire Marshal and Emergency Management (OFMEM) has reviewed the documentation submitted by your Community Emergency Management Coordinator (CEMC) and has determined that your municipality was compliant with the EMCPA in 2019.

The safety of your citizens is important, and one way to ensure that safety is to ensure that your municipality is prepared in case of an emergency. You are to be congratulated on your municipality's efforts in achieving compliance in 2019. I look forward to continuing to work with you to ensure your continued compliance in 2020.

If you have any questions or concerns about this letter, please contact your Emergency Management Field Officer; their contact information is below.

Name: Katrina Grantis

Email: Katrina.Grantis@ontario.ca

Phone: 647-828-3657

Sincerely,

Douglas Browne  
Chief of Emergency Management

cc: Andrew C Cooper - CEMC  
Katrina Grantis - Field Officer - Golden Horseshoe Sector

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_

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**REPORT TITLE:**     **Development Charge Interest Rate Policy – Bill 108**

**FROM:**             Stephen Van Ofwegen, Commissioner of Finance and Chief Financial Officer  
                          Andrew Farr, Acting Commissioner of Public Works  
                          Patrick O'Connor, Regional Solicitor

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## **RECOMMENDATION**

**That the Development Charge Interest Rate Policy attached as Appendix I to the report of the Commissioner of Finance and Chief Financial Officer, the Acting Commissioner of Public Works and the Regional Solicitor, titled “Development Charge Interest Rate Policy-Bill 108” be approved;**

**And further, that charging the rate of interest pursuant to the Development Charge Interest Rate Policy (the “Policy”) and the imposition of the interest rate in accordance with the Policy be approved;**

**And further, that the Commissioner of Finance and Chief Financial Officer be authorized to execute any necessary agreements under the *Development Charges Act, 1997*, or other legislation, on business terms satisfactory to the Commissioner of Finance and Chief Financial Officer and on legal terms satisfactory to the Regional Solicitor;**

**And further, that a by-law making provision for such approvals and authorization be brought forward for enactment.**

## **REPORT HIGHLIGHTS**

- Elements of Bills 108 and 138 have made significant changes to the *Development Charge Act, 1997* some of which have become effective on January 1, 2020.
- The legislative changes provide for deferral of the payment of certain development charges (DC), a freeze of the rates charged for certain developments, and allows for interest to be charged to cover additional costs associated with the DC freeze and the DC deferral.
- A Development Charge Interest Rate Policy (the Policy) is proposed to protect the Region’s financial interests, to support development of affordable housing, and to provide predictability in the implementation of Bills 108 and 138.
- A DC Freeze Interest rate of 5.5 per cent per annum and a DC Deferral Interest rate of zero per cent per annum will be applied effective January 1, 2020 subject to changes as may be authorized by Regional Council from time to time.
- Regional staff are proposing a grace period during which a DC Freeze Interest Rate of zero per cent per annum will be applied if the building permit is issued prior to August 1, 2020.
- Local municipalities and the Building Industry and Land Development Association have been informed of the guiding principles of this policy development.

## Development Charge Interest Rate Policy – Bill 108

- Staff will work with local municipalities to implement the DC Interest Rate Policy and other administrative processes required as a result of Bill 108.
- The proposed DC Interest Rate Policy strikes a balance between mitigating financial risks associated with servicing growth while promoting an increase in the supply of affordable housing.

## DISCUSSION

### 1. Background

Bill 108: the *More Homes, More Choice Act, 2019* introduced changes to the *Planning Act*, the *Development Charges Act, 1997* and other legislation that have significant implications for municipalities.

On June 6, 2019 the Ontario Legislature passed Bill 108: *More Homes, More Choice Act, 2019*. Bill 108 made significant statutory changes to the *Development Charges Act, 1997* and 11 other Acts.

On December 10, 2019 Bill 138: *The Planning to Build Ontario Together Act, 2019* received Royal Assent; Bill 138 made amendments to certain sections of Bill 108. Subsequently certain sections of Schedule 3 of Bill 108 were proclaimed and came into force on January 1, 2020.

Since the Province introduced Bill 108 in June 2019, staff have brought forward following reports to Council that identified impacts resulting from Bills 108 and 138 and analyzed how they changed the way municipalities can recover growth related infrastructure costs:

- The report dated June 4, 2019 titled Implications of Bill 108: *More Homes, More Choices Act, 2019*
- The report dated October 10, 2019 titled Comments on the Proposed Regulatory Changes for the *More Homes, More Choice Act*.
- The report dated December 12, 2019 titled An Update on Bill 138: *Planning to Build Ontario Together Act, 2019*, and Ongoing Advocacy Efforts on Bill 108.

Regional staff along with others in the municipal sector have advocated for changes to Bill 108. The Province has been receptive to the municipal sector and Regional recommendations, notably the industrial and commercial developments have been removed from the development charge deferral eligibility and the Province provided needed clarity on certain development charges exemptions.

The regulatory framework that came into force on January 1, 2020 provides for the development charge deferral and the development charge freeze for certain types of the developments in certain circumstances. More details are provided below:

#### a) DC Rate Freeze

Under the new legislation the total amount of a development charge for a development that is proceeding through a site plan control approval or a zoning by-law amendment approval will be subject to a freeze in the DC Rate. The DC rate would be determined when the site plan application or a zoning by-law amendment application is made and maintained for a period of two years from the date upon which the application was

## Development Charge Interest Rate Policy – Bill 108

approved. If two years have elapsed since the approval of the relevant application, the amount of the development charge would be determined at the issuance of the building permit.

Further, section 26.2(3) of the *Development Charges Act, 1997* (the *Act*) provides that where the regulated development charges freeze applies, the municipality may charge interest on the development charge at a rate not exceeding the prescribed maximum interest rate from the date of development application to the date of the development charge is payable. To date, the Province has not prescribed a maximum interest rate which can be applied.

### b) Deferral of DCs

The amendments to the *Development Charges Act, 1997* made by Schedule 3 of Bill 108 provide for the deferral of development charges for:

1. Rental housing development that is not non-profit housing development.
2. Institutional development.
3. Non-profit housing development.

The definitions of these development types are provided in the Regulation 454/19, and these are included in the proposed Regional Development Charge Interest Rate Policy attached as Appendix I. The annual equal instalment payment on those development types will start on the earlier of the date of the issuance of a permit under the *Building Code Act, 1992*, authorizing occupation of the building and the date the building is first occupied.

- For the non-profit housing development type, the development charges shall be paid in 21 annual instalments; and
- For the other two types of development, (i.e. rental housing development that is not non-profit housing development and institutional development), DCs shall be paid in 6 annual instalments.

Similar to the DC freeze, section 26.1(7) of the *Act* provides that where payments of development charges are to be made by installments, interest may be charged on the instalments from the date upon which payment would have been required but for the introduction of payments by installment (typically this would have been the building permit date) to the date the instalment is made, at a rate not exceeding the prescribed maximum interest rate.

### c) Current Development Charge Regime

Under the current development charge regime, the development charges for the relevant development types are determined under the Regions' Development Charges By-law 46-2015 on the date a building permit is issued and are in most instances payable at the same time.

## 2. Analysis and Recommendations

The regulatory changes to the development charges collections create a significant time lag between when revenues are received from developers and when the cost of growth-related infrastructure needs to be incurred, leading to a wider funding gap.

## **Development Charge Interest Rate Policy – Bill 108**

The proposed Development Charge Interest Rate Policy (the “Policy”) aims to mitigate financial risks for the Region, to support increased supply of affordable housing, and to provide a measure of predictability for the Region and the development community.

The Province acknowledges that municipalities may incur some additional costs as a result of the new legislative requirements, and for that reason, the legislation provides authority for municipalities to charge interest to cover costs associated with the deferral and the freeze.

The setting of the interest rates is guided by balanced principles including but not limited to:

- Growth should pay for growth;
- The interests charged are to cover costs associated with servicing growth;
- Provide an appropriate level of predictability, stability and reliability to enable the Region and the development community to determine the timing and amount of the development charges; and,
- Council’s priority for Affordable Housing.

Regional staff is recommending the Development Charge Interest Rate Policy (the “Policy”) attached as Appendix 1 be approved. Some key elements of the Policy are highlighted below:

### **DC Freeze Interest Rate**

To ensure the cost of funding Peel’s growth-related infrastructure is appropriately funded by development, staff propose the following:

- a) As permitted under Section 26.2(3) of the *Act*, a DC Freeze Interest Rate of 5.5 per cent per annum, will be applied from the date of the Site Plan or Rezoning application to the date the development charge is payable.
- b) Currently Regional development charges are subject to bi-annual indexing on February 1<sup>st</sup> and August 1<sup>st</sup> of each year. Given that the development charges rate will remain unchanged between now and the next indexing date, Regional staff are proposing a grace period during which a DC Freeze Interest Rate of zero per cent will be applied if the building permit is issued prior to August 1, 2020. This will prevent the introduction of interest charging from having a punitive effect.
- c) The interest will be accrued from the date of the site plan or rezoning application on the balance of the development charge that remains unpaid; and at a rate equal to the Region’s interest rate in effect from time to time. The interest accrued is payable at the time when the development charge is payable. The interest will be compounded on any unpaid amount of interest after it is due.

The proposed rate largely reflects a forecasted annual rate of cost increase in order to cover the additional costs associated with the DC freeze. The financial analysis conducted by Regional staff considers key variables such as infrastructure cost inflation, the Region’s growth forecast, the economic outlook and capital market dynamics.

Although Council can amend the interest rate from time to time, the rate is anticipated to remain constant for a period of time. A review of the interest rate will be undertaken at the time of updating the DC Background study. This would help provide a measure of certainty and ease of administration to the Region and developers.

## Development Charge Interest Rate Policy – Bill 108

### DC Deferral Interest Rate

The affordable housing crisis is currently being addressed through various levels of government. The Federal government pledged to provide a \$40-billion investment plan in implementing the National Housing Strategy; the Provincial government introduced the Housing Supply Action Plan and the Community Housing Renewal Strategy. Most recently, Bill 108 and the *Development Charges Act, 1997* amendments (including regulated DC payment deferral) were introduced by the Province to help incentivize developers to build much needed new housing to meet growing housing demand in Ontario.

The Region of Peel has also acted by approving the 2018 Peel Housing and Homelessness Plan, which sets the direction for the work the Region of Peel and its partners will be undertaking to make affordable housing available and to prevent homelessness in Peel. The Plan was developed based on the 2018 Housing Strategy, which included a Housing Needs Assessment. The Plan identified need for private sector development of purpose-built rental housing.

To advance Council's affordable housing priority, Regional staff are recommending that a DC deferral interest rate of zero per cent per annum be applied for a development that is eligible for the regulated deferral.

A majority of the Institutional development types eligible for the regulated development charges deferral already qualify for exemptions provided through the Region's Development Charges By-law.

This policy will be reviewed at the time of each DC Background study.

### **3. Risk Considerations and Mitigation**

It is anticipated that the negative impact on the Region's cash flow and potential revenue loss as a result of the development charges freeze and staggered payments will drive the Region to determine whether capital spending needs to be adjusted, near-term debt financing needs to be increased and/or future borrowings need to be advanced. In the long-term, these outcomes may have negative implications for the Region's credit rating profile, debt capacity and financial flexibility, impacting its ability to respond to fiscal challenges.

There is also a risk of revenue loss due to potential non-collection of development charges given the long-term nature of the annual instalment payment schedule and possible property ownership change before the DCs are fully paid. In the event there is a default in payment of the deferred development charges the remaining balance will be added to the tax roll and collected in the same manner as taxes.

Collection of Peel DCs is provided by the Local Municipalities. We anticipate changes in legislation and the introduction of a DC Interest Rate policy will result in additional administration to manage the DC collection program. Staff will report back to Council as part of the 2021 budget process should additional investments in technology and/or resources be required in order to administer changes in the program.

### **4. Next Steps**

Staff will continue to engage affected stakeholders to implement the DC Interest Rate policy.

## Development Charge Interest Rate Policy – Bill 108

The Building Industry and Land Development Association (BILD) was informed of the policy's guiding principles at the Growth Management Development Industry Working Group meeting hosted by the Region on January 27, 2020. In a meeting on March 3<sup>rd</sup>, staff shared with BILD the proposed DC Interest Rate policy directions. Staff will continue dialogue with the development industry to work through implementation requirements resulting from Bill 108 and to promote development charges deferrals to support increased supply of affordable housing.

Regional staff will continue to collaborate with local municipalities to implement the DC Interest Rate Policy and to enhance the development charges collection processes.

The Region's 2020 Development Charge By-law update project is well underway. The 2020 Development Charge Background Study is expected to be tabled and to be made available to the public in July 2020.

## CONCLUSION

Staff are proposing the Development Charge Interest Rate Policy in order to mitigate financial risks arising from Bills 108 and 138 and to help provide a desirable level of predictability in their implementation. The Policy strikes a necessary balance to ensure growth pays for growth and that the current need for purpose-built affordable rental housing is supported.

## APPENDICES

Appendix I – Draft Development Charge Interest Rate Policy

*For further information regarding this report, please contact Stephanie Nagel, Treasurer & Director of Corporate Finance, extension 7105, [Stephanie.Nagel@peelregion.ca](mailto:Stephanie.Nagel@peelregion.ca)*

*Authored By: Maggie Wang, Manager Financial Policy & Development Financing*

*Reviewed and/or approved in workflow by:*

Department Commissioners, Division Directors and Legal Services.

Final approval is by the Chief Administrative Officer.



---

N. Polsinelli, Interim Chief Administrative Officer

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**CATEGORY: FINANCIAL MANAGEMENT**

**SUBCATEGORY: REVENUES**

**SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY**

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## **A. PURPOSE**

The purpose of this policy is to establish a financial risk management framework that provides a consistent and transparent process that responds to the evolving circumstances arising from the *Development Charges Act, 1997* ("DCA") while protecting the Region's financial interests.

## **B. SCOPE**

This Policy applies to development applications that are eligible for the regulated development charges freeze and/or deferral provided in Section 26.1 and Section 26.2 of the DCA.

## **C. DEFINITIONS**

- "By-law" means the Region's Development Charges By-laws;
- "Chief Financial Officer" means the Chief Financial Officer of the Region or the person acting in that capacity from time to time;
- "DCA" means the *Development Charges Act, 1997*, SO 1997, c.27;
- "DC Freeze Interest Rate" means the interest rate(s) authorized in this policy used for application under Section 26.2(3) of the DCA;
- "DC Deferral Interest Rate" means the interest rate(s) authorized in this policy used for application under Section 26.1(7) of the DCA;
- "Deferral" means the change in collection of development charges for rental housing, institutional, and non-profit housing from the date the development charges would have been payable under Section 26 of the DCA (ordinarily the date of building permit issuance) to the installment date provided for under Section 26.1 (3) of the DCA;
- "Development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment, but does not include such actions or redevelopment



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**CATEGORY: FINANCIAL MANAGEMENT**

**SUBCATEGORY: REVENUES**

**SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY**

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in relation to a temporary building or structure as defined in the Region's Development Charges By-law;

- "Development Charges" means a charge imposed pursuant to by-laws enacted by Regional Council pursuant to the *Development Charges Act*, 1997, as amended;
- "Development Charges Payment Agreement" means an agreement between an applicant and the Region, that outlines the terms of the Development Charges payable on a Development;
- "Financial Security" means a form of security obtained by the applicant from a financial institution authorizing the Region to draw on the financial instrument up to a specified amount;
- "instalment" means development charges for Rental housing developments and Institutional uses to be collected in six annual payments over the course of five years or development charges for non-profit housing to be collected in 21 annual installments over 20 years pursuant to Section 26.1(3) of the DCA;
- "Institutional" means a development of a building or structure intended for use:
  - a) as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act*, 2007;
  - b) as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act*, 2010;
  - c) by any of the following post-secondary institutions for the objects of the institution:
    - i. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
    - ii. a college or university federated or affiliated with a university described in subclause (i), or
    - iii. an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act*, 2017;
  - d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
  - e) as a hospice to provide end of life care.
- "Interest Rate(s)" means the interest rate(s) authorized in this policy used for application under Section 26.1(7) and/or Section 26.2(3) of the DCA;

**CATEGORY: FINANCIAL MANAGEMENT**

**SUBCATEGORY: REVENUES**

**SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY**

- “Non-profit housing” means a development of a building or structure intended for use as residential premises by,
  - a) a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
  - b) a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
  - c) non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.
- “Rental housing” means a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- “Region” means The Regional Municipality of Peel;

## **D. POLICY**

### **1. General**

In December 2019, certain sections of Schedule 3 of Bill 108 (the *More Homes, More Choices Act*, 2019 S.O. 2019 c.9) were proclaimed to come into force on January 1, 2020. These provisions amended the *Development Charges Act*, 1997.

On December 19, 2019 Ontario Regulation 454/19 was filed to amend the Ontario Regulation 82/98 under the DCA.

Section 26.2 of the DCA as amended provides that the total amount of a development charge for a development that is proceeding through a site plan control approval or a zoning by-law amendment approval is to be determined under the DC by-law on the date when the site plan application or a zoning by-law amendment application is made. If two years have elapsed since the approval of the relevant application, the amount of the development charge is to be determined at the issuance of the building permit (if the development charge has been deferred pursuant to section 26.1 of the DCA) or at the time the development charge becomes payable (if the development charge has not been deferred pursuant to section 26.1 of the DCA).

**CATEGORY: FINANCIAL MANAGEMENT**

**SUBCATEGORY: REVENUES**

**SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY**

Section 26.2(3) of the DCA provides that where pursuant to section 26.2(1)(a) or (b) the determination of a development charge is to be made at the time of a site plan application or at the time of a zoning by-law amendment application the municipality may charge interest on the development charge amount at a rate not exceeding the prescribed maximum interest rate from the date of development application to the date the development charge is payable.

Section 26.1 of the DCA provides for the deferral of development charges for Rental housing development that is not non-profit housing development, Institutional development and Non-profit housing development. The annual equal instalment payments on those development types will start on the earlier of the date of the issuance of a permit under the *Building Code Act* authorizing occupation of the building and the date the building is first occupied. For the non-profit housing development type, the development charges shall be paid in 21 instalments; and for the other two development types the DCA provides for 6 instalments to be paid.

Section 26.1(7) of the DCA provides that interest may be charged on each instalment from the building permit issuance date to the date the instalment is paid, at a rate not exceeding the prescribed maximum interest rate.

If any development charges or interest charges or any part of thereof remains unpaid after it becomes payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.

## **2. Interest Rates to be Applied**

### DC Freeze Interest Rate

- a) As permitted under Section 26.2(3) of the DCA, a DC Freeze Interest Rate of 5.5 percent per annum, as amended from time to time per Schedule A, will be payable on the amount of development charges determined at the time of site plan application or zoning by-law amendment application from the date of such application to the date the development charge is payable.
- b) Should a development (to which section 26.2(3) of the DCA applies so as to cause the amount of the development charge to be determined at the time of application for site plan approval or zoning by-law amendment) be issued a building permit for development by a local municipality prior to August 1, 2020, an interest rate of zero percent (0%) per annum will be applied.

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**CATEGORY: FINANCIAL MANAGEMENT**

**SUBCATEGORY: REVENUES**

**SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY**

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DC Deferral Interest Rate

As permitted under Section 26.1(7) of the DCA, a DC Deferral Interest Rate of zero percent per annum, as amended from time to time per Schedule A, will be applied from the date the development charges would have been payable under Section 26 of the DCA (ordinarily the date of building permit issuance) to the date each instalment is paid. The applicant shall enter into a Development Charges Payment Agreement with the Region prior to the issuance of the building permit, in a form satisfactory to the Regional Solicitor and with contents satisfactory to the Commissioner of Finance and Chief Financial Officer.

**3. Calculation of the Interest Charges and the Timing of Payment**

- 1) The development charge interest with respect to a development that is eligible pursuant to section 26.2(1)(a) or (b) of the DCA to have development charges determined at the time of an application for site plan approval or at the time of an application for a zoning by-law amendment or pursuant to Section 26.1(2) of the DCA to have development charges payable by annual installments shall be calculated as follows:
  - a. With respect to a development that does not consist of a type of development set out in Section 26.1(2), the interest will be accrued from the date of the site plan or rezoning application to the date when the full amount of the development charge is paid on the full amount of the development charges payable at a rate equal to the Region's DC Freeze Interest Rate in effect from time to time. The total interest is payable at the time when the development charge is payable.
  - b. With respect to a development that consists of a type of development set out in Section 26.1(2), the total interest payable is:
    - i. The interest accrued from the date of the site plan or rezoning application to the date when the building permit is issued on the full amount of the development charges payable at a rate equal to the Region's DC Freeze Interest Rate in effect from time to

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**CATEGORY: FINANCIAL MANAGEMENT****SUBCATEGORY: REVENUES****SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY**

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time; the interest is payable at the time when the first instalment of the development charge is payable; and

- ii. the interest accrued from the date when the building permit is issued to the date when the full amount of the development charge is paid, which interest will be charged on the balance of the development charges that remains unpaid at a rate equal to the Region's DC Deferral Interest Rate in effect from time to time. The interest accrued is payable when each instalment is payable.
- 2) The interest will be compounded on any unpaid amount of interests when it becomes due. If any arrears of interest and compound interest on such arrears are not paid in full when the payment is due, such arrears and compound interest will be added to the principle amount on such date and interest at the interest rate will be charged on such increased principal amount.

#### **4. Other Matters**

- 1) If a development application is eligible for the regulated development charges deferral provided for by Section 26.1 of the DCA,
  - a. Should the applicant choose to pay the full amount of the development charges payable at the time when the building permit is issued, a Development Charges Pre-payment Agreement, in lieu of a Development Charges Payment Agreement, may be entered between the applicant and the Region.
  - b. Payment of development charges at a date earlier than would be permitted pursuant to Section 26.1 may be accepted, with accrued interest where payment is made after a building permit is issued.
- 2) The Chief Financial Officer is authorized to execute Development Charges Payment Agreements, Section 27 agreements for payment before or after payments would otherwise be made and any other agreements and to require any security which he or she deems necessary to the proper implementation or administration of this policy, in a legal form satisfactory to the Regional Solicitor and upon business terms satisfactory to the Chief Financial Office.

**CATEGORY:** FINANCIAL MANAGEMENT

**SUBCATEGORY:** REVENUES

**SUBJECT:** DEVELOPMENT CHARGE INTEREST RATE POLICY

- 3) Without limiting the authority of the Chief Financial Officer to delegate authority generally, the Chief Financial Officer may delegate authority to both the Regional Treasurer and the Director of Treasury Services or either of them, for the purposes of the implementation or administration of this policy.

#### **5. Schedules**

The following schedule to this policy forms an integral part of this policy:

Schedule A – Development Charge Interest Rates

#### **6. Effective Date**

This policy shall come into force on January 1, 2020.

### **E. RESPONSIBILITIES**

1. Finance Department, Financial Policy and Development Financing shall review, and if necessary, update this policy on annual basis or in conjunction with the Region's Development Charges By-law review.

### **F. REFERENCES**

1. [Development Charges Act, 1997](#)
2. [Ontario Regulation 454/19](#)
3. [Ontario Regulation 82/98](#)
4. [The Regional Municipality of Peel Development Charges By-law No. 46-2015](#)
5. [The Confirming By-law of the Peel Regional Council Meeting March 12, 2020 \(link to be updated\)](#)

<b>APPROVAL SOURCE:</b>	Provided by issuer &/or Clerk's, Legislative Services
<b>ORIGINAL DATE:</b>	Provided by original issuer
<b>LAST REVIEW DATE:</b>	Provided by issuer
<b>LAST UPDATE:</b>	Provided by issuer

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**CATEGORY:** FINANCIAL MANAGEMENT

**SUBCATEGORY:** REVENUES

**SUBJECT:** DEVELOPMENT CHARGE INTEREST RATE POLICY

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<b>EFFECTIVE DATE:</b>	Provided by issuer
<b>RESPONSIBILITY:</b>	Finance Department, Financial Policy and Development Financing

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**CATEGORY:** FINANCIAL MANAGEMENT

**SUBCATEGORY:** REVENUES

**SUBJECT:** DEVELOPMENT CHARGE INTEREST RATE POLICY

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**SCHEDULE A**  
**to the**  
**DEVELOPMENT CHARGE INTEREST RATE POLICY**  
**EFFECTIVE JANUARY 1, 2020**


REGION OF PEEL DEVELOPMENT CHARGE INTEREST RATES	
Interest Rate Type	Interest Rate to Be Applied
<b>As permitted under Section 26.2 of the DCA</b>  DC Freeze Interest Rate	5.5%
<b>As permitted under Section 26.1 of the DCA</b>  DC Deferral Interest Rate	0.0%



# Development Charge Interest Rate Policy

Regional Council Meeting

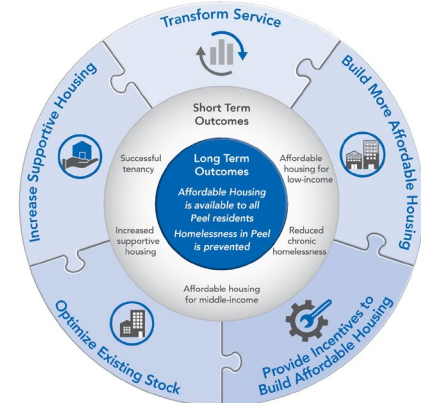
March 12, 2020



**Stephanie Nagel**, BBA, CPA, CGA, MPA  
Treasurer & Director of Corporate Finance  
Region of Peel

# Change in the Provincial Policy Landscape

- **Bill 108, *More Homes, More Choice Act*, 2019:** The Province is seeking to increase the supply of housing and to tackle Ontario's housing crisis.
- **The Region supports this goal:**
  - ❑ Council approved the Housing Master Plan in 2019
  - ❑ The Region has initiated the development of an Affordable Housing Incentives Pilot Program.



# Recent Changes: DC Freeze and Deferral

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## DC Freeze

- ☐ When a site plan application is made
- ☐ When a zoning by-law amendment application is made



## DC Deferral

- ☐ Rental housing development that is not non-profit housing development
- ☐ Institutional development
- ☐ Non-profit housing development

# DC Interest Rate Policy

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## DC Freeze Interest Rate

- Proposed rate of **5.5%** per annum
- Building permits issued **prior to August 1<sup>st</sup>, 2020** will have a rate of **0%** per annum



To recover additional costs associated with the DC freeze



## DC Deferral Interest Rate

- Proposed rate of **0%** per annum
- Mandatory DC Payment Agreement



To support development of increased affordable housing supply

Interest rates effective immediately and retroactively as of January 1<sup>st</sup>, 2020.

## Next Steps

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- **Collaborate with local municipalities to implement the DC Interest Rate Policy**
- **Dialogue and partnership with development community**
- **2020 Development Charge By-law Review**

# Questions?

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**For Information**

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**REPORT TITLE:**      **Neighbourhood Information Tool Data by Ward**

**FROM:**                Janice Sheehy, Commissioner of Human Services

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**OBJECTIVE**

To provide the Neighbourhood Information Tool data for each ward across the Region of Peel.

**REPORT HIGHLIGHTS**

- The Neighbourhood Information Tool is an online common data mapping tool that calculates a neighbourhood well-being index score for each census tract<sup>1</sup>.
- The data sources include Statistics Canada, Environics (the Canadian Community Health Survey), Peel Regional Police, Ontario Provincial Police and municipal libraries and recreation services.
- The Neighbourhood Information Tool was developed through Municipal and Regional partnerships and has been launched for the City of Brampton, the City of Mississauga and the Town of Caledon.
- The Neighbourhood Information Tool's well-being index score provides a strong base to achieve greater understanding of neighbourhoods but does not capture all data and issues. Additional qualitative information gathered in consultation with community stakeholders and residents is necessary to obtain a more in-depth understanding of neighbourhoods.
- Since its launch, the Neighbourhood Information Tool has been used by Regional and Municipal staff, community agencies and stakeholders to inform priorities, planning, funding applications and services.
- The Neighbourhood Information Tool is continually updated as new data becomes available. Staff is also currently reviewing opportunities to integrate the Neighbourhood Information Tool with other Regional data maps and tools.

**DISCUSSION**

**1. Background**

At the November 14, 2019 Regional Council meeting, Council directed staff to provide a data breakdown of population, percentage of youth and economic status for each ward in the Region of Peel as well as to identify the neighbourhoods that are at risk (using the Neighbourhood Information Tool).

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<sup>1</sup> Census Tracts are defined as small, relatively stable geographic areas that usually have a population of between 2,500 and 8,000 persons.

## **Neighbourhood Information Tool Data by Ward**

The Neighbourhood Information Tool (NIT) is a user-friendly platform that combines quantitative and qualitative data for 21 indicators, grouped into six domains to provide a neighbourhood well-being index score. The lower the well-being index score, the more targeted supports, programs, resources and/or investments a neighbourhood may need to improve their well-being. The NIT displays a geographic map with the well-being index scores across each municipality through the shading of census tracts.

The data indicators (e.g. self-rated health, prevalence of low income) are gathered from a variety of sources such as: Statistics Canada, Environics (the Canadian Community Health Survey), Peel Regional Police, Ontario Provincial Police, municipal libraries and recreational services.

The NIT was developed through Municipal and Regional partnerships with the City of Brampton, the City of Mississauga and the Town of Caledon. The NIT has been used by Regional and Municipal staff, community agencies and stakeholders to inform priorities, planning and services. For example, community agencies access the NIT to identify service needs and provide an evidence-informed approach to grant applications.

### **2. Neighbourhood Information Tool Well-being Index**

The NIT's well-being index score provides a strong base to achieve greater understanding of neighbourhoods. However, it is important to note that the NIT does not capture all the data and issues in neighbourhoods. This type of qualitative information should be gathered in consultation with community stakeholders and residents. Because the information presented is by census tract, it is granular in nature. Planning for new programs, services and investments should be looked at from the level of the community as a whole.

The NIT is a snapshot in time and currently most indicators reflect the 2016 Statistic Canada Census data. In the future when the NIT is updated with more recent data, a historical reference of prior data and well-being index scores will be maintained to enable trending.

### **3. Neighbourhood Information Tool Data by Ward**

As requested by Regional Council, Appendix I contains a ward-level overview of the NIT domains which includes youth, economic status and at-risk factors. In partnership with the Peel Data Centre, the following information has been provided for all 245-census tract across Peel's 26 wards. The Neighbourhood Information Tool Data by Ward appendix will provide Councillors with a snapshot of the NIT and includes:

- Neighbourhood Information Tool well-being index maps by municipal and ward areas
- Neighbourhood Information Tool data summary charts at ward-level (includes youth population (age 0-19 years), economic status)
- Neighbourhood Information Tool Data Glossary

The topography (geography) used in the NIT differs from ward-specific geography. Therefore, the ward-level data summary charts include census tracts that cross ward boundaries. Staff will provide a demonstration of the Neighbourhood Information Tool to accompany this report.



## Neighbourhood Information Tool Data by Ward

### CONCLUSION

The Region of Peel's Neighbourhood Information Tool is a data tool that is used in supporting decision making related to the delivery of appropriate programs and services that meet resident needs at all stages of life. The NIT is continually updated as new data becomes available. Staff is also currently reviewing opportunities to integrate the NIT with other Regional data maps and tools.

To better understand well-being trends and to support policy decisions, Councillors can access the tool online through the Peel Data Centre ([peelregion.ca/planning-maps/nit](http://peelregion.ca/planning-maps/nit)). The Peel wide NIT is being shared across Regional departments, municipalities and community stakeholders to increase its usage.

### APPENDICES

Appendix I - Neighbourhood Information Tool by Municipal and Ward Areas

*For further information regarding this report, please contact Sonia Pace, Director Community Partnerships ext. 3807 or Sandra Solonik, Advisor, Community Investment ext. 4935*

*Authored By: Sandra Solonik, Advisor, Community Engagement*

*Reviewed and/or approved in workflow by:*

Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.



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N. Polsinelli, Interim Chief Administrative Officer



# Neighbourhood Information Tool

## Data by Ward, February 2020

Includes the following information:

- Neighbourhood Information Tool well-being index score maps by municipal and ward areas
- Neighbourhood Information Tool data summary charts at ward-level
- Neighbourhood Information Tool Data Glossary

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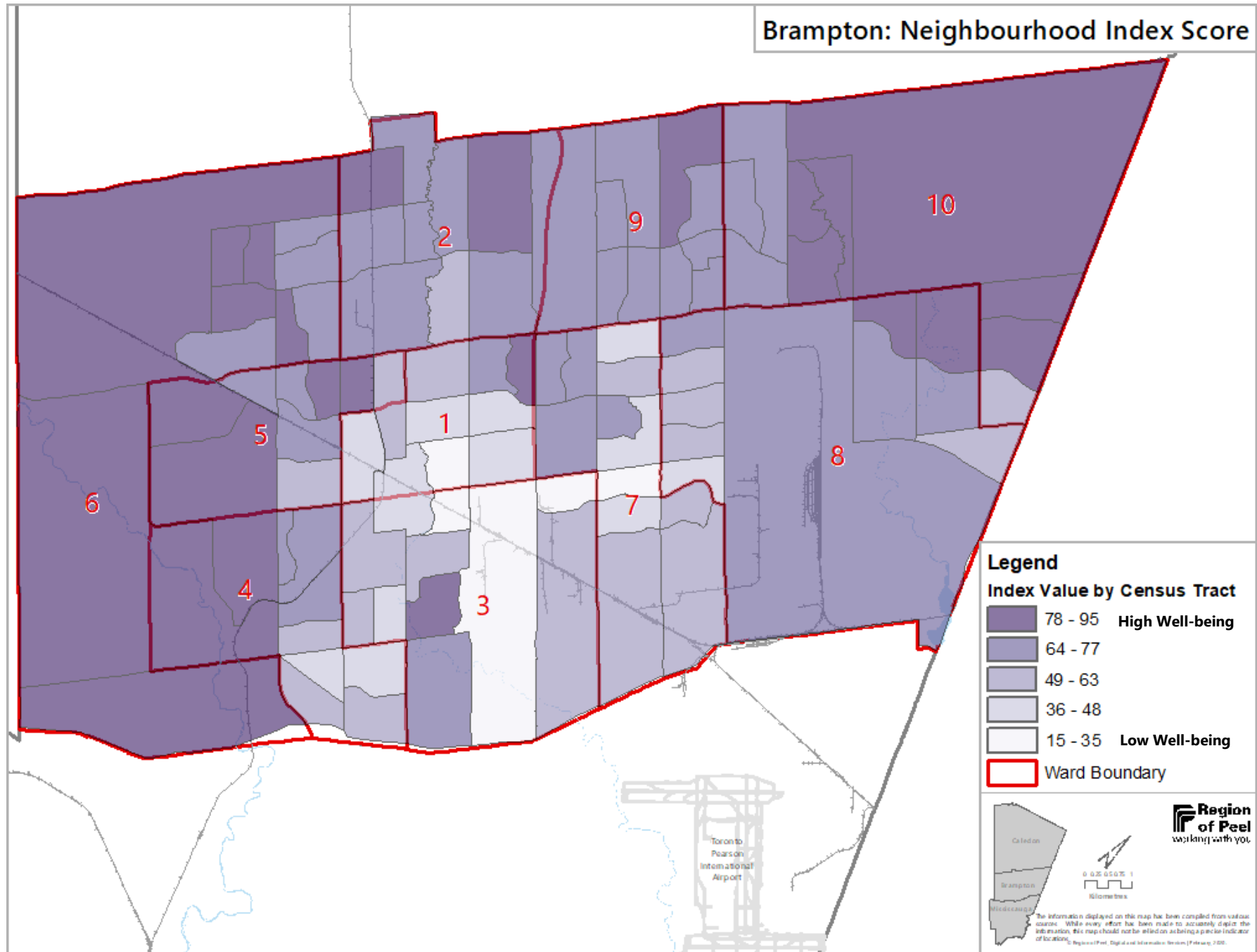
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City of Mississauga.....	24-47
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Data Glossary.....	60-64

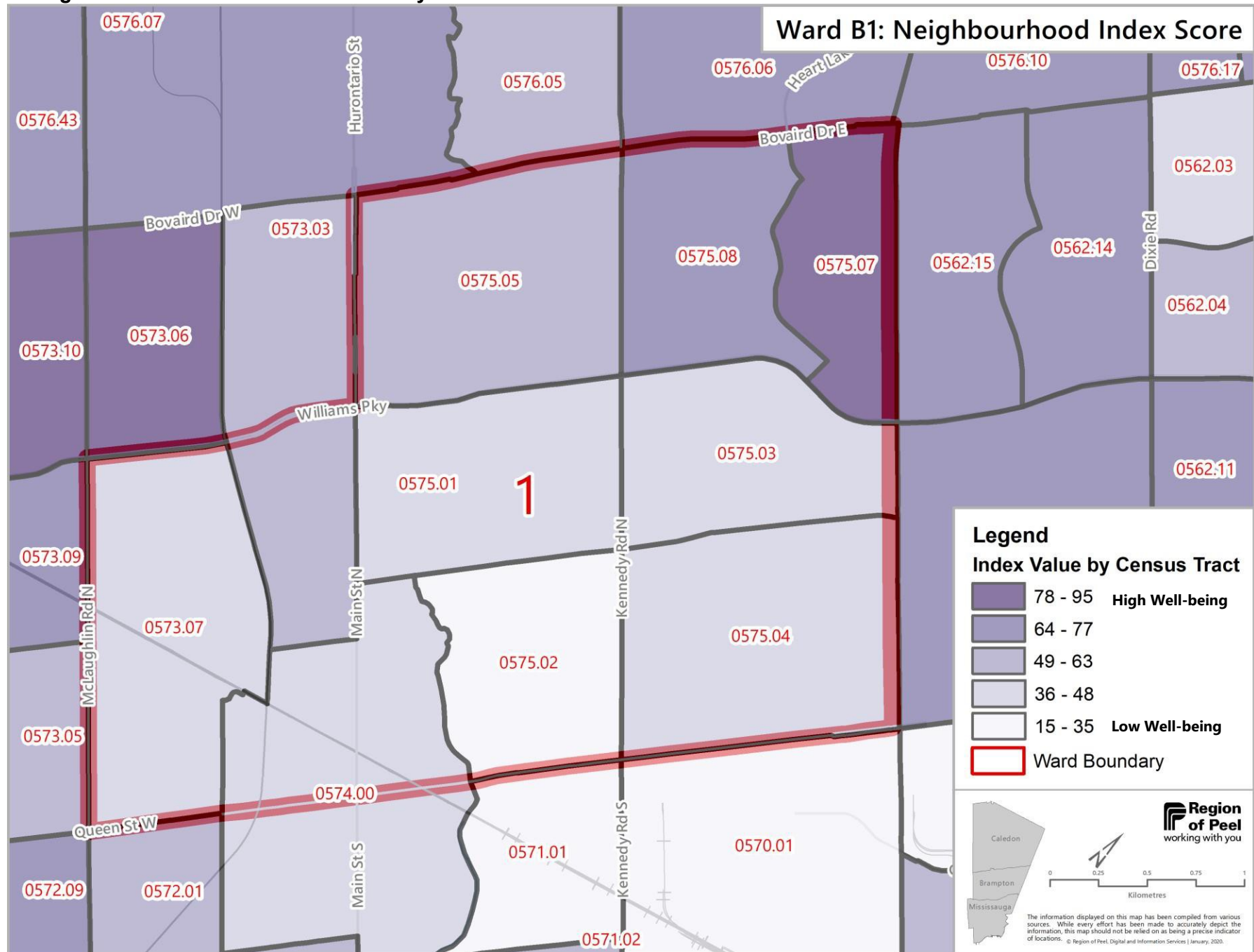
# **Neighbourhood Information Tool Data by Ward**

## **City of Brampton**

Appendix I  
Neighbourhood Information Tool Data by Ward



Appendix I  
Neighbourhood Information Tool Data by Ward



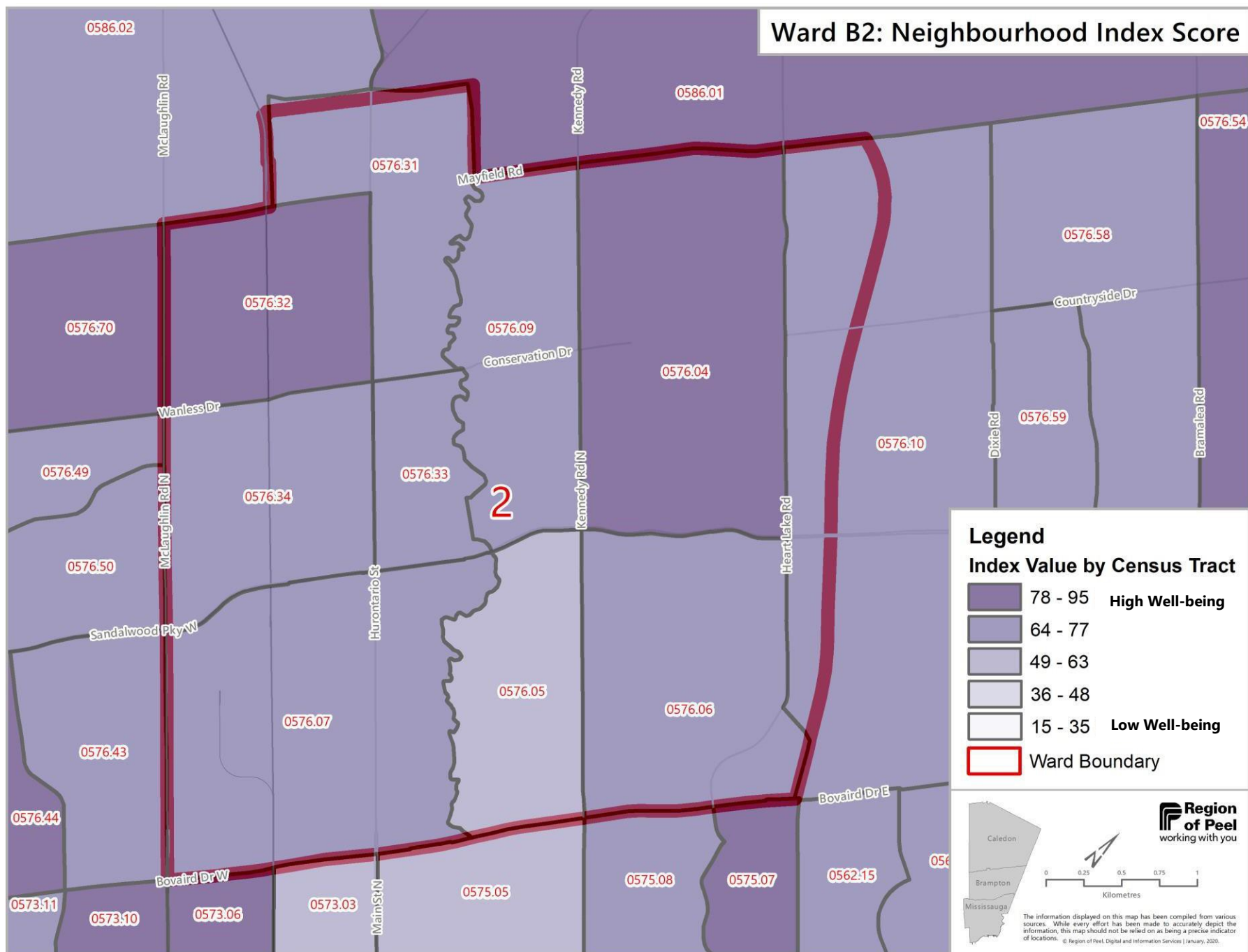
**NEIGHBOURHOOD INFORMATION TOOL DATA- Ward B1 by Census Tract**

Census Tract Name		573.07	573.03	574	575.01	575.02	575.03	575.04	575.05	575.07	575.08
Ward		B1	B1*	B1*	B1	B1	B1	B1	B1	B1	B1
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		48	56	44	47	22	47	41	62	92	74
Dwellings		2,225	2,023	3,524	2,011	1,866	2,092	2,058	2,209	1,004	1,631
Population		5,815	6,440	6,615	5,895	4,700	6,700	6,195	6,930	4,075	5,560
Socio-Demographics	Child-Youth Population	22.87%	23.84%	14.06%	24.51%	23.51%	26.87%	24.46%	26.26%	30.92%	28.06%
	Senior Population	12.90%	13.74%	24.49%	16.45%	12.23%	11.04%	11.78%	9.38%	7.73%	8.09%
	Visible Minority	45.27%	52.01%	29.66%	52.97%	44.98%	59.21%	43.70%	60.75%	87.88%	66.58%
	Immigration Status	4.04%	5.05%	2.95%	3.90%	6.60%	6.04%	5.49%	6.85%	8.47%	5.67%
	Mobility Status	13.85%	13.84%	14.34%	13.56%	18.55%	13.81%	13.59%	10.10%	10.75%	14.27%
	Lone-parent Families	28.61%	20.96%	22.46%	28.66%	30.23%	25.66%	25.94%	26.00%	11.06%	20.83%
Economic Opportunity	Prevalence of Low Income	15.60%	12.40%	17.30%	16.10%	22.60%	16.10%	10.70%	10.70%	7.40%	13.80%
	Household Shelter Costs	30.56%	32.67%	39.94%	30.60%	35.12%	32.30%	30.00%	32.35%	32.34%	31.90%
	Unemployment Rate	7.62%	7.04%	5.11%	6.86%	6.48%	7.16%	7.80%	7.29%	6.61%	5.45%
	Youth Unemployment Rate	26.44%	16.07%	14.86%	17.24%	14.08%	11.34%	16.48%	20.49%	31.03%	27.78%
	Low Educational Attainment	14.71%	13.23%	7.66%	14.79%	20.22%	16.87%	18.35%	11.21%	10.34%	15.95%
	Post-secondary Education	54.05%	55.76%	67.23%	50.32%	50.18%	51.56%	45.52%	59.95%	65.29%	52.61%
Resident Engagement & Community Belonging	Sense of Community Belonging	32.19%	29.14%	27.78%	30.61%	28.79%	34.97%	31.54%	33.18%	28.01%	33.00%
	Recreation Program Usage	17.39%	17.06%	24.82%	14.58%	12.88%	18.96%	18.23%	20.23%	21.03%	20.72%
	Library Usage	24.30%	20.37%	37.03%	18.92%	21.46%	18.51%	18.75%	21.05%	22.26%	20.82%
Safety	Crime Rate per person	0.81%	1.27%	2.01%	1.29%	1.17%	0.87%	1.55%	1.14%	1.18%	1.21%
Health	Healthy Child Development	40.00%	36.23%	16.22%	31.34%	32.50%	43.84%	32.89%	28.13%	27.78%	35.14%
	Self-rated Health	28.40%	18.91%	25.32%	24.72%	29.77%	17.08%	24.26%	12.29%	1.36%	9.14%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	21.91%	93.76%	78.00%	42.41%	71.14%	32.08%	61.39%	73.18%	0.00%	0.00%
	Proximity to Community Meeting Places	51.79%	9.33%	100.00%	46.16%	100.00%	100.00%	100.00%	6.77%	0.00%	0.00%
	Housing Conditions	6.07%	2.96%	5.42%	5.97%	12.83%	4.31%	6.07%	5.22%	0.00%	1.84%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.

**Appendix I**  
**Neighbourhood Information Tool Data by Ward**



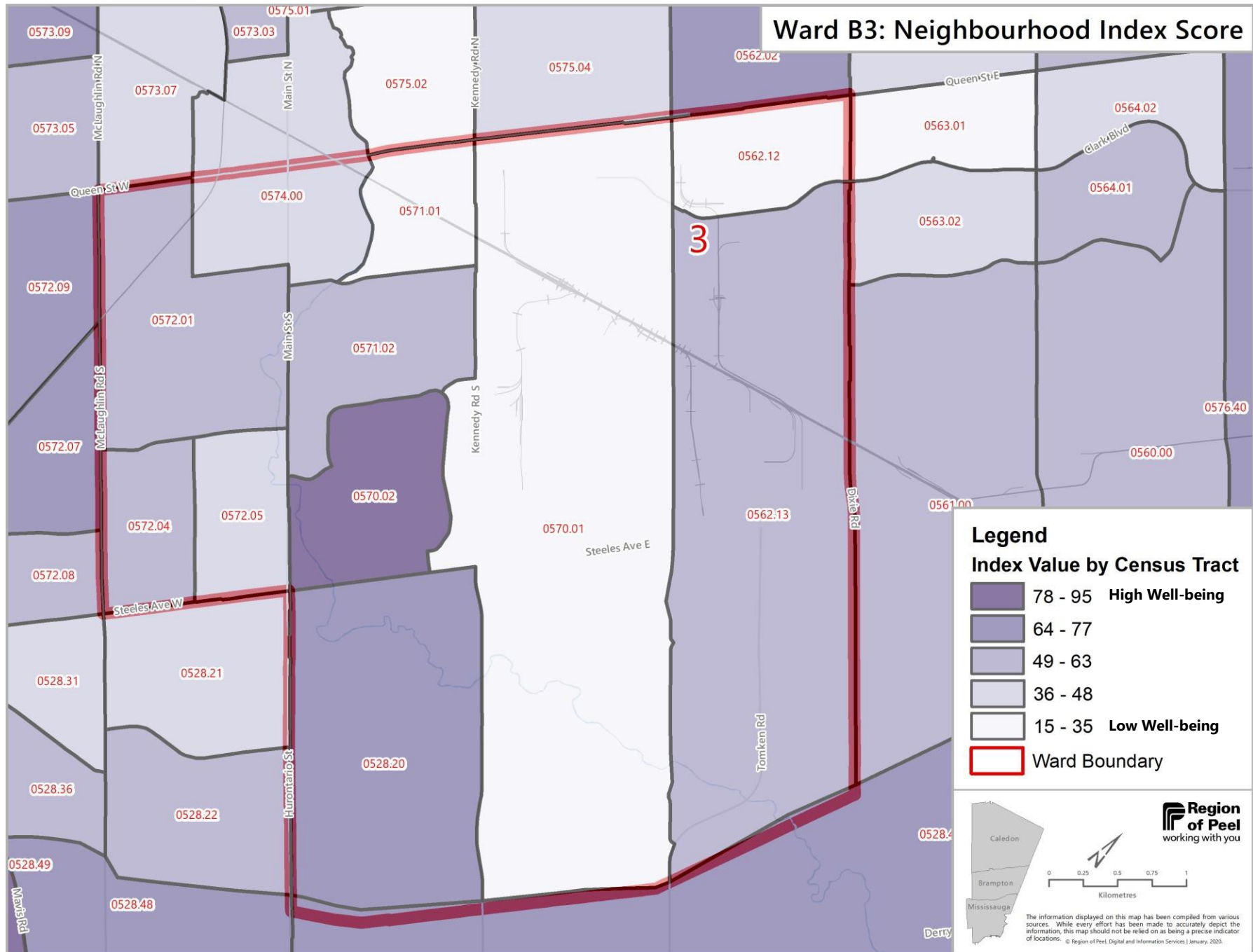


**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL DATA- Ward B2 by Census Tract</b>											
Census Tract Name		576.04	576.05	576.06	576.07	576.09	576.31	576.32	576.33	576.34	576.1
Ward		B2	B2	B2	B2	B2	B2	B2	B2	B2	B2*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		83	50	67	66	75	77	85	74	71	68
Dwellings		1,416	1,965	2,212	1,347	1,271	1,160	2,514	793	1,677	3,546
Population		4,400	7,020	7,300	4,575	3,780	3,785	9,555	2,520	6,065	12,450
Socio-Demographics	Child-Youth Population	22.05%	23.79%	25.55%	24.48%	22.62%	24.31%	30.77%	21.83%	28.94%	28.63%
	Senior Population	13.52%	13.32%	10.27%	9.73%	14.02%	14.13%	7.01%	14.09%	8.00%	14.74%
	Visible Minority	29.23%	67.38%	54.50%	57.05%	22.31%	36.63%	66.49%	30.34%	72.59%	83.15%
	Immigration Status	1.70%	8.26%	5.27%	5.14%	1.06%	1.45%	3.56%	1.79%	5.19%	8.35%
	Mobility Status	6.21%	10.58%	12.54%	10.87%	8.28%	7.78%	8.92%	6.45%	12.83%	14.84%
	Lone-parent Families	14.02%	19.64%	18.69%	19.16%	15.28%	10.14%	14.37%	14.57%	21.22%	15.16%
Economic Opportunity	Prevalence of Low Income	4.90%	12.50%	9.10%	10.50%	4.90%	5.50%	5.70%	6.20%	9.00%	11.50%
	Household Shelter Costs	17.96%	26.97%	26.08%	27.07%	17.86%	21.03%	25.70%	23.75%	31.23%	38.31%
	Unemployment Rate	4.45%	7.89%	5.35%	5.64%	4.97%	3.86%	4.26%	3.70%	7.77%	6.44%
	Youth Unemployment Rate	20.93%	19.47%	19.51%	19.05%	15.71%	12.82%	20.00%	10.20%	23.16%	23.13%
	Low Educational Attainment	9.11%	15.73%	11.00%	11.80%	8.75%	10.64%	11.42%	12.20%	12.14%	14.06%
	Post-secondary Education	62.97%	55.79%	59.73%	56.93%	63.50%	62.88%	59.56%	55.93%	58.32%	58.22%
Resident Engagement & Community Belonging	Sense of Community Belonging	38.74%	33.11%	35.07%	29.11%	35.25%	41.75%	30.80%	35.11%	26.13%	25.30%
	Recreation Program Usage	25.97%	17.20%	19.51%	20.77%	24.43%	21.84%	22.08%	23.19%	20.27%	20.17%
	Library Usage	25.72%	23.63%	22.01%	23.29%	25.97%	14.74%	18.47%	24.34%	22.25%	19.33%
Safety	Crime Rate per person	0.61%	0.75%	0.78%	1.77%	0.77%	0.55%	0.42%	0.52%	0.56%	0.93%
Health	Healthy Child Development	34.09%	18.42%	36.76%	26.79%	19.35%	9.76%	24.64%	32.00%	14.77%	35.33%
	Self-rated Health	17.63%	10.32%	14.19%	13.71%	22.71%	12.92%	5.07%	15.93%	4.19%	9.32%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	20.53%	93.19%	53.58%	56.92%	53.73%	53.96%	22.65%	23.27%	83.42%	27.21%
	Proximity to Community Meeting Places	15.53%	100.00%	53.96%	72.10%	55.71%	86.63%	60.05%	80.26%	0.00%	50.30%
	Housing Conditions	3.53%	3.82%	2.95%	1.88%	2.37%	2.58%	1.99%	1.88%	3.30%	1.83%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.											



# Appendix I Neighbourhood Information Tool Data by Ward



# Appendix I - Neighbourhood Information Tool Data by Ward

## NEIGHBOURHOOD INFORMATION TOOL DATA - Ward B3 by Census Tract

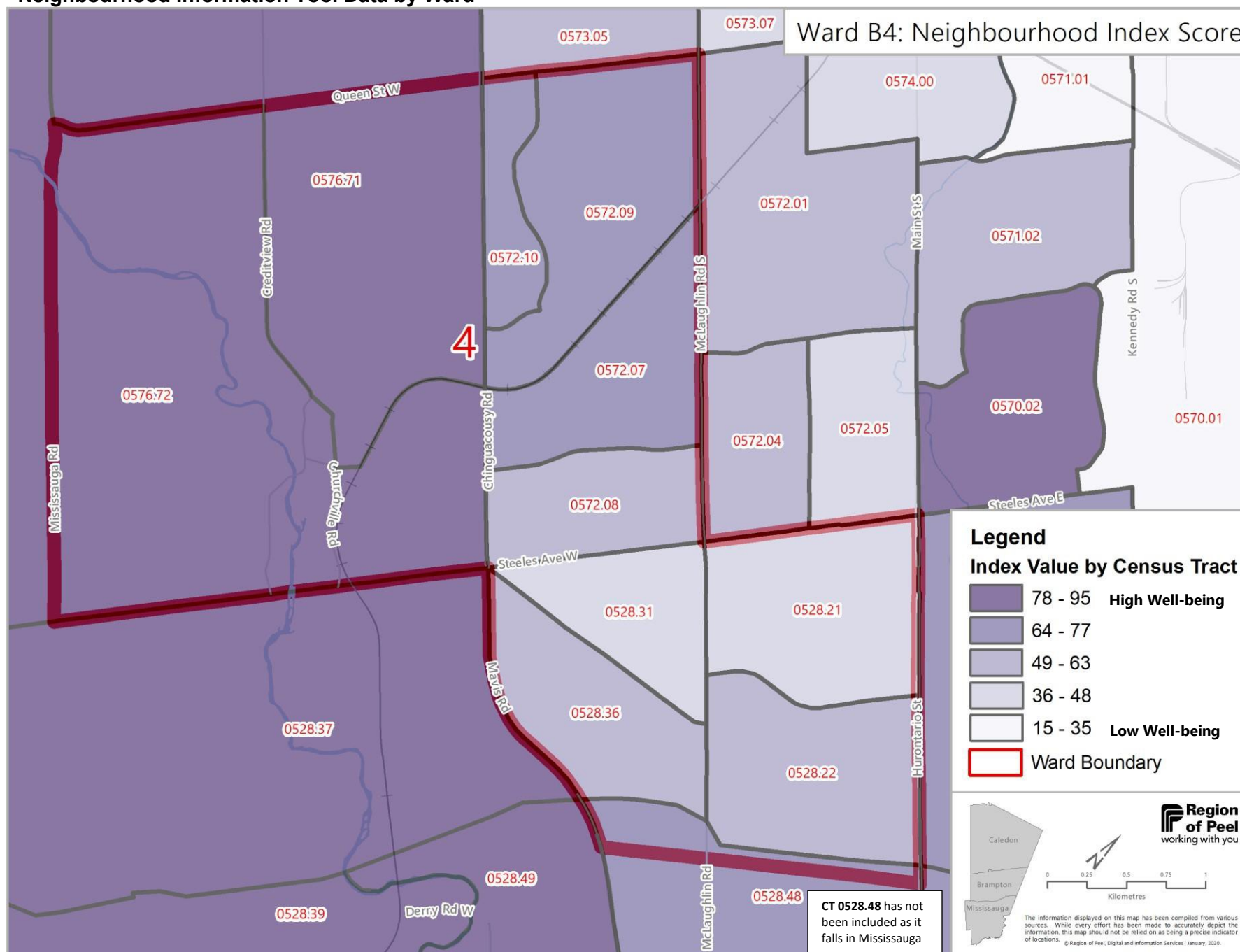
Census Tract Name		528.2	562.12	562.13	570.01	570.02	571.01	571.02	572.01	572.04	574	572.05
Ward		B3	B3	B3	B3	B3	B3	B3	B3	B3	B3*	B3
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		70	21	51	17	80	21	52	51	56	44	40
Dwellings		1,744	2,741	370	1,343	1,306	1,404	1,484	2,634	1,019	3,524	2,330
Population		5,905	7,095	1,225	3,300	3,645	3,855	4,000	6,790	3,125	6,615	5,900
Socio-Demographics	Child-Youth Population	21.17%	26.64%	23.67%	25.76%	21.81%	28.79%	19.13%	21.72%	20.80%	14.06%	22.03%
	Senior Population	19.05%	13.67%	10.20%	10.15%	20.30%	9.73%	21.25%	16.94%	12.80%	24.49%	13.90%
	Visible Minority	73.94%	73.23%	67.95%	61.98%	13.38%	54.39%	21.44%	36.44%	58.55%	29.66%	66.75%
	Immigration Status	5.25%	13.88%	4.90%	12.42%	2.33%	6.87%	3.25%	2.65%	4.80%	2.95%	14.41%
	Mobility Status	9.64%	19.87%	15.58%	15.07%	9.08%	19.49%	13.47%	9.34%	11.22%	14.34%	21.99%
	Lone-parent Families	13.91%	30.58%	23.08%	35.63%	11.16%	40.48%	18.34%	25.38%	22.41%	22.46%	22.84%
Economic Opportunity	Prevalence of Low Income	11.80%	25.40%	10.80%	23.60%	3.70%	22.60%	8.60%	15.50%	10.40%	17.30%	23.50%
	Household Shelter Costs	28.65%	45.07%	24.00%	39.85%	13.62%	37.89%	22.19%	27.89%	34.15%	39.94%	38.06%
	Unemployment Rate	5.80%	9.61%	6.03%	8.62%	2.60%	7.25%	4.31%	7.77%	7.89%	5.11%	8.14%
	Youth Unemployment Rate	23.91%	19.28%	18.75%	19.05%	16.07%	22.95%	20.97%	17.82%	21.15%	14.86%	25.53%
	Low Educational Attainment	11.62%	12.03%	14.93%	18.57%	5.65%	22.43%	15.49%	14.05%	11.11%	7.66%	10.76%
	Post-secondary Education	61.87%	60.00%	53.73%	51.19%	69.21%	50.11%	55.31%	58.80%	63.61%	67.23%	68.48%
Resident Engagement & Community Belonging	Sense of Community Belonging	34.09%	37.13%	32.54%	31.70%	24.04%	29.47%	29.78%	27.64%	33.89%	27.78%	39.32%
	Recreation Program Usage	16.14%	13.80%	17.28%	17.50%	23.95%	8.09%	18.43%	18.00%	14.85%	24.82%	12.78%
	Library Usage	19.14%	26.57%	29.99%	26.18%	19.42%	20.31%	18.73%	22.18%	19.62%	37.03%	20.87%
Safety	Crime Rate per person	0.91%	0.92%	9.47%	8.70%	0.91%	1.27%	1.45%	1.21%	1.47%	2.01%	2.00%
Health	Healthy Child Development	21.57%	33.33%	11.11%	50.00%	41.94%	35.29%	23.08%	32.31%	27.27%	16.22%	33.78%
	Self-rated Health	10.29%	19.67%	17.36%	26.88%	12.78%	22.21%	31.36%	23.18%	14.40%	25.32%	13.36%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	4.42%	100.00%	93.97%	100.00%	64.91%	90.89%	48.80%	16.08%	45.45%	78.00%	97.76%
	Proximity to Community Meeting Places	65.21%	100.00%	68.54%	99.85%	81.59%	75.56%	87.99%	85.15%	61.94%	100.00%	22.25%
	Housing Conditions	4.01%	7.30%	5.26%	6.39%	3.11%	10.88%	7.62%	6.45%	6.34%	5.42%	5.38%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.

8.3-12

**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

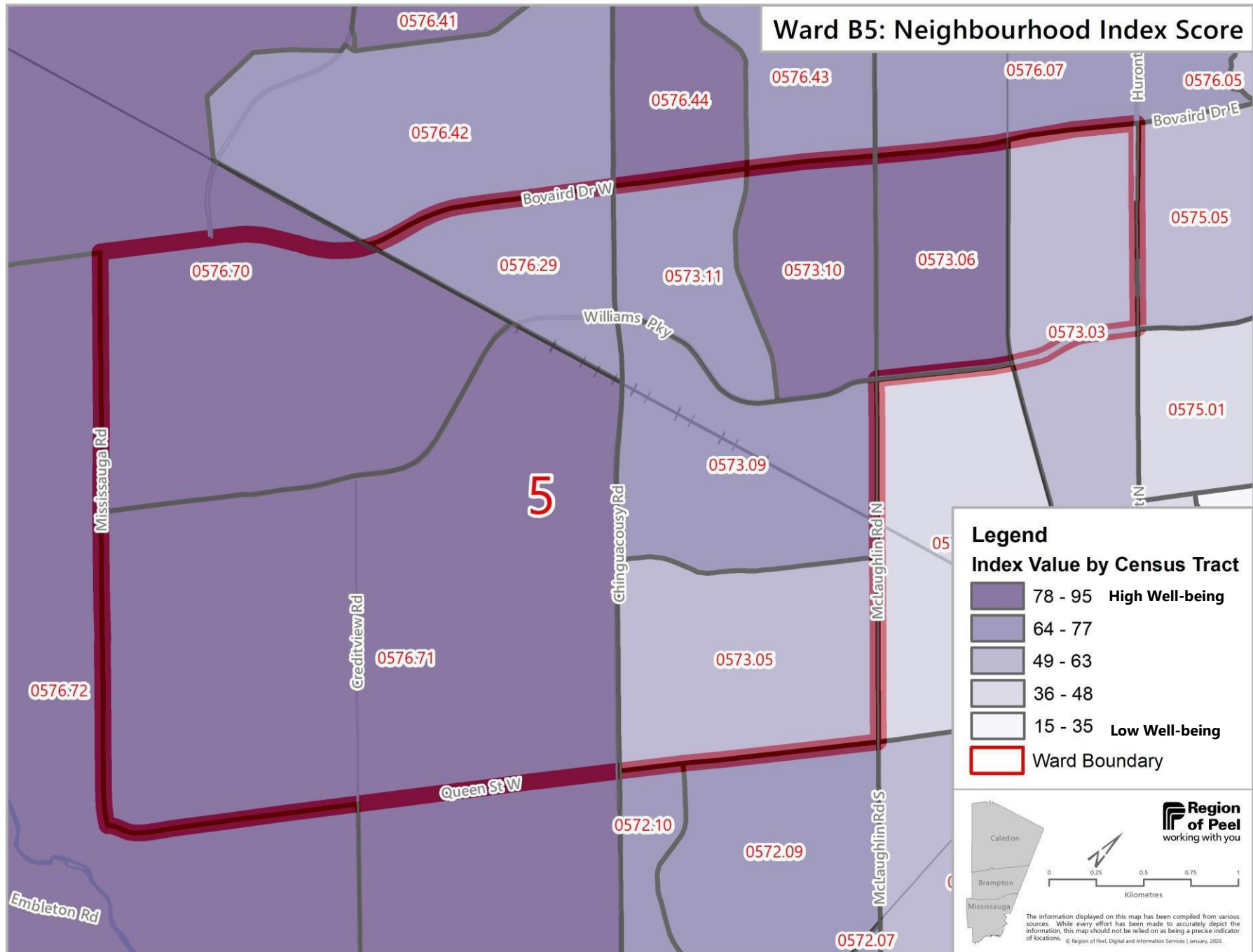


**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL - Ward B4 by Census Tract</b>											
Census Tract Name		528.21	528.22	528.31	528.36	572.07	572.08	576.72	572.09	576.71	572.1
Ward		B4	B4	B4	B4	B4	B4	B4*	B4	B4*	B4
Overall Neighbourhood Well-being Index score (higher score indicates higher measure of wellbeing)		37	50	40	51	72	60	78	76	83	67
Dwellings		1,410	1,747	1,957	1,944	1,300	1,430	2,636	1,282	5,500	944
Population		4,350	6,545	6,330	8,215	4,645	5,455	9,490	4,810	23,405	3,600
Socio- Demographics	Child-Youth Population	22.30%	25.97%	22.91%	27.45%	24.76%	24.66%	27.56%	27.23%	31.38%	26.81%
	Senior Population	19.43%	12.99%	21.56%	10.41%	11.30%	10.45%	9.43%	6.86%	8.40%	8.75%
	Visible Minority	83.71%	87.16%	80.30%	95.01%	75.54%	87.44%	74.61%	72.32%	89.63%	81.21%
	Immigration Status	10.46%	11.31%	8.37%	12.90%	7.21%	10.45%	5.06%	6.44%	6.71%	8.33%
	Mobility Status	18.49%	13.38%	12.46%	13.93%	12.20%	15.20%	24.66%	9.72%	19.14%	8.92%
	Lone-parent Families	25.00%	15.86%	20.26%	10.96%	19.69%	17.67%	11.20%	15.65%	9.83%	16.67%
Economic Opportunity	Prevalence of Low Income	21.40%	17.00%	17.40%	18.30%	13.60%	16.80%	10.00%	10.10%	8.50%	10.60%
	Household Shelter Costs	43.06%	35.82%	44.90%	42.42%	33.73%	36.62%	36.24%	26.72%	41.67%	31.22%
	Unemployment Rate	7.99%	7.33%	8.03%	7.54%	5.67%	7.93%	4.99%	5.57%	6.26%	6.44%
	Youth Unemployment Rate	19.18%	19.38%	15.44%	18.01%	16.28%	25.76%	12.98%	22.50%	22.01%	22.08%
	Low Educational Attainment	9.13%	16.01%	16.78%	18.07%	11.85%	13.62%	7.27%	15.64%	9.43%	14.39%
	Post-secondary Education	63.47%	55.89%	57.34%	53.28%	63.65%	60.17%	73.04%	57.92%	70.60%	63.79%
Resident Engagement & Community	Sense of Community Belonging	34.17%	37.84%	38.54%	38.47%	33.59%	40.68%	30.55%	30.06%	29.02%	36.46%
	Recreation Program Usage	17.16%	18.86%	18.27%	20.80%	16.49%	16.59%	20.26%	16.03%	18.94%	15.79%
	Library Usage	24.90%	26.84%	26.39%	27.78%	20.99%	22.05%	18.88%	17.71%	15.52%	19.12%
Safety	Crime Rate per person	1.10%	0.52%	0.55%	0.41%	0.45%	0.73%	0.72%	0.77%	0.54%	0.67%
Health	Healthy Child Development	33.33%	31.76%	36.36%	35.29%	46.55%	36.07%	28.00%	33.87%	28.73%	21.43%
	Self-rated Health	7.77%	6.65%	9.99%	4.06%	6.41%	4.17%	6.25%	4.53%	3.71%	4.47%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	100.00%	90.25%	64.69%	59.51%	0.00%	3.57%	32.06%	29.19%	31.21%	74.51%
	Proximity to Community Meeting Places	100.00%	80.57%	100.00%	92.57%	0.00%	52.03%	28.41%	33.87%	6.03%	44.77%
	Housing Conditions	3.91%	2.01%	4.60%	2.57%	4.31%	4.90%	2.71%	1.91%	0.81%	3.70%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.											



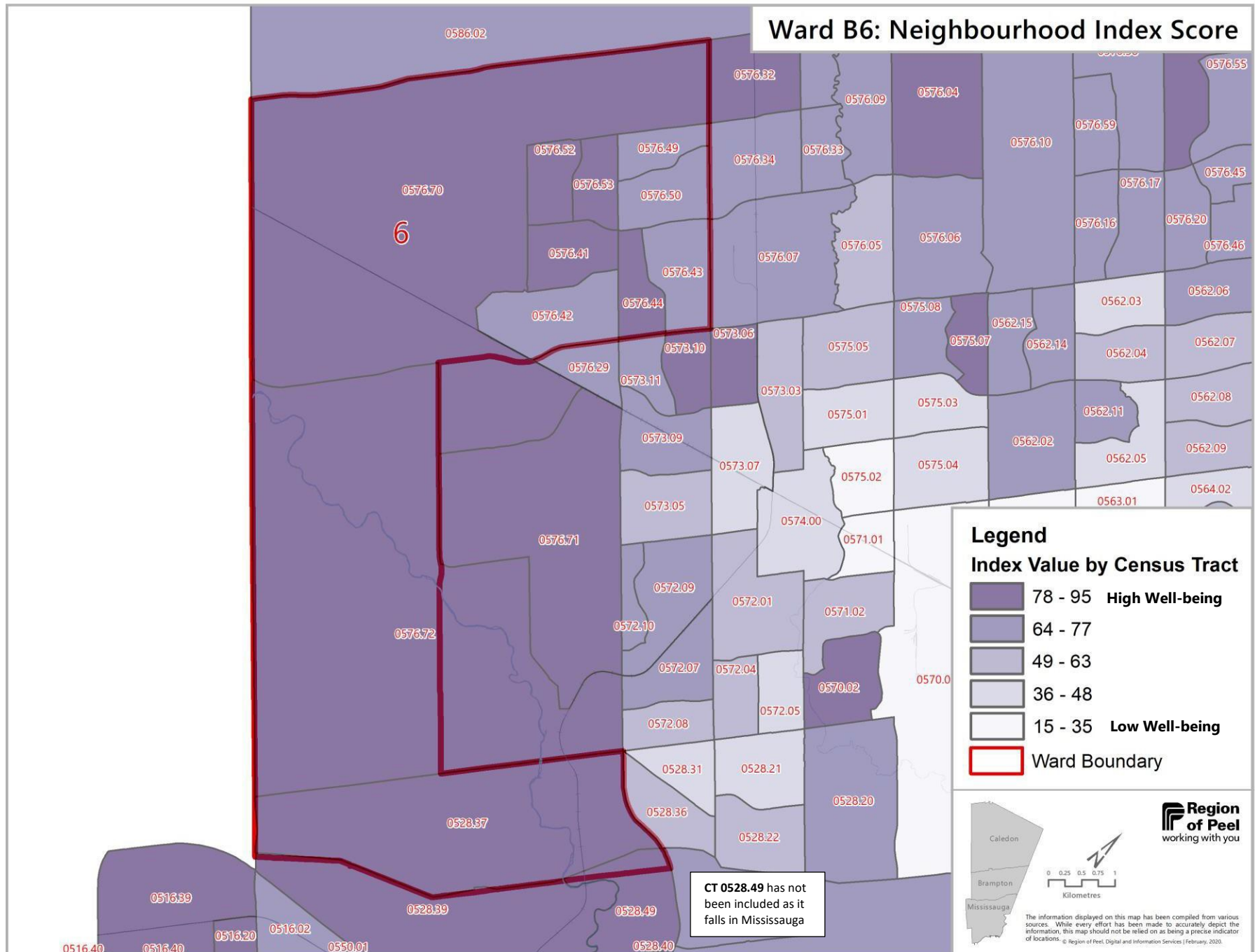
Appendix I  
Neighbourhood Information Tool Data by Ward



Appendix I  
Neighbourhood Information Tool Data by Ward

NEIGHBOURHOOD INFORMATION TOOL DATA- Ward B5 by Census Tract										
Census Tract Name		573.03	573.05	573.06	573.09	573.1	573.11	576.7	576.29	576.71
Ward		B5*	B5	B5	B5	B5	B5	B5*	B5	B5*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		56	63	81	71	78	76	79	73	83
Dwellings		2,023	1,817	1,436	1,669	845	1,277	5,053	1,133	5,500
Population		6,440	5,585	4,595	6,060	3,195	5,080	18,970	4,135	23,405
Socio-Demographics	Child-Youth Population	23.84%	21.58%	26.44%	28.96%	25.51%	31.40%	32.55%	30.96%	31.38%
	Senior Population	13.74%	16.38%	10.12%	9.65%	9.39%	7.28%	6.04%	7.38%	8.40%
	Visible Minority	52.01%	41.49%	60.73%	73.33%	72.81%	83.17%	85.90%	74.84%	89.63%
	Immigration Status	5.05%	3.13%	3.59%	6.19%	7.51%	5.81%	9.52%	6.29%	6.71%
	Mobility Status	13.84%	7.21%	6.82%	10.76%	7.47%	7.96%	32.47%	12.74%	19.14%
	Lone-parent Families	20.96%	18.90%	20.07%	24.12%	15.64%	19.35%	12.68%	16.52%	9.83%
Economic Opportunity	Prevalence of Low Income	12.40%	8.30%	6.20%	12.00%	7.70%	10.20%	10.60%	10.60%	8.50%
	Household Shelter Costs	32.67%	25.07%	23.53%	32.34%	28.14%	40.08%	40.20%	29.41%	41.67%
	Unemployment Rate	7.04%	6.20%	5.39%	7.99%	7.35%	4.98%	6.27%	7.51%	6.26%
	Youth Unemployment Rate	16.07%	18.52%	21.62%	22.94%	27.59%	20.73%	23.38%	15.94%	22.01%
	Low Educational Attainment	13.23%	16.18%	12.40%	12.58%	11.02%	12.85%	8.66%	10.16%	9.43%
	Post-secondary Education	55.76%	50.81%	56.20%	56.13%	56.99%	59.96%	69.65%	60.51%	70.60%
Resident Engagement & Community Belonging	Sense of Community Belonging	29.14%	33.25%	29.97%	33.18%	31.69%	32.22%	27.50%	28.41%	29.02%
	Recreation Program Usage	17.06%	21.07%	16.53%	21.37%	16.49%	21.51%	14.86%	23.98%	18.94%
	Library Usage	20.37%	20.30%	20.86%	23.93%	17.96%	22.77%	14.38%	26.18%	15.52%
Safety	Crime Rate per person	1.27%	0.73%	0.74%	0.48%	0.59%	0.59%	0.59%	0.44%	0.54%
Health	Healthy Child Development	36.23%	46.77%	18.03%	37.88%	22.73%	28.57%	33.81%	20.90%	28.73%
	Self-rated Health	18.91%	20.43%	11.19%	8.43%	6.44%	2.03%	2.38%	3.41%	3.71%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	93.76%	36.38%	3.11%	6.62%	20.03%	59.92%	3.96%	100.00%	31.21%
	Proximity to Community Meeting Places	9.33%	22.18%	25.08%	1.07%	0.00%	0.00%	18.54%	16.51%	6.03%
	Housing Conditions	2.96%	4.96%	3.10%	2.99%	4.79%	3.11%	0.29%	1.36%	0.81%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.										

# Appendix I Neighbourhood Information Tool Data by Ward

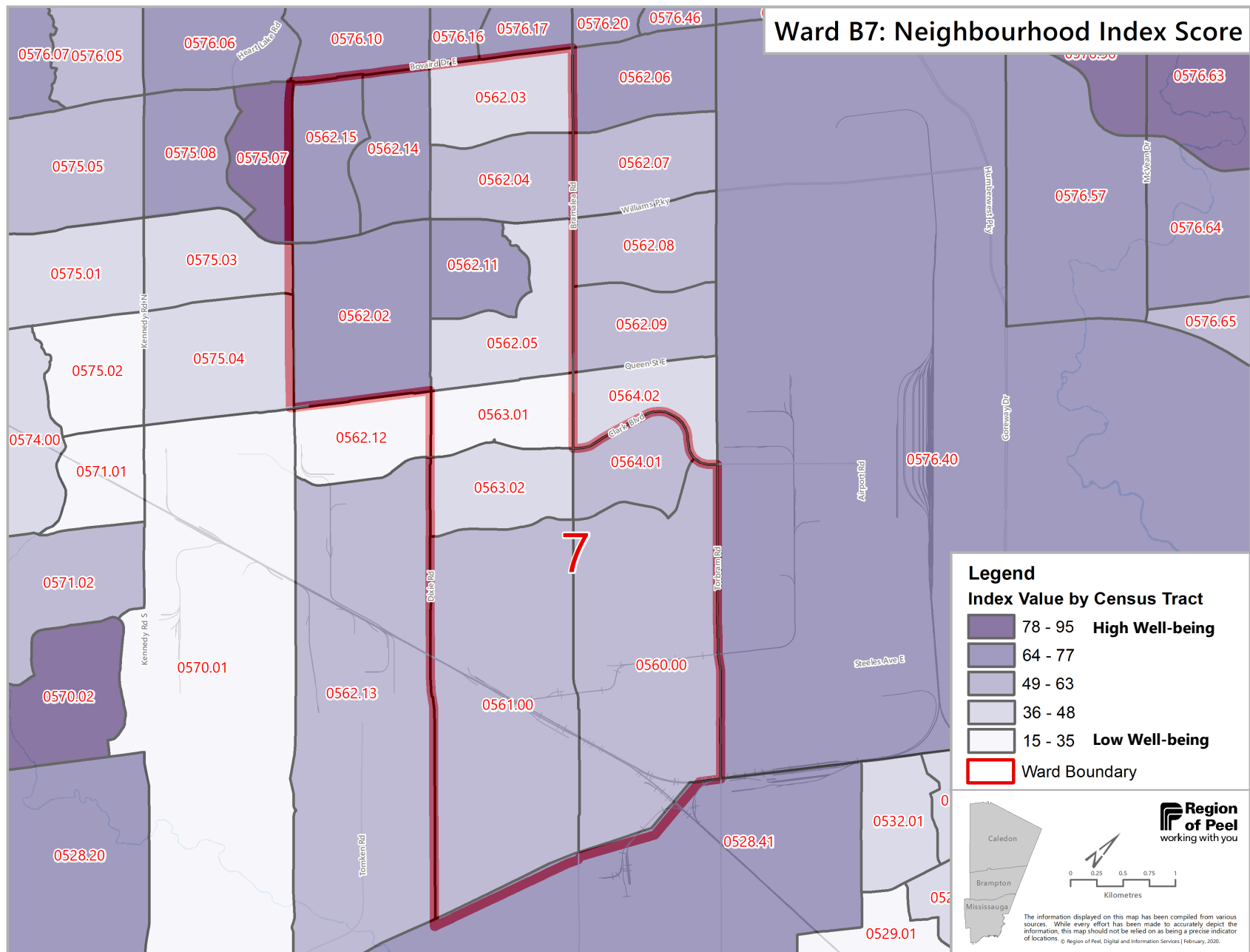


**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL - Ward B6 by Census Tract</b>												
Census Tract Name		528.37	576.41	576.42	576.43	576.44	576.49	576.5	576.52	576.53	576.7	576.72
Ward		B6	B6	B6	B6	B6	B6	B6	B6	B6	B6*	B6*
Overall Neighbourhood Well-being Index score (higher score indicates higher measure of wellbeing)		84	79	72	66	86	70	74	83	85	79	78
Dwellings		2,212	2,029	3,319	1,701	730	1,534	1,667	1,462	1,107	5,053	2,636
Population		8,530	8,195	12,430	6,460	2,785	6,040	6,735	5,870	4,440	18,970	9,490
Socio -Demographics	Child-Youth Population	29.89%	32.34%	31.26%	30.88%	29.80%	33.03%	31.48%	33.30%	33.33%	32.55%	27.56%
	Senior Population	8.38%	6.89%	6.60%	7.97%	8.26%	6.79%	7.28%	6.73%	6.08%	6.04%	9.43%
	Visible Minority	79.31%	84.38%	82.29%	75.37%	71.68%	82.57%	85.46%	85.77%	83.14%	85.90%	74.61%
	Immigration Status	5.92%	8.30%	7.96%	6.35%	7.00%	6.54%	6.68%	9.54%	7.21%	9.52%	5.06%
	Mobility Status	9.28%	12.18%	13.93%	11.92%	9.07%	23.55%	9.66%	15.63%	8.56%	32.47%	24.66%
	Lone-parent Families	9.68%	16.48%	16.50%	18.94%	15.92%	17.93%	14.88%	15.56%	14.17%	12.68%	11.20%
Economic Opportunity	Prevalence of Low Income	7.00%	9.00%	8.70%	10.00%	6.70%	12.40%	8.50%	7.90%	10.00%	10.60%	10.00%
	Household Shelter Costs	31.07%	36.95%	33.58%	32.45%	27.89%	37.29%	34.82%	37.29%	36.07%	40.20%	36.24%
	Unemployment Rate	7.01%	5.70%	6.75%	6.94%	2.02%	7.49%	6.22%	7.48%	6.17%	6.27%	4.99%
	Youth Unemployment Rate	21.05%	13.04%	20.10%	21.74%	23.68%	24.49%	20.37%	24.18%	26.39%	23.38%	12.98%
	Low Educational Attainment	8.84%	9.66%	11.15%	12.61%	6.60%	14.24%	12.31%	10.40%	10.37%	8.66%	7.27%
	Post-secondary Education	73.80%	66.90%	66.05%	59.92%	65.72%	59.94%	60.74%	61.18%	61.77%	69.65%	73.04%
Resident Engagement & Community Belonging	Sense of Community Belonging	30.77%	33.01%	32.06%	30.66%	27.35%	30.45%	29.08%	29.76%	29.33%	27.50%	30.55%
	Recreation Program Usage	16.20%	27.14%	24.29%	23.61%	27.80%	21.11%	37.24%	46.16%	28.93%	14.86%	20.26%
	Library Usage	18.44%	24.89%	31.86%	22.44%	22.41%	16.79%	26.77%	37.59%	21.37%	14.38%	18.88%
Safety	Crime Rate per person	0.64%	0.49%	0.59%	0.74%	0.50%	0.45%	0.82%	0.58%	0.81%	0.59%	0.72%
Health	Healthy Child Development	37.84%	40.00%	33.53%	40.54%	33.33%	30.00%	39.33%	39.80%	29.85%	33.81%	28.00%
	Self-rated Health	2.50%	2.23%	3.82%	3.40%	5.08%	3.63%	3.35%	3.55%	2.16%	2.38%	6.25%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	34.84%	6.93%	54.73%	86.83%	54.35%	66.40%	95.78%	0.00%	5.25%	3.96%	32.06%
	Proximity to Community Meeting Places	35.14%	53.43%	64.37%	54.82%	56.97%	0.00%	15.31%	18.97%	28.39%	18.54%	28.41%
	Housing Conditions	1.58%	1.97%	1.34%	2.36%	1.35%	0.99%	3.56%	1.70%	2.28%	0.29%	2.71%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.												
<b>8.3-18</b>												



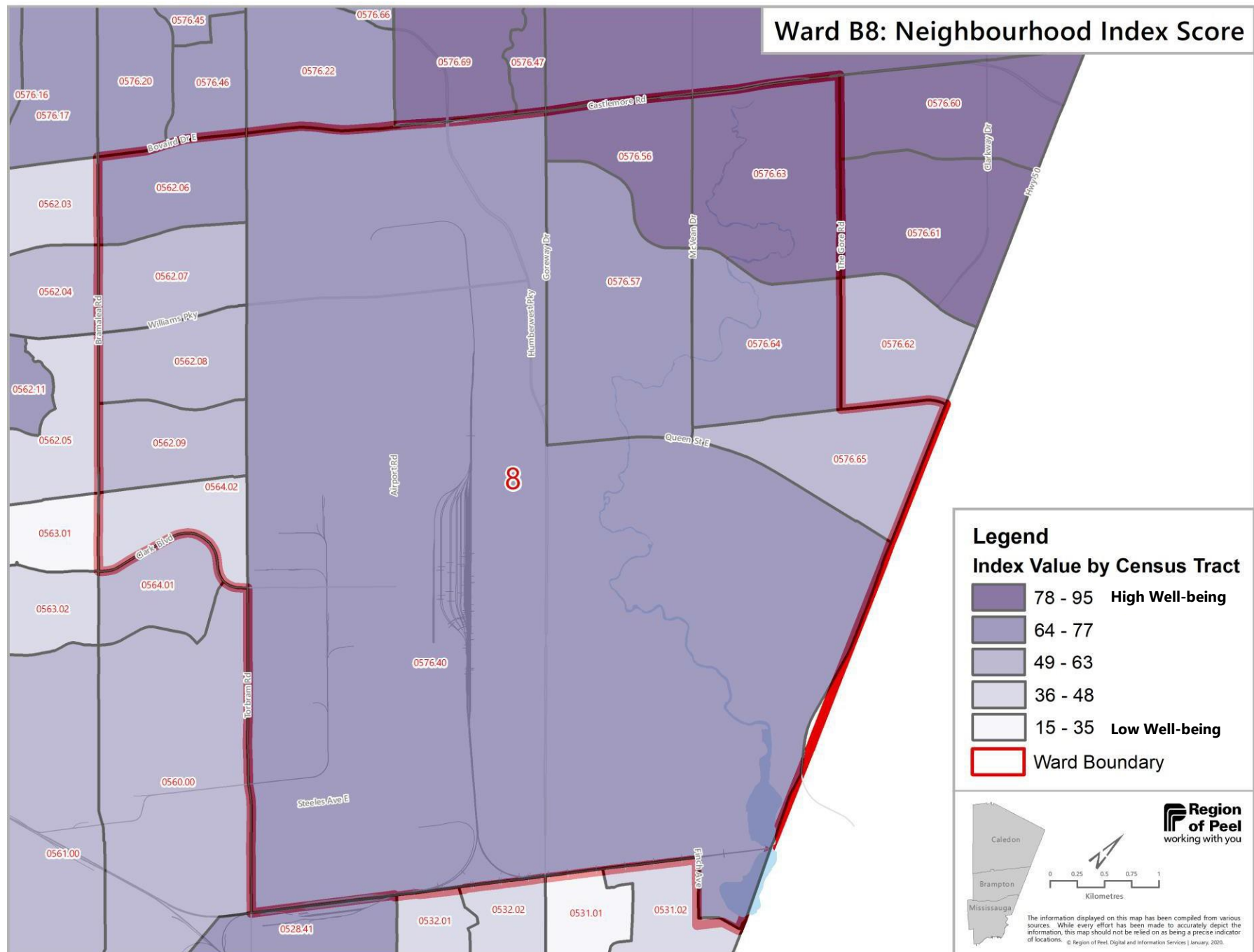
# Appendix I Neighbourhood Information Tool Data by Ward



Appendix I  
Neighbourhood Information Tool Data by Ward

NEIGHBOURHOOD INFORMATION TOOL DATA - Ward B7 by Census Tract													
Census Tract Name		560	561	562.02	562.03	562.04	562.05	562.11	562.14	562.15	563.01	563.02	564.01
Ward		B7	B7	B7	B7	B7	B7	B7	B7	B7	B7	B7	B7
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		54	50	69	44	57	37	71	72	67	15	45	52
Dwellings		2,133	2,322	2,125	1,589	1,451	2,249	1,000	1,118	1,066	2,507	1,013	751
Population		6,270	6,450	6,495	4,825	4,525	5,660	3,030	3,925	3,725	6,745	2,935	2,330
Socio-Demographics	Child-Youth Population	23.92%	22.87%	20.17%	26.11%	23.65%	22.88%	23.10%	22.55%	25.77%	28.84%	21.12%	22.10%
	Senior Population	14.43%	13.10%	18.40%	12.54%	15.91%	17.40%	12.38%	15.80%	11.41%	14.38%	17.72%	16.09%
	Visible Minority	49.48%	54.85%	51.31%	46.74%	52.81%	54.59%	41.93%	59.90%	70.21%	84.59%	47.20%	43.16%
	Immigration Status	4.23%	6.82%	3.39%	5.80%	3.65%	7.77%	4.13%	3.95%	2.55%	13.79%	5.45%	5.15%
	Mobility Status	10.41%	17.25%	7.91%	12.89%	10.45%	15.17%	8.94%	9.04%	6.42%	16.77%	13.18%	9.75%
	Lone-parent Families	23.01%	26.98%	16.75%	27.70%	21.21%	26.27%	19.10%	13.72%	23.72%	34.70%	22.94%	21.58%
Economic Opportunity	Prevalence of Low Income	11.10%	13.20%	6.40%	12.10%	10.30%	13.50%	8.80%	6.80%	11.90%	33.60%	10.80%	9.90%
	Household Shelter Costs	29.07%	29.10%	23.11%	27.59%	22.57%	37.56%	17.50%	16.82%	25.93%	46.71%	29.19%	20.55%
	Unemployment Rate	4.17%	6.77%	3.14%	7.08%	6.47%	6.95%	4.64%	5.88%	6.67%	9.09%	4.74%	5.24%
	Youth Unemployment Rate	19.10%	18.97%	13.33%	20.99%	22.06%	12.31%	21.57%	24.71%	24.56%	17.57%	25.45%	30.77%
	Low Educational Attainment	18.45%	12.11%	9.12%	13.81%	11.32%	12.96%	11.70%	10.59%	12.83%	13.48%	14.15%	13.25%
	Post-secondary Education	50.51%	59.44%	61.25%	55.06%	59.62%	54.65%	63.16%	63.05%	59.08%	59.28%	52.62%	45.78%
Resident Engagement & Community Belonging	Sense of Community Belonging	28.65%	29.66%	35.00%	30.27%	31.94%	29.47%	33.17%	30.41%	31.76%	41.43%	27.70%	34.36%
	Recreation Program Usage	21.85%	16.04%	20.13%	19.07%	19.79%	15.73%	19.57%	23.52%	19.68%	13.78%	18.78%	20.06%
	Library Usage	22.28%	21.17%	19.65%	19.71%	19.17%	25.36%	22.41%	17.99%	19.60%	40.29%	25.90%	20.02%
Safety	Crime Rate per person	1.15%	2.11%	1.06%	0.66%	0.77%	0.72%	0.66%	0.46%	0.46%	2.31%	1.09%	1.16%
Health	Healthy Child Development	23.19%	49.09%	32.73%	48.57%	47.83%	30.00%	22.22%	38.10%	20.00%	33.33%	36.84%	30.00%
	Self-rated Health	18.99%	18.48%	18.74%	16.90%	16.48%	27.18%	17.11%	13.99%	11.71%	9.99%	23.93%	26.16%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	42.03%	0.00%	46.77%	73.53%	53.36%	68.92%	0.00%	3.64%	0.00%	100.00%	85.24%	54.64%
	Proximity to Community Meeting Places	95.74%	100.00%	75.05%	97.37%	98.54%	100.00%	63.99%	98.57%	100.00%	100.00%	100.00%	100.00%
	Housing Conditions	7.44%	6.13%	3.29%	7.81%	4.17%	6.44%	8.00%	5.43%	4.17%	9.76%	6.70%	6.16%
See glossary for detailed description of indicators and sources.													

# Appendix I Neighbourhood Information Tool Data by Ward

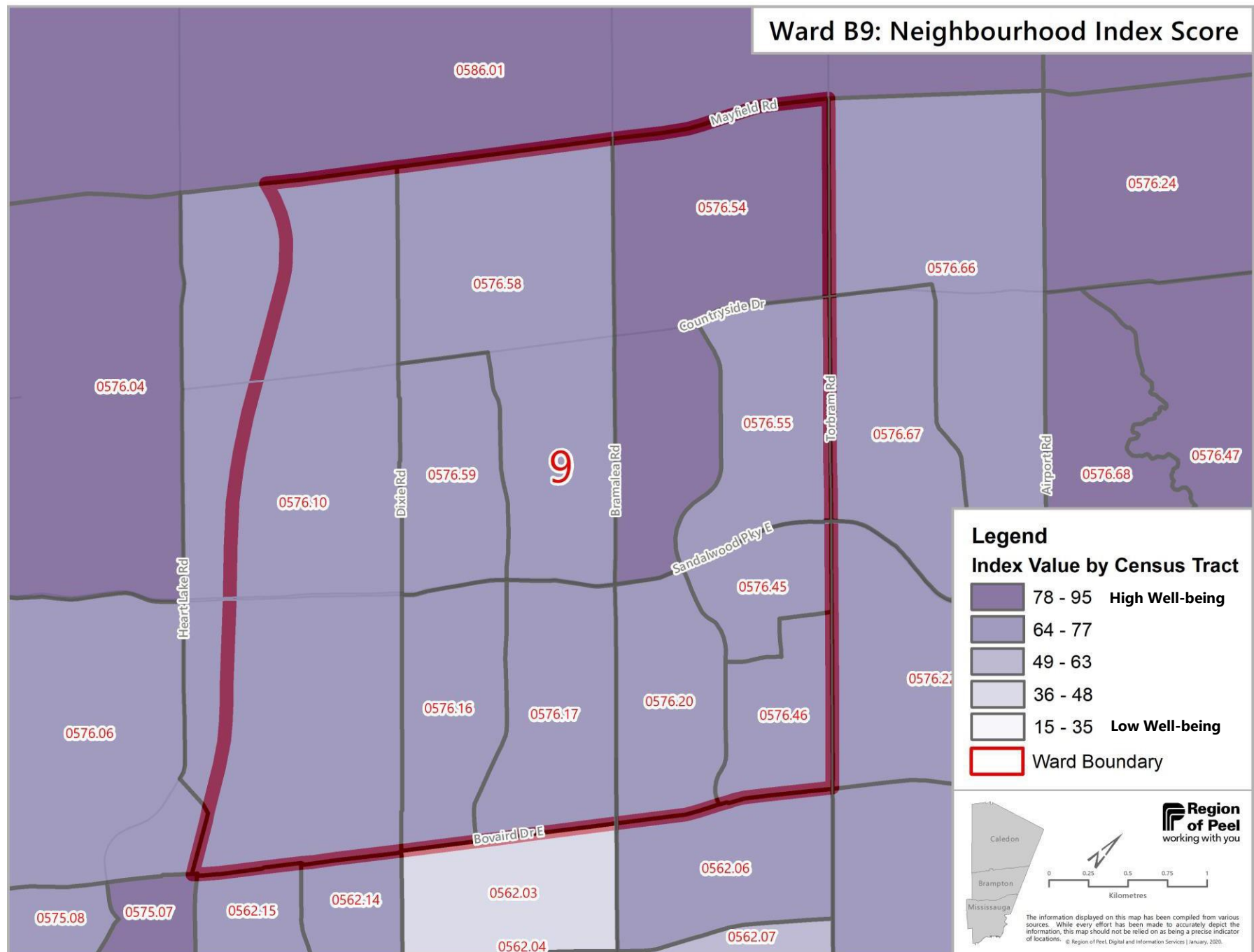


Appendix I  
Neighbourhood Information Tool Data by Ward

NEIGHBOURHOOD INFORMATION TOOL DATA - Ward B8 by Census Tract												
Census Tract Name		562.06	562.07	562.08	562.09	564.02	576.4	576.56	576.57	576.63	576.64	576.65
Ward		B8	B8	B8	B8	B8	B8	B8	B8	B8	B8	B8
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		69	59	56	52	46	73	82	75	82	77	51
Dwellings		953	1,400	1,393	1,286	1,455	1,779	1,682	1,058	1,345	1,945	598
Population		3,040	4,480	4,100	3,880	4,790	7,970	7,840	3,505	6,185	8,605	2,365
Socio-Demographics	Child-Youth Population	20.72%	24.78%	23.66%	22.42%	27.35%	29.92%	29.91%	21.11%	31.12%	28.36%	31.50%
	Senior Population	18.91%	13.50%	13.78%	16.37%	10.13%	9.35%	9.50%	20.40%	9.05%	10.28%	7.61%
	Visible Minority	54.17%	50.06%	44.26%	48.88%	70.95%	94.03%	93.55%	78.36%	91.48%	91.63%	91.08%
	Immigration Status	2.14%	4.91%	2.93%	3.48%	8.98%	9.85%	4.40%	3.28%	6.63%	5.69%	8.88%
	Mobility Status	9.09%	10.57%	7.17%	7.89%	12.20%	9.71%	8.26%	5.87%	8.14%	7.52%	16.02%
	Lone-parent Families	14.75%	20.93%	25.00%	21.21%	25.67%	12.21%	11.88%	16.32%	10.88%	12.50%	17.05%
Economic Opportunity	Prevalence of Low Income	7.70%	11.20%	8.50%	9.20%	16.00%	10.80%	8.90%	9.30%	8.30%	8.30%	14.00%
	Household Shelter Costs	21.13%	25.63%	24.09%	23.66%	34.02%	35.11%	41.84%	42.18%	42.55%	37.28%	42.02%
	Unemployment Rate	6.02%	6.62%	6.02%	4.61%	5.01%	6.10%	5.29%	6.69%	4.74%	6.22%	9.76%
	Youth Unemployment Rate	10.61%	21.79%	28.13%	26.39%	18.52%	20.90%	26.09%	17.24%	20.00%	19.18%	18.92%
	Low Educational Attainment	7.38%	13.29%	14.77%	17.76%	16.10%	15.09%	14.72%	13.06%	17.20%	17.88%	16.80%
	Post-secondary Education	66.77%	55.91%	55.00%	51.40%	55.30%	60.23%	54.52%	60.83%	55.71%	54.82%	58.98%
Resident Engagement & Community Belonging	Sense of Community Belonging	33.66%	32.02%	32.42%	30.52%	30.21%	31.26%	31.04%	32.44%	29.62%	28.85%	30.13%
	Recreation Program Usage	24.74%	18.75%	19.79%	18.27%	15.98%	18.79%	21.56%	17.29%	25.08%	18.54%	15.31%
	Library Usage	16.80%	19.96%	21.08%	20.08%	21.41%	23.72%	27.52%	19.94%	26.41%	24.22%	22.21%
Safety	Crime Rate per person	0.72%	0.74%	0.88%	1.03%	0.75%	3.61%	0.48%	0.83%	0.78%	0.50%	1.86%
Health	Healthy Child Development	31.82%	23.73%	33.96%	19.44%	19.05%	20.80%	26.42%	18.52%	9.52%	14.68%	28.95%
	Self-rated Health	16.58%	16.49%	24.01%	24.14%	13.06%	2.81%	2.36%	8.16%	1.99%	2.89%	3.26%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	32.71%	43.17%	27.81%	74.79%	80.20%	50.28%	33.01%	0.00%	54.49%	21.40%	89.13%
	Proximity to Community Meeting Places	100.00%	72.52%	91.66%	100.00%	98.27%	24.42%	5.04%	30.01%	0.70%	48.79%	96.45%
	Housing Conditions	3.09%	5.78%	7.30%	6.90%	7.90%	2.81%	1.19%	0.00%	1.09%	1.29%	1.69%
See glossary for detailed description of indicators and sources.												



**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

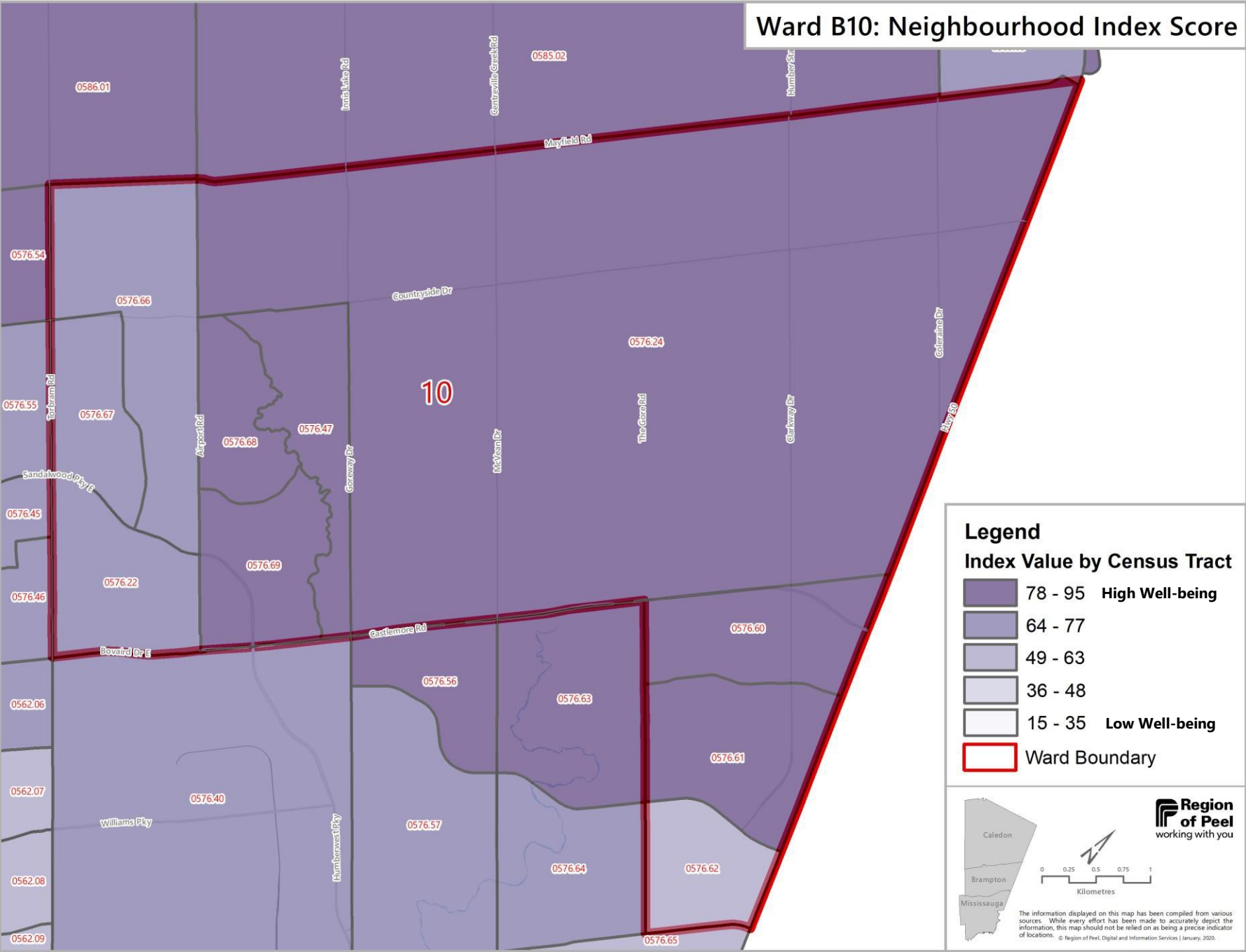


## NEIGHBOURHOOD INFORMATION TOOL DATA - Ward B9 by Census Tract

Census Tract Name		576.1	576.16	576.17	576.2	576.45	576.46	576.54	576.55	576.58	576.59
Ward		B9*	B9	B9	B9	B9	B9	B9	B9	B9	B9
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		68	70	75	67	65	67	79	67	71	76
Dwellings		3,546	1,592	1,669	1,565	703	1,334	1,065	1,475	2,056	1,501
Population		12,450	6,470	6,765	6,825	2,930	5,320	4,680	6,800	8,390	6,555
Socio-Demographics	Child-Youth Population	28.63%	26.51%	27.72%	28.42%	26.62%	28.57%	33.76%	30.59%	32.24%	30.43%
	Senior Population	14.74%	10.74%	10.42%	10.84%	9.73%	9.77%	7.69%	10.88%	7.39%	8.70%
	Visible Minority	83.15%	84.52%	83.22%	90.92%	87.57%	88.00%	96.36%	93.60%	91.69%	96.79%
	Immigration Status	8.35%	8.35%	7.98%	10.40%	5.12%	9.49%	6.62%	7.35%	8.10%	7.17%
	Mobility Status	14.84%	12.67%	8.11%	13.75%	12.25%	10.19%	8.40%	8.81%	23.13%	8.71%
	Lone-parent Families	15.16%	13.93%	14.21%	14.71%	13.50%	15.15%	12.80%	9.92%	14.13%	13.03%
Economic Opportunity	Prevalence of Low Income	11.50%	10.60%	9.80%	12.90%	10.40%	11.30%	7.60%	10.60%	12.60%	9.10%
	Household Shelter Costs	38.31%	32.39%	32.13%	36.10%	37.23%	34.32%	40.48%	37.63%	40.96%	38.00%
	Unemployment Rate	6.44%	5.82%	6.21%	7.07%	5.91%	5.59%	7.09%	5.61%	4.78%	7.27%
	Youth Unemployment Rate	23.13%	23.21%	25.23%	18.69%	15.79%	20.51%	30.43%	22.08%	17.43%	27.68%
	Low Educational Attainment	14.06%	12.35%	13.92%	16.69%	14.61%	16.95%	13.10%	16.88%	13.36%	15.40%
	Post-secondary Education	58.22%	60.08%	58.37%	53.08%	54.87%	53.39%	60.70%	54.61%	57.06%	57.55%
Resident Engagement & Community Belonging	Sense of Community Belonging	25.30%	36.76%	34.71%	33.55%	32.43%	33.96%	28.14%	28.65%	29.11%	32.27%
	Recreation Program Usage	20.17%	17.98%	21.31%	23.26%	20.21%	22.55%	26.01%	20.96%	15.15%	17.33%
	Library Usage	19.33%	18.29%	20.27%	18.91%	18.47%	18.11%	23.73%	17.32%	15.20%	19.71%
Safety	Crime Rate per person	0.93%	0.68%	0.46%	0.64%	0.48%	0.53%	0.56%	0.43%	0.61%	0.56%
Health	Healthy Child Development	35.33%	36.36%	37.33%	33.33%	27.78%	29.17%	25.68%	39.00%	22.22%	27.08%
	Self-rated Health	9.32%	5.88%	4.04%	3.82%	5.56%	3.81%	1.63%	2.47%	2.69%	2.52%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	27.21%	0.00%	1.64%	5.14%	100.00%	50.45%	23.39%	63.16%	19.60%	0.00%
	Proximity to Community Meeting Places	50.30%	95.04%	69.43%	63.97%	39.09%	55.17%	69.65%	100.00%	73.38%	57.37%
	Housing Conditions	1.83%	2.20%	1.50%	2.24%	2.19%	3.33%	0.95%	1.36%	0.48%	2.33%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.  
See glossary for detailed description of indicators and sources.

Appendix I  
Neighbourhood Information Tool Data by Ward



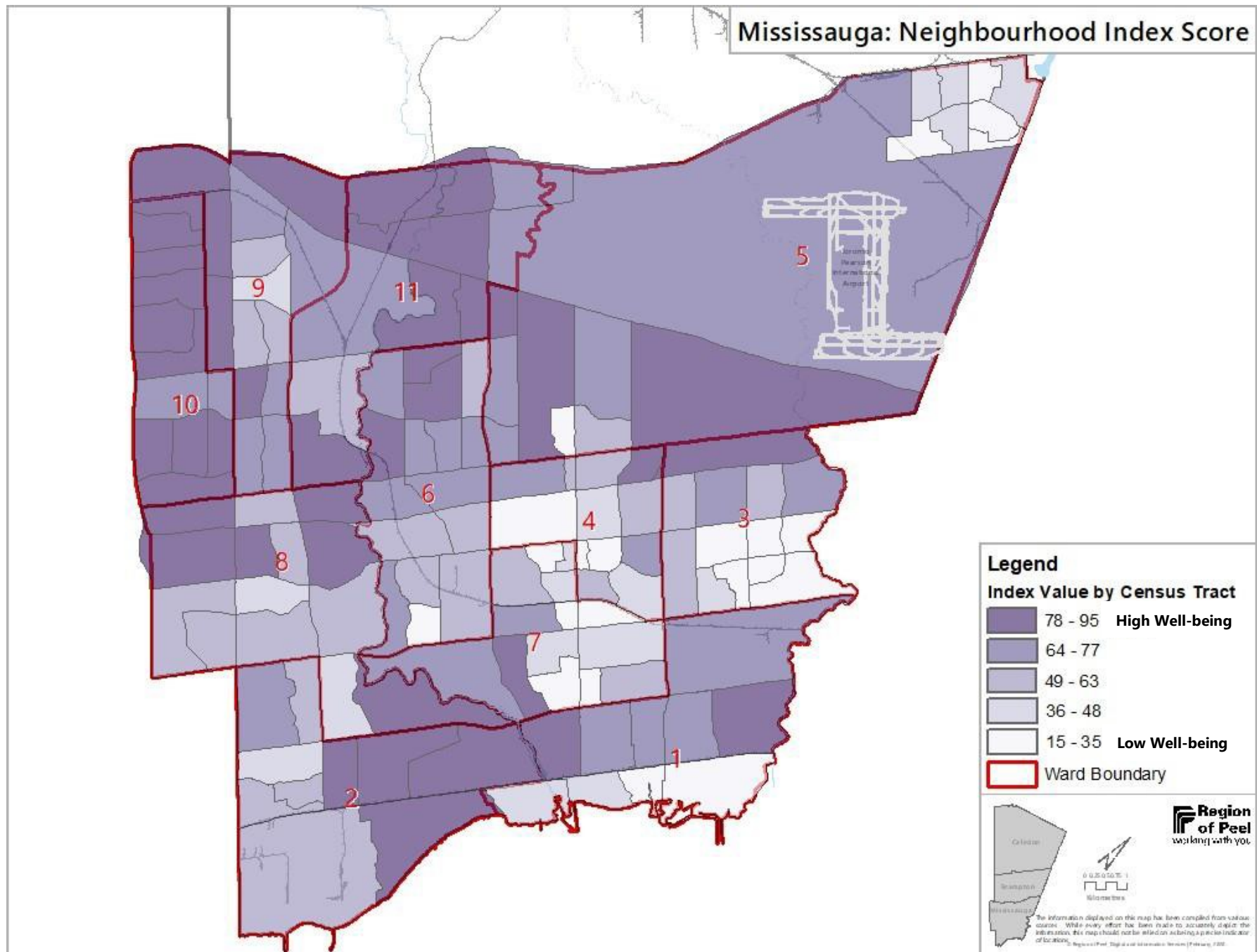
NEIGHBOURHOOD INFORMATION TOOL DATA- Ward B10 by Census Tract											
Census Tract Name		576.22	576.24	576.47	576.6	576.61	576.62	576.66	576.67	576.68	576.69
Ward		B10	B10	B10	B10	B10	B10	B10	B10	B10	B10
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		64	81	94	82	78	61	75	71	85	80
Dwellings		1,796	2,414	873	1,919	2,573	1,564	1,415	1,741	1,197	1,281
Population		7,400	10,440	4,060	8,505	11,175	7,015	6,605	8,090	5,095	5,665
Socio-Demographics	Child-Youth Population	26.55%	28.02%	27.96%	34.45%	33.83%	28.44%	31.42%	31.58%	26.10%	29.21%
	Senior Population	10.47%	13.51%	10.84%	7.29%	6.94%	9.62%	9.39%	7.79%	10.99%	9.97%
	Visible Minority	85.74%	72.98%	91.35%	96.17%	91.94%	94.73%	93.10%	95.12%	85.38%	94.80%
	Immigration Status	8.04%	3.88%	2.83%	7.88%	7.25%	7.20%	8.71%	8.28%	3.34%	6.88%
	Mobility Status	10.08%	20.06%	13.22%	14.08%	9.82%	8.97%	11.20%	9.75%	8.92%	12.00%
	Lone-parent Families	14.88%	8.64%	9.17%	10.77%	11.67%	14.10%	12.61%	14.72%	10.71%	11.94%
Economic Opportunity	Prevalence of Low Income	10.10%	7.00%	7.40%	10.60%	10.60%	9.30%	9.90%	9.10%	7.60%	9.20%
	Household Shelter Costs	34.26%	32.16%	32.35%	41.73%	44.23%	34.39%	41.34%	39.08%	33.19%	38.64%
	Unemployment Rate	7.26%	4.36%	3.11%	6.22%	7.18%	5.99%	5.75%	4.51%	6.50%	5.25%
	Youth Unemployment Rate	19.57%	15.63%	22.73%	20.24%	11.41%	17.83%	22.34%	26.43%	16.28%	18.28%
	Low Educational Attainment	17.79%	11.32%	8.73%	15.45%	16.95%	22.61%	19.71%	13.87%	10.46%	12.70%
	Post-secondary Education	53.23%	60.57%	66.98%	59.91%	57.93%	47.61%	50.94%	56.08%	59.70%	62.23%
Resident Engagement & Community Belonging	Sense of Community Belonging	32.08%	29.80%	34.79%	29.56%	29.94%	34.12%	33.77%	34.83%	32.75%	32.23%
	Recreation Program Usage	19.17%	18.15%	16.54%	24.20%	20.86%	13.55%	17.74%	17.42%	17.58%	19.05%
	Library Usage	20.21%	17.11%	17.92%	29.17%	27.73%	25.48%	17.96%	22.99%	17.64%	22.24%
Safety	Crime Rate per person	1.05%	0.62%	0.64%	0.54%	0.54%	0.66%	0.45%	0.53%	0.49%	0.58%
Health	Healthy Child Development	34.95%	23.58%	17.07%	29.69%	23.74%	36.17%	22.92%	29.85%	28.33%	28.57%
	Self-rated Health	2.89%	4.37%	4.72%	0.68%	0.70%	2.16%	2.68%	2.73%	2.68%	3.97%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	100.00%	36.58%	0.00%	0.00%	36.58%	88.35%	35.02%	86.82%	6.61%	23.04%
	Proximity to Community Meeting Places	0.00%	18.19%	0.00%	32.84%	0.00%	42.29%	0.00%	45.02%	0.00%	0.00%
	Housing Conditions	3.34%	2.48%	1.75%	0.52%	0.59%	2.55%	2.12%	0.86%	2.12%	3.03%

See glossary for detailed description of indicators and sources.

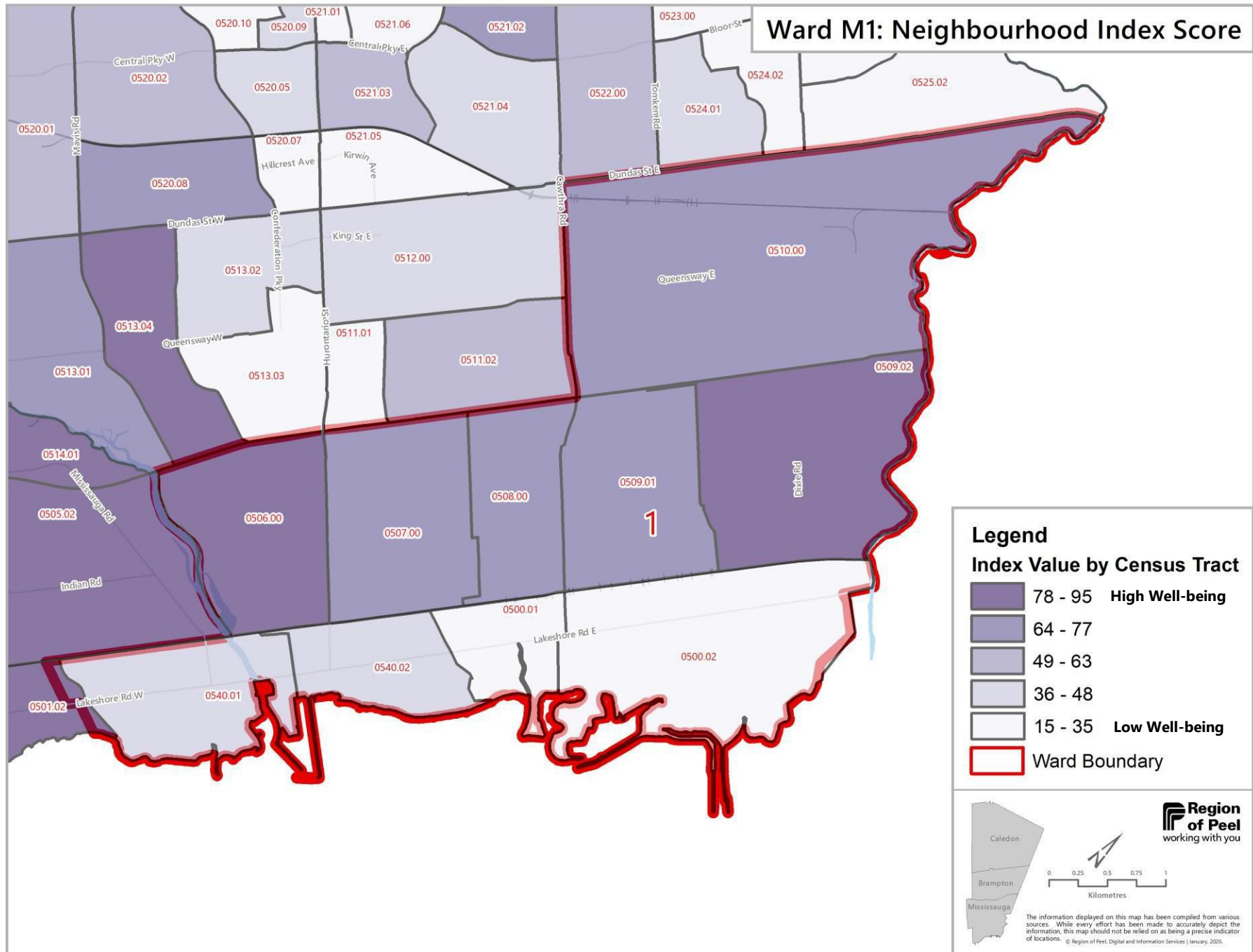


## **Neighbourhood Information Tool Data by Ward**

### **City of Mississauga**



# Appendix I Neighbourhood Information Tool Data by Ward



Appendix I  
Neighbourhood Information Tool Data by Ward

## NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M1 by Census Tract

Census Tract Name		500.01	500.02	501.02	506	507	508	509.01	509.02	510	540.01	540.02
Ward		M1	M1	M1*	M1	M1	M1	M1	M1	M1	M1	M1
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		31	35	82	89	70	72	68	79	77	39	47
Dwellings		1,574	2,218	2,385	834	1,317	1,151	1,961	1,258	2,002	2,590	2,825
Population		3,385	4,875	6,810	2,715	3,700	3,175	5,015	3,170	5,540	5,030	5,600
Socio-Demographic	Child-Youth Population	18.17%	16.72%	22.91%	27.62%	24.73%	21.42%	20.24%	19.56%	20.49%	14.41%	14.29%
	Senior Population	13.74%	17.74%	15.79%	12.71%	16.62%	17.95%	16.85%	23.82%	19.77%	20.28%	20.71%
	Visible Minority	28.76%	22.18%	30.67%	20.07%	18.11%	17.63%	19.61%	15.72%	11.30%	16.62%	18.68%
	Immigration Status	7.09%	2.26%	3.01%	2.39%	2.70%	0.63%	3.09%	0.79%	1.53%	4.27%	3.21%
	Mobility Status	12.65%	9.89%	9.56%	8.33%	8.31%	6.10%	9.35%	11.73%	8.14%	13.88%	18.20%
	Lone-parent Families	26.09%	26.52%	13.40%	7.69%	14.16%	18.23%	18.37%	12.17%	13.57%	22.76%	17.79%
Economic Opportunity	Prevalence of Low Income	20.50%	18.80%	7.80%	4.40%	7.20%	8.00%	7.10%	5.10%	6.00%	19.60%	14.70%
	Household Shelter Costs	39.13%	33.33%	25.58%	15.76%	27.10%	24.03%	25.69%	21.22%	20.30%	38.57%	35.18%
	Unemployment Rate	9.09%	9.87%	3.74%	6.22%	5.92%	5.37%	4.87%	3.26%	4.47%	4.26%	5.42%
	Youth Unemployment Rate	15.38%	14.29%	24.79%	20.37%	16.67%	16.22%	16.92%	18.18%	9.52%	23.91%	22.95%
	Low Educational Attainment	14.15%	15.63%	2.84%	2.91%	4.27%	8.19%	7.53%	6.94%	9.90%	8.58%	6.00%
	Post-secondary Education	53.48%	56.08%	79.97%	85.82%	76.38%	67.23%	68.84%	72.24%	62.46%	68.48%	72.71%
Resident Engagement & Community Belonging	Sense of Community Belonging	31.11%	28.30%	33.95%	34.25%	30.76%	29.16%	32.27%	30.08%	32.03%	29.30%	21.01%
	Recreation Program Usage	14.32%	13.21%	18.46%	21.20%	23.20%	22.05%	22.03%	17.49%	20.32%	13.77%	16.49%
	Library Usage	22.69%	23.12%	30.13%	30.47%	28.12%	24.91%	26.88%	26.93%	22.02%	33.47%	29.34%
Safety	Crime Rate per person	1.27%	1.52%	0.82%	1.58%	0.78%	0.88%	0.96%	1.45%	3.97%	1.13%	1.11%
Health	Healthy Child Development	23.33%	26.67%	28.85%	29.27%	14.29%	21.21%	18.75%	0.00%	16.67%	42.42%	31.82%
	Self-rated Health	25.08%	26.87%	11.39%	9.22%	14.37%	16.31%	13.33%	12.19%	15.23%	26.91%	23.09%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	100.00%	61.96%	20.85%	14.28%	50.62%	21.20%	42.63%	15.91%	21.70%	71.14%	100.00%
	Proximity to Community Meeting Places	58.18%	42.65%	33.87%	49.54%	96.11%	98.30%	97.51%	52.94%	51.25%	71.14%	100.00%
	Housing Conditions	7.76%	10.32%	6.71%	6.02%	7.25%	3.00%	4.02%	8.54%	3.00%	11.00%	5.66%

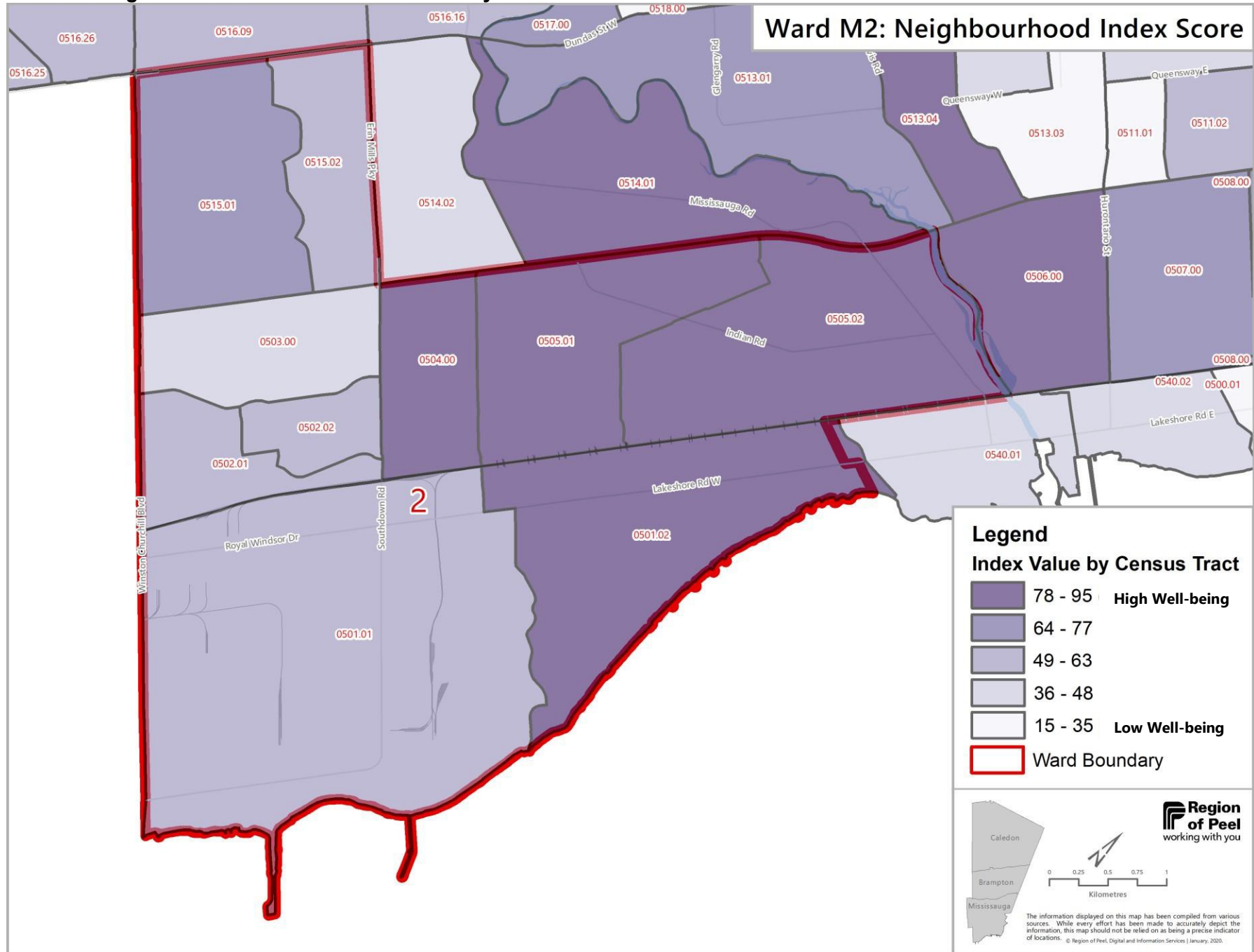
\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.

8.3-30



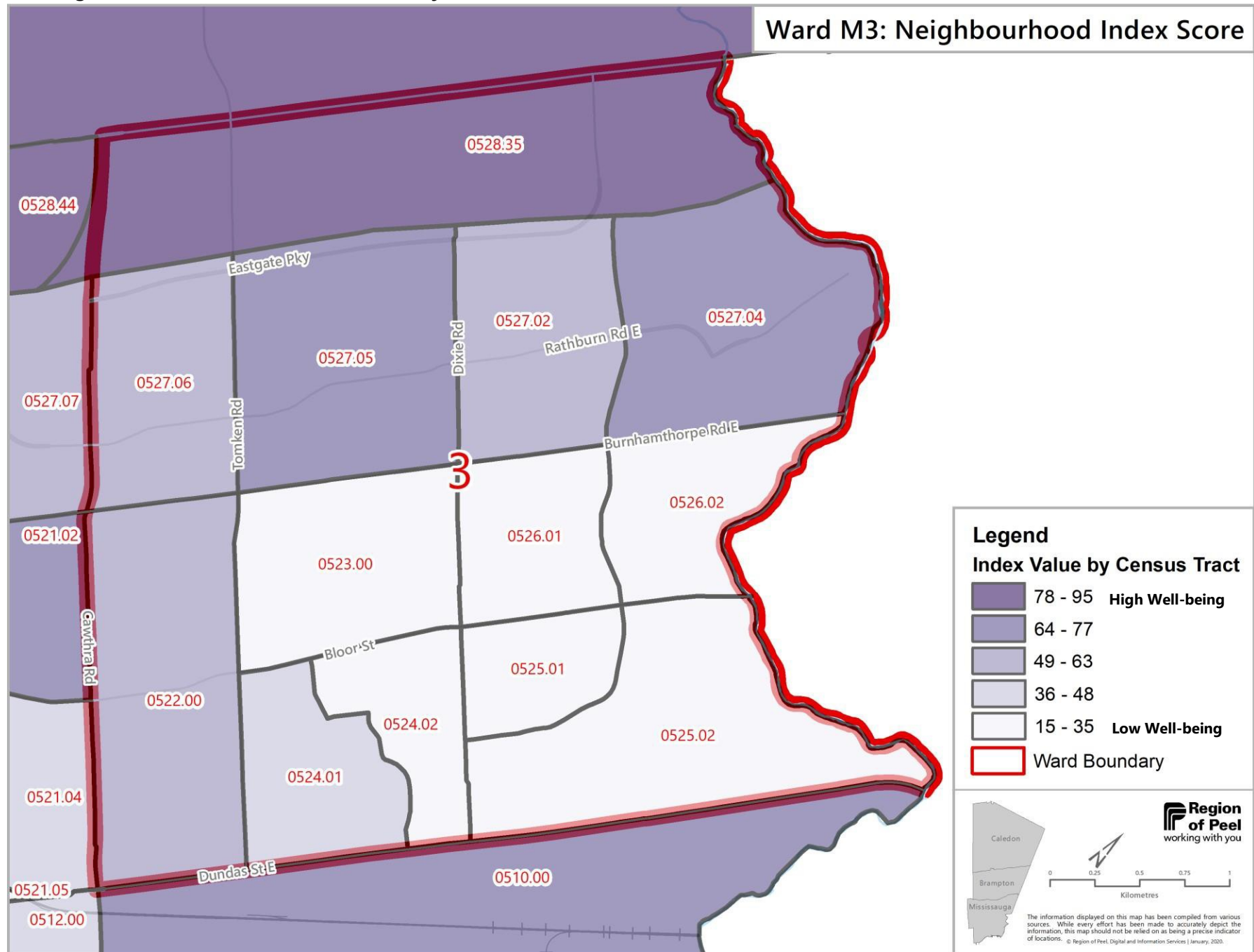
**Appendix I**  
**Neighbourhood Information Tool Data by Ward**



Appendix I  
Neighbourhood Information Tool Data by Ward

NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M2 by Census Tract											
Census Tract Name		501.01	501.02	502.01	502.02	503	504	505.01	505.02	515.01	515.02
Ward		M2	M2*	M2	M2	M2	M2	M2	M2	M2	M2
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		57	82	56	55	47	78	95	94	64	61
Dwellings		2,548	2,385	1,969	933	1,868	1,206	1,460	1,775	1,514	1,362
Population		5,945	6,810	5,430	2,545	5,020	3,390	4,690	5,765	4,305	3,870
Socio-Demographics	Child-Youth Population	16.90%	22.91%	22.19%	19.65%	22.71%	25.52%	26.33%	27.84%	21.84%	18.48%
	Senior Population	24.14%	15.79%	12.25%	22.20%	13.84%	16.37%	15.88%	14.57%	18.12%	25.19%
	Visible Minority	23.14%	30.67%	35.94%	26.61%	33.70%	18.31%	20.76%	26.56%	21.35%	31.61%
	Immigration Status	2.69%	3.01%	4.33%	2.55%	5.88%	1.92%	1.49%	2.60%	2.44%	3.23%
	Mobility Status	11.46%	9.56%	11.88%	6.90%	12.95%	9.13%	8.69%	8.29%	10.08%	8.05%
	Lone-parent Families	20.54%	13.40%	21.77%	21.13%	23.69%	17.68%	9.49%	9.34%	17.11%	16.42%
Economic Opportunity	Prevalence of Low Income	9.40%	7.80%	10.70%	10.20%	14.30%	8.70%	4.50%	6.70%	6.70%	11.00%
	Household Shelter Costs	25.54%	25.58%	26.88%	29.67%	30.83%	22.86%	16.96%	21.13%	19.81%	25.56%
	Unemployment Rate	6.90%	3.74%	6.14%	6.49%	5.17%	6.47%	3.44%	3.37%	6.68%	6.60%
	Youth Unemployment Rate	8.11%	24.79%	13.98%	9.09%	14.10%	34.00%	25.27%	21.28%	18.18%	22.22%
	Low Educational Attainment	6.15%	2.84%	11.18%	9.16%	10.78%	7.30%	0.86%	3.47%	8.86%	7.08%
	Post-secondary Education	69.72%	79.97%	62.27%	61.83%	62.54%	73.88%	88.12%	81.77%	68.14%	69.75%
Resident Engagement & Community Belonging	Sense of Community Belonging	27.69%	33.95%	30.60%	28.92%	32.43%	27.78%	30.89%	28.95%	30.77%	26.37%
	Recreation Program Usage	16.74%	18.46%	18.71%	17.05%	19.29%	22.49%	17.77%	15.31%	20.91%	16.11%
	Library Usage	27.42%	30.13%	28.48%	26.99%	31.89%	35.08%	35.49%	30.23%	24.16%	22.87%
Safety	Crime Rate per person	0.87%	0.82%	0.72%	0.47%	0.74%	0.62%	0.60%	1.11%	0.79%	0.72%
Health	Healthy Child Development	14.71%	28.85%	25.00%	20.00%	27.91%	16.67%	14.29%	11.11%	23.68%	25.00%
	Self-rated Health	18.82%	11.39%	23.47%	19.91%	28.78%	17.29%	8.16%	9.82%	20.84%	17.27%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	61.11%	20.85%	25.53%	45.07%	78.47%	0.00%	0.00%	15.93%	58.07%	23.75%
	Proximity to Community Meeting Places	81.18%	33.87%	100.00%	81.65%	85.25%	66.69%	88.35%	26.97%	62.30%	100.00%
	Housing Conditions	5.89%	6.71%	6.77%	7.73%	6.42%	4.08%	3.13%	4.51%	7.17%	6.72%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.											

Appendix I  
Neighbourhood Information Tool Data by Ward





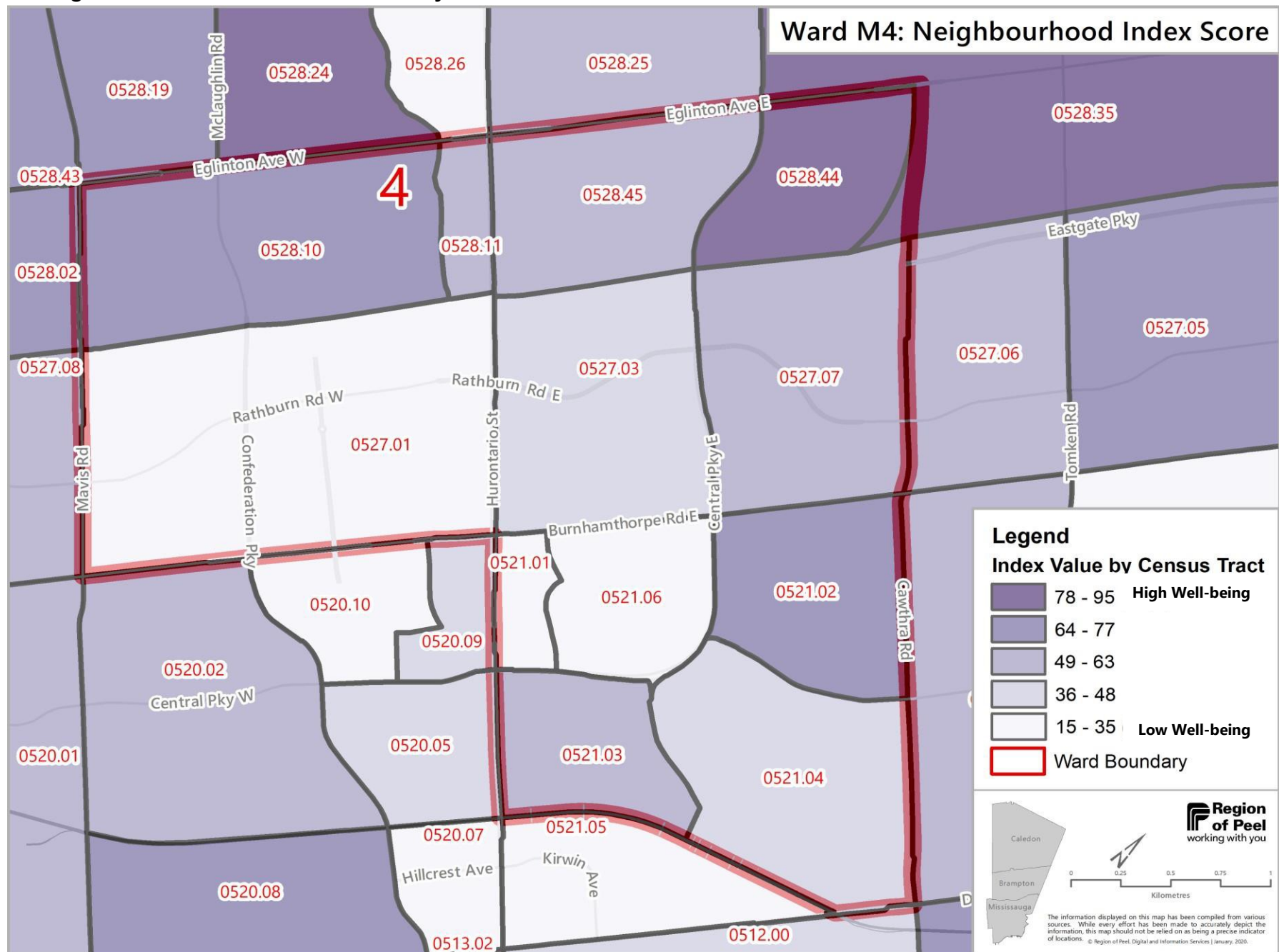
**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M3 by Census Tract</b>														
Census Tract Name		522	523	524.01	524.02	525.01	525.02	526.01	526.02	527.02	527.04	527.05	527.06	528.35
Ward		M3	M3	M3	M3	M3	M3	M3	M3	M3	M3	M3	M3	M3*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		52	32	42	34	28	30	29	31	57	65	65	56	80
Dwellings		2,198	2,511	1,664	1,563	1,128	1,809	1,996	1,298	1,777	2,118	2,056	1,236	898
Population		6,010	6,170	4,735	3,580	3,450	4,665	6,040	3,555	5,260	5,780	5,630	3,980	3,315
Socio-Demographics	Child-Youth Population	20.47%	22.37%	21.75%	17.32%	26.81%	22.62%	27.65%	27.71%	17.97%	19.46%	17.50%	17.84%	25.04%
	Senior Population	22.13%	19.77%	16.16%	25.14%	14.49%	18.01%	10.84%	10.97%	28.14%	18.34%	23.80%	22.49%	13.27%
	Visible Minority	34.75%	35.20%	47.37%	34.92%	52.72%	39.24%	55.90%	50.43%	31.35%	24.96%	33.94%	40.16%	62.35%
	Immigration Status	5.32%	7.46%	4.86%	9.64%	8.55%	9.54%	9.27%	10.69%	4.28%	2.60%	2.49%	2.14%	3.17%
	Mobility Status	9.47%	14.57%	8.54%	11.66%	13.57%	14.13%	12.12%	17.98%	7.11%	8.74%	7.18%	4.15%	8.83%
	Lone-parent Families	19.11%	22.74%	20.68%	19.51%	24.87%	19.20%	23.56%	19.10%	14.19%	17.10%	15.79%	19.21%	14.53%
Economic Opportunity	Prevalence of Low Income	13.60%	19.30%	16.50%	17.70%	23.30%	26.20%	22.20%	27.30%	12.30%	8.90%	9.30%	11.10%	8.50%
	Household Shelter Costs	27.05%	40.72%	32.34%	32.69%	33.93%	38.02%	40.00%	42.75%	29.58%	23.75%	23.84%	21.05%	24.29%
	Unemployment Rate	5.41%	8.02%	6.73%	6.67%	8.59%	9.55%	10.36%	8.04%	4.83%	5.09%	4.79%	5.60%	4.30%
	Youth Unemployment Rate	16.92%	19.05%	25.00%	15.79%	16.28%	13.56%	18.09%	17.50%	22.39%	13.33%	9.64%	10.94%	16.33%
	Low Educational Attainment	13.92%	11.88%	11.96%	14.02%	16.91%	10.93%	15.65%	11.17%	7.51%	5.26%	8.42%	7.93%	11.52%
	Post-secondary Education	62.82%	62.19%	57.84%	61.64%	55.10%	60.64%	58.21%	65.69%	69.17%	72.33%	67.85%	69.47%	66.29%
Resident Engagement & Community Belonging	Sense of Community Belonging	28.99%	26.72%	30.92%	28.26%	33.19%	25.29%	35.82%	28.82%	36.10%	31.57%	28.15%	31.66%	31.95%
	Recreation Program Usage	15.95%	14.52%	14.46%	11.85%	12.46%	11.99%	15.81%	15.91%	13.66%	14.83%	15.51%	14.27%	25.62%
	Library Usage	23.10%	28.91%	23.54%	24.20%	24.52%	21.32%	26.86%	25.11%	22.88%	23.43%	23.13%	19.60%	25.53%
Safety	Crime Rate per person	0.82%	0.86%	0.84%	1.06%	0.49%	1.20%	1.11%	1.07%	0.57%	0.48%	0.44%	0.55%	6.58%
Health	Healthy Child Development	30.00%	26.67%	44.74%	20.00%	30.61%	40.74%	23.08%	47.22%	12.90%	29.79%	24.32%	18.18%	33.33%
	Self-rated Health	22.68%	24.37%	18.15%	25.09%	18.28%	26.98%	14.05%	25.68%	21.14%	16.34%	20.98%	19.10%	6.33%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	50.58%	92.92%	100.00%	100.00%	100.00%	100.00%	100.00%	94.32%	70.24%	76.48%	55.43%	100.00%	36.13%
	Proximity to Community Meeting Places	99.33%	87.07%	97.61%	86.64%	89.45%	99.68%	100.00%	100.00%	76.30%	57.72%	79.50%	100.00%	30.94%
	Housing Conditions	4.77%	9.96%	7.49%	9.32%	11.61%	4.40%	11.00%	7.25%	7.04%	6.41%	2.19%	4.84%	2.81%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.  
 See glossary for detailed description of indicators and sources.



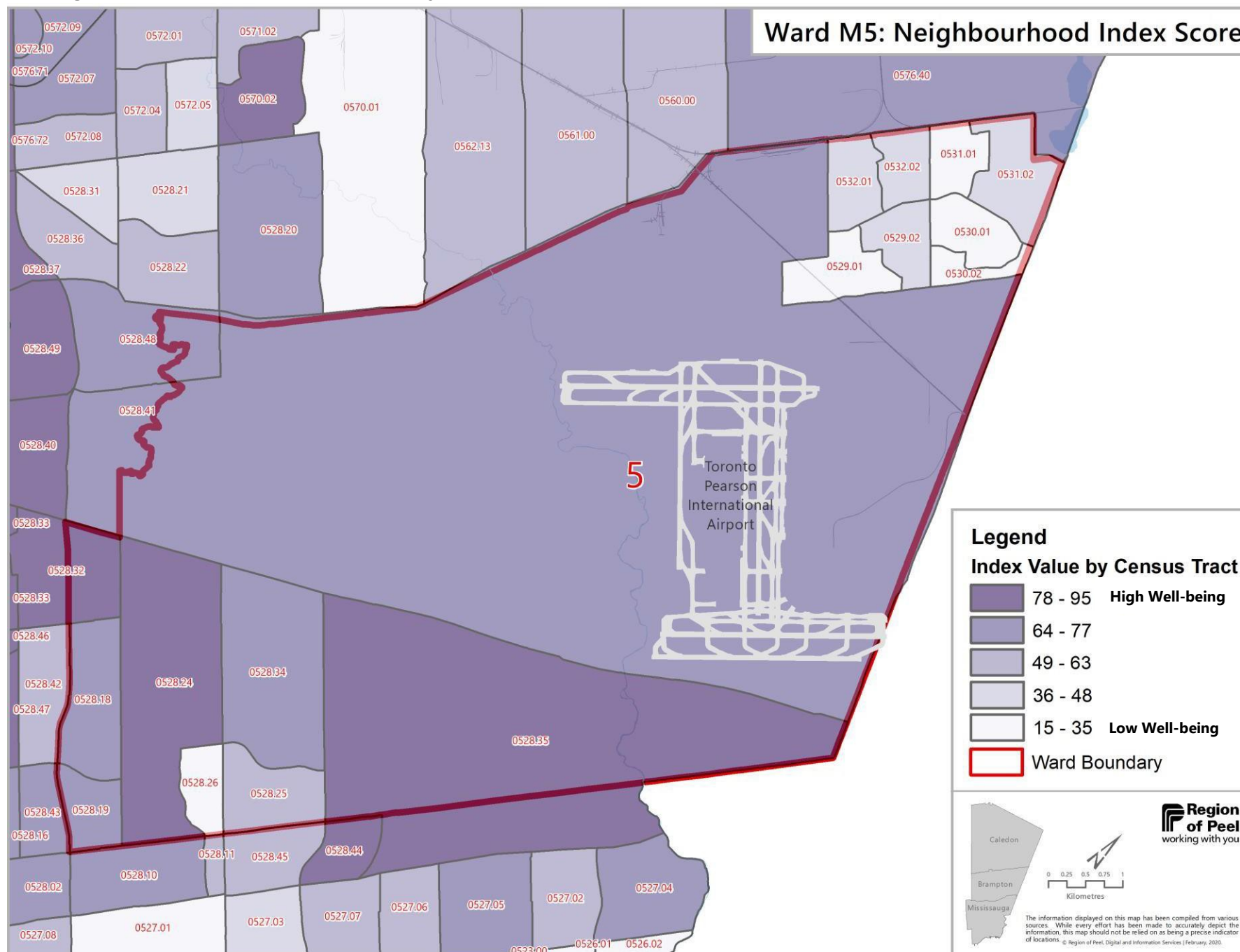
**Appendix I**  
**Neighbourhood Information Tool Data by Ward**



Appendix I  
Neighbourhood Information Tool Data by Ward

NEIGHBOURHOOD INFORMATION TOOL DATA- Ward M4 by Census Tract														
Census Tract Name		521.01	521.02	521.03	521.04	521.06	527.01	527.03	527.07	528.1	528.11	528.35	528.44	528.45
Ward		M4	M4	M4	M4	M4	M4	M4	M4	M4	M4	M4*	M4	M4
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		30	68	54	48	23	33	46	52	74	52	80	78	59
Dwellings		2,325	1,176	1,514	2,324	2,443	4,745	3,482	1,662	2,461	2,524	898	621	1,768
Population		5,685	3,485	4,995	6,605	5,575	10,665	8,675	4,915	8,860	5,510	3,315	2,080	5,655
Socio-Demographics	Child-Youth Population	21.11%	19.94%	22.42%	21.65%	20.18%	16.92%	19.02%	23.70%	22.74%	14.70%	25.04%	19.71%	25.99%
	Senior Population	17.06%	20.66%	12.91%	17.64%	20.00%	13.08%	14.01%	16.17%	12.08%	24.86%	13.27%	13.70%	9.90%
	Visible Minority	66.73%	38.54%	71.69%	43.95%	63.46%	71.80%	61.77%	44.40%	74.00%	72.83%	62.35%	47.60%	75.67%
	Immigration Status	15.22%	3.01%	6.31%	6.51%	17.49%	15.80%	12.22%	5.80%	8.47%	7.08%	3.17%	1.92%	7.52%
	Mobility Status	15.85%	5.09%	7.78%	11.37%	24.39%	30.25%	20.73%	8.73%	11.07%	12.49%	8.83%	2.53%	7.38%
	Lone-parent Families	19.75%	15.96%	22.46%	20.97%	18.36%	15.33%	18.13%	23.71%	14.00%	18.46%	14.53%	13.82%	28.48%
Economic Opportunity	Prevalence of Low Income	24.00%	8.00%	14.50%	15.90%	29.40%	27.80%	21.70%	14.70%	12.50%	24.80%	8.50%	6.70%	20.30%
	Household Shelter Costs	45.69%	23.40%	34.78%	32.76%	48.98%	51.01%	42.49%	29.52%	27.44%	47.89%	24.29%	15.75%	26.63%
	Unemployment Rate	8.47%	4.47%	7.95%	6.45%	9.23%	9.11%	7.99%	6.70%	6.31%	6.49%	4.30%	5.96%	6.81%
	Youth Unemployment Rate	23.53%	18.37%	13.83%	21.74%	16.13%	17.21%	15.83%	15.38%	23.38%	29.17%	16.33%	24.44%	13.92%
	Low Educational Attainment	8.37%	7.34%	9.61%	10.27%	8.06%	5.14%	6.82%	11.93%	7.82%	6.24%	11.52%	10.08%	9.98%
	Post-secondary Education	72.99%	68.21%	64.70%	66.67%	70.56%	78.66%	73.88%	61.93%	69.71%	75.55%	66.29%	61.63%	69.41%
Resident Engagement & Community Belonging	Sense of Community Belonging	33.91%	32.41%	35.18%	30.68%	29.45%	43.31%	31.92%	37.50%	34.44%	27.69%	31.95%	35.62%	33.14%
	Recreation Program Usage	14.62%	20.30%	14.71%	16.61%	21.81%	8.76%	11.64%	16.13%	15.33%	8.07%	25.62%	17.11%	19.14%
	Library Usage	34.25%	26.59%	27.75%	24.65%	37.08%	32.90%	25.73%	21.93%	25.33%	23.79%	25.53%	21.34%	27.30%
Safety	Crime Rate per person	0.18%	0.89%	0.42%	0.73%	0.66%	1.85%	0.45%	0.77%	0.86%	0.40%	6.58%	0.67%	0.95%
Health	Healthy Child Development	56.25%	38.10%	31.58%	32.76%	42.86%	32.84%	34.29%	30.19%	40.79%	23.08%	33.33%	29.41%	31.15%
	Self-rated Health	20.30%	16.22%	6.35%	17.27%	25.64%	8.00%	8.00%	18.44%	4.73%	13.52%	6.33%	9.55%	6.76%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	100.00%	17.57%	97.88%	79.18%	100.00%	96.76%	60.02%	43.27%	60.52%	100.00%	36.13%	94.28%	97.93%
	Proximity to Community Meeting Places	100.00%	100.00%	51.23%	96.20%	100.00%	77.31%	100.00%	100.00%	0.00%	0.00%	30.94%	0.00%	15.68%
	Housing Conditions	5.59%	6.36%	4.67%	5.59%	5.11%	2.42%	2.30%	4.23%	1.83%	2.41%	2.81%	1.59%	4.25%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.														

# Appendix I Neighbourhood Information Tool Data by Ward





**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

**NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M5 by Census Tract**

Census Tract Name		528.18	528.19	528.24	528.25	528.26	528.32	528.34	528.35	528.41	528.48	529.01	529.02	530.01	530.02	531.01	531.02	532.01	532.02
Ward		M5	M5	M5	M5	M5	M5*	M5	M5*	M5*	M5*	M5	M5	M5	M5	M5	M5	M5	M5
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		68	67	80	54	31	91	73	80	74	77	34	42	33	32	26	46	47	38
Dwellings		1,906	1,583	1,510	2,484	2,079	1,081	1,855	898	2,035	1,906	1,193	1,424	1,549	1,009	1,318	1,929	1,221	1,312
Population		6,830	5,355	5,235	7,715	5,325	4,190	5,970	3,315	7,940	7,955	3,845	4,675	5,210	3,170	4,140	6,660	4,350	4,630
Socio-Demographics	Child-Youth Population	23.50%	20.35%	19.39%	22.29%	22.07%	25.06%	24.29%	25.04%	28.21%	30.48%	24.45%	26.31%	29.65%	25.24%	27.42%	24.70%	25.52%	26.78%
	Senior Population	10.76%	13.91%	16.24%	14.06%	12.86%	8.83%	8.46%	13.27%	9.89%	7.54%	13.00%	15.51%	10.36%	14.67%	12.20%	16.22%	14.94%	12.74%
	Visible Minority	70.50%	77.87%	73.83%	73.90%	74.44%	73.16%	67.06%	62.35%	83.60%	91.51%	82.02%	81.47%	78.98%	81.46%	80.22%	82.28%	85.22%	85.50%
	Immigration Status	7.91%	6.82%	4.11%	9.59%	10.52%	3.46%	4.69%	3.17%	8.82%	8.93%	12.09%	9.73%	12.19%	10.09%	9.54%	9.98%	7.47%	14.69%
	Mobility Status	8.92%	11.59%	7.41%	12.86%	19.40%	5.80%	9.48%	8.83%	9.29%	13.14%	16.29%	12.56%	17.45%	13.18%	14.49%	14.26%	13.33%	15.57%
	Lone-parent Families	14.51%	15.26%	13.86%	21.05%	30.23%	11.30%	16.32%	14.53%	16.51%	12.12%	19.23%	21.57%	30.88%	23.98%	32.00%	19.57%	19.67%	23.20%
Economic Opportunity	Prevalence of Low Income	10.50%	11.40%	10.40%	15.00%	25.40%	8.90%	8.10%	8.50%	12.10%	11.30%	22.40%	24.90%	25.90%	24.00%	23.40%	15.80%	18.40%	21.20%
	Household Shelter Costs	25.98%	26.27%	23.18%	30.58%	42.08%	20.55%	28.46%	24.29%	32.43%	36.39%	39.92%	34.29%	40.38%	40.20%	38.64%	33.16%	33.05%	33.21%
	Unemployment Rate	5.96%	6.24%	6.18%	6.86%	8.08%	5.15%	6.25%	4.30%	5.67%	5.86%	8.06%	7.37%	9.18%	7.44%	9.51%	9.56%	9.51%	10.70%
	Youth Unemployment Rate	24.41%	17.05%	20.93%	18.58%	15.48%	17.28%	20.75%	16.33%	17.78%	20.35%	14.93%	30.38%	16.22%	20.41%	14.06%	21.82%	11.90%	20.78%
	Low Educational Attainment	9.54%	12.07%	9.03%	7.67%	13.78%	10.83%	9.80%	11.52%	10.24%	12.61%	13.32%	17.29%	16.88%	18.93%	18.51%	18.30%	16.93%	16.94%
	Post-secondary Education	67.30%	67.21%	67.80%	72.21%	63.14%	66.67%	71.29%	66.29%	65.00%	67.43%	58.64%	58.09%	53.50%	49.21%	50.11%	56.05%	50.11%	53.88%
Resident Engagement & Community Belonging	Sense of Community Belonging	33.25%	35.93%	38.44%	32.61%	37.70%	32.50%	30.96%	31.95%	29.11%	34.12%	40.57%	37.33%	41.10%	45.04%	40.45%	35.24%	38.02%	42.05%
	Recreation Program Usage	17.87%	16.76%	19.45%	18.95%	15.53%	17.83%	23.35%	25.62%	14.96%	10.57%	12.66%	16.98%	18.27%	13.22%	16.99%	14.25%	13.44%	15.12%
	Library Usage	22.59%	25.00%	25.28%	27.99%	23.17%	24.84%	29.64%	25.53%	29.57%	24.50%	26.17%	31.48%	37.76%	26.07%	34.39%	28.12%	25.75%	31.52%
Safety	Crime Rate per person	1.23%	0.77%	1.11%	0.87%	0.68%	1.26%	1.37%	6.58%	10.81%	0.79%	0.99%	0.53%	1.92%	0.66%	1.11%	0.83%	0.62%	0.48%
Health	Healthy Child Development	35.85%	41.86%	29.27%	21.82%	42.86%	23.53%	32.61%	33.33%	18.67%	28.72%	29.41%	18.18%	35.29%	20.00%	40.38%	41.67%	41.18%	45.33%
	Self-rated Health	6.03%	5.31%	6.66%	7.69%	10.00%	5.43%	8.30%	6.33%	3.32%	1.81%	10.48%	9.60%	8.14%	10.78%	8.28%	7.02%	6.81%	6.37%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	100.00%	94.36%	13.26%	100.00%	92.32%	0.00%	46.93%	36.13%	33.11%	59.55%	100.00%	75.02%	47.74%	76.93%	56.93%	82.00%	78.24%	37.44%
	Proximity to Community Meeting Places	50.55%	0.00%	0.00%	100.00%	100.00%	0.00%	79.35%	30.94%	19.67%	0.00%	100.00%	100.00%	68.86%	76.93%	100.00%	36.61%	38.48%	58.05%
	Housing Conditions	1.84%	3.16%	3.31%	3.62%	3.77%	2.75%	2.16%	2.81%	3.44%	1.05%	6.58%	5.00%	8.33%	10.00%	10.98%	4.92%	3.35%	8.58%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.

## Neighbourhood Information Tool Data by Ward



**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

**NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M6 by Census Tract**

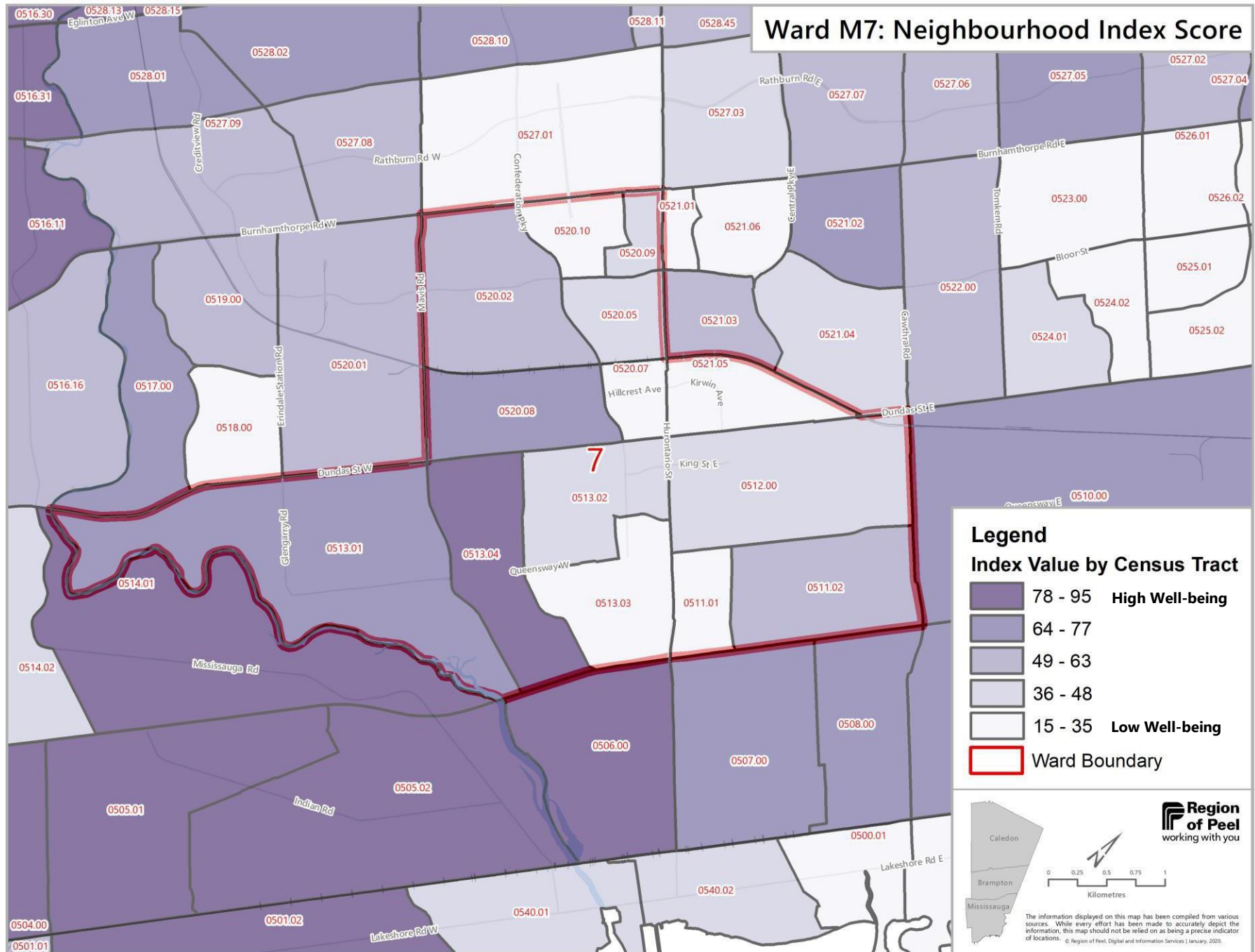
Census Tract Name		517	518	519	520.01	527.08	527.09	528.01	528.02	528.12	528.13	528.15	528.16	528.42	528.43	528.46	528.47
Ward		M6	M6	M6	M6	M6	M6*	M6	M6	M6	M6	M6	M6	M6	M6	M6	M6
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		67	34	57	54	60	63	72	65	77	85	73	72	63	69	81	78
Dwellings		588	1,574	1,244	1,619	1,288	1,097	1,741	2,189	1,548	966	1,198	1,418	1,314	1,478	1,811	1,449
Population		1,675	4,235	3,810	5,480	4,170	3,415	5,695	7,625	5,750	3,510	4,440	5,190	5,565	5,110	7,145	5,260
Socio-Demographics	Child-Youth Population	23.58%	23.38%	22.44%	24.36%	17.99%	20.94%	21.60%	22.75%	20.70%	21.23%	24.32%	25.43%	27.31%	24.76%	30.65%	27.00%
	Senior Population	15.82%	13.93%	14.04%	14.42%	16.79%	16.40%	15.28%	13.05%	14.52%	17.95%	10.59%	9.15%	11.14%	13.41%	6.86%	9.22%
	Visible Minority	38.17%	56.84%	52.81%	69.18%	61.50%	62.78%	65.70%	78.66%	77.20%	58.23%	73.44%	82.69%	89.63%	81.84%	84.67%	73.67%
	Immigration Status	5.37%	7.91%	9.71%	8.12%	4.68%	6.00%	5.79%	5.18%	7.30%	3.13%	5.97%	8.09%	11.59%	8.90%	10.36%	5.32%
	Mobility Status	8.96%	9.71%	10.20%	8.83%	8.52%	10.37%	8.39%	7.45%	10.82%	8.41%	9.69%	10.13%	13.18%	8.76%	10.80%	7.27%
	Lone-parent Families	18.81%	24.78%	19.72%	19.48%	14.29%	19.90%	14.37%	14.12%	13.35%	9.74%	17.07%	13.88%	12.37%	12.92%	13.80%	18.37%
Economic Opportunity	Prevalence of Low Income	11.90%	25.70%	12.70%	16.10%	10.00%	11.70%	12.80%	13.70%	9.80%	7.20%	14.90%	14.50%	13.30%	11.90%	13.20%	13.60%
	Household Shelter Costs	33.04%	35.16%	26.61%	33.03%	22.44%	23.87%	28.45%	26.77%	23.62%	24.86%	22.27%	28.77%	32.18%	32.54%	30.39%	24.22%
	Unemployment Rate	4.35%	7.81%	6.57%	8.69%	6.56%	4.49%	5.44%	7.26%	6.13%	5.08%	4.96%	9.09%	6.32%	6.42%	7.37%	7.66%
	Youth Unemployment Rate	38.71%	23.61%	20.97%	12.96%	11.11%	21.57%	18.81%	23.08%	21.90%	25.93%	21.65%	25.00%	24.21%	18.31%	27.05%	19.80%
	Low Educational Attainment	6.42%	12.44%	9.76%	10.17%	12.72%	8.77%	7.54%	10.98%	7.02%	7.37%	8.82%	6.96%	12.54%	5.27%	6.62%	8.59%
	Post-secondary Education	72.73%	62.44%	66.67%	61.17%	65.95%	64.41%	73.84%	66.10%	74.88%	74.63%	69.41%	72.33%	68.90%	75.45%	73.63%	69.42%
Resident Engagement & Community Belonging	Sense of Community Belonging	29.65%	36.80%	41.87%	30.03%	36.30%	31.93%	35.42%	35.02%	35.33%	35.41%	35.84%	36.15%	27.42%	28.55%	27.29%	32.30%
	Recreation Program Usage	17.28%	14.28%	15.56%	14.85%	13.64%	14.49%	17.35%	15.17%	29.94%	21.37%	20.44%	18.00%	19.98%	18.94%	25.32%	21.40%
	Library Usage	28.84%	31.23%	31.31%	31.37%	23.61%	26.15%	23.09%	23.83%	26.65%	24.05%	25.30%	26.89%	25.42%	26.22%	27.93%	26.52%
Safety	Crime Rate per person	1.07%	0.83%	0.50%	1.33%	0.58%	0.85%	0.51%	0.73%	1.27%	0.66%	0.59%	0.50%	0.92%	0.67%	0.45%	0.70%
Health	Healthy Child Development	50.00%	46.34%	50.00%	24.24%	25.00%	48.28%	27.03%	30.77%	28.89%	19.23%	31.43%	17.50%	31.25%	20.00%	25.29%	41.51%
	Self-rated Health	16.13%	20.85%	19.07%	5.45%	9.51%	14.19%	9.03%	5.90%	4.98%	7.43%	5.03%	3.75%	3.21%	8.76%	2.45%	7.24%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	20.32%	66.08%	9.29%	46.78%	100.00%	85.80%	45.81%	66.06%	12.37%	0.00%	32.18%	16.60%	100.00%	98.36%	50.11%	1.27%
	Proximity to Community Meeting Places	54.47%	100.00%	51.94%	85.94%	61.84%	13.53%	42.88%	74.64%	69.15%	58.68%	72.76%	78.66%	74.88%	60.74%	2.70%	1.27%
	Housing Conditions	7.14%	8.39%	7.66%	5.76%	3.94%	4.93%	3.45%	2.51%	3.87%	3.21%	2.85%	2.11%	2.69%	1.69%	3.87%	5.88%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.



# Appendix I Neighbourhood Information Tool Data by Ward

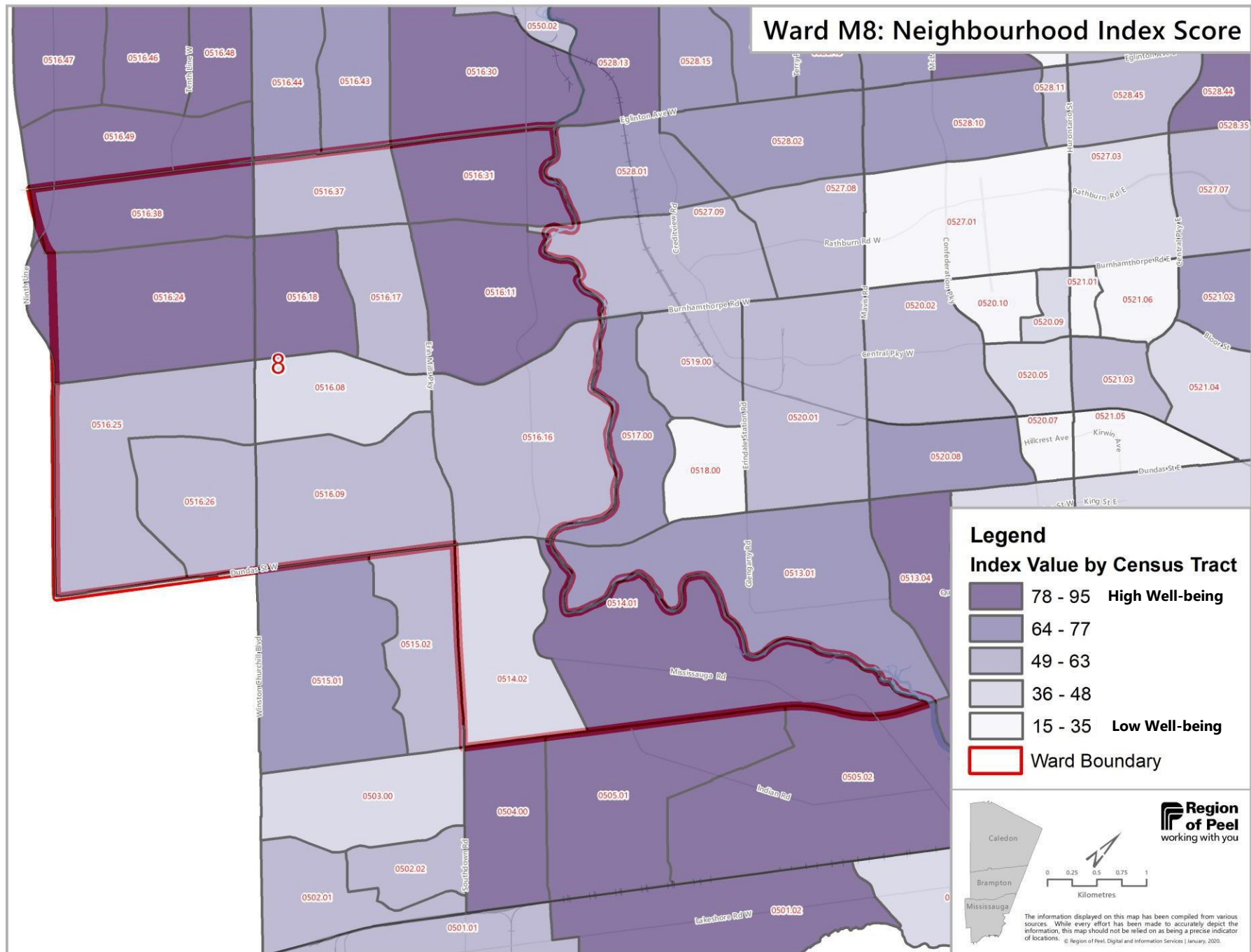


**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M7 by Census Tract</b>															
Census Tract Name		511.01	511.02	512	513.01	513.02	513.03	513.04	520.02	520.05	520.07	520.08	520.09	520.1	521.05
Ward		M7	M7	M7	M7	M7	M7	M7	M7	M7	M7	M7	M7	M7	M7
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		15	56	37	70	40	33	79	54	48	27	64	40	33	31
Dwellings		2,578	1,775	2,181	2,449	2,447	1,158	1,240	2,331	1,260	1,988	2,305	3,257	4,071	1,778
Population		6,165	4,715	6,015	6,975	6,350	3,525	3,740	7,105	3,635	5,200	6,305	7,125	9,665	4,200
Socio-Demographics	Child-Youth Population	24.66%	21.74%	23.03%	20.79%	21.34%	22.70%	20.19%	20.76%	22.01%	27.88%	21.17%	20.35%	21.57%	19.52%
	Senior Population	10.22%	17.07%	18.29%	19.64%	18.82%	20.99%	21.93%	15.34%	15.27%	10.87%	12.69%	11.23%	10.92%	15.71%
	Visible Minority	60.36%	31.02%	50.36%	37.07%	49.05%	61.03%	32.23%	70.31%	65.14%	81.17%	63.12%	74.77%	77.52%	49.42%
	Immigration Status	16.79%	3.92%	13.13%	3.23%	9.76%	13.48%	3.07%	9.22%	7.02%	22.02%	7.06%	18.60%	17.49%	7.14%
	Mobility Status	20.99%	9.48%	12.07%	8.64%	11.55%	11.54%	6.70%	11.81%	9.67%	22.60%	11.57%	23.08%	23.63%	10.32%
	Lone-parent Families	26.20%	26.01%	20.56%	13.59%	22.07%	19.19%	14.04%	16.00%	23.30%	21.38%	17.93%	16.67%	17.92%	24.24%
Economic Opportunity	Prevalence of Low Income	29.20%	14.20%	24.20%	9.60%	25.40%	22.00%	7.90%	19.50%	16.60%	32.60%	16.60%	27.90%	30.40%	19.50%
	Household Shelter Costs	45.83%	26.05%	38.71%	28.07%	36.33%	38.84%	23.62%	31.33%	34.92%	51.13%	32.75%	46.39%	48.71%	39.50%
	Unemployment Rate	10.20%	6.89%	5.94%	4.47%	7.29%	9.42%	4.69%	7.78%	8.08%	9.91%	5.08%	8.24%	10.07%	5.93%
	Youth Unemployment Rate	24.29%	24.72%	17.14%	24.78%	12.50%	20.93%	17.02%	26.17%	18.00%	30.23%	11.11%	35.19%	26.55%	11.36%
	Low Educational Attainment	12.70%	14.78%	10.98%	6.13%	14.06%	11.24%	14.36%	10.63%	13.62%	8.50%	8.41%	4.63%	3.85%	15.63%
	Post-secondary Education	59.15%	57.01%	64.06%	75.35%	58.26%	69.45%	62.40%	70.25%	63.38%	71.86%	68.39%	80.45%	80.12%	58.98%
Resident Engagement & Community Belonging															
	Sense of Community Belonging	30.87%	29.10%	31.52%	29.38%	28.58%	36.54%	26.27%	38.62%	35.64%	39.96%	36.44%	41.01%	38.36%	34.47%
	Recreation Program Usage	12.24%	16.46%	12.92%	18.97%	15.07%	13.61%	15.50%	11.56%	13.25%	15.22%	14.23%	10.23%	9.00%	10.33%
Safety															
	Library Usage	24.16%	19.96%	24.35%	20.92%	20.29%	20.67%	19.35%	24.58%	27.30%	34.01%	21.19%	33.19%	40.56%	22.73%
	Crime Rate per person	0.76%	0.68%	1.90%	0.62%	1.10%	0.96%	0.51%	0.68%	1.05%	0.73%	0.73%	0.53%	0.47%	1.19%
Health	Healthy Child Development	47.69%	41.51%	26.87%	31.67%	29.09%	28.57%	12.00%	34.15%	40.00%	23.19%	25.00%	33.82%	38.78%	35.71%
	Self-rated Health	24.58%	23.71%	15.81%	17.73%	19.28%	10.89%	14.81%	7.54%	13.63%	9.45%	9.80%	10.83%	7.29%	18.33%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	100.00%	7.96%	97.97%	24.11%	74.31%	86.73%	0.00%	74.01%	100.00%	100.00%	84.72%	80.15%	100.00%	100.00%
	Proximity to Community Meeting Places	100.00%	30.70%	72.94%	93.92%	69.44%	86.73%	21.97%	76.15%	41.90%	100.00%	15.02%	100.00%	100.00%	100.00%
	Housing Conditions	9.69%	7.30%	9.89%	4.90%	4.69%	11.56%	3.92%	2.15%	2.78%	5.54%	2.82%	1.69%	2.83%	10.06%
See glossary for detailed description of indicators and sources.															



# Appendix I Neighbourhood Information Tool Data by Ward



**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

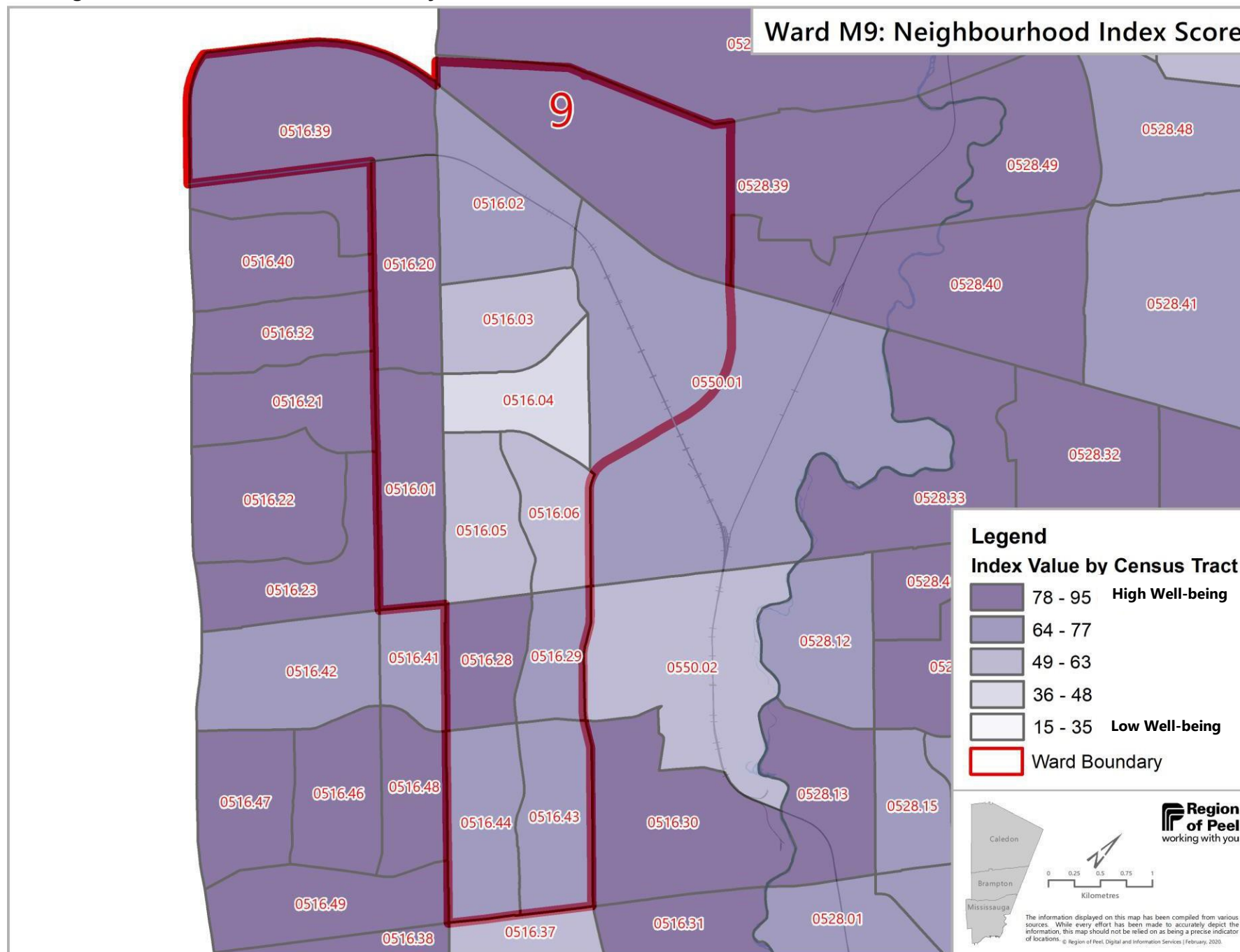
<b>NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M8 by Census Tract</b>																
Census Tract Name		514.01	514.02	516.08	516.09	516.11	516.16	516.17	516.18	516.24	516.25	516.26	516.31	516.37	516.38	527.09
Ward		M8	M8	M8	M8	M8	M8	M8	M8	M8	M8	M8	M8	M8	M8	M8*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		93	42	47	53	79	59	53	79	83	61	57	79	58	80	63
Dwellings		762	1,805	2,186	2,555	1,448	2,084	1,345	1,188	1,228	1,234	2,006	873	2,249	1,846	1,097
Population		2,340	5,830	5,970	7,000	4,645	5,535	3,585	3,555	4,080	3,870	6,830	2,805	6,100	6,515	3,415
Socio-Demographics	Child-Youth Population	20.30%	31.56%	23.95%	20.71%	20.45%	19.33%	20.64%	21.80%	21.45%	23.39%	23.43%	18.72%	21.07%	29.39%	20.94%
	Senior Population	21.37%	11.32%	16.42%	16.36%	18.95%	27.73%	20.08%	15.05%	13.73%	13.70%	13.18%	23.53%	18.20%	7.37%	16.40%
	Visible Minority	44.78%	64.68%	46.40%	43.43%	36.53%	37.95%	44.11%	27.45%	39.17%	49.81%	60.47%	56.12%	66.11%	80.11%	62.78%
	Immigration Status	3.42%	11.41%	6.03%	4.64%	2.05%	3.52%	3.35%	2.53%	2.21%	5.30%	4.90%	3.39%	8.11%	7.37%	6.00%
	Mobility Status	6.85%	11.46%	8.46%	10.86%	6.37%	14.58%	7.55%	4.63%	6.21%	9.52%	9.53%	7.16%	14.84%	14.17%	10.37%
	Lone-parent Families	8.33%	20.13%	27.06%	21.41%	11.03%	15.89%	19.61%	14.88%	9.88%	18.14%	19.01%	10.65%	17.30%	12.29%	19.90%
Economic Opportunity	Prevalence of Low Income	7.30%	29.50%	18.30%	12.40%	7.30%	14.70%	16.40%	8.00%	5.60%	13.70%	14.40%	6.10%	16.60%	15.50%	11.70%
	Household Shelter Costs	22.37%	36.01%	30.57%	26.81%	19.03%	29.31%	30.68%	20.25%	17.36%	22.00%	21.45%	17.14%	34.08%	36.76%	23.87%
	Unemployment Rate	3.52%	8.23%	6.27%	6.89%	4.93%	7.23%	6.51%	6.29%	4.95%	6.34%	7.72%	3.51%	8.13%	5.45%	4.49%
	Youth Unemployment Rate	24.39%	25.00%	16.10%	19.47%	23.75%	19.35%	22.22%	13.79%	13.83%	20.97%	20.61%	21.43%	16.05%	26.00%	21.57%
	Low Educational Attainment	0.84%	8.98%	10.39%	5.78%	3.44%	5.94%	7.32%	5.46%	3.97%	7.04%	8.47%	4.32%	5.82%	7.14%	8.77%
	Post-secondary Education	83.54%	70.29%	64.12%	70.60%	80.77%	78.31%	75.07%	70.47%	78.81%	71.60%	65.99%	77.70%	73.81%	75.00%	64.41%
Resident Engagement & Community Belonging	Sense of Community Belonging	24.92%	33.54%	33.40%	30.62%	35.06%	30.82%	33.64%	32.48%	37.12%	35.17%	34.17%	30.71%	36.86%	31.38%	31.93%
	Recreation Program Usage	13.21%	15.48%	20.63%	17.11%	19.85%	14.51%	16.66%	20.73%	15.61%	15.92%	14.27%	21.65%	23.00%	19.72%	14.49%
	Library Usage	20.17%	38.85%	31.37%	27.96%	26.24%	25.83%	30.45%	27.79%	21.83%	23.95%	23.40%	26.60%	33.87%	30.84%	26.15%
Safety	Crime Rate per person	0.85%	0.70%	0.69%	0.86%	0.73%	0.89%	0.50%	0.42%	0.76%	1.58%	0.70%	0.61%	0.87%	0.58%	0.85%
Health	Healthy Child Development	30.00%	32.50%	21.15%	23.91%	18.18%	31.03%	38.24%	27.59%	16.67%	31.25%	33.90%	15.79%	19.35%	32.58%	48.28%
	Self-rated Health	10.39%	4.79%	12.47%	16.87%	11.00%	19.78%	19.11%	16.85%	11.61%	12.75%	8.25%	10.01%	12.36%	2.40%	14.19%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	0.00%	72.67%	92.16%	90.36%	75.81%	52.72%	91.32%	0.00%	20.71%	65.71%	84.43%	74.68%	73.78%	52.03%	85.80%
	Proximity to Community Meeting Places	36.15%	74.33%	100.00%	100.00%	53.21%	63.74%	100.00%	68.02%	100.00%	99.87%	98.87%	96.79%	57.55%	0.00%	13.53%
	Housing Conditions	1.32%	12.43%	5.71%	5.68%	3.81%	2.84%	2.64%	2.89%	2.07%	4.40%	3.73%	1.14%	2.00%	2.17%	4.93%

\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.

**8.3-44**

**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

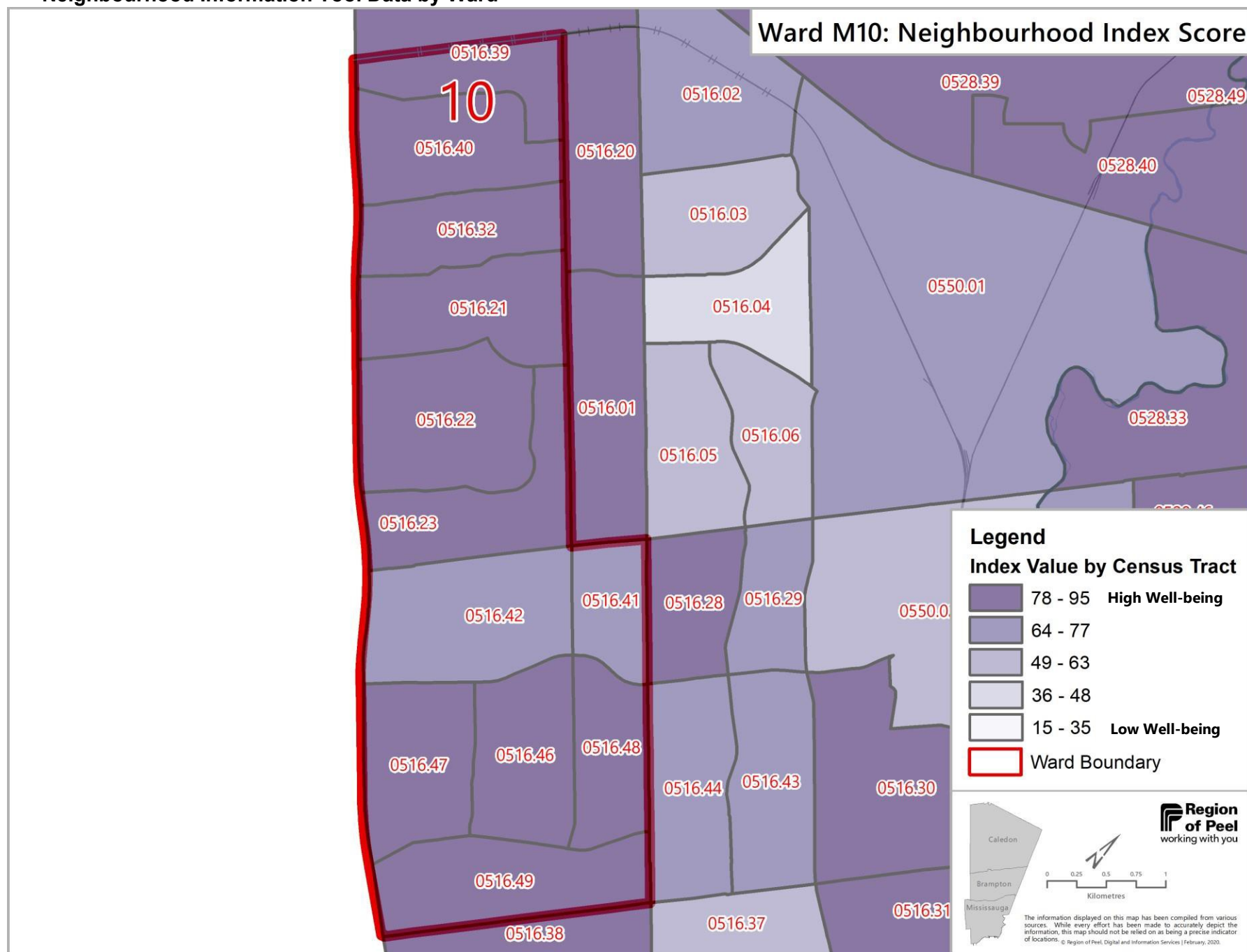




**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M9 by Census Tract</b>															
Census Tract Name		516.01	516.02	516.03	516.04	516.05	516.06	516.2	516.28	516.29	516.39	516.43	516.44	528.39	550.01
Ward		M9	M9	M9	M9	M9	M9	M9	M9	M9	M9*	M9	M9	M9*	M9*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		80	72	54	45	55	56	80	78	68	95	68	70	89	70
Dwellings		1,801	1,565	2,195	2,590	2,141	1,739	1,870	1,439	1,492	1,312	1,407	1,553	1,962	1,666
Population		5,445	4,855	5,715	6,250	6,155	4,935	6,250	4,825	4,860	5,165	4,210	5,435	6,890	4,645
Socio-Demographics	Child-Youth Population	22.13%	23.17%	22.75%	23.20%	23.80%	21.28%	23.36%	25.08%	28.09%	30.69%	23.75%	26.59%	31.28%	22.93%
	Senior Population	13.22%	10.40%	13.47%	12.80%	12.02%	22.09%	9.84%	10.26%	8.95%	7.26%	12.59%	12.42%	6.31%	14.64%
	Visible Minority	35.90%	38.28%	35.03%	52.56%	35.01%	37.42%	47.52%	63.64%	64.58%	76.03%	69.06%	71.46%	62.14%	28.48%
	Immigration Status	3.21%	3.50%	5.07%	11.36%	4.96%	4.46%	3.76%	7.46%	7.30%	5.13%	9.26%	9.02%	7.40%	5.49%
	Mobility Status	5.97%	8.76%	14.15%	20.34%	10.99%	9.09%	7.91%	9.65%	7.27%	7.71%	12.49%	11.62%	11.42%	9.05%
	Lone-parent Families	12.20%	16.97%	23.58%	23.43%	21.92%	21.76%	11.51%	14.70%	24.28%	11.70%	14.16%	16.27%	11.46%	18.64%
Economic Opportunity	Prevalence of Low Income	6.90%	6.70%	10.10%	18.80%	11.90%	11.60%	5.80%	10.90%	19.10%	8.30%	14.80%	17.00%	6.20%	8.30%
	Household Shelter Costs	19.39%	20.90%	31.21%	41.51%	27.80%	35.67%	17.11%	24.05%	24.49%	25.00%	35.31%	33.01%	26.02%	24.78%
	Unemployment Rate	5.90%	6.09%	6.15%	7.29%	6.46%	4.94%	4.41%	5.08%	8.02%	4.58%	8.16%	4.42%	5.74%	4.85%
	Youth Unemployment Rate	19.05%	15.56%	18.89%	12.75%	22.58%	17.24%	20.72%	26.42%	18.89%	21.21%	20.24%	26.32%	18.09%	14.63%
	Low Educational Attainment	5.16%	6.16%	7.98%	7.15%	7.80%	7.71%	6.26%	3.67%	4.94%	5.62%	2.28%	3.35%	4.77%	7.58%
	Post-secondary Education	71.13%	67.21%	65.18%	68.58%	63.73%	69.17%	71.56%	78.90%	77.87%	73.46%	80.54%	84.73%	75.10%	66.29%
Resident Engagement & Community Belonging	Sense of Community Belonging	37.29%	31.70%	35.92%	32.65%	35.22%	31.71%	34.12%	33.51%	31.59%	28.93%	36.28%	29.73%	31.03%	34.97%
	Recreation Program Usage	22.88%	20.86%	22.89%	25.01%	22.50%	21.18%	24.87%	25.50%	23.02%	22.89%	23.66%	24.59%	22.42%	20.95%
	Library Usage	27.95%	26.92%	31.57%	39.66%	33.11%	25.82%	28.60%	32.20%	31.62%	28.39%	36.77%	44.43%	29.03%	29.73%
Health	Crime Rate per person	0.35%	0.64%	0.63%	0.82%	0.41%	0.39%	0.78%	0.56%	0.47%	0.64%	1.24%	0.81%	0.68%	2.20%
	Healthy Child Development	18.37%	17.54%	26.00%	30.77%	35.09%	31.03%	50.72%	29.03%	18.92%	27.50%	21.88%	30.23%	44.19%	34.78%
Physical Environment	Self-rated Health	14.97%	25.13%	21.49%	20.82%	20.86%	19.38%	10.41%	7.07%	12.50%	3.24%	6.21%	5.93%	3.75%	11.92%
	Proximity to Food Retailers (those with fresh food availability)	30.82%	14.65%	32.74%	26.13%	73.34%	54.80%	68.67%	76.10%	55.80%	26.18%	28.60%	70.56%	0.00%	6.09%
	Proximity to Community Meeting Places	48.72%	78.90%	100.00%	100.00%	85.90%	100.00%	38.52%	43.32%	40.02%	0.00%	88.91%	100.00%	37.61%	80.40%
	Housing Conditions	4.44%	4.49%	7.97%	5.98%	4.91%	4.97%	4.55%	2.74%	3.40%	1.90%	2.44%	1.31%	3.06%	5.60%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.															

Appendix I  
Neighbourhood Information Tool Data by Ward



Appendix I  
Neighbourhood Information Tool Data by Ward

**NEIGHBOURHOOD INFORMATION TOOL DATA - Ward M10 by Census Tract**

Census Tract Name		516.21	516.22	516.23	516.32	516.4	516.39	516.41	516.42	516.46	516.47	516.48	516.49
Ward		M10	M10	M10	M10	M10	M10*	M10	M10	M10	M10	M10	M10
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		86	95	88	83	88	95	70	74	87	87	81	78
Dwellings		865	1,961	1,614	1,431	1,795	1,312	1,675	2,282	1,887	1,342	1,756	2,670
Population		2,920	6,965	5,600	4,950	6,385	5,165	5,735	8,625	7,625	5,125	6,665	8,970
Socio-Demographics	Child-Youth Population	24.14%	28.21%	24.02%	26.36%	29.84%	30.69%	28.16%	30.96%	32.00%	31.71%	32.93%	31.16%
	Senior Population	11.82%	6.68%	10.80%	6.67%	5.95%	7.26%	8.20%	7.01%	6.56%	6.54%	7.88%	5.96%
	Visible Minority	45.67%	54.24%	54.82%	57.68%	62.30%	76.03%	80.38%	79.36%	81.63%	76.29%	87.12%	82.07%
	Immigration Status	2.23%	3.73%	3.48%	7.78%	5.40%	5.13%	15.78%	12.29%	8.13%	8.88%	12.45%	13.43%
	Mobility Status	7.85%	7.78%	7.65%	11.81%	8.78%	7.71%	17.46%	12.06%	9.56%	7.88%	11.34%	15.99%
	Lone-parent Families	11.24%	10.73%	11.53%	13.72%	12.61%	11.70%	13.29%	11.40%	8.93%	9.82%	11.05%	13.45%
Economic Opportunity	Prevalence of Low Income	6.30%	7.00%	6.30%	6.90%	7.30%	8.30%	16.30%	13.00%	12.30%	13.70%	16.90%	18.50%
	Household Shelter Costs	16.95%	21.48%	15.17%	23.05%	20.89%	25.00%	35.93%	31.43%	29.71%	30.34%	45.32%	43.17%
	Unemployment Rate	4.64%	4.60%	5.05%	5.28%	4.28%	4.58%	7.72%	5.89%	6.23%	7.19%	6.43%	6.81%
	Youth Unemployment Rate	11.11%	16.08%	14.78%	16.04%	15.45%	21.21%	20.45%	19.08%	25.00%	25.33%	23.26%	27.87%
	Low Educational Attainment	5.86%	6.84%	5.33%	2.43%	6.34%	5.62%	5.12%	5.48%	4.67%	5.41%	5.83%	4.85%
	Post-secondary Education	77.47%	73.04%	74.61%	78.82%	74.48%	73.46%	81.68%	79.05%	83.03%	81.08%	82.51%	81.39%
Resident Engagement & Community Belonging	Sense of Community Belonging	37.50%	32.42%	36.57%	32.93%	30.97%	28.93%	31.36%	28.38%	29.06%	29.93%	28.59%	30.61%
	Recreation Program Usage	22.82%	22.78%	20.84%	22.68%	23.88%	22.89%	21.68%	25.02%	21.89%	24.30%	24.62%	24.48%
	Library Usage	24.47%	28.46%	26.94%	26.01%	27.59%	28.39%	32.72%	38.64%	33.18%	36.38%	35.70%	32.44%
Safety	Crime Rate per person	0.75%	0.55%	0.46%	0.55%	0.44%	0.64%	0.45%	0.53%	0.79%	0.59%	0.38%	0.69%
Health	Healthy Child Development	30.00%	24.64%	34.09%	23.64%	33.33%	27.50%	27.12%	36.04%	27.50%	33.33%	32.53%	33.33%
	Self-rated Health	7.17%	7.28%	6.98%	6.36%	3.50%	3.24%	3.34%	2.50%	2.04%	1.80%	1.20%	1.34%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	73.10%	0.00%	27.53%	100.00%	77.61%	26.18%	72.36%	85.16%	30.07%	0.00%	42.11%	40.49%
	Proximity to Community Meeting Places	0.00%	11.07%	33.40%	0.00%	0.00%	0.00%	20.35%	66.66%	45.88%	37.72%	15.60%	9.43%
	Housing Conditions	3.95%	3.06%	2.48%	2.48%	3.90%	1.90%	2.09%	1.75%	2.39%	2.60%	0.58%	0.37%

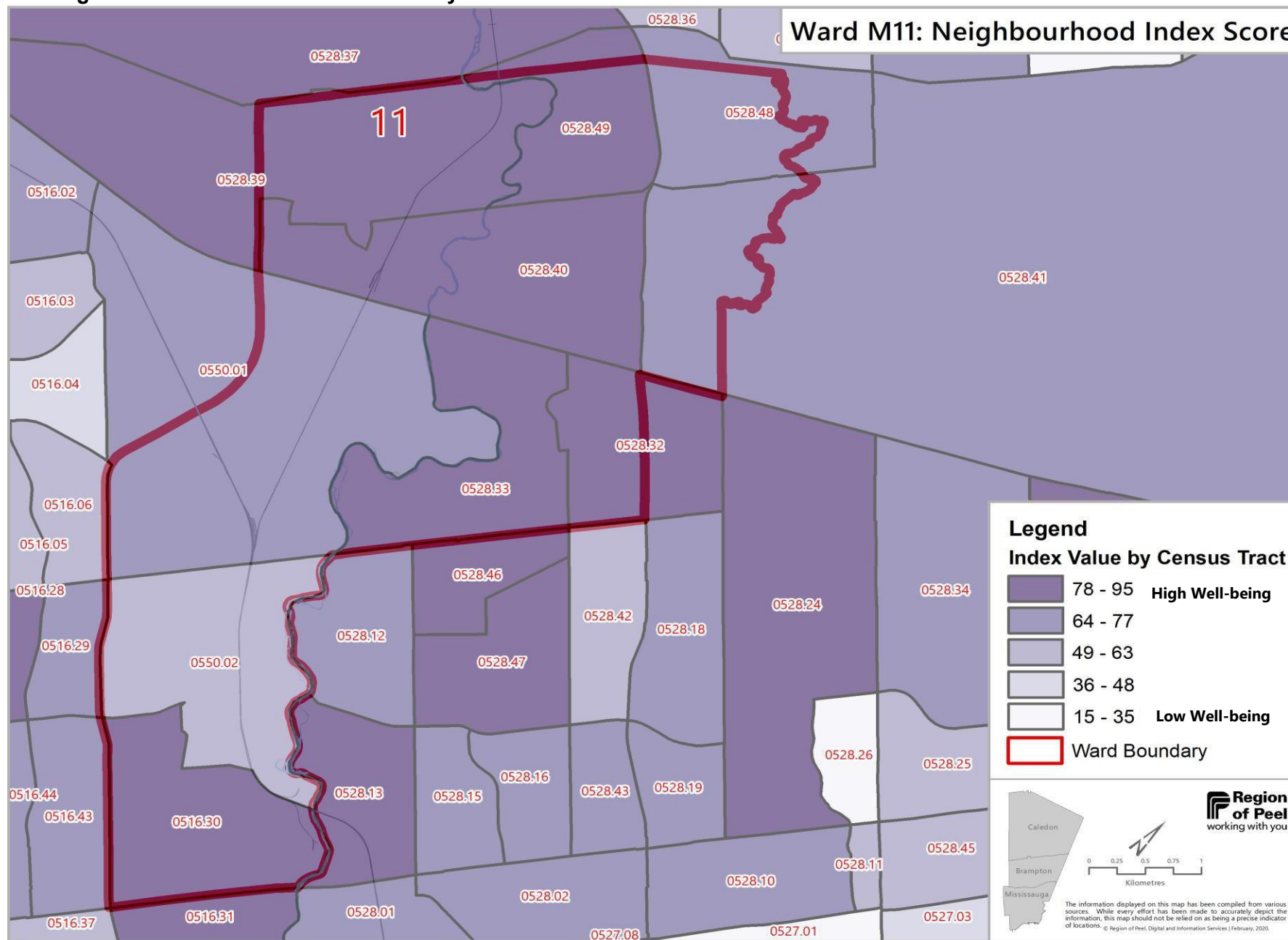
\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.

See glossary for detailed description of indicators and sources.

**8.3-48**



## Appendix I Neighbourhood Information Tool Data by Ward



NEIGHBOURHOOD INFORMATION TOOL DATA- Ward M11 by Census Tract											
Census Tract Name		516.3	528.32	528.33	528.4	528.48	528.49	550.01	550.02	528.39	528.41
Ward		M11	M11*	M11	M11	M11*	M11*	M11*	M11	M11*	M11*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		86	91	85	93	77	94	70	63	89	74
Dwellings		1,682	1,081	1,763	1,696	1,906	1,258	1,666	2,914	1,962	2,035
Population		5,935	4,190	6,440	6,200	7,955	4,865	4,645	7,465	6,890	7,940
Socio-Demographics	Child-Youth Population	24.94%	25.06%	23.37%	29.76%	30.48%	30.63%	22.93%	20.36%	31.28%	28.21%
	Senior Population	12.38%	8.83%	12.42%	7.90%	7.54%	8.53%	14.64%	18.35%	6.31%	9.89%
	Visible Minority	70.69%	73.16%	64.93%	63.28%	91.51%	64.17%	28.48%	35.10%	62.14%	83.60%
	Immigration Status	8.26%	3.46%	7.07%	4.19%	8.93%	5.86%	5.49%	4.89%	7.40%	8.82%
	Mobility Status	8.67%	5.80%	7.87%	6.00%	13.14%	8.64%	9.05%	10.97%	11.42%	9.29%
	Lone Parent Families	9.17%	11.30%	11.05%	12.02%	12.12%	11.37%	18.64%	17.74%	11.46%	16.51%
Economic Opportunity	Prevalence of Low Income	9.90%	8.90%	8.40%	7.60%	11.30%	6.80%	8.30%	10.80%	6.20%	12.10%
	Household Shelter Costs	28.36%	20.55%	26.14%	20.65%	36.39%	25.40%	24.78%	25.99%	26.02%	32.43%
	Unemployment Rate	3.84%	5.15%	5.68%	4.58%	5.86%	2.85%	4.85%	5.98%	5.74%	5.67%
	Youth Unemployment Rate	24.27%	17.28%	22.32%	30.93%	20.35%	9.21%	14.63%	30.61%	18.09%	17.78%
	Low Educational Attainment	2.77%	10.83%	6.62%	7.99%	12.61%	5.46%	7.58%	9.21%	4.77%	10.24%
	Post-secondary Education	84.28%	66.67%	75.07%	72.49%	67.43%	76.84%	66.29%	70.67%	75.10%	65.00%
Resident Engagement & Community Belonging	Sense of Community Belonging	28.90%	32.50%	32.71%	29.73%	34.12%	29.48%	34.97%	31.37%	31.03%	29.11%
	Recreation Program Usage	21.62%	17.83%	20.41%	19.70%	10.57%	18.11%	20.95%	20.23%	22.42%	14.96%
	Library Usage	31.43%	24.84%	24.86%	28.51%	24.50%	28.09%	29.73%	32.33%	29.03%	29.57%
Safety	Crime Rate per person	1.42%	1.26%	0.82%	0.76%	0.79%	0.62%	2.20%	0.84%	0.68%	10.81%
Health	Healthy Child Development	29.17%	23.53%	26.83%	22.97%	28.72%	36.59%	34.78%	29.03%	44.19%	18.67%
	Self-rated Health	5.89%	5.43%	5.26%	3.36%	1.81%	1.63%	11.92%	16.57%	3.75%	3.32%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	16.64%	0.00%	47.02%	1.97%	59.55%	12.33%	6.09%	35.68%	0.00%	33.11%
	Proximity to Community Meeting Places	81.30%	0.00%	0.00%	61.21%	0.00%	39.07%	80.40%	98.35%	37.61%	19.67%
	Housing Conditions	2.08%	2.75%	2.27%	1.47%	1.05%	1.58%	5.60%	3.77%	3.06%	3.44%

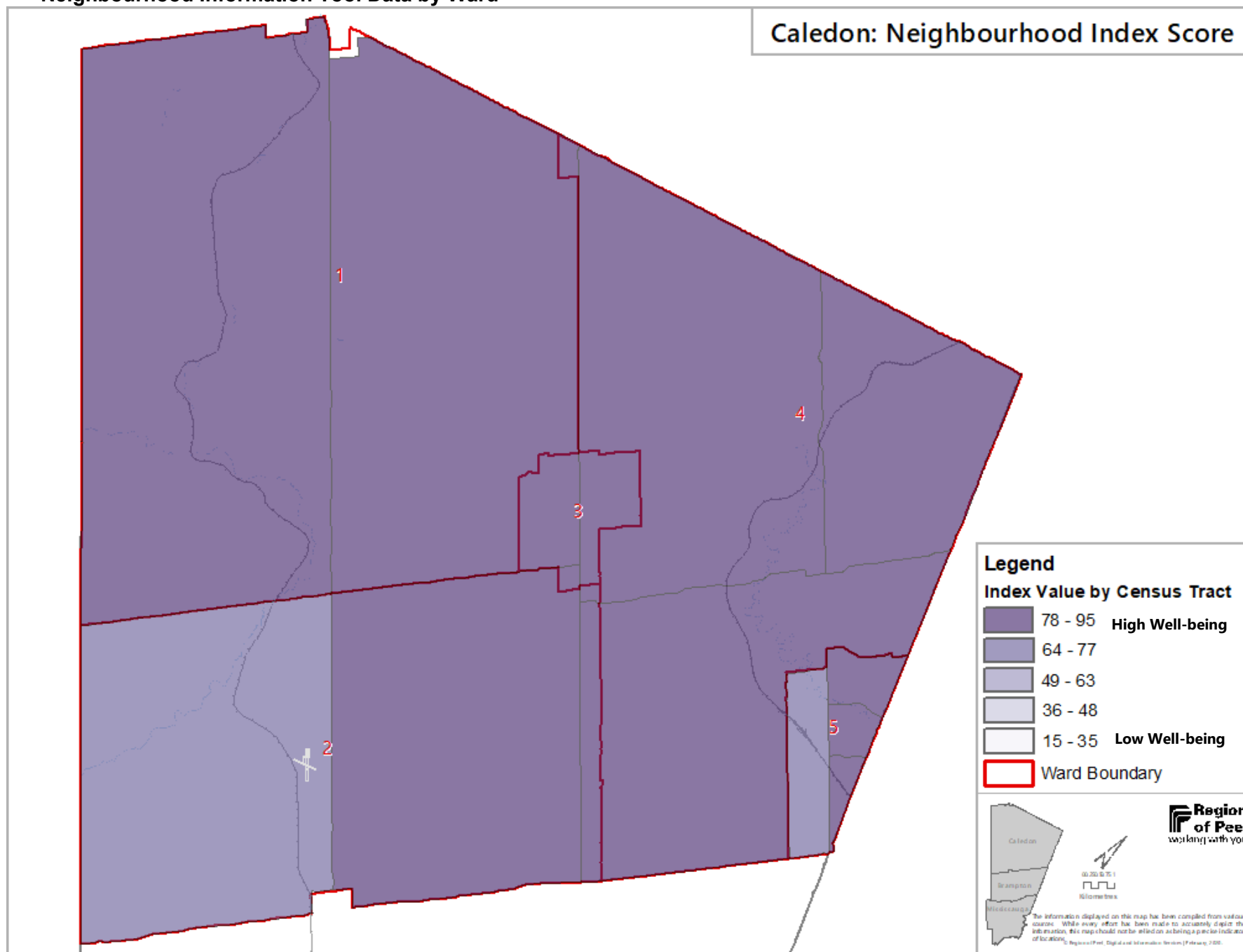
\*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps.  
See glossary for detailed description of indicators and sources.

8.3-50

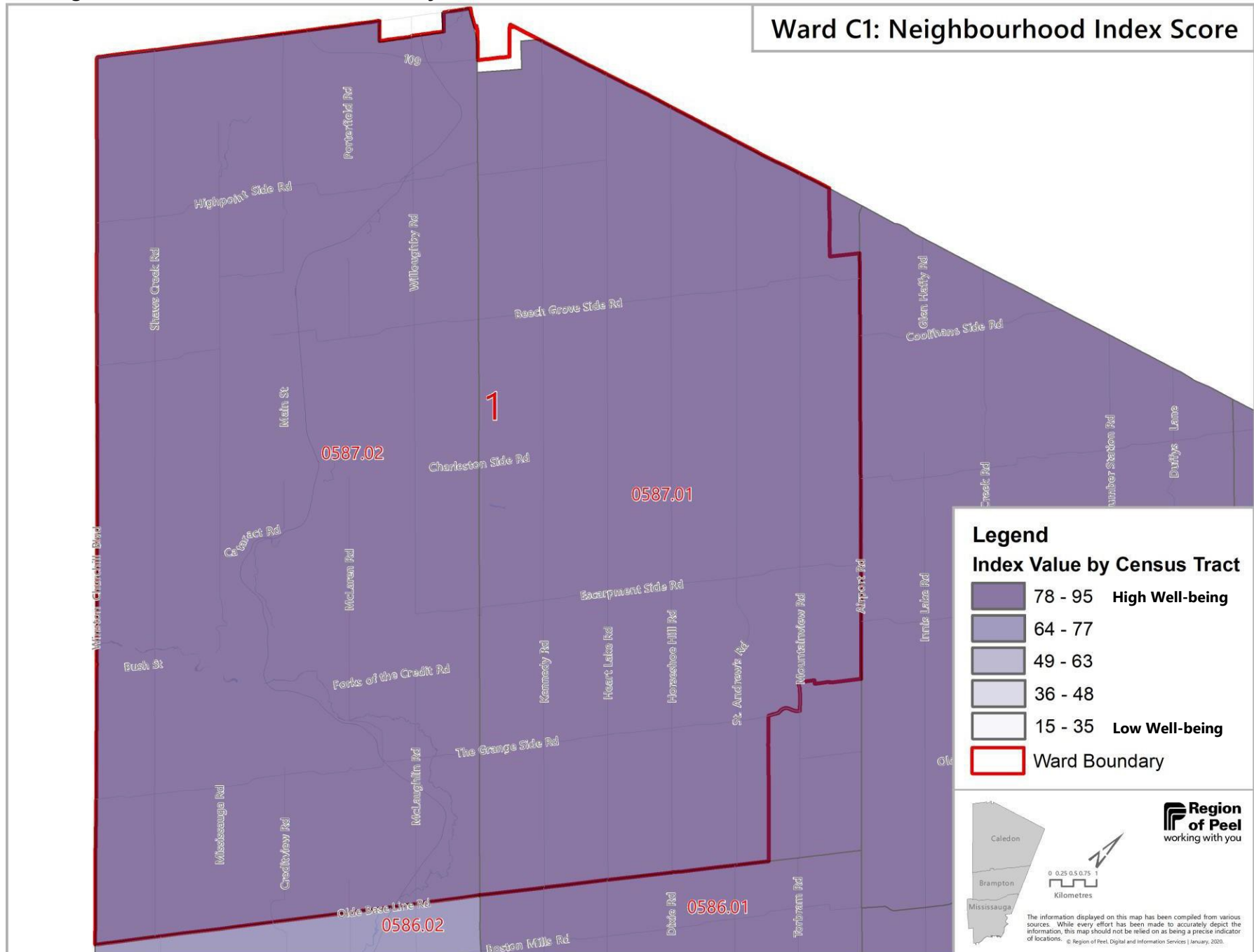


# **Neighbourhood Information Tool Data by Ward**

## **Town of Caledon**



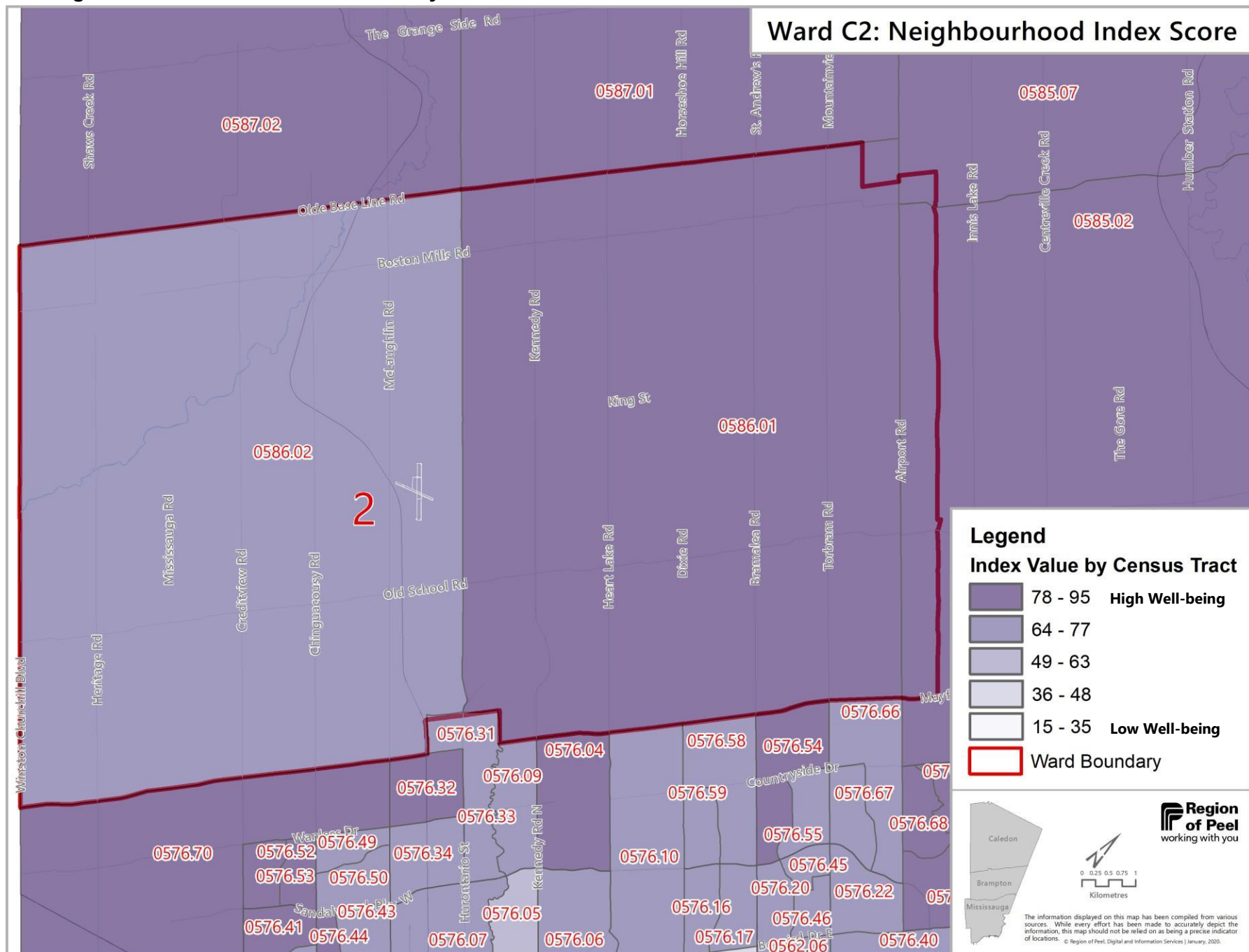
**Appendix I**  
**Neighbourhood Information Tool Data by Ward**



NEIGHBOURHOOD INFORMATION TOOL DATA - Ward C1 by Census Tract			
Census Tract Name		587.01	587.02
Ward		C1*	C1
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		86	81
Dwellings		1,990	1,978
Population		5,965	5,520
Socio-Demographics	Child-Youth Population	22.13%	22.55%
	Senior Population	16.18%	16.30%
	Visible Minority	10.49%	8.28%
	Immigration Status	0.67%	0.18%
	Mobility Status	5.96%	8.17%
	Lone-parent Families	8.89%	10.12%
Economic Opportunity	Prevalence of Low Income	5.40%	6.60%
	Household Shelter Costs	21.03%	18.70%
	Unemployment Rate	2.97%	3.56%
	Youth Unemployment Rate	11.82%	15.18%
	Low Educational Attainment	4.98%	8.00%
	Post-secondary Education	65.16%	65.33%
Resident Engagement & Community Belonging	Sense of Community Belonging	35.07%	31.93%
	Recreation Program Usage	5.78%	2.97%
	Library Usage	22.73%	22.73%
Safety	Crime Rate per person	0.94%	1.10%
Health	Healthy Child Development	12.20%	19.51%
	Self-rated Health	15.63%	11.96%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	14.16%	0.00%
	Proximity to Community Meeting Places	22.13%	34.17%
	Housing Conditions	5.03%	7.58%
<p>*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources. <b>8.3-54</b></p>			

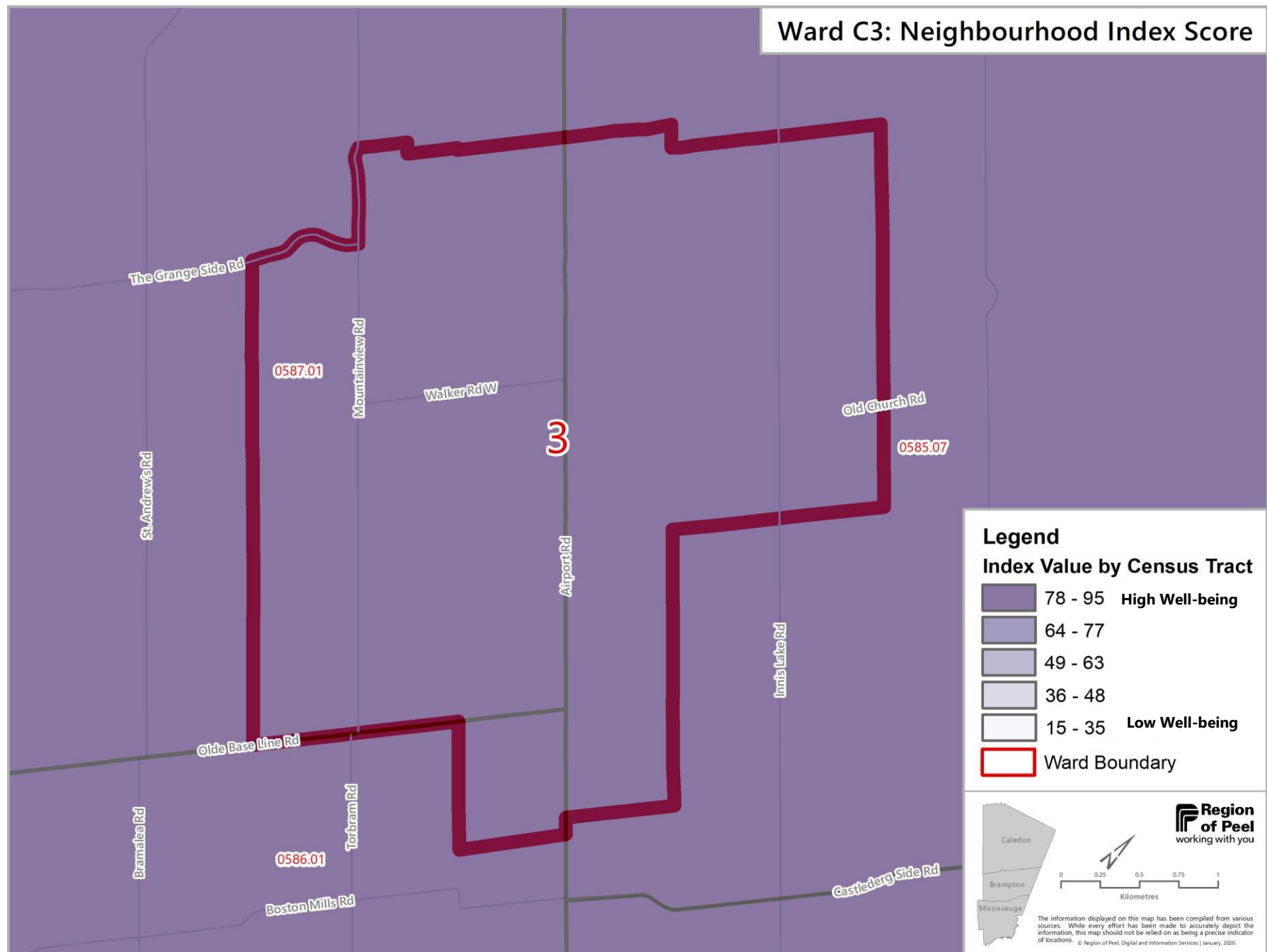
## Appendix I

### Neighbourhood Information Tool Data by Ward



NEIGHBOURHOOD INFORMATION TOOL DATA - Ward C2 by Census Tract					
Census Tract Name		585.02	585.07	586.01	586.02
Ward		C2*	C2*	C2*	C2
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		85	84	86	76
Dwellings		1,873	2,323	3,595	1,004
Population		6,180	7,010	12,560	2,890
Socio-Demographics	Child-Youth Population	30.02%	24.04%	28.66%	21.11%
	Senior Population	12.46%	16.48%	9.91%	17.13%
	Visible Minority	20.15%	15.04%	51.27%	8.81%
	Immigration Status	1.38%	0.64%	3.14%	0.52%
	Mobility Status	7.05%	8.06%	18.15%	10.19%
	Lone-parent Families	12.71%	9.24%	10.85%	11.05%
Economic Opportunity	Prevalence of Low Income	5.90%	5.40%	5.90%	8.70%
	Household Shelter Costs	26.58%	22.81%	25.03%	22.60%
	Unemployment Rate	5.41%	3.42%	3.33%	3.57%
	Youth Unemployment Rate	18.42%	12.07%	18.32%	8.62%
	Low Educational Attainment	10.26%	8.15%	10.20%	11.88%
	Post-secondary Education	58.37%	67.81%	64.08%	61.06%
Resident Engagement & Community Belonging	Sense of Community Belonging	31.32%	32.91%	34.95%	30.63%
	Recreation Program Usage	10.65%	9.88%	7.79%	2.80%
	Library Usage	22.73%	22.73%	22.73%	22.73%
Safety	Crime Rate per person	0.81%	0.70%	0.96%	1.90%
Health	Healthy Child Development	17.98%	18.67%	29.32%	27.78%
	Self-rated Health	15.81%	15.57%	10.47%	13.41%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	0.00%	3.35%	0.00%	0.00%
	Proximity to Community Meeting Places	0.00%	49.78%	14.42%	6.15%
	Housing Conditions	3.73%	3.88%	1.64%	7.94%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources.					
8.3-56					

Appendix I  
Neighbourhood Information Tool Data by Ward





NEIGHBOURHOOD INFORMATION TOOL DATA - Ward C3 by Census				
Census Tract Name		587.01	586.01	585.07
Ward		C3*	C3*	C3*
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		86	86	84
Dwellings		1,990	3,595	2,323
Population		5,965	12,560	7,010
Socio-Demographics	Child-Youth Population	22.13%	28.66%	24.04%
	Senior Population	16.18%	9.91%	16.48%
	Visible Minority	10.49%	51.27%	15.04%
	Immigration Status	0.67%	3.14%	0.64%
	Mobility Status	5.96%	18.15%	8.06%
	Lone-parent Families	8.89%	10.85%	9.24%
Economic Opportunity	Prevalence of Low Income	5.40%	5.90%	5.40%
	Household Shelter Costs	21.03%	25.03%	22.81%
	Unemployment Rate	2.97%	3.33%	3.42%
	Youth Unemployment Rate	11.82%	18.32%	12.07%
	Low Educational Attainment	4.98%	10.20%	8.15%
	Post-secondary Education	65.16%	64.08%	67.81%
Resident Engagement & Community Belonging	Sense of Community Belonging	35.07%	34.95%	32.91%
	Recreation Program Usage	5.78%	7.79%	9.88%
	Library Usage	22.73%	22.73%	22.73%
Safety	Crime Rate per person	0.94%	0.96%	0.70%
Health	Healthy Child Development	12.20%	29.32%	18.67%
	Self-rated Health	15.63%	10.47%	15.57%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	14.16%	0.00%	3.35%
	Proximity to Community Meeting Places	22.13%	14.42%	49.78%
	Housing Conditions	5.03%	1.64%	3.88%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources. <b>8.3-58</b>				



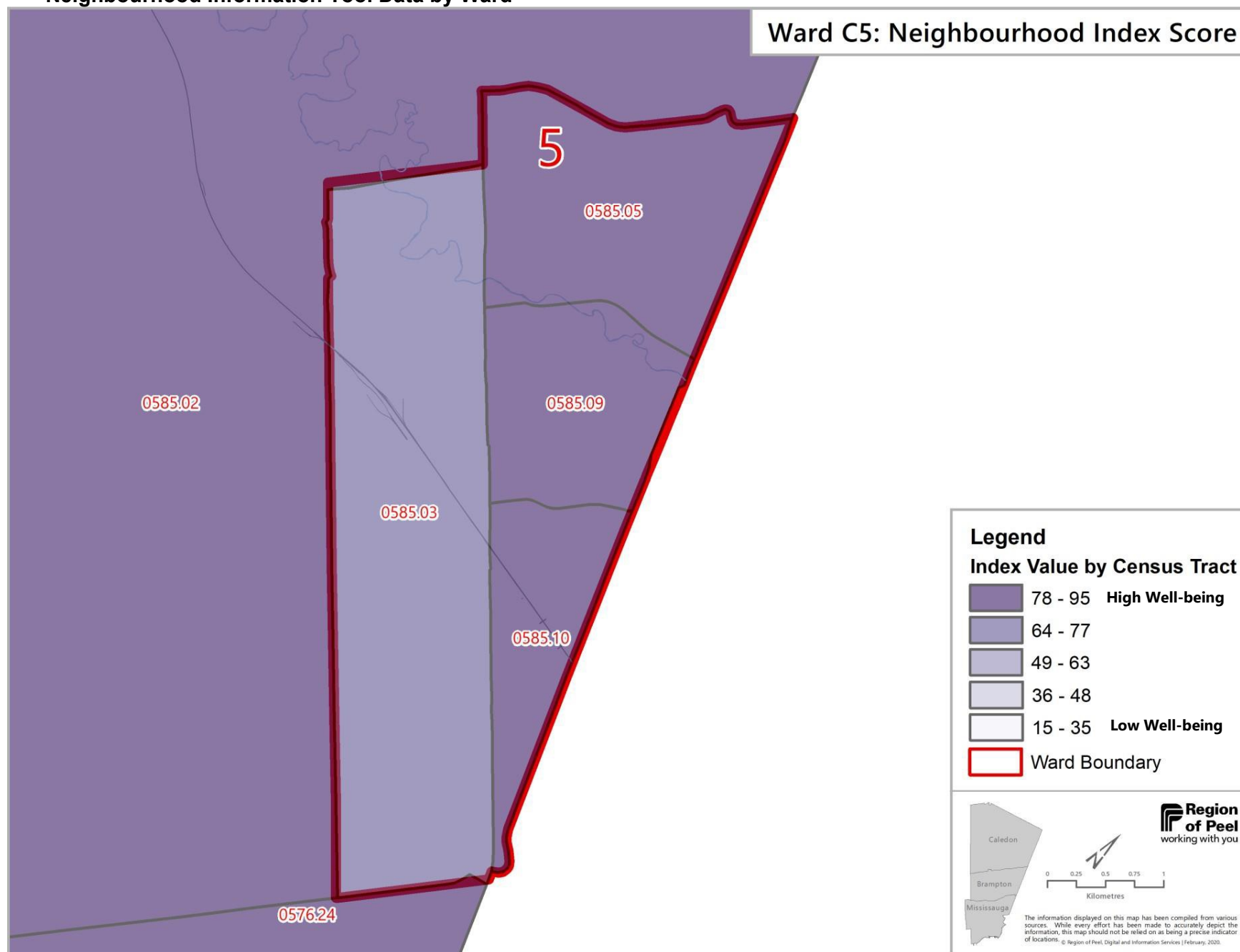
## Neighbourhood Information Tool Data by Ward



Appendix I  
Neighbourhood Information Tool Data by Ward

NEIGHBOURHOOD INFORMATION TOOL DATA - Ward C4 by Census Tract				
Census Tract Name		585.02	585.07	585.08
Ward		C4*	C4*	C4
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		85	84	89
Dwellings		1,873	2,323	1,183
Population		6,180	7,010	3,830
Socio-Demographics	Child-Youth Population	30.02%	24.04%	25.59%
	Senior Population	12.46%	16.48%	14.62%
	Visible Minority	20.15%	15.04%	10.24%
	Immigration Status	1.38%	0.64%	1.17%
	Mobility Status	7.05%	8.06%	7.23%
	Lone-parent Families	12.71%	9.24%	7.56%
Economic Opportunity	Prevalence of Low Income	5.90%	5.40%	5.00%
	Household Shelter Costs	26.58%	22.81%	19.66%
	Unemployment Rate	5.41%	3.42%	4.05%
	Youth Unemployment Rate	18.42%	12.07%	6.76%
	Low Educational Attainment	10.26%	8.15%	6.25%
	Post-secondary Education	58.37%	67.81%	68.25%
Resident Engagement & Community Belonging	Sense of Community Belonging	31.32%	32.91%	32.50%
	Recreation Program Usage	10.65%	9.88%	7.57%
	Library Usage	22.73%	22.73%	22.73%
Safety	Crime Rate per person	0.81%	0.70%	0.34%
Health	Healthy Child Development	17.98%	18.67%	35.48%
	Self-rated Health	15.81%	15.57%	10.31%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	0.00%	3.35%	0.00%
	Proximity to Community Meeting Places	0.00%	49.78%	5.01%
	Housing Conditions	3.73%	3.88%	5.91%
*Indicates that the Census Tract crosses Ward boundaries. Full Census Tract data is included in every Ward it overlaps. See glossary for detailed description of indicators and sources. <b>8.3-60</b>				

Appendix I  
Neighbourhood Information Tool Data by Ward



**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

<b>NEIGHBOURHOOD INFORMATION TOOL DATA - Ward C5 by Census Tract</b>					
Census Tract Name		585.03	585.05	585.09	585.1
Ward		C5	C5	C5	C5
Neighbourhood Well-being Index Score (higher score indicates higher measure of well-being)		72	89	83	82
Dwellings		1,912	2,272	1,843	1,283
Population		5,450	7,220	5,760	4,115
Socio-Demographics	Child-Youth Population	25.23%	28.74%	25.35%	30.86%
	Senior Population	16.61%	9.00%	12.41%	9.96%
	Visible Minority	9.03%	8.18%	5.30%	11.24%
	Immigration Status	1.01%	0.42%	0.87%	0.36%
	Mobility Status	9.02%	5.89%	3.98%	10.12%
	Lone-parent Families	16.88%	14.42%	14.59%	13.25%
Economic Opportunity	Prevalence of Low Income	6.70%	4.80%	4.70%	5.20%
	Household Shelter Costs	22.98%	18.94%	16.85%	19.01%
	Unemployment Rate	4.87%	3.83%	3.23%	4.73%
	Youth Unemployment Rate	15.46%	17.18%	15.50%	12.36%
	Low Educational Attainment	11.15%	9.60%	7.68%	13.70%
	Post-secondary Education	56.62%	67.17%	63.44%	56.09%
Resident Engagement & Community Belonging	Sense of Community Belonging	32.01%	36.49%	37.63%	31.63%
	Recreation Program Usage	10.11%	11.93%	8.71%	8.58%
	Library Usage	22.73%	22.73%	22.73%	22.73%
Safety	Crime Rate per person	0.95%	0.40%	0.73%	1.12%
Health	Healthy Child Development	20.63%	18.89%	18.18%	25.58%
	Self-rated Health	17.95%	14.57%	14.43%	14.68%
Physical Environment	Proximity to Food Retailers (those with fresh food availability)	10.81%	0.00%	26.18%	43.77%
	Proximity to Community Meeting Places	57.71%	26.02%	53.46%	8.17%
	Housing Conditions	4.44%	3.74%	2.76%	1.52%
See glossary for detailed description of indicators and sources.					

# **Neighbourhood Information Tool**

## **Data Glossary**

**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

Domain	#	Indicator	Measurement	Data Source
		<b>Dwellings</b>	Refers to a separate set of living quarters with a private entrance either from outside the building or from a common hall, lobby, vestibule or stairway inside the building.	Statistics Canada Census 2016
		<b>Population</b>	The number of enumerated individuals inhabiting a particular geography.	Statistics Canada Census 2016
<b>Socio-Demographics</b>	<b>1</b>	<b>Child-Youth Population</b>	Proportion of population aged 0-19 years.	Statistics Canada Census 2016
	<b>2</b>	<b>Senior Population</b>	Proportion of population aged 65 years and older.	Statistics Canada Census 2016
	<b>3</b>	<b>Visible Minority</b>	Proportion of population identifying as a visible minority (definition: persons, other than Aboriginal peoples, who are non-Caucasian in race or non- white in colour).	Statistics Canada Census 2016
	<b>4</b>	<b>Immigration Status</b>	Proportion of recent immigrants (5 years or less) relative to the total population.	Statistics Canada Census 2016
	<b>5</b>	<b>Mobility Status</b>	Proportion of population who have moved residences within the past year.	Statistics Canada Census 2016
	<b>6</b>	<b>Lone parent families</b>	Proportion of Statistics Canada Census 2016 families made up of a mother or father, with no spouse or common-law partner present, living with one or more children relative to the total number of Statistics Canada Census 2016 families with children.	Statistics Canada Census 2016

**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

Domain	#	Indicator	Measurement	Data Source
<b>Economic Opportunity</b>	<b>7</b>	<b>Prevalence of Low Income</b>	Prevalence of low income in 2015 based on after-tax low- income measure (LIM).	Statistics Canada Census 2016
	<b>8</b>	<b>Household Shelter Costs</b>	Proportion of owner and tenant households spending 30% or more of household income on shelter costs.	Statistics Canada Census 2016
	<b>9</b>	<b>Unemployment Rate</b>	Proportion of the population 25 years and over in the Labour Force who reported that they were unemployed in the reference period.	Statistics Canada Census 2016
	<b>10</b>	<b>Youth Unemployment Rate</b>	Proportion of the population 15-24 years in the Labour Force who reported that they were unemployed in the reference period.	Statistics Canada Census 2016
	<b>11</b>	<b>Low Educational Attainment</b>	Proportion of population aged 25 to 64 year with no certificate, diploma or degree.	Statistics Canada Census 2016
	<b>12</b>	<b>Post-secondary Education</b>	Proportion of population aged 25 to 64 year with a postsecondary certificate, diploma or degree.	Statistics Canada Census 2016

**Appendix I**  
**Neighbourhood Information Tool Data by Ward**

Domain	#	Indicator	Measurement	Data Source
Resident Engagement & Community Belonging	13	<b>Sense of Community Belonging</b>	Proportion of population aged 12+ that self-report low sense of community belonging.	Canadian Community Health Survey 2017 (Environics Data Package)
	14	<b>Resident Usage/Enrollment in City Parks and Recreation Programs</b>	Proportion of population in each municipality registered or a member of one or more recreation programs in their municipality in the past year.	Local municipalities 2017
	15	<b>Resident Usage of Municipal Library</b>	Proportion of population in each municipality using their municipality's library services in the past year.	Local municipalities 2016-2017
Safety	16	<b>Crime Rate</b>	Total crime rate using sum of Auto Theft, Break-In, Homicide, Mischief, Muggings, Robbery, and Theft from Vehicle crimes per the population.	Peel Regional Police, Ontario Provincial Police 2017
Health	17	<b>Healthy Child Development (Early Development Index)</b>	Proportion of children who are "vulnerable" (not ready for school).	Health Services Region of Peel 2015
	18	<b>Self-Rated Health</b>	Proportion of population (age 12+ yrs.) that rate their health fair or poor	Canadian Community Health Survey 2017 (Environics Data Package)



# Appendix I

## Neighbourhood Information Tool Data by Ward

Domain	#	Indicator	Measurement	Data Source
Physical Environment	19	<b>Proximity to Food Retailers (those with fresh food availability)</b>	Proximity to Food Retailers (those with fresh food availability)	Combination of Association of Public Health Epidemiologists of Ontario and City of Toronto methods 2017
	20	<b>Proximity to Community Meeting Places</b>	Proportion of the population within a 10-minute (800m) walking distance of: libraries, community/rec centres and places of worship	Combination of Association of Public Health Epidemiologists of Ontario and City of Toronto methods 2017
	21	<b>Housing Conditions</b>	% of occupied dwellings requiring major repair	National Household Survey 2016

# Neighbourhood Information Tool

**Regional Council**  
**March 12, 2020**

Sandra Solonik – Advisor, Community Engagement

Chine Nkado – Manager, Business Intelligence

Kevin Farrugia – Advisor, Digital and Information Services (Peel Data Centre)

# Neighbourhood Information Tool (NIT)

## **Purpose:**

A common data and mapping tool that can support evidence-informed decision making about the specific types of resources and investments required in different communities across Peel.

## **Functionality:**

- Online, quantitative and qualitative data
- Municipality Level: City of Brampton, City of Mississauga and Town of Caledon
- Neighbourhood Well-being Index Scores by Census Tracts (CTs)
- Asset mapping

# Domains & Indicators

*The Neighbourhood Information Tool combines quantitative data at the neighbourhood level; 21 indicators are grouped into 6 domains of “neighbourhood well-being”*

DOMAINS	INDICATORS
Socio-Demographics	<ul style="list-style-type: none"> <li>• Child-youth Population</li> <li>• Senior Population</li> <li>• Visible Minority Population</li> <li>• Immigration Status</li> <li>• Mobility Status</li> <li>• Lone-parent Families</li> </ul>
Economic Opportunity	<ul style="list-style-type: none"> <li>• Prevalence of Low-income</li> <li>• Household Shelter Costs</li> <li>• Unemployment Rate</li> <li>• Youth Unemployment</li> <li>• Low-Education Rate</li> <li>• Post-Secondary Education</li> </ul>
Resident Engagement & Community Belonging	<ul style="list-style-type: none"> <li>• Sense of Community Belonging</li> <li>• Recreation Program Usage</li> <li>• Library Usage</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Crime Rate</li> </ul>
Health	<ul style="list-style-type: none"> <li>• Healthy Child-Development</li> <li>• Self-rated Health</li> </ul>
Physical Environment	<ul style="list-style-type: none"> <li>• Proximity to Food Retailers</li> <li>• Proximity to Community Meeting Places</li> <li>• Housing Conditions</li> </ul>

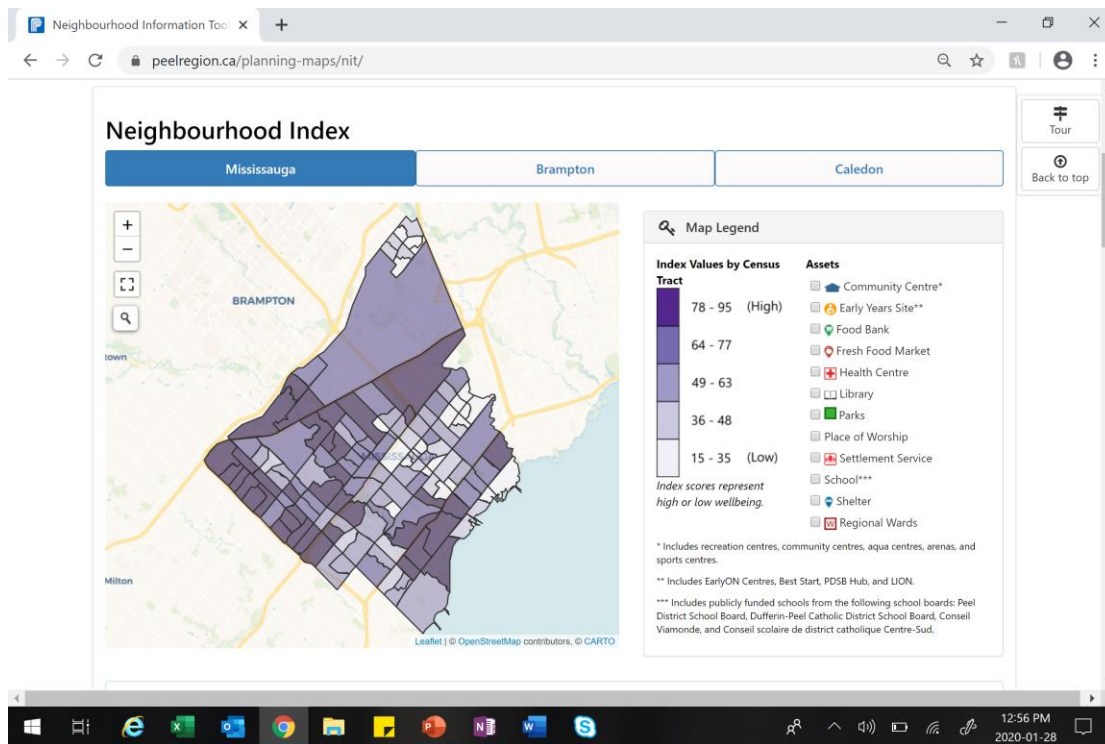
# Using the Neighbourhood Information Tool

Regional and Municipal staff, community agencies and stakeholders can use the NIT to inform priorities, planning, services and grant applications.

- User-friendly format, through Peel Data Centre website
- A consistent method to assess neighbourhoods
- Increases understanding of neighbourhood needs
- Evidence informed planning

# Neighbourhood Information Tool

## Demonstration



# Next Steps



- Spring 2020 training invitation will be sent to Mayors, Regional and Municipal Councillors and staff to support the use of the Neighbourhood Information Tool
- Explore opportunities for the integration of the various Regional data maps/tools



**Thank you**



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**REPORT TITLE: Increase in Provincial Base Funding for Community Support Services**

**FROM: Cathy Granger, Acting Commissioner of Health Services**

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## **RECOMMENDATION**

**That the Region of Peel amend the 2020 Community Support Services operating budget to include an increase of \$112,883 in provincial base funding in Adult Day Services to deliver enhanced and expanded services for older adults living in the community with complex care, including cognitive impairment or dementia, be approved;**

**And further, that the required changes to the service delivery model to enhance Adult Day Services as outlined in the report, be approved.**

## **REPORT HIGHLIGHTS**

- Adult Day Services (ADS) received \$112,883 permanent base funding to increase capacity to deliver community dementia programs for people with dementia and their care partners. Approximately two-thirds of Peel's ADS clients have cognitive impairment or a diagnosis of dementia.
- This recent funding announcement provides the opportunity to continue to build the integrated care team at Peel Manor to provide coordinated, integrated care for higher acuity ADS clients that are at increased risk for hospital admission or crisis long-term care (LTC) admission.
- There is no net budget impact resulting from the changes proposed in the report.

## **DISCUSSION**

### **1. Background**

The Seniors Services Development division operates a range of community support service (CSS) programs for seniors in the Region of Peel. These programs are designed to support individuals to live in their own homes longer, reduce the number of emergency room visits and hospital admissions, and provide caregiver respite and support. The division currently operates five Adult Day Services (ADS) co-located at each of the Region's five long-term care (LTC) centres: The Davis Centre, Malton Village, Peel Manor, Tall Pines and Sheridan Villa.

In June 2017, the previous Ontario government announced that it was committing \$100 million over three years to an Ontario Dementia Strategy. These funds are being flowed through the Local Health Integration Networks (LHINs) under their Community Dementia Programs. The Region submitted an application for funding in October 2019. In January 2020, the Region of Peel was notified that its application to the Central West LHIN was successful in acquiring \$112,883 permanent base funding in CSS to increase capacity to

## **Increase in Provincial Base Funding for Community Support Services**

deliver community dementia programs for people with dementia and their care partners. Approximately two-thirds of Peel's ADS clients have cognitive impairment or a diagnosis of dementia.

### **a) Benefits**

The additional provincial funding will enable ADS to deliver enhanced and expanded services for older adults living in the community with complex care, including cognitive impairment or dementia.

With the provision of enhanced and expanded ADS, the following outcomes can be supported:

- Prevention and/or delayed admission to LTC and hospitals;
- Reduction in unnecessary Emergency Department (ED) visits;
- Provision of care and support for older adults living in the community with higher and more complex care needs;
- Provision of support to informal caregivers in managing higher care needs at home;
- Reduced utilization of hospital EDs and acute care beds;
- Promotion of self-care for clients and informal caregivers;
- Monitoring of clients for early identification and prevention of changes in health;
- Support in managing clients' health;
- Increase of services in one location to support one stop access to health services, knowledge, care and support; and
- An integrated interdisciplinary service delivery model.

To implement the necessary changes to achieve the benefits listed above, the new funding will be used for the addition of a permanent Nurse Practitioner to provide coordinated, integrated care for high acuity ADS clients at Peel Manor, and the surrounding community. In addition, to provide the stable ongoing support required for the complexity of client care, the conversion of casual staff to two permanent employment status is recommended.

## **RISK CONSIDERATIONS**

Over the past year, there have been several program and funding changes from the Province. Based on what is currently known, it is expected that the new funding will be ongoing.

## **FINANCIAL IMPLICATIONS**

The additional Provincial funding of \$112,883 will provide base funding to support the addition of one permanent staff with no net impact to the Council approved 2020 Operating Budget.

The conversion of casual staff to two permanent resources will have no net budget impact as it will be funded from within the Council approved 2020 Operating Budget.

## **CONCLUSION**

## **Increase in Provincial Base Funding for Community Support Services**

The additional funding from the Province creates the opportunity for ADS to deliver enhanced and expanded services for older adults living in the community with complex care, including cognitive impairment or dementia.

*For further information regarding this report, please contact Donna Kern, Director Seniors Services Development, Ext. 2647, [donna.kern@peelregion.ca](mailto:donna.kern@peelregion.ca)*

*Authored By: Donna Kern, Director*

*Reviewed and/or approved in workflow by:*  
Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.



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N. Polsinelli, Interim Chief Administrative Officer



**THE REGIONAL MUNICIPALITY OF PEEL**  
**HEALTH SYSTEM INTEGRATION COMMITTEE**  
**MINUTES**

**HSIC - 1/2020**

The Region of Peel Health System Integration Committee met on February 20, 2020 at 9:33 a.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters 10 Peel Centre Drive, Suite A, Brampton, ON.

**Members Present:** D. Damerla\*; J. Downey; C. Fonseca; A. Groves; N. Iannicca;  
P. Vicente

**Members Absent:** P. Saito; due to other municipal business

**Advisory Members Present:** J. deLacy on behalf of F. Martino, Interim President and CEO, William Osler Health System; S. McLeod, CEO, Central West LHIN

**Advisory Members Absent:** M. DiEmanuele, President and CEO, Trillium Health Partners;  
S. Smith, Interim CEO, Mississauga Halton LHIN

**Also Present:** N. Polsinelli, Interim Chief Administrative Officer; K. Lockyer, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer; S. Martin-Heaton, Acting Commissioner of Digital and Information Services; A. Farr, Acting Commissioner of Public Works; J. Johnson, Acting Commissioner of Human Services; P. Caza, Deputy Regional Solicitor; Dr. J. Hopkins, Medical Officer of Health; A. Macintyre, Deputy Regional Clerk and Manager, Legislative Services; B. Laundry, Director, Strategic Policy and Performance; H. West, Committee Clerk; A. Dhindsa, Legislative Assistant

*Chaired by Councillor Fonseca.*

Councillor Fonseca announced that Scott McLeod is the new CEO and Transitional Regional Lead for Ontario Health, Central Region, which includes the Central West and Mississauga Halton LHINs.

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

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\* See text for arrivals

♦ See text for departures

**2. APPROVAL OF AGENDA**

RECOMMENDATION HSIC-1-2020:

That the agenda for the February 20, 2020 Health System Integration Committee meeting be approved.

**Item 4.2 was dealt with.**

**4.2 Addressing Community Mental Health and Addictions System Challenges in Peel**

Presentation by Brian Laundry, Director of Strategic Policy and Performance, Health Services

Received

RECOMMENDATION HSIC-2-2020:

That the advocacy approach outlined in the report from the Acting Commissioner of Health Services, titled "Addressing Community Mental Health and Addictions System Challenges in Peel", be endorsed.

*Councillor Damerla arrived at 9:47 a.m.*

Brian Laundry, Director of Strategic Policy and Performance, Health Services, provided an overview of the health system transformation noting that the Ministry of Health confirmed in December 2019 the first cohort of Ontario Health Team (OHT) candidates which included the Mississauga Health OHT, the Brampton and area OHT, and the Hills of Headwaters Collaborative OHT. Regional staff are working collaboratively with the OHTs to formalize structure, governance and funding relationships. The Ministry also reorganized the 14 LHINs into five interim geographic regions. The Central West and Mississauga Halton LHINs have joined the Central and North Simcoe Muskoka LHINs, now known as the Central Ontario Region.

Brian Laundry highlighted Bill 116, *Foundations for Promoting and Protecting Mental Health and Addiction Services, 2019* which recognizes that mental health and addiction care is a core component of an integrated healthcare system. He provided the current state of transformation and specifically, changes within the mental health and addiction sector, including implications for system integration and funding. He noted that health and addiction challenges continue to be a prominent issue in Peel region and one in five residents will experience a mental health concern at some point in their lifetime. He identified key mental health and addictions challenges including lack of funding, inadequate availability of services and longer wait times. Brian Laundry outlined the Region of Peel's role which is primarily focused on social determinants of health, highlighting the mental health and addictions roundtable that was held in October 2019.

In response to a question raised by Councillor Groves regarding when the Region of Peel will receive information on its share of the \$3.8B mental health and addiction funding, Brian Laundry advised that staff are following up with the Ministry, but confirmation has not been provided to date.

Councillor Groves suggested that staff advocate to the Minister of Health and Long-Term Care to include psychiatric and psychological services under the Ontario Health Insurance Plan.

In response to a question raised by Councillor Fonseca regarding mental health data collection, Brian Laundry stated that ConnexOntario maintains a centralized database on drug, alcohol, problem gambling, mental health treatment services; however, health service providers are not accountable to report to ConnexOntario which creates data gaps.

### **3. DELEGATIONS**

#### **3.1 Kimberley Floyd, Vice President, Home and Community Care and Liane Fernandes, Vice President, Regional Programs, Central Region LHIN, Providing an Update on Adult Day Services within the Region of Peel**

Received

Kimberley Floyd, Vice President, Home and Community Care, Central Region LHIN, stated that the Adult Day Program is offered throughout the region and helps to avoid unnecessary hospital stays; ensures patient flow throughout the health care system; ensures equitable access to care; and assesses the clinical complexities that many seniors are facing. The core focus of Adult Day Programs is to provide opportunities for socialization, to provide breaks for caregivers, and ensure seniors' mental and physical abilities are maintained to function at their optimal level. She noted that 3.3 million Ontarians or 29 per cent of the population provide caregiver support and if the equitable care were to be purchased, it would be estimated to cost the province \$26 billion on an annual basis. Kimberly Floyd provided an overview of the action planning activity which is reviewing types of care and innovation partnerships.

Liane Fernandes, Vice President, Regional Programs, Central Region LHIN, provided an overview of capacity planning for growth of the Adult Day Programs within the Mississauga Halton and the Central West LHINs. She stated the need for continued advocacy for funding and acknowledged the Ministry of Health's recent specific funding for dementia capacity planning. Liane Fernandes highlighted components of the capacity planning such as: reviewing how to expand existing programs; potential sites that could be enhanced or add additional spaces; geographical locations to provide care closer to home; a transportation strategy; and, hiring of specialized staff.

Councillor Groves asked if a review could be done to expand the Vera Davis Adult Day Program as there is a currently a waiting list.

Councillor Fonseca inquired if the hours for caregiver support versus the equitable amount for purchasing those hours could be determined for Peel.

#### **3.2 David Smith, Chief Executive Officer, Canadian Mental Health Association Peel Dufferin; Ceri Harnden, Chief Officer, System Integration, Peel Children's**



**Centre, Regarding Community Mental Health and Addictions Services and Supports Across Peel**

Received

RECOMMENDATION HSIC-3-2020:

That representatives from the Canadian Mental Health Association Peel Dufferin and the Peel Children's Centre delegate to a future Regional Council meeting regarding community mental health and addictions services and supports across Peel region.

Ceri Harnden, Chief Officer, System Integration, Peel Children's Centre, provided an overview of mental health statistics for children and youth stating that 12 per cent of Peel's population are children from birth to age 19 and that one in five children will require mental health services at any point in time. She stated that the current funding provides mental health services to less than 5000 children per year, noting that 41,000 kids under the age of 17 and over 18,000 young adults 18 to 24 years of age, are not able to access services. If mental health challenges are left untreated, policing and hospital visits will increase which in turn places a higher financial burden for appropriate government funding.

David Smith, Chief Executive Officer, Canadian Mental Health Association Peel Dufferin, stated that the statistics for adult mental health are similar to those of children and youth noting that one in five adults in the Region of Peel will require mental health services at any point in time. He stated that this equates to approximately 276,000 people; however, only 10 per cent of those residents have access to mental health services. David Smith provided an overview of the provincial and national level Canadian Mental Health Associations and efforts to increase efficiencies. He stated that the Minister of Health and Long-Term Care is expected to provide a mental health strategy prior to March 5, 2020.

Ceri Harnden stated that for every dollar the Peel community receives for mental health and addiction services, Toronto receives six dollars advising that Peel has the longest wait times for counselling services. David Smith provided statistics for funding inequities for the Mississauga Halton and Central West LHINs, noting there is one psychiatric bed versus 10 beds in Toronto. Moving forward, advocacy for population-based funding is required to ensure that the Region of Peel receives a fair share of funding and that support for multi-sector, multi-agency planning, integrated services and performance data is required.

Councillor Fonseca suggested that the delegation present to a future Regional Council meeting.

Regional Chair Iannicca suggested that the issue of funding inequities for mental health and addictions be made the focal point for the Association of Municipalities of Ontario Annual Conference and that a motion be brought forward to Regional Council to make this an advocacy priority.

Councillor Downey inquired what the strategy would be to distribute funds if equitable funding were to be received. Ceri Harnden responded that the Peel Children's Centre has a core services framework and supportive data that focuses on prevention and intensive treatment, noting there are not enough funds in all service categories. She provided an example that early intervention programs could be made available five days a week in many locations as opposed to the current three days per week in three locations. A graduated plan and informed investments would be made to strengthen the system over time.

David Smith added that there are immediate problems that need to be addressed. He noted that people are going to jail instead of receiving treatment, homeless populations are increasing, there is an increased demand in emergency hospital visits, and psychiatrists are overworked. Public health initiatives are required across the continuum to save overall funding.

**4. REPORTS**

**4.1 Overview of Adult Day Services in Peel**

Received

**4.2 Addressing Community Mental Health and Addictions System Challenges in Peel**

Presentation by Brian Laundry, Director of Strategic Policy and Performance, Health Services

This item was dealt with earlier in the meeting.

**5. COMMUNICATIONS - Nil**

**6. IN CAMERA MATTERS - Nil**

**7. OTHER BUSINESS - Nil**

**8. NEXT MEETING**

The next meeting of the Health System Integration Committee is scheduled for Thursday, May 21, 2020 at 9:30 a.m., Regional Administrative Headquarters, Council Chamber, 5<sup>th</sup> floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Helena West, Committee Clerk, (905) 791-7800, extension 4697 or at [Helena.west@peelregion.ca](mailto:Helena.west@peelregion.ca).

**9. ADJOURNMENT**

The meeting adjourned at 11:05 a.m.

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**For Information**

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**REPORT TITLE:**      **Community Data Summary Report**

**FROM:**                Janice Sheehy, Commissioner of Human Services

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**OBJECTIVE**

To provide an overview of the Brampton Community Data Summary Report, regarding the City of Brampton's two proposed community youth hubs.

**REPORT HIGHLIGHTS**

- For the Community Data Summary, two study catchment areas were identified by local municipal staff in relation to the proposed community youth hub locations - the Lawn Bowling Clubhouse adjacent to Century Gardens, and South Fletcher's Sportsplex.
- The Community Data Summary was informed through quantitative and qualitative data from the Neighbourhood Information Tool, other sources (e.g. Peel Public Health and Peel District School Board) and a literature review. This information was then validated through community consultations.
- Each study area has unique considerations however, across both study areas youth was consistently identified as a priority population.
- The Community Data Summary analysis identified four themes for consideration in the development and implementation of the proposed community youth hubs: economic, safety, health, and resident engagement and community belonging.

**DISCUSSION**

**1. Background**

On November 14, 2019, the Director of Recreation, City of Brampton delegated to Regional Council as requested on the communication dated November 1, 2019, regarding the *Brampton Community Youth Hubs Feasibility Study* (Resolution 2019-1038).

The *Brampton Community Youth Hub Feasibility Study* document and delegation presentation provided an overview of the City of Brampton's plan to utilize city-owned assets to develop two youth-centric hubs for ages 14-29 years. The two proposed locations are the vacated Lawn Bowling Clubhouse adjacent to Century Gardens Recreation Centre (340 Vodden Street East) and the previously leased first floor space at South Fletcher's Sportsplex (500 Ray Lawson Boulevard).

After receipt of the communication and delegation, Regional Council requested that the Commissioner of Human Services report back to a future meeting upon completion of a needs study, with a report that is similar in format to the study conducted for the Malton Community Hub, and include previous reports to Council related to the Region's role in Community Hubs.

## **Community Data Summary Report**

Since 2017, several reports outlining the evolving nature of the Region's role in developing, maintaining, and funding community hubs have been presented at Council. The report titled, "The Region's Role in Community Hubs" as received by Regional Council on October 24, 2019, Resolution 2019-966 is the most recent report, and outlines the current role of the Region in developing community hubs. The report is attached as Appendix I. All other reports are available through the Clerks office upon request.

The Community Hub Planning Framework as approved by Regional Council outlines the Region's role in supporting the development of strong community hubs based on the following standards:

- Understanding the evidence-informed needs of the community
- Developing strong partnerships with shared vision, priorities and outcomes
- Strong business planning that includes established governance, financial models and a mixture of services
- Integrated service delivery that builds upon the resources and expertise of the partners

The Region will continue to demonstrate a leadership role by enabling community stakeholders to identify and plan innovative service models through staff resources, the Community Investment Program and the Revolving Capital Loan program.

The Community Hub Planning Framework does not identify a Regional role in operations or ownership for community hubs. As outlined in the October 24, 2019 Regional Council report, all future community hub investments will be considered on a case-by-case basis, and require Regional Council approval, and a solid business plan.

## **2. Community Data Summary Report**

### **a) Study Areas**

The purpose of the Community Data Summary attached as Appendix II, is to provide information and a needs analysis of the City of Brampton and the areas surrounding the two proposed community youth hub locations. Study areas were identified in consultation with City of Brampton staff, which considered Statistics Canada Census Tract and Ward boundaries to inform data and information collection for this report. The two study areas are the Century Gardens Study Area, which includes Ward 1, the location of the vacant Lawn Bowling Clubhouse and Ward 5, and the South Fletcher's Study Area which includes Ward 4, the location of the South Fletcher's Sportsplex and Ward 3.

### **b) Data and Information Collection**

In undertaking this needs analysis study, staff committed to identify and review the available quantitative and qualitative data from sources such as the Neighbourhood Information Tool, Peel Public Health and the Peel District School Board.

The Neighbourhood Information Tool (NIT) is a common data and mapping tool that combines quantitative data for twenty-one indicators grouped into six domains that contribute to a neighbourhood well-being index score at the census tract level. An analysis of the City of Brampton NIT well-being index scores was completed, which validated that Wards 3 and 4 in the South Fletcher's study area and Ward 1 in the Century Gardens study area have a greater number of low well-being census tracts.

## Community Data Summary Report

### 3. Community Data Summary Themes

Although there are unique considerations within each study area, overall, youth was consistently identified as a priority population across both catchments. The analysis of data, literature and community consultations provided greater understanding of the specific service and community needs:

1. **Economic** – Youth require greater access to education and training programs leading to stable employment; this includes mentorship and apprenticeship opportunities.
2. **Safety** – Common desire to tackle violence and victimization through crime prevention and the creation of supportive and safe spaces.
3. **Health** – A consistent emphasis on the need for more mental health supports to deal with stress, depression, anxiety, family issues and substance abuse.
4. **Resident Engagement and Community Belonging** – Youth desire social connectivity, civic engagement through a dedicated space that supports tailored interventions and strategies for all youth with varying needs and interests.

The community consultation also identified the importance of intentionally engaging and including equity seeking groups such as the LGBTQ and racialized (visible minority) communities in future planning and implementation stages.

### FINANCIAL IMPLICATIONS

There are no financial implications associated with this report; it is provided as information to inform Regional Council's decision regarding the two proposed Brampton community youth hubs.

### CONCLUSION

The attached Community Data Summary report confirms that within both study areas, youth are experiencing multiple challenges related to economic, safety, health, and resident engagement and community belonging. It is important that future planning includes additional consultation and engagement, particularly of diverse community groups and stakeholders. This report is a resource to inform Regional Council's decision on future investments related to two proposed community youth hubs in the City of Brampton.

### APPENDICES

Appendix I – Council Report on Region's Role in Community Hubs October 24, 2019

Appendix II - Community Data Summary

*For further information regarding this report, please contact Sonia Pace, Director Community Partnerships ext. 3807 or Sandra Solonik, Advisor, Community Engagement ext. 4935.*

*Authored By: Sandra Solonik, Advisor, Community Engagement*

*Reviewed and/or approved in workflow by:*

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.

## Community Data Summary Report

A handwritten signature in black ink, reading "Nancy Polsinelli". The signature is fluid and cursive, with the first name "Nancy" and last name "Polsinelli" clearly distinguishable.

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N. Polsinelli, Interim Chief Administrative Officer

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**For Information**

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DATE: October 17, 2019

REPORT TITLE: **THE REGION OF PEEL'S ROLE IN COMMUNITY HUBS**

FROM: Janice Sheehy, Commissioner of Human Services

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**OBJECTIVE**

To provide an update on the Region's role in the development of community hubs.

**REPORT HIGHLIGHTS**

- Regional Council endorsed a Community Hub Planning Framework (the Framework) that provides standards for the development of strong and sustainable community hubs, and outlines Peel's role in supporting community agencies with the strategic design and planning of integrated service models.
- The Province promoted the development of hubs by offering several supports including a framework and action plan, hub resource portal, learning conference and some funding to support surplus property transition and facilitate hub planning, however, there was no commitment of operational funding to ensure ongoing sustainability.
- A jurisdictional scan of municipalities validated the importance of hubs to the community as well as the complexity in developing and sustaining hubs.
- The Region will continue to use the development standards as outlined in the Framework to guide its role, namely that hubs should: be based on needs of the community and evidence-informed; utilize strong partnerships with a shared vision, priorities and outcomes; encompass strong business planning, and result in an integrated service delivery model.
- Through Council direction, there is an opportunity to provide one-time capital grants to fund the development of community hubs, when supported by a solid business case, evidence of operational sustainability, and alignment with the outcomes of the Region's Strategic Plan. In accordance with the Framework, an operational or ownership role for the Region in community hubs is not recommended when considering future opportunities.

**DISCUSSION**

**1. Background**

On October 12, 2017 (Resolution 2017-809), Regional Council endorsed the Community Hubs Planning Framework report and directed staff to report back with an enhanced and more active role in the development of community hubs. On April 5, 2018, Regional Council endorsed the report titled, Community Hubs Development Update (Resolution 2018-251) which included an enhanced Framework, and standards and actions that support evidence

**Appendix I**  
**Community Data Summary Report**  
**THE REGION OF PEEL'S ROLE IN COMMUNITY HUBS**

informed business planning, strong partnerships with shared vision, and tailored integrated service models.

Through the January 31, 2019 Regional Council 2019 Budget meeting, Council approved the following Resolution (RBC-2019-36):

*That Council supports the conversion of the abandoned Lincoln Alexander Secondary School Pool to a youth hub;*

*And further, that the \$6 million currently in a placeholder in the 2019 Budget be removed and deferred such that \$3 million be placed in the 2020 Regional Budget proposal and \$3 million into the 2021 Regional Budget proposal;*

*And further, that the Region and City of Mississauga staff jointly report at a future meeting of Regional Council, on the Malton Community Hub, including a full business plan, the services that will be offered and who the tenants will be;*

*And further, that the staff report back to a future meeting of Regional Council on community hubs and the Region's role in the development of hubs, from the perspective of ownership, capital development and operations.*

This report outlines the Region's role in community hubs as requested in the January 31, 2019 resolution.

Further, a companion report provides an overview of the actions taken to date and the current project status for the Malton Community Hub as requested in the January 31, 2019 resolution.

## **2. Community Hub Jurisdictional Scan**

To further inform the Region's role in the development of community hubs, a jurisdictional scan, which included outreach to the Province of Ontario and four municipalities, was undertaken.

### **a) Provincial Hub Position**

In 2015, the former Provincial government released a report titled: *Community Hubs in Ontario: A Strategic Framework and Action Plan*, aimed at supporting the development of service models that are aligned with local needs and increase service access through community hub development. The Province offered an online resource portal, learning conference, and funding to support surplus property transition and facilitate hub planning, though, no long-term funding commitment was made for on-going operations.

The current Provincial Government supports the physical integration of services however, to date, has not committed to funding community hubs. The future Ontario Health Teams continuum of care model reinforces the Province's position on integrated services as outlined in the Health department report titled: *The Region of Peel's Role in Local Ontario Health Teams* (Resolution 2019-375).



**b) Jurisdictional Scan**

A jurisdictional scan was completed with the Regional Municipalities of Waterloo and York, and the Cities of Markham and Toronto. The scan confirmed the value of hubs as a model to facilitate integrated service delivery and improve residents' access to health, community and social services. The scan also identified the complexity of community hubs and the need for ongoing resources and investment to ensure continued effectiveness and sustainability.

To better address the complexity of integrated service models, some jurisdictions apply a case-by-case approach to determine support of potential new hubs. Success factors include utilizing existing, owned or surplus infrastructure when feasible; direct alignment to municipal service priorities; securing funding from other levels of government, foundations, etc. and establishing partnerships.

**3. Region of Peel's Role in Community Hubs**

The Region will continue to use the Community Hub Planning Framework to guide its leadership role in the development and support of hubs. This includes:

- Supporting the development of community agencies capacity to access and use evidence informed service planning tools (i.e.: Neighbourhood Information Tool) in order to create hubs that meet the needs of the community.
- Encouraging and facilitating coordinated, service integration through strong partnerships, a shared vision, priorities and outcomes.
- Providing funding through the Community Investment Program and the Human Services Revolving Capital loan program to the not-for-profit sector to facilitate strong business planning

There are two unique hubs being developed where the Region of Peel's role goes beyond capital development:

- a) The Region's Strategy to Address Human Sex Trafficking in Peel includes a service hub dedicated to serve individuals at-risk, engaged in and transitioning out of human sex trafficking. Regional Council approved the strategy and budget for a three-year pilot with the commitment that external funding sources be sought from other levels of government.
- b) The Seniors Health and Wellness Village at Peel Manor has a Council approved capital budget to support the redevelopment of 177 long-term care beds, with expanded Adult Day programming, overnight respite care as well as a service hub; all within this Regional asset. The service hub will feature health and social services available to residents of the centre and the surrounding community.

In addition, the proposed 2020 Regional capital budget will include a \$6 million investment to support the City of Mississauga's future Malton Community Hub. The City of Brampton has also recently requested a \$6 million capital grant to be included in the proposed 2020 budget. This grant will support two community youth hub locations as outlined in the resolution from the September 26, 2019 Regional Council meeting (Resolution 2019-855).

Should Regional Council approve the two capital grants (total \$12 million), for both the City of Mississauga and the City of Brampton, Council could direct that the allocation remains in

**Appendix I**  
**Community Data Summary Report**  
**THE REGION OF PEEL'S ROLE IN COMMUNITY HUBS**

the base budget as a source of capital funding to support the development of future community hubs. In accordance with the Framework, an operational or ownership role for the Region in community hubs is not recommended when considering future opportunities.

All future community hub investments will be considered on a case-by-case basis, and require Regional Council approval, and a solid business plan that demonstrates:

- A plan to secure multi-sources of funding and partnerships to achieve operational sustainability
- Utilize existing or surplus infrastructure, when feasible
- Alignment with the outcomes of the Region's Strategic Plan

**CONCLUSION**

Community Hubs play an important role in supporting residents through an integrated service delivery model. The Community Hub Planning Framework does not identify an operational or ownership role for the Region in community hubs. However, as outlined in the Framework, the Region will continue to demonstrate a leadership role by enabling agencies to strategically design and plan community hubs. Through Council direction, the Region may provide a one-time capital grant to fund the development of a community hub when supported by a solid business case, evidence of an operational sustainability plan, and alignment with the outcomes of the Region's Strategic Plan.



Janice Sheehy, Commissioner of Human Services

**Approved for Submission:**



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N. Polsinelli, Interim Chief Administrative Officer

**APPENDICIES**

Appendix I – Jurisdictional Scan Summary

*For further information regarding this report, please contact Sonia Pace, Director, Community Partnerships @ [sonia.pace@peelregion.ca](mailto:sonia.pace@peelregion.ca), or ext. 3807*

*Authored By: Sandra Solonik, Advisor, Community Engagement*

**Appendix I**  
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**APPENDIX I**  
**THE REGION OF PEEL'S ROLE IN COMMUNITY HUBS**  
**JURISDICTIONAL SCAN SUMMARY**

<b>Municipality</b>	<b>Framework or Standard Role</b>	<b>Dedicated Budget</b>	<b>Hub Opportunity</b>	<b>Hub Challenges</b>
Region of Waterloo	No	No	Community driven project; Region supported the design and planning	Governance – complexity of partnerships
York Region	No	No	Region built transitional housing for youth, included hub	Financial – securing long-term program funding
City of Markham	No	No	City built a recreation centre, included hub	Financial – securing long-term program and staff coordinator funding
City of Toronto	No	No	City redeveloped surplus recreation centres to create 13 hubs  Partnered and invested with United Way Greater Toronto on an additional 8 hubs	Governance – complexity of the hub model and partnerships
Town of Georgina	No	No	Town purchased surplus school property to develop a hub	Financial – operating with a deficit (first 5 years), securing tenants and staff coordinator funding



# Region of Peel Community Data Summary

Century Gardens & South Fletcher's Study Areas,  
City of Brampton

February 2020



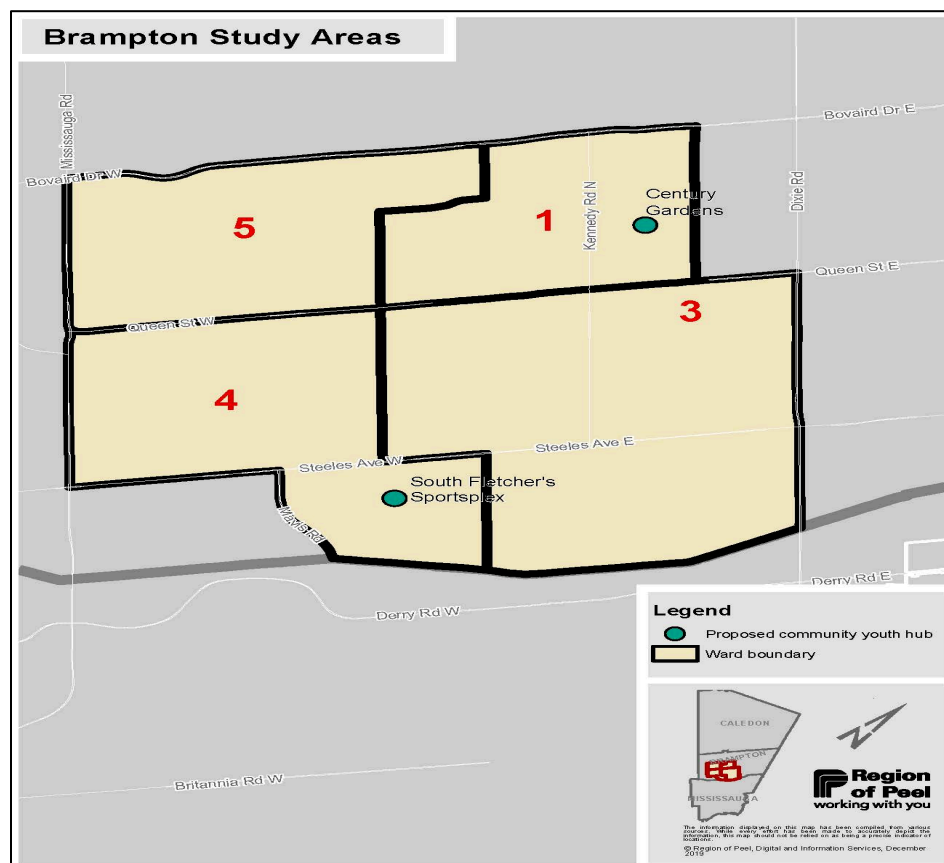
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## Summary

On November 14, 2019, the City of Brampton presented an overview of the *Brampton Community Youth Hubs Feasibility Study* to Peel Regional Council. Ultimately the proposed Hubs will be used as youth-centric spaces designed to ensure a one-stop-shop for youth (ages 14-29 years). The hubs would enable youth to access health care services, social services, education, employment and career services and youth leadership opportunities. As a result of the presentation, Regional Council directed staff to complete a needs study, similar in format to the one conducted for the Malton Community Hub.

The Region of Peel's Community Hub Planning Framework identifies the value of understanding the evidence-informed needs of a community as a standard for sustainable hub development. The purpose of this report is to provide information and a needs analysis of communities within the City of Brampton and the areas surrounding the two proposed community youth hub locations. Staff consulted with the City of Brampton and identified the Wards and Census Tracts to determine the geographical scope of the analysis; this report refers to the respective catchment areas as study areas. The two study areas are the Century Gardens Study Area that includes Ward 1, which is the location of the vacant Lawn Bowling Clubhouse, and adjacent Ward 5. The second is the South Fletcher's Study Area that includes Ward 4, the location of the South Fletcher's Sportsplex, and adjacent Ward 3.



## Appendix II

### Community Data Summary Report

A mixed-method approach was used in the study areas with qualitative data collected from youth, agencies and other community members to highlight local priorities. Quantitative data and literature were collected from multiple sources including:

- Peel Public Health
- City of Brampton
- Peel District School Board
- Statistics Canada Census Tract
- Stakeholder Survey
- Community Validation meeting

The Neighbourhood Information Tool, with six domains and twenty-one indicators, was the main data source and laid the foundation for the review and analysis. Youth data from across Brampton is also included in the analysis as youth outside the study areas may also access the proposed community hubs.

In undertaking this needs analysis, Region of Peel staff committed to:

- Identify and review the best available quantitative and qualitative data and existing information to provide an overview of the City of Brampton evidence-informed needs and a comprehensive picture of both study areas
- Identify key themes that could inform planning by the Region of Peel, City of Brampton and community stakeholders

## Community Data Summary Report Themes

### South Fletcher's and Century Gardens Study Areas

Across the quantitative and qualitative data, consistent areas of youth needs were identified specific to economic opportunity, safety, health, resident engagement and community belonging. To achieve a greater understanding of the specific program and service needs, community consultations (stakeholder survey, community data validation meeting) were completed, and findings are noted in the following table.

Themes	Data	Community Consultation Input
<b>Employment Opportunity</b>	<ul style="list-style-type: none"> <li>• High percentage of youth unemployment (Century Gardens 20.4%, South Fletcher's 20.2%), similar to the City of Brampton (20.3%) and Peel Region (19.7%)</li> <li>• Slightly higher unemployment rate (Century Gardens 6.6%, South Fletcher's 6.9%) than the City of Brampton (6.3%) and Peel Region (6.2%)</li> <li>• Sizable percentage of households experiencing high household shelter costs (Century Gardens 33.5%, South Fletcher's 35.4%), similar to the City of Brampton (33.6%) and in the range of Peel Region (31.8%)</li> <li>• Large number of individuals experiencing low-income (Century Gardens 11.8%, South Fletcher's 15.2%) compared to the City of Brampton (11.3%) and Peel Region (12.8%)</li> </ul>	<ul style="list-style-type: none"> <li>• Identified need for greater access to education and training programs including mentorship and apprenticeships</li> <li>• Increased local employment opportunities that pay a living wage</li> <li>• Identified affordable housing and access to foodbanks as high priorities</li> <li>• Identified need for considerations during the redevelopment of areas such as Shoppers World and Hurontario LRT, related to youth employment, transit and housing</li> </ul>



Themes	Data	Community Consultation Input
<b>Safety</b>	<ul style="list-style-type: none"> <li>Of the 5,283 crime activities across the City of Brampton, Century Gardens had 1,002 or 18.9% and South Fletcher's had 1,330 or 25.2%</li> </ul>	<ul style="list-style-type: none"> <li>Perception of increased crime (e.g. human sex trafficking, gang-related activities and youth drug use) across all socio-demographics and income levels</li> <li>Increased supports for international students who are often isolated</li> <li>Need for supportive and safe spaces that provide a non-judgmental approach</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>South Fletcher's study area has health and well-being concerns related to obesity (64.6%), physical inactivity (63.1%), healthy eating (63.6%), smoking (22.1%) and alcohol consumption (17.8%)</li> <li>The Early Development Index identified the Physical Health and Well-being domain the area of most vulnerability. (Century Gardens 16.4%, South Fletcher's 18.8%)</li> <li>Both study areas have considerable socioeconomic vulnerability of students in local public schools. <i>Note: additional information appears later in the report under the "Socioeconomic Vulnerability Index".</i></li> </ul>	<ul style="list-style-type: none"> <li>Youth are often unable to afford recreation programs</li> <li>Need for more mental health supports to deal with stress, depression, anxiety, family issues and substance abuse</li> <li>Common acknowledgement of how technology can contribute to social isolation</li> </ul>

Themes	Data	Community Consultation Input
<b>Resident Engagement and Community Belonging</b>	<ul style="list-style-type: none"> <li>Residents (12+ years) reported their sense of belonging to their community, as follows: Century Gardens 31%, South Fletcher's 34%, compared to the City of Brampton (31.9%) and Peel Region (32.6%).</li> <li>Recreation program usage in the South Fletcher's study area is less (Ward 3 – 17.41%, Ward 4- 18.65%) than Century Gardens (Ward 1 – 17.55%, Ward 5- 19.86%) and the City of Brampton (19.76%).</li> </ul>	<ul style="list-style-type: none"> <li>Increased desire for youth to have a voice and be heard</li> <li>Need for a dedicated space that supports tailored interventions and strategies for all youth with varying needs and interests</li> <li>Brampton youth are travelling outside of Brampton for entertainment and community participation</li> <li>Community stakeholders expressed value in a “system navigator” role to assist youth and youth serving agencies in connecting with social and health supports</li> </ul>

The Community Data Summary confirms that within both study areas, youth are experiencing multiple challenges with insufficient access to supports. Given the high demand for youth social and health services across Brampton, it is anticipated that youth outside of the study areas would also access community hub services.

### Planning Considerations

As resident needs, engagement and participation are not limited to the defined study area boundaries used within the Community Data Summary, community stakeholders expressed the importance of intentional engagement and inclusion of equity-seeking groups such as LGBTQ and racialized (visible minority) communities in future planning.

## **Introduction**

### **City of Brampton**

The City of Brampton is home to a very diverse and rapidly growing population. It is the ninth largest municipality in Canada with a population of 593,640 (2016 Census). From 2011 to 2016, Brampton's population increased by 13.3%; a substantial increase greater than the rate of Ontario at 4.6%, and the rate of Toronto at 6.2%. The City also has the youngest average population of 36.5 years compared to 38.3 years for Peel Region.

In addition to this, over 52% of City of Brampton residents are immigrants and over 73% of the City of Brampton's population identify as visible minorities (2016 Census). The City's demographics have influenced planning through the City of Brampton's 2040 Vision strategic plan, Youth Engagement Strategy and designation as a Youth Friendly Community. These are both important factors that make up Brampton's unique social fabric which is important to acknowledge during the planning process.

In 2017, the City of Brampton endorsed its Parks and Recreation Master Plan including proposed community youth hubs. In addition, the City has undertaken several initiatives to engage youth; including the 2016 Youth Engagement Survey. Respondents underscored the need for public safety and accessible space for youth to "hang out" as well as access programs and services related to health care, social services, education and employment. The Youth Engagement Strategy endorsed by the City in 2019 aims to create practical avenues for young people to participate in their community and improve access to the City of Brampton's youth programs, opportunities and initiatives.

As outlined in the City of Brampton's Community Youth Hub Feasibility Study, several factors were used to determine the locations for their proposed community youth hubs:

- Use of existing underutilized City-owned assets
- Neighbourhood Information Tool Well-Being Index Score
- Neighbourhoods with a higher percentage of Low-Income households
- Transit accessibility
- Adjacency to existing City assets

### **Region of Peel, Community Hubs Planning Framework**

The Region of Peel's Community Hub Planning Framework outlines the Region's role in supporting the development of integrated hubs in Peel, by collaborating with community agencies to achieve a standard for sustainable development and identifying innovative service models aligned with Regional service plans. The Framework is based on the following standards:

- Understanding the evidence-informed needs of the community
- Developing strong partnerships with shared vision, priorities and outcomes
- Strong business planning that includes established governance, financial models and a mixture of services
- Integrated service delivery that builds upon the resources and expertise of the partners

## Neighbourhood Information Tool: Well-being Index Scores

Peel's Neighbourhood Information Tool (NIT) is an important starting point for understanding Peel's neighbourhoods. The NIT was designed to assist with evidence-informed decisions about the types of support, resources and investments needed in neighbourhoods. It is important to note, that the NIT does not capture all of the nuances and issues in neighbourhoods. This type of qualitative information should be gathered in consultation with community stakeholders and residents. The NIT is a snapshot in time; currently the majority of indicators reflect the 2016 Statistic Canada Census data.

The Neighbourhood Information Tool assesses census tracts across six domains and twenty-one indicators, which are combined to create a well-being index score. Index scores represent the measure of "well-being" for each neighbourhood (census tract)<sup>1</sup>. Lower well-being index scores are a high-level indication of areas that may require more targeted supports to improve neighbourhood conditions.

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<sup>1</sup> Neighbourhood Information Tool calculates well-being index score using census tracts, which is referred to as neighbourhoods in this section of the report.

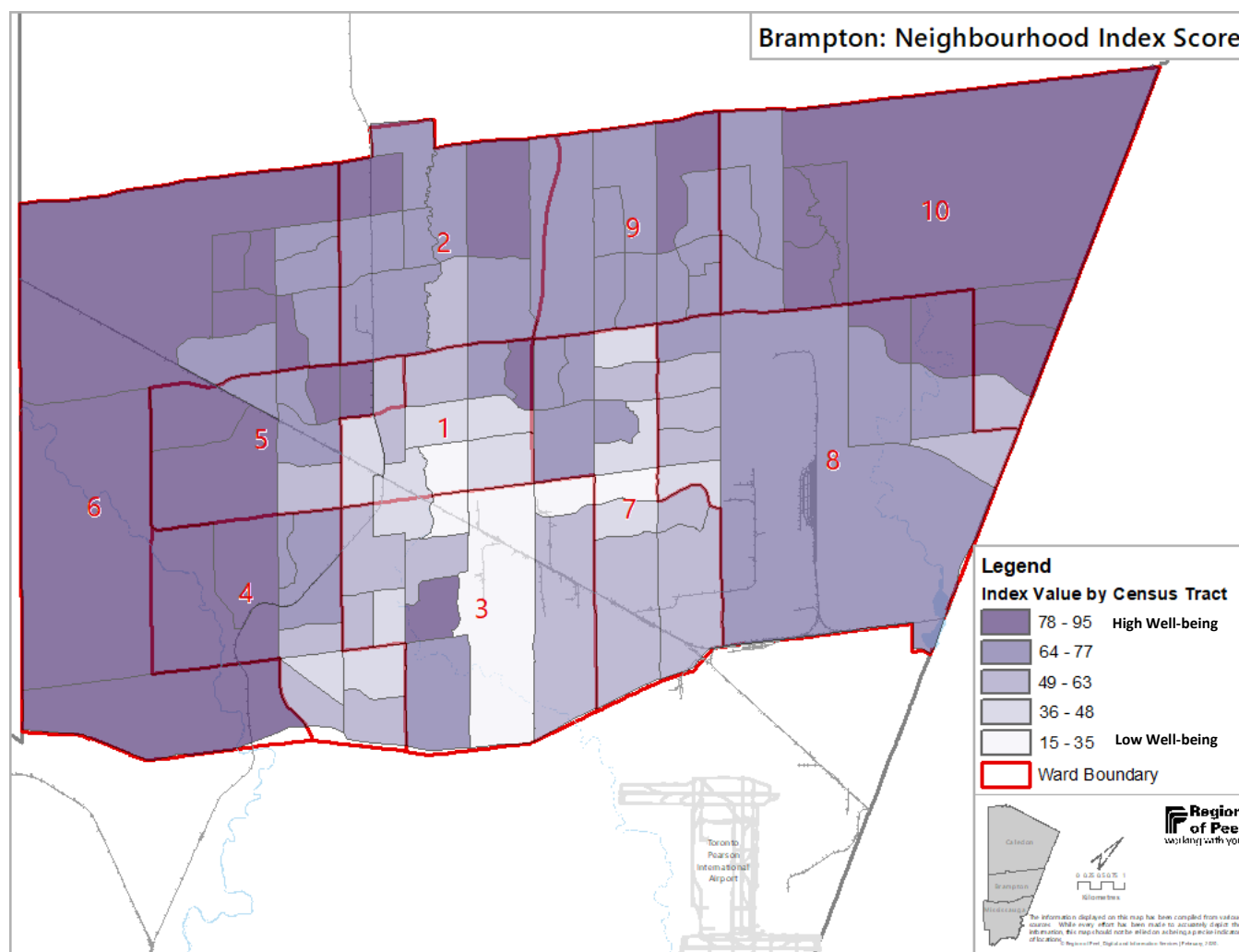
## City of Brampton Neighbourhood Well-being Index Scores

To identify neighbourhoods of greatest need, all 98 census tracts within the City of Brampton were reviewed. Based on the NIT, five neighbourhoods have a low well-being index score (15 to 22) and twelve neighbourhoods have a low/moderate well-being index score (37 to 48).

The City of Brampton well-being index score map displays a concentration of low and low/moderate neighbourhoods, two of which are within the South Fletcher's and Century Gardens study areas. Of note, Wards 7 and 8 also have a concentration of low well-being. Low and low/moderate well-being is displayed by the lightest shading on the map.

## City of Brampton Neighbourhood Information Tool Well-being Score Map

Note: Dark Shading = a high well-being index score  
Light Shading = a low well-being index score

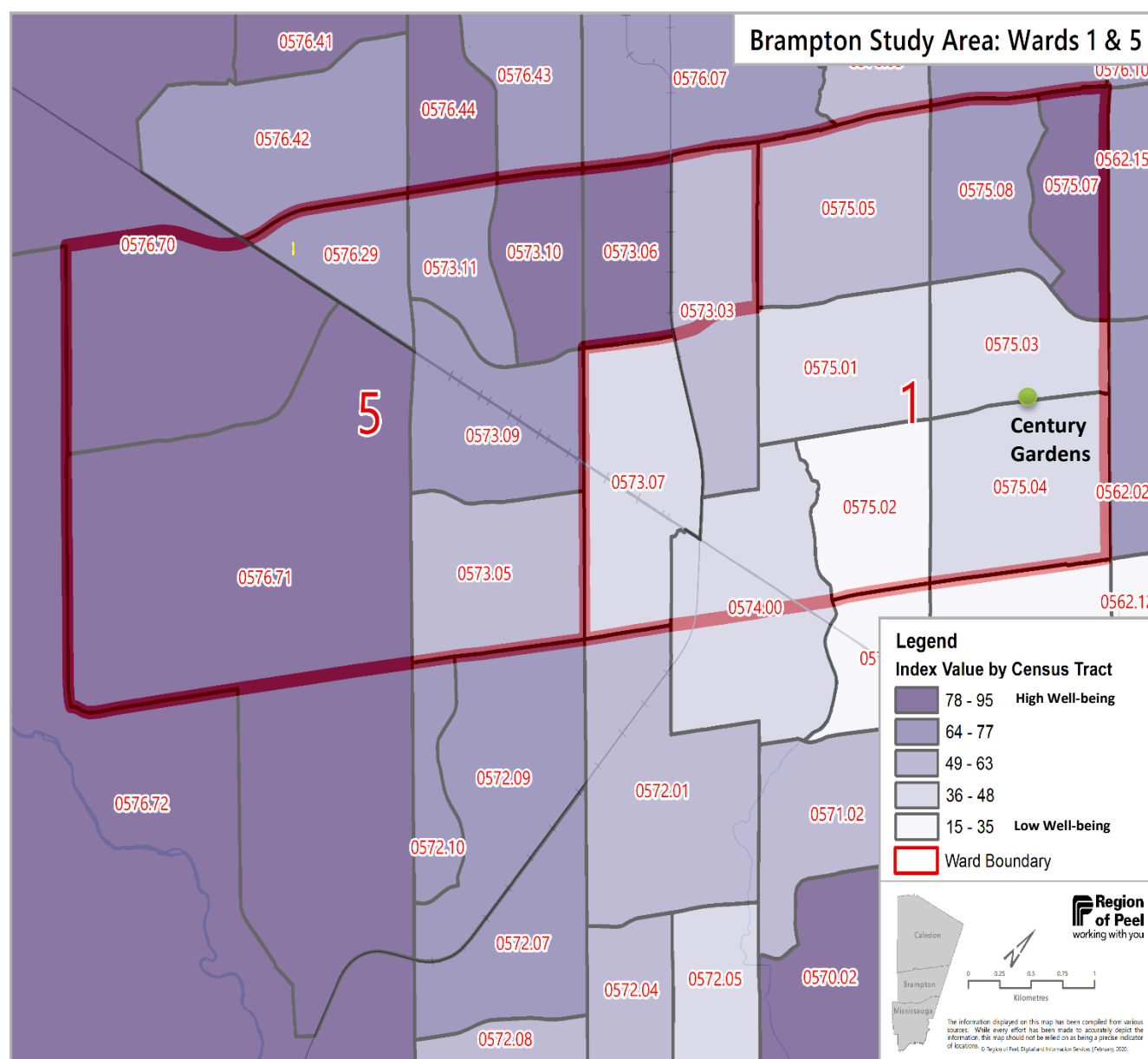


## Century Gardens Well-being Index Scores:

The Century Gardens study area is based on the boundaries of Ward 1 and 5, which includes nineteen census tracts in total. Of these, six neighbourhoods have low to low/moderate well-being.

## Ward 1 and 5: Neighbourhood Information Tool Well-being Index Score Map

Note: Dark Shading = a high well-being index score  
Light Shading = a low well-being index score

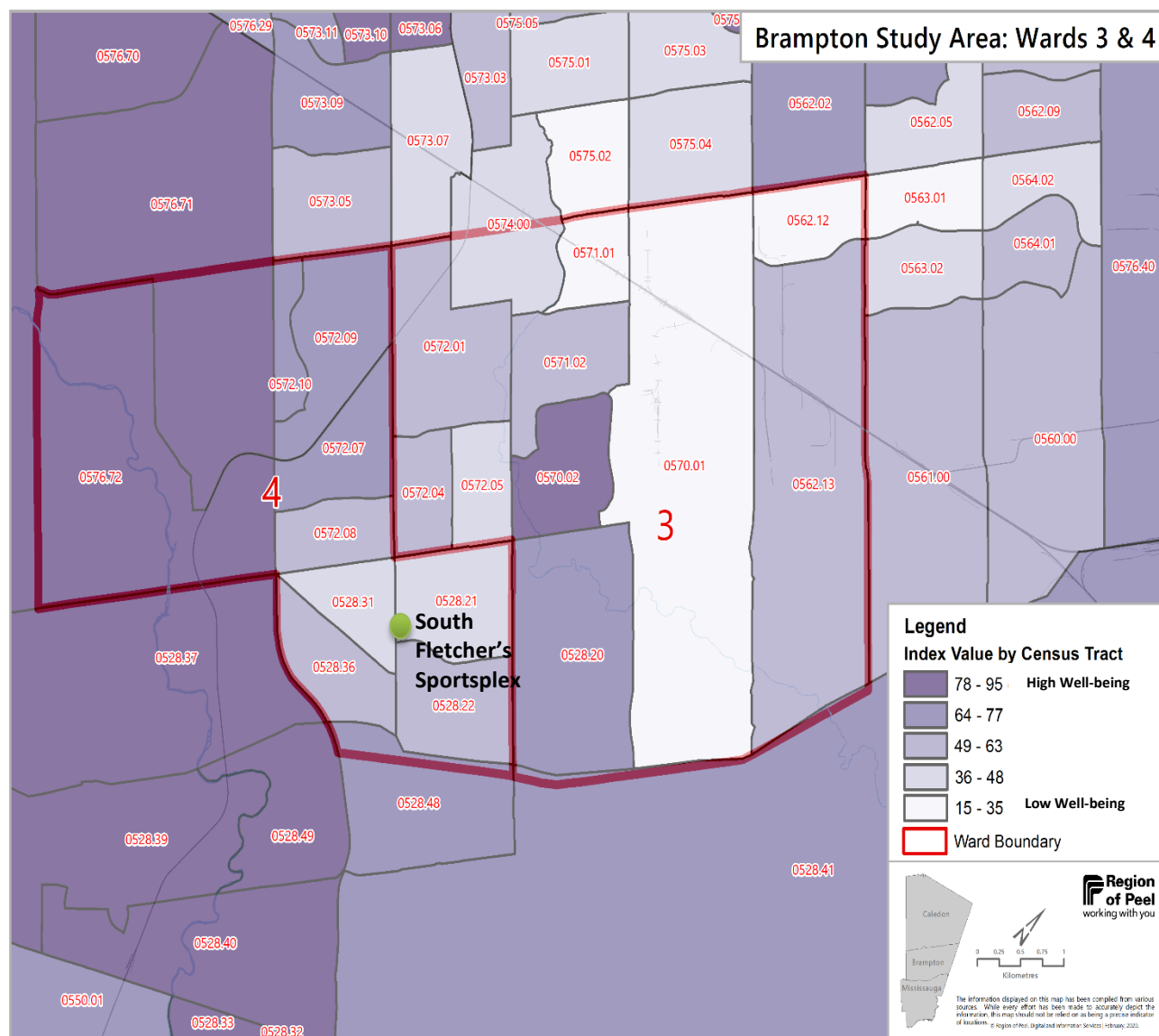


## South Fletcher's Well-being Index Scores:

The South Fletcher's study area is based on the boundaries of Ward 3 and 4, which includes twenty-one census tracts in total, of which seven neighbourhoods have low to low/moderate well-being.

## Ward 3 and 4: Neighbourhood Information Tool Well-being Index Score Map

Note: Dark Shading = a high well-being index score  
Light Shading = a low well-being index score



## Study Area Based Community Data

### 1. Socio-Demographic Information

Socio-Demographic information includes population information such as age, immigration, and ethnicity gathered through Statistics Canada.

#### QUICK FACTS....

*While most of the surrounding municipalities have seen a decrease in the growth of the child/youth population, Brampton has experienced consistent growth.*

*“A character that sets Brampton positively apart from other municipalities in the region, is its rich range of multiculturalism and lifestyles”.*  
From City of Brampton 2040 Vision

Top 5 non-official languages spoken most often at home in the City of Brampton are Punjabi, Urdu, Gujarati, Tamil and Hindi.

#### City of Brampton:

The City of Brampton is one of the fastest-growing populations within the Greater Toronto Area. The child/youth population (0 to 19 years) accounts for 27.6% and youth (20 to 29 years) represents 13.9% of Brampton's total population. This is higher than Peel in both age groups (0-19 years, 25.3% and 20 to 29 years, 13.8%).

The chart below highlights some of the key population data. In addition to the high child/youth population, it should be noted that Brampton also contains a high immigrant population (52.3%) and visible minority population (73.3%) in comparison to the Peel Region's immigration population (51.5%) and visible minority population (62.3 %).

Population			
	City of Brampton		Peel Region
<b>Total Population</b>	<b>593,640</b>		1,381,740
Children (0 to 14 years)	<b>120,240</b>	<b>20.3%</b>	18.3%
Youth (15 to 19 years)	<b>42,820</b>	<b>7.2%</b>	7.0%
Youth (20 to 24 years)	<b>42,800</b>	<b>7.2%</b>	7.3%
Youth (25 to 29 years)	<b>40,200</b>	<b>6.8%</b>	6.6%
Adult (30 to 64 years)	<b>281,305</b>	<b>47.4%</b>	48.0%
Seniors (65 years and over)	<b>66,270</b>	<b>11.2%</b>	12.8%
Immigrants	<b>308,785</b>	<b>52.3%</b>	51.5%
Recent Immigrants (5 years or less)	<b>39,910</b>	<b>6.8%</b>	6.9%
Visible Minorities	<b>433,230</b>	<b>73.3%</b>	62.3%
Lone-parent Families	<b>28,565</b>	<b>17.4%</b>	17%
Mobility Status*	<b>13.25%</b>		12.1%

Source: Statistics Canada Census Data 2016

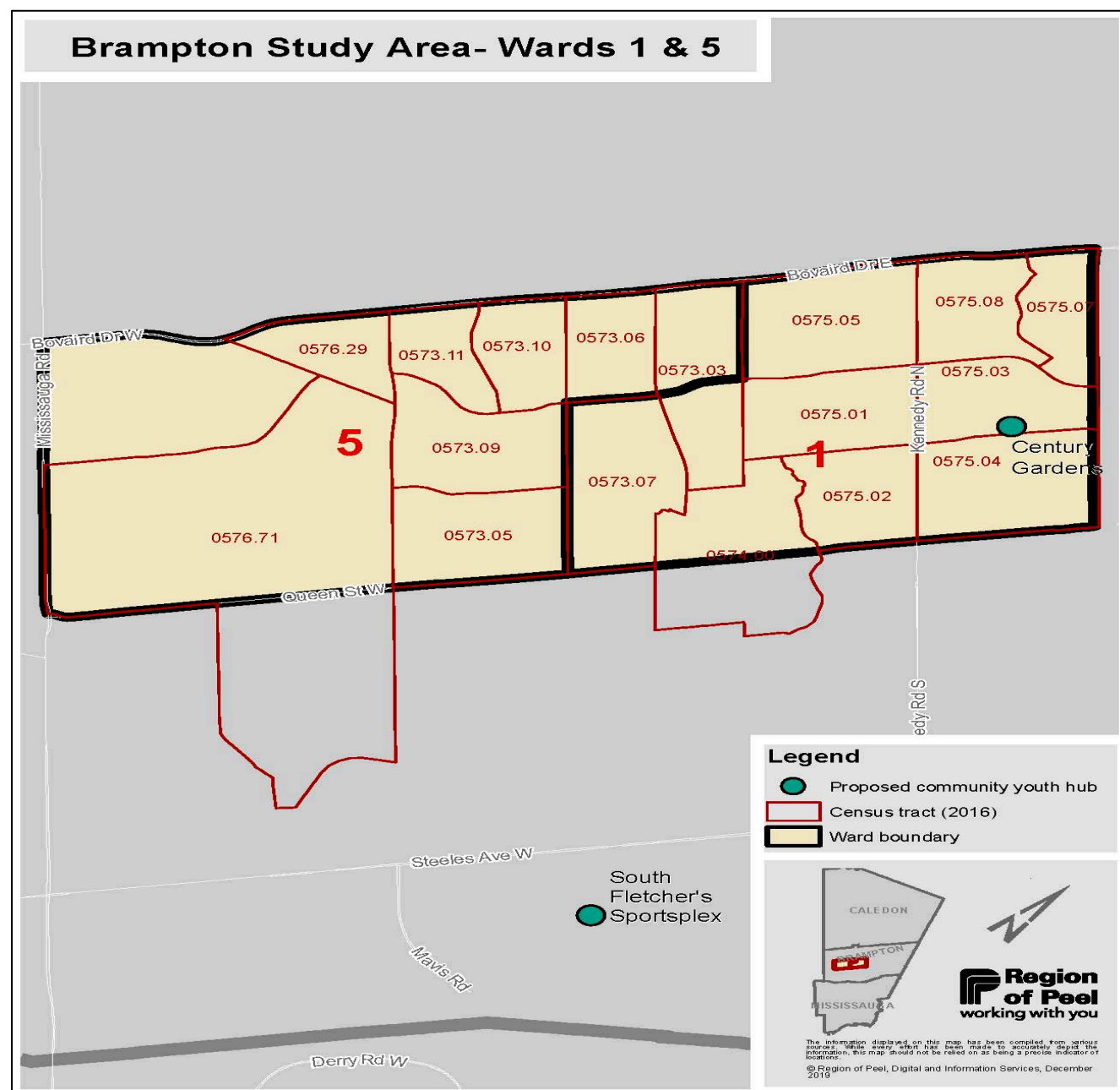
\*NOTE: Mobility Status: Proportion of population who have moved residences within the past year.



## Brampton Study Areas Socio-Demographic Information:

### Century Gardens Study Area Socio-Demographic Information

The Century Gardens study area was defined in consultation with City of Brampton staff, it includes Wards 1 and 5 for the purpose of data and information collected within this report. The proposed community youth hub location is the vacated Lawn Bowling Clubhouse located at 340 Vodden Street East, Brampton in Ward 1.



**\*NOTE:** census tract data geography is different than wards, census tracts can cross ward boundaries. All census tracts that are part of a ward have been included in the report.

## Century Gardens Study Area Socio-Demographic Information

**Total Population:** 107,675

**Child-Youth Population:** Similar to the City of Brampton (27.6%), the percentage of child/youth (0 to 19 years) is 27.1% or 29,240. The child-youth population is higher in Peel Region (25.5%). Older youth (age 20 to 29 years) represents 13.4% of the population.

**Senior Population:** The population of seniors (65 years plus) that reside within this study area is 11,550 (10.7%), in the range of the City of Brampton's senior population (11.2%) and lower than the Peel Region percentage (12.8%).

**Lone-parent Families:** The proportion of lone-parent families within this study area is 20.4% or 6,145. This exceeds the City of Brampton percentage (17.4%) and Peel Region (17%).

**Visible Minority:** The visible minority population within the study area is 70,265 or 65.3%. This is lower than the City of Brampton population (73.3%) and in the range of Peel Region (62.3%).

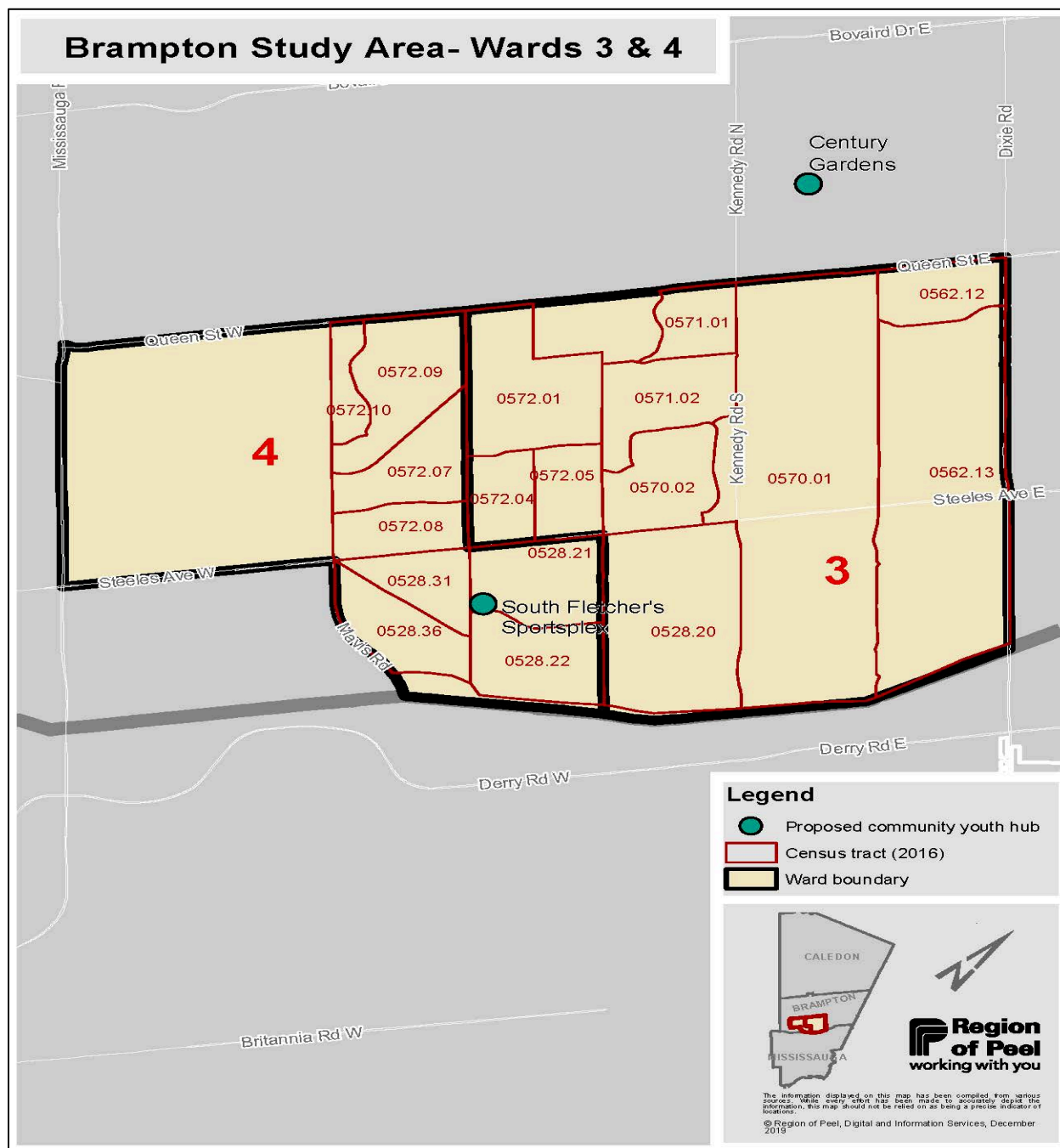
**Immigration Status:** There are 52,565 (48.8%) immigrants in this study area which is slightly lower than the City of Brampton (52.3%) and Peel Region (51.5%). Of the study area's total immigrant population, 6,370 are recent immigrants who have been in Canada for less than five years.

**Mobility Status:** The proportion of the population that have moved residences within the past year is 13.7% in this study area, this is similar to the City of Brampton (13.2%), however greater than Peel Region (12.1%).

## Brampton Study Areas Socio-Demographic Information:

### South Fletcher's Study Area Socio-Demographic Information

The South Fletcher's study area was defined in consultation with City of Brampton staff, it includes Wards 3 and 4 for the purpose of data and information collection within this report. The proposed community youth hub location is the first floor of the South Fletcher's Sportsplex located at 500 Ray Lawson Boulevard, Brampton, within Ward 4.



**\*NOTE:** census tract data geography is different than wards, census tracts can cross ward boundaries. All census tracts that are part of a ward have been included in the report.

## South Fletcher's Study Area Socio-Demographic Information

**Total Population:** 107,120

**Child-Youth Population:** This study area also has a high percentage of youth (0 to 19 years) at 25.1% or 26,890, slightly lower than the City of Brampton (27.6%) and Peel Region (25.5%). Older youth (age 20-29 years) represents 15.5% of the population.

**Senior Population:** Within this study area 13,980 (13.1%) seniors (65 years plus) reside, greater than the City of Brampton senior population (11.2%) and Peel Region (12.8%).

**Lone-parent Families:** The proportion of lone-parent families within this study area is 19.3% or 5,720, higher than the City of Brampton population percentage (17.4%) and Peel Region (17%).

**Visible Minority:** The visible minority population within the study area is 75,395 or 70.4%. This is lower than the City of Brampton population (73.3%) however higher than Peel Region 62.3%.

**Immigration Status:** There are 56,580 (52.8%) immigrants in this study area, higher than both the City of Brampton (52.3%) and Peel Region (51.5%). Recent immigrants (less than five years) totals 8,930.

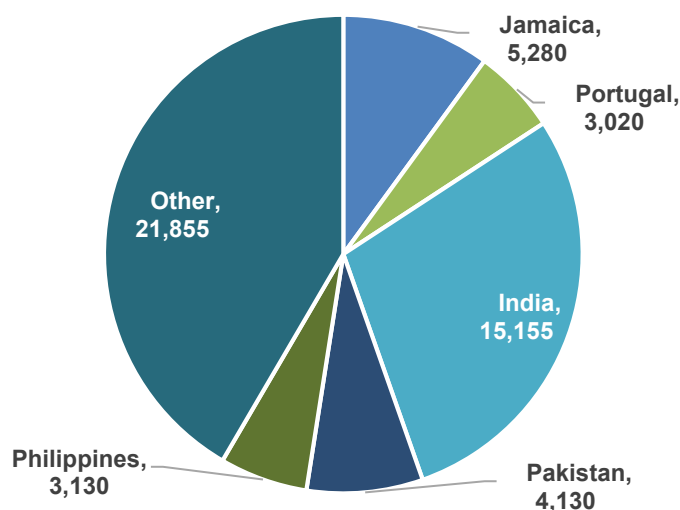
**Mobility Status:** The proportion of the population that have moved residences within the past year is 14.7%, which is greater than the City of Brampton (13.2%) and Peel Region (12.1%).

## Immigration Population Information:

### Places of Birth by Study Area

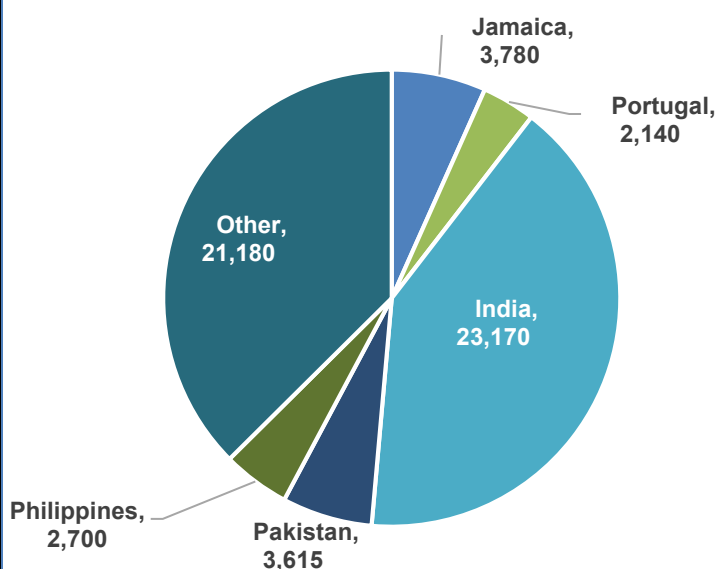
The top place of birth across both study areas is India, however the representation within the South Fletcher's study area is greater. This is similar to the City of Brampton and Peel Region. Jamaica is the second most common place of birth in both study areas which is similar to the City of Brampton, however Pakistan is the second most common place of birth in Peel Region.

**TOP PLACES OF BIRTH  
CENTURY GARDENS STUDY AREA**



Top 5 non-official languages spoken most often at home in Century Gardens are Punjabi, Urdu, Portuguese, Spanish and Gujarati.

**TOP PLACES OF BIRTH  
SOUTH FLETCHER'S STUDY AREA**



Top 5 non-official languages spoken most often at home in South Fletcher's are Punjabi, Urdu, Hindi, Gujarati and Tamil.

**Source:**  
Statistics  
Canada  
Census Data  
2016

## 2. Economic Opportunity

Economic opportunities include data indicators for income, shelter costs, employment, and education that contribute to the economic opportunities of an individual and community.

### QUICK FACTS....

*For youth up to age 19 years, 66% can find employment within the City of Brampton; however, older youth (20-29 years) reported the need to travel outside of the City for employment (40%).  
City of Brampton, Youth Engagement Survey*

*Important issues facing Brampton Youth include affordable housing, food, entertainment, transportation and recreation programs.  
City of Brampton, Youth Engagement Survey & Region of Peel, Community Consultation*

### Prevalence of Low-Income Status by Study Area:

Residents who have low income or no income are some of the most vulnerable populations; they have difficulty meeting basic needs, which can affect their health and well-being. In the City of Brampton, 11.3% or 66,945 individuals have a low-income status based on the after-tax low-income measure (LIM-AT)\*. In Peel Region, the percentage is higher at 12.8%.

Prevalence of Low-Income Status			
Study Area	Total Population	Number of Persons In low income	Percentage
Century Gardens	107,675	12,680	11.8%
South Fletcher's	107,120	16,330	15.2%
City of Brampton	590,960*	66,945	11.3%
Peel	1,372,640*	175,980	12.8%

Source: Statistics Canada, Census of Canada 2016

**NOTE:** Low-income status is based on the after-tax low-income measure (LIM-AT)

\*Low income data is derived from 25% sample Census data and therefore population totals here may differ from those found in other sources.

South Fletcher's study area has a greater percentage (15.2%) of individuals experiencing low-income compared to the Century Gardens (11.8%) study area. However, both study areas have a higher percentage of individuals in low-income than the City of Brampton (11.3%) overall and South Fletcher's is higher than Peel (12.8%).

### Household Income Spent on Shelter:

According to the Canada Mortgage and Housing Corporation (CMHC), housing costs are considered affordable if they are less than 30% of a household's pre-tax income. Both study areas have a sizable percentage of households spending greater than 30% of their income on shelter costs. Peel Region and the City of Brampton are similar.

Household Shelter Costs			
Study Area	Total Owner and Tenant Households	Household Spending (30% or more of income on shelter)	Percentage
Century Gardens Study Area	33,070	11,090	33.5%
South Fletcher's Study Area	33,950	12,025	35.4%
City of Brampton	167,930	56,455	33.6%
Peel Region	429,575	136,655	31.8%

Source: Statistics Canada Census Data 2016

**NOTE:** Household shelter cost data is derived from 25% sample Census data and therefore totals may differ from those found in other sources.

### Unemployment Rates:

The unemployment rate measures unemployment and is expressed as a percentage of the total labour force, which is the proportion of the population 25 years and over in the labour force who reported that they were unemployed in the reference period. Both study areas have a slightly higher unemployment rate than Peel Region and the City of Brampton.

Labour Force Participation & Unemployment			
Study Area	Total Labour Force	Total Unemployed	Unemployment Rate
Century Gardens Study Area	50,775	3,350	6.6%
South Fletcher's Study Area	48,370	3,335	6.9%
City of Brampton	272,940	17,090	6.3%
Peel Region	644,480	40,200	6.2%

Source: Statistics Canada Census Data 2016



### Youth Labour Force Participation:

The number of unemployed youth ages 15 to 24 years in the City of Brampton and Peel Region is about 20%, with both study areas having approximately the same rate.

Youth (15-24 years) Labour Force Participation			
Study Area	Total Labour Force	Total Unemployed	Unemployment Rate
Century Gardens Study Area	8,090	1,650	20.4%
South Fletcher's Study Area	8,970	1,815	20.2%
City of Brampton	46,680	9,465	20.3%
Peel	108,620	21,425	19.7%

Source: Statistics Canada Census Data 2016

### Post-Secondary Education (15 years and older):

Post-secondary education refers to those whose highest level of educational attainment is an apprenticeship, trades certificate, diploma college, or other non-university certificate or diploma; university certificate or diploma below bachelor level; or a university degree at any level.

Post-Secondary Education*				
Study Area	Total Population with Post-Secondary	Percentage	Total Population with Study Outside Canada	Percentage
Century Gardens	42,410	49.4%	15,805	18.4%
South Fletchers	45,330	51.8%	18,940	21.6%
City of Brampton	234,355	49.8%	93,630	19.9%
Peel	612,040	54.7%	239,295	21.4%

Source: Statistics Canada, Census of Canada 2016

\*NOTE: 15 years and over



### 3. Community Belonging and Resident Engagement

Resident engagement and community belonging refers to information about how connected people feel to their neighbourhood.

#### QUICK FACTS....

*The City of Brampton asked 911 youth, what makes them least proud of Brampton, and the two main themes that emerged were: boredom and a lack of entertainment followed by safety.*

*City of Brampton, Youth Engagement Survey*

*There is an increase in international students in both study areas attending local educational institutions. Youth-serving agencies expressed concern that these students are vulnerable and at greater risk of becoming victims of human trafficking, experiencing social isolation and mental illness.*

*Region of Peel, Community Consultation*

#### Sense of Belonging

The extent to which residents feel connected in their neighbourhood contributes to the overall well-being of an individual. According to Statistics Canada, a sense of belonging is highly correlated to physical and mental health, even when age, socio-economic status and other factors are considered.

The Canadian Community Health Survey (2017) indicate that 31% of Century Gardens residents (12+ years) self-reported a low sense of belonging to their community. Similarly, South Fletcher's residents also reported a low sense of belonging to their community (34%), which is higher than the City of Brampton (31.9%) and Peel Region (32.6%).

#### Resident Engagement

##### Recreation Program Usage:

The City of Brampton offers a variety of recreation programming, the following chart demonstrates the proportion of population in a registered or a member of one or more recreation programs.

Recreation Program Usage*		
Study Area	Ward	Proportion of Population Accessing Programs
Century Gardens	1	17.55%
	5	19.86%
South Fletcher's	3	17.41%
	4	18.65%
City of Brampton		19.76%

Source: City of Brampton Community Services: Recreation Division (2017)

**Recreation Program Subsidies:** The City of Brampton's ActiveAssist program is a fee subsidy program designed to help low-income families and individuals participate in recreation programs. The program continues to grow annually; in 2019, 12,571 individuals were enrolled in the program.

**Library Usage\*:** Over 20% of the population across both study areas access the Library, similar to City of Brampton (21.9%). The greatest usage is in Ward 3, within the Century Gardens study area (23.9%) which has the Four Corners Library Branch.

\*NOTE: Recreation and Library comparative data is not available for Peel Region, as programs vary across municipalities.

## 4. Safety

Safety refers to criminal activity within the study areas. Resident perceptions of safety in their community is also an important indicator of community well-being and vitality.

### QUICK FACTS....

*In 2019, the City of Brampton established the Brampton Community Safety Advisory Committee, which includes strong representation from residents, businesses and organizations. The Region of Peel also participates on this Committee.*

*Concerns about increased drug use by youth across all demographics and income.*

*Region of Peel, Community Consultation*

Crime Activity (2019) *				
Study Area	Population	Total Crimes	Percentage of Brampton Crimes	Per Capita (per 100)
Century Gardens	107,675	1,002	18.9%	.93
South Fletchers	107,120	1,330	25.2%	1.2
City of Brampton	593,640**	5,283	100 %	.89
Peel Region	1,381,740**	11,944	n/a	.86

Source: Peel Regional Police: Crime Data 2019

**\*NOTE:** Includes the following crimes: auto theft, break-in, homicide, mischief, robbery and theft from a vehicle. The statistics provided are a brief summary of the criminal activity within the communities listed. Some extrapolation has been conducted to generalize the crime trends in those neighborhoods. These statistics do not reflect the detailed nature of some of the concerns, for official statistics please refer to the official statistics released in the Peel Regional Police Annual Statistical report.

**\*\*NOTE:** Chart using Statistics Canada 2016 Census, 100 % population data and 2019 crime data.

Of the total number of reported crimes in the City of Brampton, 1,330 or 25.2% of those reported crimes occurred within the South Fletcher's study area. Century Gardens has a lower rate of 18.9% or 1,002. Through a per capita perspective, South Fletcher's had 1.2 crimes for every 100 people, Century Gardens is .93 crimes for every 100 people. South Fletcher's per capita crime rate is greater than the City of Brampton (.89) and Peel Region (.86)

## 5. Health

Health data includes information related to how healthy people feel, children's readiness for school and general health and well-being.

### QUICK FACTS....

*Century Gardens Study Area (Data Zone B2):  
The leading causes of death among those 20 years and older are: ischemic heart disease, dementia and Alzheimer's disease and injuries or poisonings.*  
Peel Public Health

*South Fletcher's Study Area (Data Zone B3):  
The leading causes of death among those 20 years and older are: ischemic heart disease, lung cancer and stroke.*  
Peel Public Health

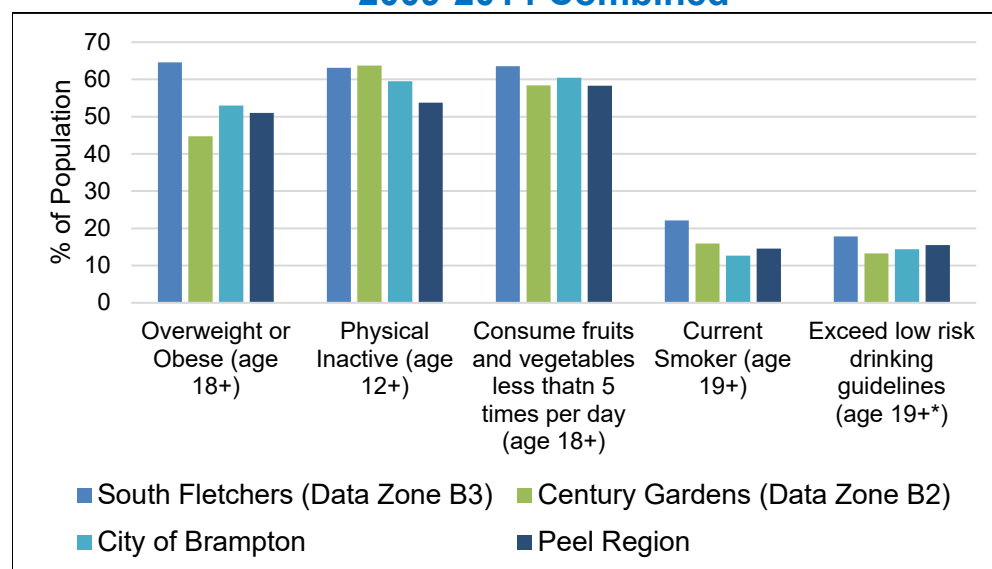
The problem of illness and unnecessary loss of life arises in large part because of conditions in which people are born, grow, work and age.<sup>2</sup> Good health is an important factor of overall well-being and quality of life.

### General Health and Well-Being:

The 2009-2014 General Health and Well-being table below, shows that in comparison to Peel Region, adult residents in the neighbourhood consisting of South Fletcher's study area (\*Data Zone B3/Wards 3 and 4) have significantly higher physical inactivity during leisure time, higher general fertility rate and higher infant mortality rate. The pre-term live births rate in the neighbourhood consisting of Century Gardens study area (Data Zone B2/Wards 1 and 5) is 1.5 times higher (12.4%) when compared to Peel (8.2%). Similarly, adult obesity, physical inactivity and smoking rates are significantly higher than that of Peel Region.

\*Estimates for specific Peel Wards were not available therefore estimates by Data Zone were provided instead. The geographic boundaries of Data Zone B2 most closely align with the boundaries of Peel Wards 1 and 5 and Data Zone B3 most closely aligns with Wards 3 and 4. More information about the Peel Data Zones is available on the [Health Status Data Website](#).

### General Health and Well-Being Summary 2009-2014 Combined



\* Use estimate with caution

**Current smoker** is defined as a person who currently smokes daily or occasionally, has smoked at least 100 cigarettes in their lifetime and some in the past 30 days. **Low risk drinking** includes females who have nine or less drinks in the past week, males who have 14 or less drinks in the past week and no more than two drinks on each day of the week for both males and females.

**Source:** Canadian Community Health Survey File, 2009/2010, 2011/2012, 2013/2014, Statistics Canada, Ontario Ministry of Health and Long-Term Care.

<sup>2</sup> Peel Health Data Zone Profiles [Internet]. Mississauga (ON): Peel Public Health, Population Health Assessment; [updated 2016 Jun 22; cited 2020 Feb 10]. Available from: <http://www.peelregion.ca/health/statusdata/Datazone/>

## Self-rated Health

An additional health indicator is self-rated health, which is the proportion of population (aged 12+ years) that rate their health as fair or poor. Within the Century Gardens study area, 14.5% reported fair or poor health, South Fletcher's study area is lower at 12.3%. Both study areas have a greater proportion of self-rated fair or poor health than the City of Brampton (9.9%) and Peel Region (11.1%).

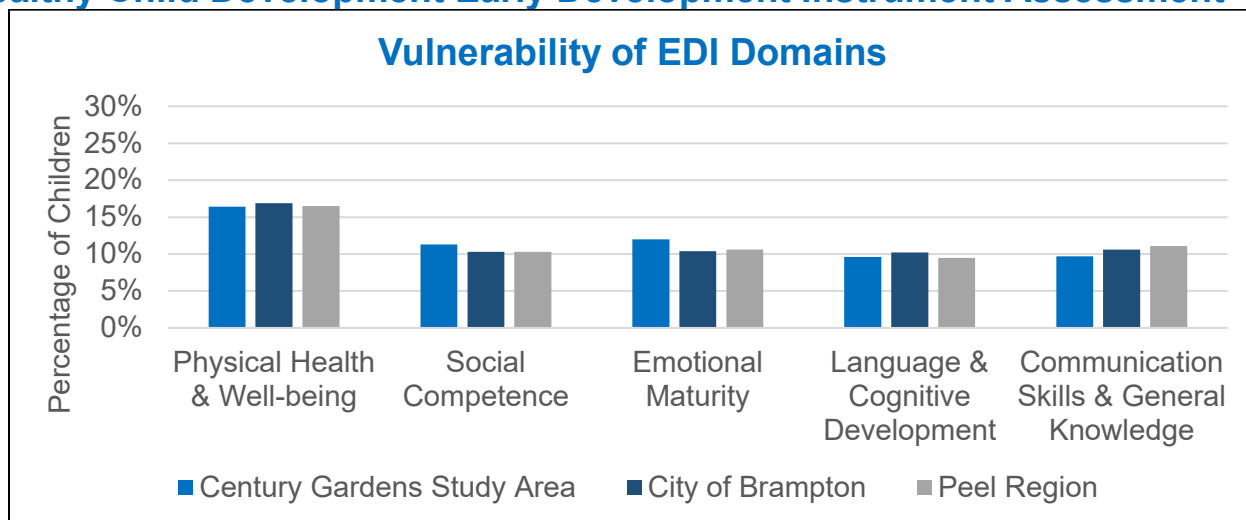
## Healthy Child Development:

One of the ways to show healthy child development is through the *Early Development Instrument (EDI)*, which assesses the child's readiness to learn and meet school demands such as holding a pencil, listening to the teacher and remembering to follow rules. The instrument focuses on several areas of school readiness: physical health and well-being; social competence; emotional maturity; language and cognitive development; and communication skills and general knowledge.

## Century Gardens Study Area:

The physical health and well-being domain is the area of most vulnerability for the Century Gardens study area. This domain scored 16.4%, slightly lower than the City of Brampton (16.9%) and Peel Region (16.5%).

## Healthy Child Development Early Development Instrument Assessment



EDI Domains	Century Gardens Study Area	City of Brampton	Peel Region
Physical Health & Well-being	16.4%	16.9%	16.5%
Social Competence	11.3%	10.3%	10.3%
Emotional Maturity	12.0%	10.4%	10.6%
Language & Cognitive Development	9.6%	10.2%	9.5%
Communication Skills & General Knowledge	9.7%	10.6%	11.1%

**Source:** Health Services, Region of Peel 2014 – 2015  
Early Development Instrument Assessment - 2018

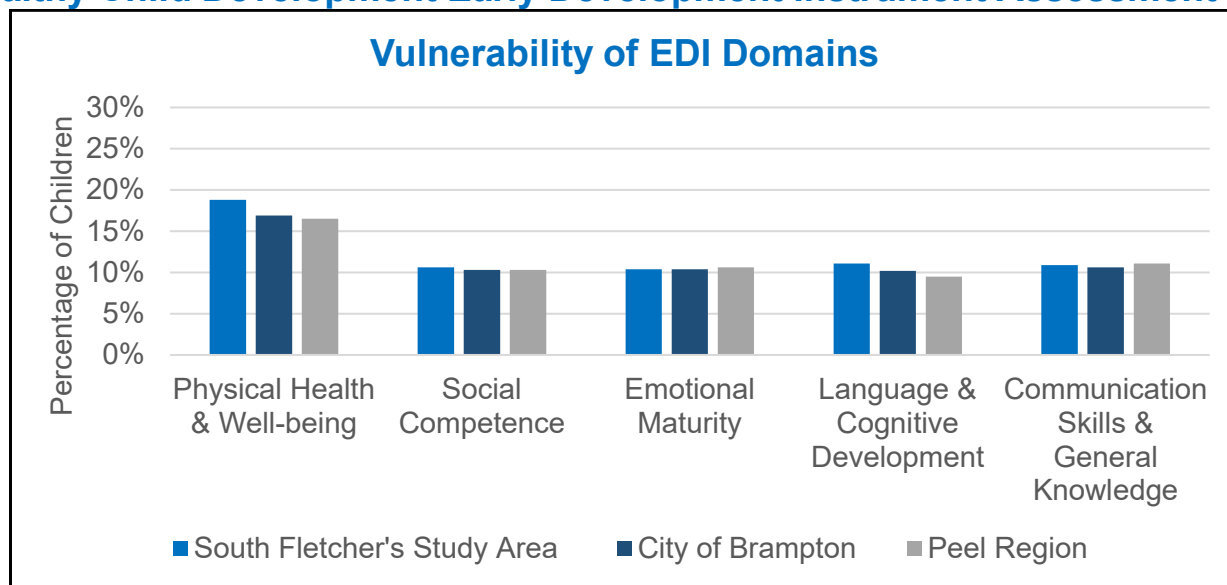
**\*NOTE:** Vulnerability describes the children who score below the 10th percentile cut-off of the Ontario baseline population. Vulnerability data indicates a percentage of children who are struggling in comparison to the Ontario Baseline data.

## Healthy Child Development:

### South Fletcher's Study Area

The South Fletcher's study area had a greater vulnerability in the Physical Health and Well-being domain (18.8%), higher than the City of Brampton (16.9%) and Peel Region (16.5%).

## Healthy Child Development Early Development Instrument Assessment



EDI Domains	South Fletcher's Study Area	City of Brampton	Peel Region
Physical Health & Well-being	18.8%	16.9%	16.5%
Social Competence	10.6%	10.3%	10.3%
Emotional Maturity	10.4%	10.4%	10.6%
Language & Cognitive Development	11.1%	10.2%	9.5%
Communication Skills & General Knowledge	10.9%	10.6%	11.1%

**Source:** Health Services, Region of Peel 2014 – 2015

Early Development Instrument Assessment - 2018

**\*NOTE:** Vulnerability describes the children who score below the 10th percentile cut-off of the Ontario baseline population. Vulnerability data indicates a percentage of children who are struggling in comparison to the Ontario Baseline data.

### Socioeconomic Vulnerability Index:

The chart below relies on the Peel District School Board's 2017 Socioeconomic Vulnerability Index (SVI), which replaces the Social Risk Index. The new index uses a six-step process, through which five variables were chosen (Median household Income, Percent Living in Poverty, Percent Homeowners, Percent without a High School Diploma, Percent with University Degree); to identify the most important neighbourhood-level factors affecting student success and academic achievement for Peel District School Board (*note: index data only available from the Peel District School Board*). Schools are categorized based on their scores into 6 clusters, with cluster 1 representing low vulnerability and cluster 6 very high vulnerability.

The most recent report was published in 2019 based on 2017 data. Both proposed hub locations have a total of seven Public elementary schools within a 3 km walking distance. All schools within both study areas are classified as having either a 'somewhat high' to 'high' socioeconomic vulnerability score, except for a secondary school in the South Fletcher's study area. The Century Gardens study area has two Public secondary schools within 3 kms that score 'moderate' and 'high' socioeconomic vulnerability. The South Fletcher's study area has one Public secondary school within proximity that has a 'high' socioeconomic vulnerability.

	Century Gardens		South Fletcher's	
	Number of Schools (within 3 kms)	SIV Cluster	Number of Schools (within 3 kms)	SIV Cluster
Elementary Schools	5	5 – High	4	5 - High
	2	4 - Somewhat High	3	4 - Somewhat High
Secondary Schools	1	5 – High	1	3 – Moderate
	1	3 – Moderate		

Source: Peel District School Board's 2017 Socioeconomic Vulnerability Index (2017)

These scores indicate that there is a considerable quantity of youth within proximity to the two proposed youth hubs that are experiencing poverty and lower than average household educational attainment rates. This specific demographic is traditionally marginalized and often face barriers to accessing services.



## Dental Health:

The Region of Peel Public Health collects children's oral health data through dental screenings in all publicly-funded elementary schools.

### Century Gardens Study Area

Screening data collected in the 2018-2019 school year in the Century Gardens study area showed that 66.6% of children in these schools had a dental need which is comparable to the dental need of all children screened in the same year in the City of Brampton (64.9%) and Peel Region (65.5%). Identified dental needs include urgent conditions such as infection and tooth decay that can cause pain, non-urgent conditions such as early tooth decay and preventive dental needs such as cleanings, topical fluoride applications and dental sealants. As for children with urgent dental needs in this area, 9.2% of children were identified. This is similar to the City of Brampton (9.9%) and Peel Region (10.1%) for all children screened. The preventive dental needs for children in the Century Gardens study area are 51.4%, which is similar to the proportion for all children screened in the City of Brampton (49.6%) and Peel Region (50.4%). Additionally, the non-urgent dental needs of children in the study area are (6%), comparable to those for all children screened in the City of Brampton (5.4%) and Peel Region (6%).

### South Fletcher's Study Area

Screening data collected in the 2018-2019 school year in the South Fletcher's study area showed that 70.8% of children in these schools had a dental need. This is slightly higher than the proportion of children screened in the same year in the City of Brampton (64.9%) and Peel Region (65.5%). Identified dental needs include urgent conditions such as infection and tooth decay that can cause pain, non-urgent conditions such as early tooth decay and preventive dental needs such as cleanings, topical fluoride applications and dental sealants. In the South Fletcher's study area, a higher proportion (12.3%) of children were identified with urgent dental needs compared to the City of Brampton (9.9%) and Peel Region (10.1%). Additionally, 52.3% of children were identified with preventive dental need which is higher than all children screened in the City of Brampton (49.6%) and Peel Region (50.4%). Additionally, the non-urgent dental needs of children in the study area are (6.1%), comparable to those for all children screened in the City of Brampton (5.4%) and Peel Region (6%).

Oral Health				
Study Area	Dental Need (%)	Urgent Dental Needs (%)	Non-urgent Dental Needs (%)	Preventive Dental Needs (%)
Century Gardens	66.6%	9.2%	6.0%	51.4%
South Fletcher's	70.8%	12.3%	6.1%	52.3%
City of Brampton	64.9%	9.9%	5.4%	49.6%
Peel Region	65.5%	10.1%	6.0%	50.4%

**Source:** Ontario Oral Health Information Support System (OHISS), 2019, Ministry of Health.

**NOTE:** The data collected through dental screenings are not representative of the overall population of the regions stated. The Region of Peel-Public Health collects children's oral health data through dental screenings in all publicly funded elementary and secondary schools. Peel Public Health provides dental screenings in all publicly funded elementary schools and reports on the following dental needs outcomes: Urgent dental needs, Non-urgent dental needs, Preventive dental.

## 6. Physical Environment

This domain includes data on dwellings, infrastructure such as retailers, natural resources, proximity to neighbours, and how easily residents are able to access fresh food.

### QUICK FACTS....

*Programs need to be in an accessible safe space and free; where youth are not judged.*  
Region of Peel, Community Consultation

*Older youth (18-25-years) want a dedicated youth space, not one shared with seniors. Joint occupied public spaces often deter youth from accessing.*  
Region of Peel, Community Consultation

### Century Gardens Study Area:

Century Gardens study area has several physical assets such as the Downtown Transit Terminal, Century Gardens Recreation Centre, Chris Gibson Recreation Centre, Algoma University and several parks. These assets contribute to the data indicator related to proximity to meeting spaces. Overall, there is good proximity to community meetings spaces however, Ward 1 has greater proximity to meeting spaces (54%), (Ward 5 – 5.7%). Both areas are lower than Peel Region (55.5%) however higher than the City of Brampton (49.9%).

Proximity to food retailers (fresh food retailers within a ten-minute walk) also varies across the two wards (Ward 1 – 47%, Ward 5 – 30%), compared to the City of Brampton (43.2%) and Peel Region (49.5%) This indicator does not consider the affordability of fresh food. It is important that factors such as food insecurity in relation to the low-income population be considered.

### South Fletcher's Study Area:

South Fletcher's study area has a variety of physical assets such as the Gateway Transit Terminal, South Fletcher's Sportsplex and Library, Sheridan College, Peel Regional Police Division (22), several parks and the Fletcher's Creek Trail System, shopping centres as well as many faith organizations. As a result, the data indicator related to proximity to community meeting spaces (Ward 3 – 77%, Ward 4 – 56%) and the indicator related to proximity to food retailers (Ward 3 – 62%, Ward 4 – 52%) are both positive and higher than the City of Brampton and Peel Region percentages in the chart below.

	City of Brampton	Peel Region
Proximity to Food Retailers	43.2%	49.5%
Proximity to Community Meeting Places	49.9%	55.5%

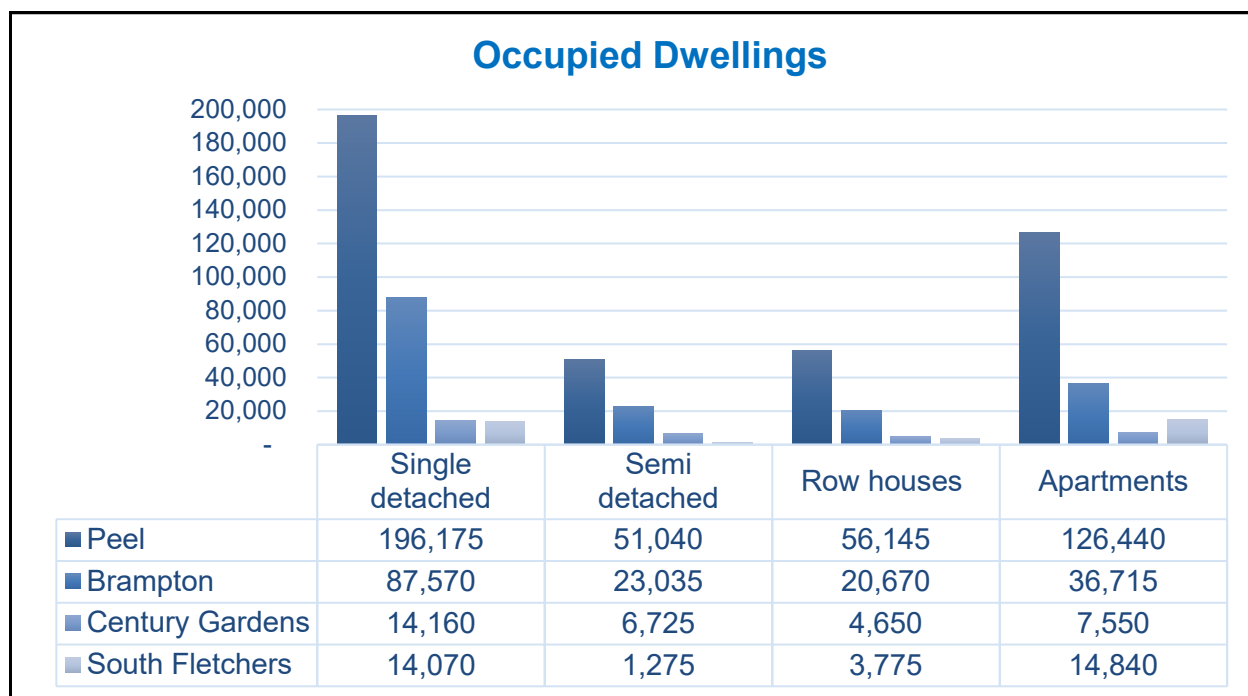
**Source:** Combination of Association of Public Health Epidemiologists of Ontario and City of Toronto methods. 2017

Similar to Century Gardens, considerations around food insecurity and low-income are also important.



## Types of Occupied Dwellings

A combination of dwellings can be found in both study areas, the majority are single detached. South Fletcher's has a greater number of apartments and Century Gardens has a greater number of semi-detached dwellings.



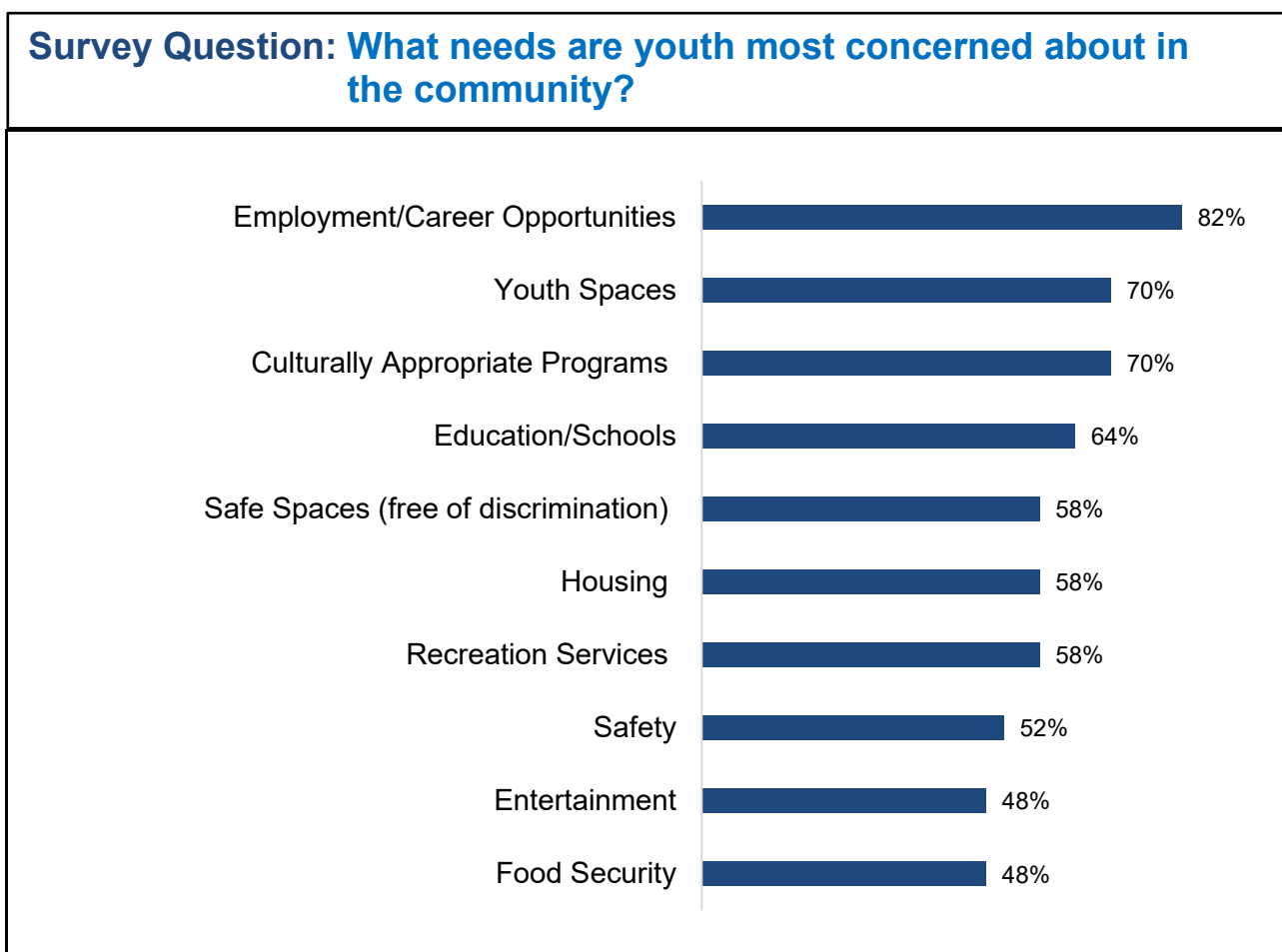
Source: Statistics Canada, Census of Canada 2016

## Community Consultation Input

### Stakeholder Survey:

As part of the needs analysis, Regional staff engaged youth and youth-serving stakeholders within the two study areas to participate in a survey to inform this report. A total of 53 stakeholders were invited to participate in a telephone or on-line survey of which 62% responded. The survey consisted of five questions as outlined in Appendix III.

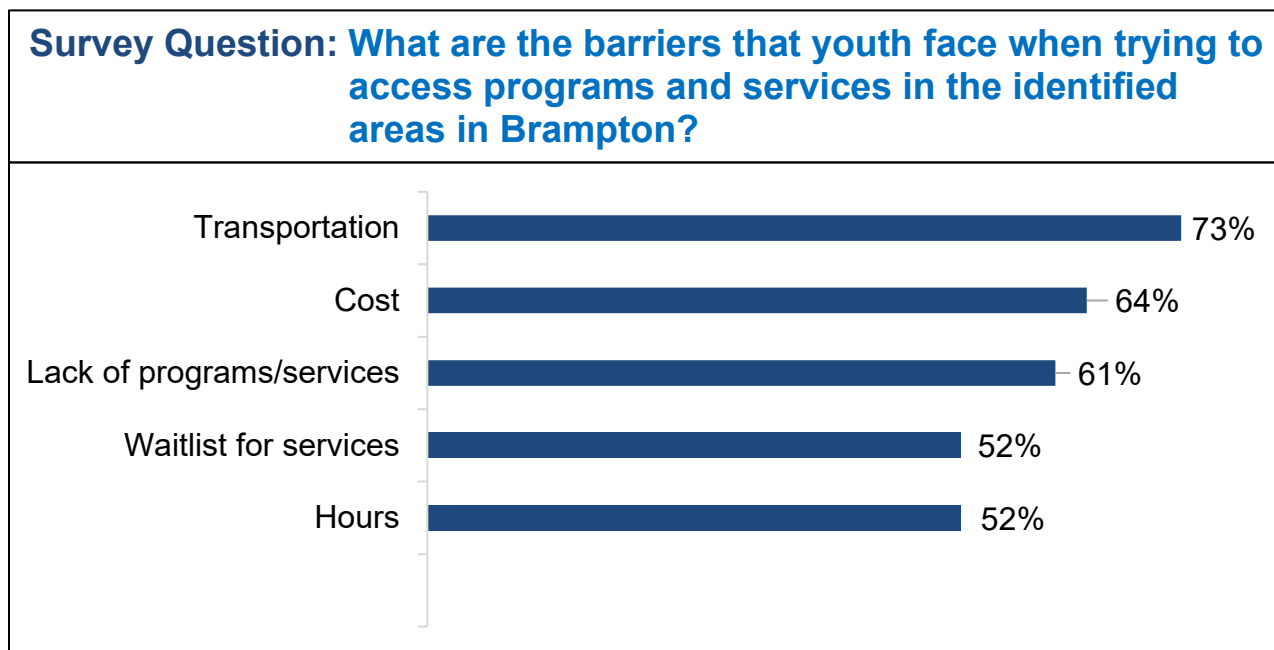
The survey respondents identified the following top ten concerns for youth in the community:



In addition, surveyed respondents identified additional concerns related to access to newcomer settlement services (36%), healthcare services (30%), accessibility for individuals with disabilities (27%), childcare (21%) and mental health (15%).

### Stakeholder Survey:

Survey respondents identified the following top five barriers youth face to access programs and services:



In addition, barriers related to discrimination and age limits (both 39%) were also identified.

### **Community Validation Meeting:**

Youth and youth-serving stakeholders were invited to a community validation meeting on January 14, 2020. A total of 22 individuals were provided with an overview of the preliminary data findings contained in this report and asked to validate the information and identify additional community assets to inform this report. Stakeholders were asked the following questions:

1. Does the data reflect what you know about the community?
2. Have there been any major changes over the last four years?
3. Is any information missing?

Through an asset mapping activity, stakeholders identified many community assets in both study areas including a large number of faith organizations, schools, accessible transit and other City services.

Stakeholders expressed concerns about increased drug use and substance abuse and social isolation of youth, especially international students. Many felt youth would benefit from a youth dedicated physical space that provides supports for a variety of needs including employment, training, recreation, mental health counselling, general life skills and access to information. Implementing a service system navigator model in the proposed community youth hubs could provide greater support for youth experiencing multiple barriers and youth-serving agencies providing referrals.

The community validation meeting reinforced initial findings and validated the report themes as outlined in the section titled Community Data Summary Themes.

## **Conclusion**

In light of the diversity and needs demonstrated in the two study areas, hubs represent a service model that can address the growing needs of these communities in an integrated and efficient manner.

The Community Data Summary confirms that within both study areas, youth are experiencing multiple challenges with insufficient access to supports. It is noted in the report that seniors (65 years plus) are a population that is growing across the City of Brampton. Aside from the two identified study areas, neighbourhoods within Ward 7 and 8 are experiencing low well-being.

In summary, the analysis of data, literature and community consultations, identified the emerging themes:

1. Economic
2. Safety
3. Health
4. Resident Engagement and Community Belonging

As resident needs, engagement and participation are not limited to the defined study area boundaries used within the Community Data Summary, it is important that future planning include additional consultation and engagement of diverse community groups and stakeholders. Given the high demand for social and health services across the study areas and municipality, it is anticipated that youth outside of the study areas will also access and benefit from the community hubs.

## **Appendix I: Methodology Data Limitations and Literature Sources**

### **Methodology**

The qualitative aspect of the report was coded on the basis of a systematic coding; the data was processed for quality and then broken down to identify preliminary codes. The data was further analyzed for distinct themes and concepts. Both qualitative and quantitative approaches were applied to the report.

The literature review included the following sources from the City of Brampton:

- Age-Friendly Strategy and Action Plan (2019)
- Community Youth Hub Feasibility Study (2019)
- Recreation: Youth Programs Report (2019)
- Youth Engagement: A Strategic Way Forward Report (2019)
- Brampton Youth Friendly Designation Survey (2019)
- Brampton Council Youth Delegation presentation (I.C.O.N.I.C) (2019-07-10)
- Living the Mosaic Brampton 2040 Vision (2018)
- Parks and Recreation Master Plan (2017)

Additional literature was also reviewed as part of this report. This include:

- Region of Peel, Term of Council Priorities 2018-2022
- Overview of Direct Intervention Approaches to Address Youth Gangs and Youth Violence (2018)
- The Socioeconomic Vulnerability Index (2017)
- The Opportunity Equation in the Greater Toronto Area (2017)
- Ontario Youth Action Plan (2012)
- The Review of the Roots of Youth Violence report (2008)

Regional staff conducted an online/telephone survey with youth or youth-serving stakeholders to inform the report and a community validation meeting provided with an overview of the preliminary data findings contained in this report. Youth and youth serving-stakeholders were asked to validate the information and identify additional community assets to inform this report.

## **Data Limitations**

As with all assessments, limitations and gaps exist that can inadvertently impact the ability to conduct an exhaustive analysis. The Region of Peel acknowledges that qualitative data may be subjected to self-reporting bias and demographic multiple-choice questions were mainly used to decrease attribution or exaggeration. Longitudinal effects also limit this report, as the data is at a point in time. The primary participants who administered the community survey, also collected, analyzed and interpreted the information presented.

The report relied on both quantitative and qualitative data from a small but sufficient sample size to identify the broader community's needs. Future analysis may be conducted, and additional data samples could be stratified from vulnerable, precariously housed and immigrant populations.

Much of the data in this report stems from Statistics Canada's 2016 Census. Ward level data as well as certain variables are derived from 25% sample data and therefore population totals used in some tables may differ from those found in other sources which are based on 100% sample.

## Appendix II: Organizations and Groups Serving Study Areas

The following lists are intended to provide a snapshot of the organizations and groups within each study area that could be engaged to inform planning and service delivery.

Century Gardens Study Area (Wards 1 & 5)	
Organizations & Groups	Address
<b>Child and Youth Services</b>	
ACCESS	75 Rosedale Avenue, Unit 4, Brampton ON
Brampton Caledon Community Living	34 Church Street W, Brampton ON
Centre for Education and Training	263 Queen St E, Unit 14, Brampton ON
John Howard Society Peel Halton Dufferin	134 Main St N, Brampton ON
Labour Community Services of Peel	10 Gillingham Dr, Unit 213, Brampton ON
One Voice One Team	100 Queen Street W, Brampton ON
Roots Community Services	36 Queen Street E, Brampton ON
Salvation Army, Correctional and Justice Services	44 Nelson Street W, Brampton ON
United Achievers	36 Queen Street E, Brampton ON
<b>Community and Recreation Centres</b>	
Bovaird House	563 Bovaird Drive E., Brampton ON
Brampton YMCA	20 Union Street, Brampton ON
Central Public School Recreation and Art Centre	24 Alexander Street, Brampton ON
Century Gardens	340 Vodden Street E., Brampton ON
Chris Gibson Recreation Centre	125 McLaughlin Road. N., Brampton ON
<b>Child Care Centres and Before &amp; After School Programs</b>	
Agnes Taylor (PLASP)	80 Beech Street, Brampton ON
Arnott Charlton (PLASP)	140 Winterfold Drive, Brampton ON
Brampton YMCA	20 Union Street, Brampton ON
Cherubs Cove Montessori Childcare Centre	98A Queen Street W., Brampton ON
Father C.W. Sullivan (PLASP)	62 Seaborn Road, Brampton ON
Garderie Du Cercle De L'Amitie (Carrefour des Jeunes)	375 Centre Street N., Brampton ON
Glendale (PLASP)	35 Sunset Boulevard, Brampton ON
Happy Life Centre	68 Rutherford Road N, Brampton ON
Harold F. Loughlin (YMCA)	39 Herkley Drive, Brampton ON
Homestead (PLASP)	99 Fletchers Creek Boulevard, Brampton ON
Kennedy Road North (YMCA)	9996 Kennedy Road, Brampton ON
Kingswood Drive (PLASP)	235 Kingsview Drive, Brampton ON
KRT Kiddies Kollege	141 Kennedy Road N., Brampton ON
Lullaboo Nursery and Child Care – Queen	1450 Queen Street W, Brampton ON
McClure (PLASP)	50 Parity Road, Brampton ON
Mini Skool – Brampton	178 Church Street E., Brampton ON
Montessori Leaders Casa	20 Red Maple Drive, Unit 1, Brampton ON
Mount Pleasant Montessori	15 Ashby Field, Units 1-4, Brampton ON
Northwood Public School (PLASP)	70 Gretna Drive, Brampton ON



<b>Century Gardens Study Area (Wards 1 &amp; 5)</b>	
<b>Organizations &amp; Groups</b>	<b>Address</b>
<b>Child Care Centres and Before &amp; After School Programs</b>	
Our Lady of Fatima (PLASP)	39 Sunset Boulevard, Brampton ON
Our Lady of Peace (YMCA)	15 Fincham Avenue, Brampton ON
Royal Academy Montessori Preschool	965 Bovaird Drive W, Unit 5,6,7, Brampton ON
Shining Stars Montessori School	811 Bovaird Drive W, Unit 16 Brampton ON
Songbirds Montessori - Ellen St	8 Ellen Street, Brampton ON
Songbirds Montessori School - Brampton West	9705 James Potter Road, Unit 1-3, Brampton ON
St. Anne (PLASP)	124 Vodden Street E., Brampton ON
St. Cecilia Catholic Elementary School (PLASP)	10 Brickyard Way, Brampton ON
St. Jean-Marie Vianney (PLASP)	75 Jordensen Drive, Brampton ON
St. Joachim (PLASP)	435 Rutherford Road. N., Brampton ON
St. Joseph (YMCA)	8 Parkway Avenue, Brampton ON
St. Maria Goretti Child Care Centre (Family Day Care)	121 Royal Orchard Drive, Brampton ON
St. Ursula (PLASP)	11 Dwellers Road, Brampton ON
St. Jacinta Marto (PLASP)	40 Fallowfield Road, Brampton ON
Westervelts (PLASP)	20 Brickyard Way, Brampton ON
Wonder Years Montessori	49 David Street, Brampton ON
<b>EarlyON Child and Family Centres</b>	
Homestead Public School	99 Fletcher's Creek Boulevard, Brampton ON
Mill Street	57 Mill Street N, Unit 105, Brampton ON
Springbrook Public School	145 Jordensen Drive, Brampton ON
St. Cecilia Catholic Elementary School	10 Brickyard Way, Brampton ON
<b>Early Years Services</b>	
Community Action Program for Children – St. Cecilia Catholic Elementary	10 Brickyard Way, Brampton ON
Peel Infant-Parent Program - Kennedy Road North	9996 Kennedy Road N, Brampton ON
<b>Health Services</b>	
Hope 24/7	10 Gillingham Drive, Unit 305, Brampton ON
Peel Manor	525 Main Street North, Brampton ON
<b>Emergency Food Services</b>	
Regeneration Community Outreach	156 Main Street N, Brampton ON
Sir John A. McDonald Senior Public School Community Fridge	250 Centre Street N, Brampton ON
St. Andrew's Food Bank	44 Church Street, Brampton ON
St. Anne's Food Assistance Program	115 Vodden Street E, Brampton ON
St. Vincent de Paul Food Bank	66 Main Street S, Brampton ON
Ste. Louise Outreach Centre of Peel Food Bank	32 Haggert Avenue N, Brampton ON

<b>Century Gardens Study Area (Wards 1 &amp; 5)</b>	
<b>Organizations &amp; Groups</b>	<b>Address</b>
<b>Places of Worship</b>	
Brampton Christian Family Church	9446 McLaughlin Road, Unit 11, Brampton ON
Brampton Church of Nazarene	68 Rutherford Road N, Brampton ON
Brampton Gospel Hall	6 Beech Street, Brampton ON
Christ Church Brampton	4 Elizabeth Street N, Brampton ON
Grace United Church	156 Main Street N, Brampton ON
Kingdom House Christian Centre	40 Holtby Avenue, Unit 3A, Brampton ON
St. Andrew's Presbyterian Church	44 Church Street E, Brampton ON
St. Anne's Roman Catholic Church	115 Vodden Street E, Brampton ON
<b>Schools</b>	
Agnes Taylor Public School*	80 Beech Street, Brampton ON
Algoma University – Brampton Campus	24 Queen St. E, Unit 102 Brampton ON
Arnott Charlton Public School*	140 Winterfold Drive, Brampton ON
Beatty Fleming Senior Public School	21 Campbell Drive, Brampton ON
Brampton Centennial Secondary School	251 McMurchy Avenue South, Brampton ON
Carrefour des Jeunes French Public Elementary School	375 Centre Street N, Brampton ON
Central Peel Secondary School*	32 Kennedy Road N, Brampton ON
David Suzuki Secondary School	45 Daviselm Drive, Brampton ON
Father C.W. Sullivan Catholic Elementary School	62 Seaborn Road, Brampton ON
Glendale Public School	35 Sunset Boulevard, Brampton ON
Gordon Graydon Senior Public School*	170 Rutherford Road N, Brampton ON
Harold F. Loughin Public School*	39 Herkley Drive, Brampton ON
Homestead Public School	99 Fletchers Creek Boulevard, Brampton ON
Ingleborough Public School	60 Ingleborough Drive, Brampton ON
James Potter Public School	9975 Creditview Road, Brampton ON
Jean Augustine Secondary School	500 Elbern Markell Drive, Brampton ON
Kingswood Drive Public School*	235 Kingswood Drive, Brampton ON
Lorenville Public School	10 Lorenville Drive, Brampton ON
Madoc Drive Public School*	49 Madoc Drive, Brampton ON
McClure Public School	50 Parity Drive, Brampton ON
North Park Public School*	10 North Park Drive, Brampton ON
Northwood Public School	70 Gretna Drive, Brampton ON
Our Lady of Fatima Catholic Elementary School	39 Sunset Boulevard, Brampton ON
Our Lady of Peace Catholic Elementary School	15 Fincham Avenue, Brampton ON
Sir John A. Macdonald Senior Public School*	250 Centre Street N., Brampton ON
Springbrook Public School	145 Jordensen Drive, Brampton ON
St. Anne Catholic Elementary School*	124 Vodden Street, Brampton ON
St. Cecilia Catholic Elementary School	10 Brickyard Way, Brampton ON
<b>NOTE: * Indicates schools that are located within a 3 km walking distance from the proposed youth hub location as referenced in Section 5: Health, Socioeconomic Vulnerability Index</b>	

<b>Century Gardens Study Area (Wards 1 &amp; 5)</b>	
<b>Organizations &amp; Groups</b>	<b>Address</b>
<b>Schools</b>	
St. Jacinto Marto Catholic Elementary School	40 Fallowfield Road, Brampton ON
St. Jean-Marie Vianney Catholic Elementary School	75 Jordensen Drive, Brampton ON
St. Joachim Catholic Elementary School*	435 Rutherford Road N, Brampton ON
St. Joseph Catholic Elementary School	8 Parkway Avenue, Brampton ON
St. Maria Goretti Catholic Elementary School	121 Royal Orchard Drive, Brampton ON
St. Roch Catholic Secondary School	200 Valleyway Drive, Brampton ON
St. Ursula Catholic Elementary School	11 Dwellers Road, Brampton ON
Westervelts Corners Public Elementary School	20 Brickyard Way, Brampton ON
<b>NOTE: * *Indicates schools that are located within a 3 km walking distance from the proposed youth hub location as referenced in Section 5: Health, Socioeconomic Vulnerability Index</b>	
<b>Employment</b>	
African Community Services of Peel	10 Gillingham Drive, Unit 308, Brampton ON
COSTI	227 Queen Street E, Brampton ON
COSTI Employment Services	10 Gillingham Drive, Unit 300, Brampton ON
The Centre for Education and Training	263 Queen Street Unit 14
<b>Settlement Services</b>	
African Community Services of Peel	10 Gillingham Drive, Unit 308, Brampton ON
Catholic Cross Cultural Services	164 Queen Street E, Brampton ON
COSTI	227 Vodden Street E, Brampton ON
COSTI Employment Services	10 Gillingham Drive, Unit 300, Brampton ON

<b>South Fletchers Study Area (Wards 3 &amp; 4)</b>	
<b>Organizations &amp; Groups</b>	<b>Address</b>
<b>Child and Youth Services</b>	
Big Brothers Big Sisters of Peel	71 West Drive, Unit 23, Brampton ON
Boys and Girls Club Peel	247 McMurchy Avenue S, Brampton ON
Catholic Family Services of Peel	60 West Drive, Unit 201 Brampton ON
Free for All Foundation	289 Rutherford Road S, Unit 10 Brampton ON
Rapport Youth and Family Services (ECLYPSE)	60 West Drive, Unit 101 Brampton ON
Rapport Youth and Family Services (ECLYPSE)	83 Kennedy Road S, Brampton ON
Skills for Change	2 County Court Boulevard., Brampton ON
The Journey Neighbourhood Centre	9 Ardglan Drive, Brampton ON
Volunteer MBC	7700 Hurontario Street, Unit 601, Brampton ON
<b>Community and Recreation Centres</b>	
Alderlea House	40 Elizabeth Street S, Brampton ON
CAA Centre Arena	7575 Kennedy Road S, Brampton ON
Flower City Seniors Recreation Centre	8870 McLaughlin Road South, Brampton ON
Ken Giles Recreation Centre	370 Bartley Bull Parkway, Brampton ON
Memorial Arena	69 Elliott Street, Brampton ON
Norton Place Park Community Centre	170 Clark Boulevard, Brampton ON
Peel Art Gallery Museum and Archives (PAMA)	9 Wellington Street E, Brampton ON
South Fletcher's Sportsplex	500 Ray Lawson Boulevard, Brampton ON
<b>Child Care Centres and Before &amp; After School Programs</b>	
Alpha Child Care II – Cathedral	3 Cathedral Road, Brampton ON
Bishop Francis Allen (PLASP)	325 McMurchy Avenue S, Brampton ON
Busy Bees Nursery School	168 Kennedy Road S, Brampton ON
Cherrytree (Family Day Care)	155 Cherrytree Drive, Brampton ON
Churchville (YMCA)	90 Bonnie Braes Drive, Brampton ON
Collegeside Early Learning Centre (Family Day Care)	7899 McLaughlin Road, Brampton ON
Copeland (PLASP)	5 Young Drive, Brampton ON
Eh to Zed Preschool Canada Early Learning Academy	17 Dean Street, Brampton ON
Eldorado (Family Day Care)	25 Wardsville Drive, Brampton ON
Helen Wilson (PLASP)	9 Abbey Road, Brampton ON
Hickory Wood (Family Day Care)	630 Ray Lawson Boulevard, Brampton ON
Little Bloomers Childcare Centre	153 Queen Street W, Brampton ON
Lullaboo Nursery and Child Care - Churchill	8015 Financial Drive, Brampton ON
McHugh (YMCA)	31 Craig Street, Brampton ON
Morton Way (PLASP)	200 Morton Way, Brampton ON

<b>South Fletchers Study Area (Wards 3 &amp; 4)</b>	
<b>Organizations and Groups</b>	<b>Address</b>
<b>Child Care Centres and Before &amp; After School Programs</b>	
New Steps 2 - Brampton (St. Augustine)	27 Drinkwater Road, Brampton ON
Parkway (PLASP)	24 Duncan Bull Drive, Brampton ON
Pauline Vanier (PLASP)	56 Oaklea Boulevard, Brampton ON
Pauline Vanier Early Learning Centre (PLASP)	56 Oaklea Boulevard, Brampton ON
Bright Path – Charolais	305 Charolais Boulevard, Brampton ON
Bright Path - Mill St.	224 Mill Street S, Brampton ON
Bright Path – Queen	685 Queen Street W, Brampton ON
Bright Path Queen Campus	255 Queen Street E, Brampton ON
Queen Street (PLASP)	20 Academic Drive, Brampton ON
Ray Lawson (Family Day Care)	725 Ray Lawson Boulevard, Brampton ON
Ridgeview (PLASP)	25 Brenda Avenue, Brampton ON
Sir Wilfrid Laurier (Caring for Kids)	364 Bartley Bull Parkway, Brampton ON
Sir Winston Churchill (YMCA)	89 Ardglen Drive, Brampton ON
Songbirds Montessori School Inc.	49 Wellington Street, Brampton ON
St. Alphonsa (PLASP)	60 Olivia Marie Road, Brampton ON
St. Brigid (PLASP)	81 Torrance Woods, Brampton ON
St. Francis Xavier (PLASP)	111 Bartley Bull Parkway, Brampton ON
St Kevin Early Learning Centre- PLASP	103 Malta Avenue, Brampton ON
St. Kevin-(PLASP)	103 Malta Avenue, Brampton ON
St. Mary (YMCA)	66 Main Street S, Brampton ON
St. Monica (PLASP)	60 Sterritt Drive, Brampton ON
<b>Early Years Services</b>	
Child and Family Learning Centre – Hickory Wood Public School	630 Ray Lawson Boulevard, Brampton ON
<b>EarlyON Child and Family Centres</b>	
Child and Family Learning Centre – Sir Winston Churchill Public School	89 Ardglen Drive, Brampton ON
Community Action Program for Children – Norton Lake	1155 Queen Street E, Brampton ON
Community Action Program for Children – The Journey Neighbourhood Centre	9 Ardglen Drive, Brampton ON
Early ON – Brampton Towers	95 Charolais Boulevard, Brampton ON
Early ON – Four Corners Library	65 Queen Street E, Brampton ON
Early ON – Orenda Court	80 Orenda Court, Apt 0B3, Brampton ON
Early ON – Sir Wilfrid Laurier Public School	364 Bartley Bull Parkway, Brampton ON
Morton Way Public School	200 Morton Way, Brampton ON
<b>Emergency Food Services</b>	
Catholic Family Services of Peel Good Food Brampton Community Kitchen	60 West Drive, Brampton ON
St. Leonard's Place	1105 Queen Street W., Brampton ON
St. Paul's United Church Food Bank	30 Main Street S, Brampton ON

<b>South Fletchers Study Area (Wards 3 &amp; 4)</b>	
<b>Organizations and Groups</b>	<b>Address</b>
The Knights Table	287 Glidden Road, Unit 4 Brampton ON
<b>Health Services</b>	
Canadian Mental Health Association	7700 Hurontario Street, Unit 314, Brampton ON
Healthy Start Prenatal Program– Fair Oaks	31 Fair Oaks Place, Brampton ON
Healthy Start Prenatal Program– Norton Lake	1155 Queen St E, Brampton ON
Moyo Health and Community Services	7700 Hurontario Street, Unit 601 Brampton ON
Peel Addictions Assessment Referral Centre	60 West Drive, Unit 116 Brampton ON
Reconnect Community Health Services	60 West Drive, Unit 207, Brampton ON
<b>Library</b>	
Four Corners Branch	65 Queen Street East, Brampton ON
South Fletcher’s Branch	500 Ray Lawson Boulevard, Brampton ON
<b>Places of Worship</b>	
Al Fajr Islamic Learning and Cultural Centre – Main Street Musallah	188 Main Street S, Unit 1, Brampton ON
Arulmigu Bhuvaneswari Amman	230 Wilkinson Road, Brampton ON
Augsburg Lutheran Church	224 Mill Street S, Brampton ON
Brampton Buddhist Mission Centre	133A Main Street S, unit A, Brampton ON
Brampton Evangelical Missionary Church	48 McLaughlin Road S, Brampton ON
Brampton Seventh Day Adventist Church	37 Millstone Drive, Brampton ON
Brampton Triumphant Church of God	28 Westwyn Court, Unit 7, Brampton ON
Calvary Baptist Church	7975 Hurontario Street, Brampton ON
Champion Life Centre	55 Hedgedale Road, Brampton ON
Chua Tu Thuyen Ni Tu – Vietnamese Buddhist Association of Canada	241 Queen Street W, Brampton ON
Church of God Sabbath – Keeping Ministries	6 Westwyn Court, Brampton ON
Church of Jesus Christ of Latter-Day Saints	200 Main Street S, Brampton ON
Cross Point Christian Reformed Church	444 Steeles Avenue W, Brampton ON
Family Life Worship Centre	25A Selby Road, Brampton ON
First Baptist Church	2 Wellington Street E, Brampton ON
Friends of Israel Gospel	21 Queen Street E, Unit 402, Brampton ON
Gauri Shankar Mandir Brampton	1061 Queen Street W, Brampton ON
Gurdwara Baba Nanak	79 Bramsteele Road, Brampton ON
Gurdwara Nanaksar Brampton	64 Timberlane Drive, Brampton ON
Jehovah’s Witnesses Kingdom Hall	90 McLaughlin Road S, Brampton ON
Living Word Community Church	170 Wilkinson Road, Unit 16, Brampton ON
Maa Chintpurni Mandir	8027 Churchville Road, Brampton ON
Masjid Ibrahim – Peel Islamic Cultural Centre	499 Ray Lawson Boulevard, Unit 28 Brampton ON



<b>South Fletchers Study Area (Wards 3 &amp; 4)</b>	
<b>Organizations and Groups</b>	<b>Address</b>
<b>Places of Worship</b>	
Masumeen Islamic Centre	7580 Kennedy Road S, Brampton ON
Our Lady of Fatima Church	101 Malta Avenue, Brampton ON
Revival Waves of Christ	222 Advance Boulevard, Unit 1, Brampton ON
Sri Guru Nanak Sikh Centre Brampton	99 Glidden Road, Brampton ON
St. Bartholomew's United Church	22 Abbey Road, Brampton ON
St. Eugene de Mazenod Parish	1252 Steeles Avenue W, Brampton ON
St. James The Apostle Anglican Church	3 Cathedral Road, Brampton ON
St. Jerome Parish	8530 Chinguacousy Road, Brampton ON
St. Mary's Catholic Church	66 Main Street S, Unit A, Brampton ON
St. Paul's United Church	30 Main Street S, Brampton ON
True Vine Ministries	188 Wilkinson Road, Unit 4, Brampton ON
<b>Schools</b>	
Adult Education Centre North	7700 Hurontario Street, Brampton ON
Bishop Francis Allen Catholic Elementary School	325 McMurchy Avenue S, Brampton ON
Brampton Centennial Secondary School*	251 McMurchy Avenue S., Brampton ON
Canada Christian Academy	22 Abbey Road, Brampton ON
Cardinal Leger Catholic Secondary School	75 Mary Street, Brampton ON
Centennial Senior Public School*	50 Ladore Drive, Brampton ON
Cherrytree Public School*	155 Cherrytree Drive, Brampton ON
Churchville Public School	90 Bonnie Braes Drive, Brampton ON
Copeland Public School	5 Young Drive, Brampton ON
Eldorado Public School	25 Wardsville Drive, Brampton ON
Fletchers Creek Public School*	92 Malta Avenue, Brampton ON
Helen Wilson Public School	9 Abbey Road, Brampton ON
Hickory Wood Public School*	630 Ray Lawson Boulevard, Brampton ON
Indus Community Services	245 Queen Street E, Brampton ON
John Knox Christian School	82 McLaughlin Road S, Brampton ON
McHugh Public School	31 Craig Street, Brampton ON
Morton Way Public School*	200 Morton Way, Brampton ON
Parkway Public School	24 Duncan Bull Drive, Brampton ON
Pauline Vanier Catholic School	56 Oaklea Boulevard, Brampton ON
Peel Alternative School North	315 Bartley Bull Parkway, Brampton ON
Queen Street Public School	635 Queen Street W, Brampton ON
Ray Lawson Public School*	725 Ray Lawson Boulevard, Brampton ON
<b>NOTE: * Indicates schools that are located within a 3 km walking distance from the proposed youth hub location as referenced in Section 5: Health, Socioeconomic Vulnerability Index</b>	

South Fletchers Study Area (Wards 3 & 4)	
Organizations and Groups	Address
<b>Schools</b>	
Ridgeview Public School	25 Brenda Avenue, Brampton ON
Sheridan College-Davis Campus	7899 McLaughlin Road S. Brampton ON
Sir Wilfrid Laurier Public School	364 Bartley Bull Parkway, Brampton ON
Sir William Gage Public School	635 Queen Street W, Brampton ON
Sir Winston Churchill Public School	89 Ardglen Drive, Brampton ON
St. Alphonsa Catholic Elementary School	60 Olivia Marie Road, Brampton ON
St. Augustine Catholic Secondary School	27 Drinkwater Road, Brampton ON
St. Brigid Catholic Elementary School	81 Torrance Woods, Brampton ON
St. Francis Xavier Catholic Elementary School	111 Bartley Bull Parkway, Brampton ON
St. Kevin Catholic Elementary School*	103 Malta Avenue, Brampton ON
St. Mary Catholic Elementary School	66 Main Street S, Brampton ON
St. Monica Catholic Elementary School	60 Sterritt Drive, Brampton ON
Turner Fenton Secondary School	7935 Kennedy Road S, Brampton ON
William G. Davis Senior Public School*	491 Bartley Bull Parkway, Brampton ON
<b>NOTE: * Indicates schools that are located within a 3 km walking distance from the proposed youth hub location as referenced in Section 5: Health, Socioeconomic Vulnerability Index</b>	
<b>Employment</b>	
Humber College Community Employment Services	1 Bartley Bull Parkway, Brampton ON
The Centre for Education and Training	7700 Hurontario Street, Unit 601, Brampton ON
<b>Settlement Services</b>	
Brampton Multicultural Centre	197 County Court Boulevard, Unit 303 Brampton ON
Indus Community Services	245 Queen Street E, Brampton ON



## Appendix III: Stakeholder Survey Questions

1. Are you a youth or youth stakeholder that live in or serve youth that live in?
  - South Fletcher's area and /or
  - Century Garden's area
2. Are you a part of or do you serve any of the following equity-seeking or marginalized youth populations?
  - Indigenous
  - LGBTQ2
  - Racialized
  - Newcomer
  - Homeless
  - Involved with the justice system
  - Dropped out of high school
  - Living in poverty
  - Teen parent
  - Other (please specify)
3. What needs are youth most concerned about in the community?
  - Accessibility for people with disabilities
  - Arts and cultural programs
  - Childcare or daycare
  - Culturally appropriate programs
  - Safe spaces free of all forms of discrimination (e.g. ageism, sexism, homophobia, racism etc.)
  - Education and schools (e.g. quality, options)
  - Employment and career opportunities
  - Entertainment (e.g. affordability, variety)
  - Food security (e.g. access, affordability, healthy options)
  - Health care services
  - Housing (e.g. quality, cost)
  - Newcomer and settlement programs/services
  - Recreation services
  - Safety (including crime and policing)
  - Youth spaces (e.g. age appropriate, accessible)
  - Other (please specify)

4. What are the barriers that youth face when trying to access programs and services in the identified areas in Brampton?
  - Transportation
  - Cost
  - Discrimination (e.g. ageism, sexism, homophobia, racism etc.)
  - Hours
  - Age limits
  - Waitlist for services
  - Lack of programs/services
  - Other (please specify):
5. Please feel free to share any additional comments on youth needs that were not reflected in the previous questions.

## **Appendix IV: Glossary of Terms**

**Apartment** Consists of duplexes, triplexes, row-duplexes, apartments proper, and dwelling units over or at the rear of a store or non-residential structure.

**Basement apartments** building types are based on visual inspection i.e. if a single detached house has a side entrance door with a mailbox it would be noted as a duplex. If someone lives in a basement and uses the main house door, it would like to be marked as a single detached house, since there is nothing to suggest otherwise from the exterior. It should also be noted that in the Census, an apartment could be owned (condo) or rented, since the Census reports on the physical structure type rather than the ownership type.

**Census** According to Statistics Canada, the Census [“provides a statistical portrait of Canada and its people”](#). The Census enables the government to collect social and economic information, which is then used to measure changes in population and economic factors, as well as cultural and social trends. The Census gathers information every five years and was last conducted in 2016.

**Census Tracts** (CTs) are small, relatively stable geographic areas that usually have a population between 2,500 and 8,000 persons.

**Dwelling** is a place of residence which includes an apartment or home (semi-detach or detached).

**Food security-** The Peel Food Charter defines food security as existing when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life.

### **Labour Force**

According to the standard definition employed by Statistics Canada, the employed are persons having a job or business, whereas the unemployed are without work, are available for work, and are actively seeking work. Together the unemployed and the employed constitute the labour force.

Persons not in the labour force are those who, during the reference week, were unwilling or unable to offer or supply labour services under conditions existing in their labour markets (this includes persons who were full-time students currently attending school).

**Low-Income Cut-off Measure After-Tax** (LIM - AT) is a fixed percentage (50%) of median adjusted after-tax income of households observed at the person level, where 'adjusted' indicates that a household's needs are taken into account.

**Peel Public Health Profile-**Neighbourhood Health Profiles consist of a series of reports which provide an overview of the demographics and health status of residents for the Region of Peel. The reports include information such as reported births, leading causes of deaths and hospitalization, as well as commonly reported communicable diseases.

**Unemployed** is a person without a paid job but available to work.

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**REPORT TITLE:**      **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

**FROM:**                      Andrew Farr, Acting Commissioner of Public Works  
                                      Adrian Smith, Acting Chief Planner and Director, Regional Planning and Growth Management

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## **RECOMMENDATION**

**That the Region of Peel Official Plan be amended to expand the Regional Urban Boundary by approximately 350 hectares to include the Ninth Line Lands;**

**And further, that Regional Official Plan Amendment (ROPA) 33, be declared to meet the requirements of Section 26(1)(a), (b) and (c) of the *Planning Act* as required by Section 26(7) of the *Planning Act*;**

**And further, that ROPA 33, attached as Appendix I to the report titled “Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption” be adopted in accordance with Section 17(22) of the *Planning Act*;**

**And further, that a by-law to amend the Regional Official Plan be presented for enactment;**

**And further, that notice of decision of Council’s adoption of ROPA 33 be given in accordance with Section 17(23) of the *Planning Act*;**

**And further, that a copy of the subject report be provided to the City of Brampton, Town of Caledon, and City of Mississauga;**

**And further, that a copy of the subject report and supporting materials be provided to the Minister of Municipal Affairs and Housing for review and approval, in accordance with Section 17(31) of the *Planning Act*.**

## **REPORT HIGHLIGHTS**

- The Ninth Line Lands Regional Official Plan Amendment 33 is proceeding as one of the phased amendments of the Region’s Municipal Comprehensive Review under Section 26 of the *Planning Act*.
- The amendment revises the Regional Official Plan Schedules to expand the Regional Urban Boundary by approximately 350 gross hectares to include the Ninth Line Lands and adds policies to establish a planning framework to implement compact, vibrant and complete communities that support healthy and active living.
- The amendment is consistent with provincial policy, conforms to provincial plans and represents good planning in the public interest.

## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

- ROPA 33 planned growth has already been accounted for in the previous ROPA 24 growth management amendment, addressing population and employment allocations to 2031.
- The effect of the amendment will be to include the Ninth Line Lands within Peel's Official Plan and is an important administrative step. This will enable the local planning process to allow development in accordance with the technical studies that have advanced under historical Halton Region Official Plan policies which remain in effect until these lands are incorporated in Peel's Official Plan.
- Regional staff recommend adoption of Regional Official Plan Amendment 33, attached as Appendix I, under Section 26 of the *Planning Act*.
- As a result of the statutory consultation process, 12 submissions were received and considered.
- Should Regional Council adopt ROPA 33, the amendment will be forwarded for consideration by the Minister of Municipal Affairs and Housing who is the approval authority for amendments implementing the Region's Municipal Comprehensive Review.

## **DISCUSSION**

### **1. Background and Purpose of the Amendment**

The Ninth Line Lands are an area in the City of Mississauga bounded by Highway 407 to the west, Highway 401 to the north, Highway 403 to the south and Ninth Line to the east. The Ninth Line Lands are approximately 350 hectares in total area, approximately 110 hectares of which is developable.

This report provides a recommendation to Regional Council to adopt Regional Official Plan Amendment 33 (ROPA 33) to revise and add policies to the Regional Official Plan, including Schedule revisions, as part of the Region's Municipal Comprehensive Review (MCR). ROPA 33 expands the Regional Urban Boundary to include the Ninth Line Lands and establish a Peel planning framework that protects and enhances the natural heritage system and implements compact, vibrant and complete communities that support healthy, active living. ROPA 33 is attached as Appendix I to this report.

Recent direction from the Province has provided clarification that upper tier municipalities can undertake their MCR through phased amendments and as a result the Region is proceeding with ROPA 33. As required by the *Planning Act*, a statutory open house and public meeting were held for the Ninth Line Lands on October 19, 2017 and October 26, 2017, respectively.

ROPA 33 expands the Regional Urban Boundary to include the Ninth Line Lands to the east and completes the City of Mississauga's last planned greenfield community. This will result in an urban form that optimizes infrastructure and provides for a logical extension of development in a compact urban form. This includes a range of residential, employment and commercial uses, varying densities and built forms surrounding the proposed major transit station areas at Britannia Road and Derry Road, as well as parks and open spaces, resulting in the creation of a complete community. The policies and mapping will provide for implementation of comprehensive watershed planning work that will protect and enhance the natural heritage system.

## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

### **a) Ninth Line Lands Annexation**

On January 1, 2010, the Ninth Line Lands were brought into Peel Region and the City of Mississauga municipal boundaries with the support of Regional Council as expressed in Regional By-law 106-2009. These lands were previously part of the Region of Halton and the Town of Milton, and were protected for the development of the transitway, accessory infrastructure, transit related and supportive uses including medium and high density residential, office and employment uses, subject to further study. Since the Ninth Line Lands were incorporated into the Region of Peel and City of Mississauga municipal boundary after the last official plan review exercise was already substantially complete, it was not comprehensively incorporated into the Regional Official Plan during that review. Council approved placeholder policies in section 5.10 of the Peel Regional Official Plan that state an amendment to the Plan is needed to bring the lands into conformity with the Regional Official Plan. Until ROPA 33 is approved, the policies of the Region of Halton and Town of Milton Official Plans continue to apply to these lands, which designate the area as the “Ninth Line Corridor Policy Area” and “Greenlands A”.

In 2010, Regional staff was directed to extend current road names into the area and permit the provision of piped water and sanitary sewer systems to existing properties. Regional staff was also directed to work with City of Mississauga staff on the project, and to undertake work in support of a ROPA to include the Ninth Line lands as part of the Regional Official Plan. Regional staff provided status update reports to Regional Council on the Ninth Line Lands study October 25, 2012 and May 26, 2016.

### **b) Collaborative Planning Approach**

A Project Core Working Team, comprised of staff from the Region of Peel and City of Mississauga, worked collaboratively to jointly retain Macaulay Shiomi Howson Ltd. (MSH) in January 2014. MSH provided professional and technical services, including a planning justification report to bring the Ninth Line Lands into the Regional Official Plan, and undertake works towards required local municipal land use planning instruments. A Transitway study was also initiated by the Region and the City of Mississauga in consultation with the Ministry of Transportation to update and modernize the 1998 Transitway planning work.

The following documents provide detailed technical background work and analysis that demonstrate that policy requirements of the Growth Plan and Regional Official Plan have been met:

- Developable Lands Assumptions & Archaeological Context (April 2014 by AMEC Environmental and Infrastructure)
- Background Report (September 2015 by MSH)
- Agricultural Impact Assessment (September 2016 by AMEC Foster Wheeler and May 2018 by DBH Soil Services Inc. through the MCR Addendum)
- Highway 407 Transitway Corridor Assessment (October 12, 2016 by AMEC Foster Wheeler)
- Water and Wastewater Master Servicing Background Study (February 2017 by AMEC Environmental and Infrastructure)
- Scoped Subwatershed Study Phase 1: Background Report Study Area Characterization (January 2015, AMEC Foster Wheeler)
- Scoped Subwatershed Study Phase 2 (March 2017 by AMEC Foster Wheeler)

## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

- Transportation Assessment of Existing Conditions and Emerging Land Use Scenario (June 2017 by MMM Group)
- Growth Management Analysis (May 2017 by Hemson Consulting)
- Fiscal Impact Assessment (May 2017 by Hemson Consulting)
- MCR Justification Report (May 2017 by MSH)
- MCR Addendum (including Updated Growth Management Analysis and Updated Agricultural Impact Assessment) (May 2018 by MSH, Hemson Consulting and DBH Soil Services Inc.) (Appendix II)

Consultants undertook further review of technical studies against conformity to relevant policies of the Growth Plan, 2017 and their implications for the Ninth Line Lands. It is based on this additional technical input including additional growth analysis from Hemson Consulting Ltd. and agricultural impact assessment update from DBH Soil Services Inc., that ROPA 33 addresses Growth Plan, 2017 requirements.

### **c) Local City of Mississauga Plan**

The studies required as part of the ROPA process were completed concurrently with more detailed local planning studies undertaken by the City of Mississauga. The Mississauga studies led to a Local Official Plan Amendment and Zoning By-law adopted within the framework of the Halton Region Official Plan. The Local Official Plan Amendment was exempt from Region of Peel approval. The Mississauga Official Plan Amendment and Zoning By-law was brought forward to the City's Planning and Development Committee on June 18, 2018 for approval by Mississauga Council. On July 4, 2018 Mississauga Council adopted Official Plan Amendment 90 and enacted Zoning By-law.

Local plan of subdivision and zoning by-law amendments are underway that would implement the mapping and policies proposed under ROPA 33. A copy of the current land use concept is attached as Appendix III and includes the following elements:

- Residential uses (medium density);
- Mixed uses (with higher densities around the transitway station areas);
- Employment uses;
- Greenlands and Public Open Space;
- Parkway Belt West Area;
- Transitway Corridor and Station Areas; and,
- Natural Hazard Area.

### **d) Consultation and Comments Received**

On June 22, 2017, Regional Council authorized staff to schedule a statutory open house and public meeting in accordance with Section 17(16) and 17(15)(d) of the *Planning Act* and to invite the public to comment on draft ROPA 33. Public notices were posted in local municipal newspapers on October 5, 2017. A statutory open house was held on October 19, 2017 at Churchill Meadows Library in Mississauga between 6:00pm and 9:00pm. The public meeting was held on October 26, 2017 at the Region of Peel Administrative Headquarters at 9:00am. Regional staff gave a presentation at the public meeting outlining the purpose and effect of the ROPA, background studies and the proposed amendment. The minutes of the public meeting are attached as Appendix IV.

## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

Regional staff received a total of 12 comments during the consultation phase of draft ROPA 33. All comments received have been reviewed and considered in preparing ROPA 33. Notification was provided to prescribed bodies in accordance with Section 17(17) of the *Planning Act*. In addition, notice was provided by mail to property owners within 120 meters of the subject lands and posted on the Region of Peel's website. Staff have also responded to comments and concerns raised by engaged residents in the area. Appendix V includes the submissions received and a summary of Regional staff responses.

In response to the comments received, Regional staff made changes to the recommended amendment with minor changes to address comments respecting planning for the GTA West Corridor and streamlined health assessment policies to address in-effect Healthy Communities and Built Environment policies in the Regional Official Plan. Additional technical work was completed to address floodplain comments and an addendum was made to the Planning Justification report to address conformity to the Growth Plan, 2017.

### **2. Recommended Regional Official Plan Amendment**

There have been some changes made to ROPA 33 from the version presented at the open house and public meeting. Revisions have been made to the preamble to make reference to the current Peel 2041: Official Plan Review and MCR process and requirements for settlement area boundary expansions. Other preamble sections have been condensed for clarity purposes, minor changes were made to reflect the final land use concept, and to reflect minor changes in the overall designated greenfield area density in Mississauga due to changes in calculations of the Growth Plan target. The Provincial consistency and conformity sections have been updated to reflect the latest Provincial plans and policies.

The following are the main changes identified by Regional staff in response to comments received on the draft ROPA that was circulated for statutory public consultation. Recommended ROPA 33 now includes:

- A simplified policy reference to now in-effect policies on Healthy Communities and Built Environments in section 7.4 of the Regional Official Plan, which were approved as ROPA 27 and came into effect on September 8, 2017.
- A new policy to ensure development applications will not predetermine or preclude the development planning and/or implementation of the GTA West Corridor Study which apply to a very small area at the very northern edge of the lands (see Appendix VI).

### **3. Policy Framework**

#### **a) A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019**

The Province's Growth Plan, 2019 came into effect May 16, 2019 and provides planning policy direction for upper and single tier municipalities within the Greater Golden Horseshoe. The Growth Plan states that an upper or single tier municipality must undertake an MCR under Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan. The Province released correspondence



## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

on November 12, 2019 noting that Regional Official Plan Reviews can be phased, should a municipality choose to do so, in accordance with A Place to Grow, 2019. As a result of the unique planning history on the subject lands, staff are recommending that ROPA 33 be advanced as one of the phased amendments of the Region's MCR under Section 26 of the *Planning Act*.

Section 2.2.8 of the Growth Plan provides the Provincial policy framework for settlement area boundary expansions and outlines criteria to be met for settlement area boundary expansions to occur. Since Draft ROPA 33 was consulted on in 2017, Regional staff has undertaken the necessary steps to address the Growth Plan requirements for settlement area boundary expansion. Technical studies have been updated to reflect revised Provincial MCR requirements for settlement boundary expansions, including an addendum to the requirements for settlement boundary expansions under the Growth Plan, 2017 in May 2018 by MSH, Hemson Consulting and DBH Soil Services Inc. (Appendix II). A summary of the key conclusions of all the technical studies undertaken to support ROPA 33 are provided in Appendix VII.

ROPA 33 would accommodate approximately 3,500 housing units, 8,500 people and 500 jobs by 2031. The development form supports walking, cycling and transit services. The plan supports diverse land uses such as medium density housing comprising of row houses and apartments, business employment in proximity to 400-series highways, and public open spaces. The plan also anticipates the arrival of the proposed 407 Transitway, protects and enhances natural heritage features including wildlife and woodlands significant to the area, and mitigates the effects of growth on natural heritage.

The Ninth Line Lands density of population and jobs per hectare significantly exceeds the Growth Plan, 2019 minimum target of 50 people and jobs for new Designated Greenfield Areas (DGA). While the new Growth Plan, 2019 reduces the Regional DGA density target from 80 to 50 people and jobs per hectare, the higher density development form for the Ninth Line Lands remains appropriate for this area. The Ninth Line Lands are unique in terms of growth management planning as they are planned to include two major transit station areas with higher density development form compared to other new DGAs. This leads to a small increase in the overall City of Mississauga DGA density from 77 to 79, while also allowing the Region to continue to exceed the overall current DGA requirement of 50 persons and jobs per hectare in the Region of Peel Official Plan and Growth Plan, 2019. The overall planned DGA density for the Ninth Line area is over 82 people and jobs per gross hectare by 2031 based on the Growth Plan, 2019 density calculation requirements.

The work completed continues to conform to the new Growth Plan, 2019 and results in good planning through the efficient use of existing infrastructure, compact development form, and a vibrant community vision that represents a complete community.

### **b) Region of Peel Official Plan**

The Region of Peel Official Plan requires that settlement area boundaries be designated on the basis of evaluation criteria set out in the plan. The Regional Official Plan includes policies that outline the technical requirements that need to be undertaken to support a settlement area boundary expansion. Staff are satisfied that the required technical studies, the key recommendations of which are outlined in Appendix V, satisfy the policy requirements in the Regional Official Plan.

## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

The Regional Official Plan currently includes policies that refer the Ninth Line policy area to the Region of Halton and Town of Milton Official Plans. The current Region of Peel Official Plan policies do not apply to these lands. ROPA 33 would bring these lands into conformity with the Region of Peel Official Plan and guide the future development of the Ninth Line Lands.

ROPA 33 forecasted growth has already been accounted for in ROPA 24 (previous amendment dealing with growth management in Peel for the 2031 planning horizon) with appropriate population and employment allocations to 2031. This amendment is being advanced as one of the phased amendments of the Region's MCR under Section 26 of the *Planning Act*.

### **4. Implementation of ROPA 33**

Upon adoption of ROPA 33 by Regional Council, notice of adoption of the amendment will be sent to all those who requested such notice, in accordance with the *Planning Act* and persons and bodies prescribed to receive notice under the *Planning Act* and Ontario Regulation 543/06. ROPA 33 will be submitted to the Minister of Municipal Affairs and Housing for Provincial review and approval, under Section 17(31) of the *Planning Act*. If approved, the amendment will come into effect and will be incorporated into the Regional Official Plan. The *Planning Act* provides a timeline of 120 days for the Minister to give notice of a decision. If the Minister does not give notice of a decision (to approve, modify and approve as modified or refuse) within that timeline, ROPA 33 may be appealed to the Local Planning Appeal Tribunal (LPAT) but only by the municipality that adopted the plan, in this case only by the Region of Peel (there are no third party appeals to Council's decision to adopt this Amendment or to the Minister's approval).

## **RISK CONSIDERATIONS**

In support of ROPA 33, a number of technical studies were prepared on a range of matters some of which include servicing, transportation, fiscal impact and the natural environment. Through the results of these studies, no concerns were raised that would result in risk to the Region. If ROPA 33 is not approved, any local planning processes and related appeals would occur under the jurisdiction of the historical Region of Halton Official Plan policies that currently continue to apply and there would be a risk that the Region of Peel's interests could be detrimentally affected.

## **FINANCIAL IMPLICATIONS**

A fiscal impact assessment was undertaken which concludes that the development is financially sustainable from a capital and operating perspective.

## **CONCLUSION**

Based on the study findings and input received from stakeholders, it is recommended that the Region of Peel Official Plan be amended to expand the 2031 Regional Urban Boundary to include the Ninth Line Lands. Regional staff is satisfied that the Municipal Comprehensive Review process for settlement boundary expansion to include Ninth Line Lands into the 2031 Regional Urban Boundary is complete. Comments received on draft ROPA 33 during statutory

## **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

public consultation were considered and revisions were made to draft ROPA 33. Regional staff recommends that ROPA 33 be adopted by Regional Council to support the Regional Urban Boundary expansion, and to establish a planning framework to achieve the vision of complete and compact communities.

### **APPENDICES**

Appendix I – Ninth Line Lands Regional Official Plan Amendment 33 (ROPA 33)  
Appendix II – Addendum to Ninth Line Lands Municipal Comprehensive Review (Including Growth Management and Agricultural Impact Assessment)  
Appendix III – Ninth Line Land Use Plan  
Appendix IV – Statutory Public Meeting Minutes  
Appendix V – Copy of Submissions Received & Regional Staff's Response  
Appendix VI – GTA West Study Area in Ninth Line Lands  
Appendix VII – Technical Study Requirement Summary

*For further information regarding this report, please contact Adrian Smith, Acting Chief Planner and Director of Regional Planning and Growth Management, Ext. 4047, [Adrian.smith@peelregion.ca](mailto:Adrian.smith@peelregion.ca).*

*Authored By: Virpal Kataure, Principal Planner*

*Reviewed and/or approved in workflow by:*

Department Commissioner, Division Director and Legal Services.

Final approval is by the Chief Administrative Officer.



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N. Polsinelli, Interim Chief Administrative Officer

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT  
NUMBER 33

AN AMENDMENT TO INCLUDE THE NINTH LINE LANDS IN THE  
REGIONAL URBAN BOUNDARY AND ESTABLISH AN UPDATED  
PLANNING FRAMEWORK

## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

#### **THE CONSTITUTIONAL STATEMENT**

Part A, THE PREAMBLE, including modifications to the Figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendments to the Text and Schedules of the Region of Peel Official Plan, constitutes Amendment Number 33 to the Region of Peel Official Plan.

## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

#### **PART A – THE PREAMBLE**

##### **1. Purpose of the Amendment**

The purpose of this Amendment is to include the Ninth Line Lands in the Regional Urban Boundary of the Region of Peel Official Plan.

This Amendment also provides an updated policy framework to guide further planning review on the Ninth Line Lands.

##### **2. Location**

This Amendment applies to lands in the City of Mississauga as legally described as Part Lot 6, Concession 2, North of Dundas Street (Township of Trafalgar), and as Part Lots 1 to 14, Concession 9, New Survey (Township of Trafalgar), and as shown in PART B – THE AMENDMENT, attached.

##### **3. Basis**

###### **A Place to Grow**

A Place to Grow, 2019 provides for growth management policy direction and population and employment forecasts for single and upper tier municipalities within the Greater Golden Horseshoe.

This Amendment provides for the inclusion of the Ninth Line Lands in the Regional Urban Boundary and implements the Growth Plan population and employment forecasts for the Region to 2031. Section 2.2.8 sets out the policy requirements for settlement area boundary expansions. This Amendment would facilitate a settlement area boundary expansion as one of the phases of the Region's Municipal Comprehensive Review (MCR). The additional ongoing Peel 2041: Official Plan Review and MCR (Peel 2041) work will allow for the full MCR requirements to be undertaken, including the requirements for any additional need for settlement area boundary expansions to account for additional population and employment growth to the 2041 planning horizon.

The proposed land use concept for the Ninth Line Lands fits within the Regional land budget to 2031 and helps Mississauga achieve its growth outlook, while also making a significant contribution to density and intensification in Peel such that the Region can meet or exceed the Provincial mandated minimums.

###### **Regional Official Plan**

The Regional Official Plan assigns population and employment growth to the Growth Plan policy areas in Peel. For Mississauga, the 2031 population and employment totals are approximately 800,000 people and 500,000 jobs. The Regional Land Budget sets the 2031 designated greenfield area (DGA) population and employment totals for Mississauga at 13,000 people and 1,000 jobs.

## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

The Region of Peel Official Plan also requires that settlement area boundaries be designated based on addressing various technical and policy requirements including comprehensively addressing Provincial policies. This Amendment is being brought forward and comprehensively addresses updated Provincial requirements including those for settlement area boundary expansions and is proceeding through an initial phase of the Peel 2041 recognizing the unique planning history on the subject lands. Future policy work will address further growth allocation needs to the 2041 planning horizon for the Region of Peel. Through Peel 2041, additional work will allow for the full MCR requirements to be undertaken, including the requirements for any additional need for settlement area boundary expansions.

#### **Ninth Line Lands**

The Ninth Line Lands are located on the western boundary of the City of Mississauga and the Region of Peel. They comprise an area of approximately 350 hectares (865 acres). These lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010, as part of a restructuring process for municipal boundary realignment. The Region of Peel Official Plan was amended by the addition of Section 5.10 to recognize the status of the Ninth Line Lands as follows:

“On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes.”

This required the Ninth Line Lands to be considered in the Region of Peel, City of Mississauga jurisdictional context. Planning reviews of the Ninth Line Lands had been carried out in the past under the Region of Halton/Town of Milton context (Ninth Line Corridor Protection and Land Use Study, May 2005, Halton Region; and Town of Milton Official Plan Review – Background Study Ninth Line Corridor, May 2007). However, under a new jurisdictional context, the lands required additional planning work to be undertaken to determine the future of the area including addressing the policy requirements for settlement area boundary expansions, to determine if there is justification for inclusion of some or all the lands within the Regional Urban Boundary.

In January 2014, the Macaulay Shiomi Howson Ltd. (MSH) Team, including various subconsultants, was retained jointly by the Region of Peel and City of Mississauga to provide professional and technical services to carry out the required planning studies, including the settlement area boundary technical work. The studies were carried out in accordance with *Planning Act* processes. It involved two phases:

## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

- Phase One: a background review and the development of an Emerging Land Use Concept prepared in accordance with Provincial, Regional and local growth management and planning policy objectives; and,
- Phase Two: the preparation of a Regional Official Plan Amendment (ROPA) to satisfy requirements of a settlement area boundary expansion as outlined in section 7.9.2.12 of the Regional OP and a City Official Plan amendment.

The Ninth Line Lands is a unique parcel of land in terms of growth management planning because of its history, location, and configuration and planned development. Ninth Line, while considered a greenfield expansion in the City of Mississauga and Region of Peel, is different due to its annexation history. The municipal boundary was realigned that resulted in a strip of land consisting of many small parcels adjacent to historic development, in floodplain, or in planned transit infrastructure areas. The Land Use Concept is planned at a density that would be more typically expected in intensification areas rather than a new greenfield area. The Ninth Line Lands will include:

- Support for the vision of the Growth Plan and the Regional Official Plan of compact, vibrant and complete communities with medium and high density residential areas, mixed use areas with commercial employment opportunities, and higher order transit (407 transitway) that support healthy, active living;
- A Designated Greenfield Area (DGA) density target that exceeds the minimum target of 50 persons and jobs per hectare combined and would increase the overall Mississauga DGA density of 77 to 79 people and jobs per hectare;
- Accommodating approximately 3,500 housing units, 8,500 people and 500 jobs;
- A minimum density target of 160 people and jobs per ha for major transit station areas;
- Efficient use of existing and planned regional infrastructure, minimizing financial impacts to existing people and businesses, plans for affordable housing, protecting natural heritage and flood plain features, and protecting environmental and agricultural resources.

### **Municipal Comprehensive Review (MCR) Process**

The Ninth Line Lands settlement area boundary expansion technical work was largely completed in May 17, 2017. With a very limited remaining greenfield land supply in Mississauga, the Ninth Line Lands are outside of the built up area and are considered part of Peel's DGA. Various studies were completed to meet the requirements of a settlement area boundary expansion and are summarized in Appendix V.

The studies were originally undertaken within the Provincial policy framework for the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006 as amended in 2013). The Regional Official Plan assigns population and employment growth to the Growth Plan policy areas in Peel. Through ROPA 24, the Region updated growth management elements including establishing intensification and density targets to 2031.



## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

The Ninth Line Lands and settlement area boundary work is implementing ROPA 24, which anticipated that subsequent urban boundary expansions would plan for growth to 2031. The Ninth Line land use concept will accommodate approximately 3,500 housing units, 8,500 people and 500 jobs. A future amendment will implement the Growth Plan, 2019 forecasts through the Region's Peel 2041 to address the forecasts to 2041.

It should be noted that these lands have in-effect official plan policies and zoning by-law in the City of Mississauga (Mississauga Official Plan Amendment 90 and Zoning By-law 0225-2007). It was determined in 2018 that the amendments to Mississauga Official Plan could proceed in advance of the Region's work being completed given the uniqueness of the Ninth Line Lands and the framework established by Halton's policies (Halton Official Plan Amendment 28) that continue to apply until a Regional Amendment is brought forward.

#### **Consistency and Conformity with Provincial Plans and Policies**

Additional work was completed in 2018 to address the Growth Plan, 2017 requirements, including a higher DGA density target. While the new Growth Plan, 2019 reduces the Regional DGA density target from 80 to 50 people and jobs per hectare, the higher density development form for the Ninth Line Lands remains appropriate for this area. As noted, the Ninth Line Lands are a unique parcel of land in terms of growth management planning as they are planned to include two major transit station areas supporting medium to high density residential uses.

The Ninth Line area is planned for a minimum of 82 persons and jobs per hectare under the former Growth Plan, 2017, exceeding the minimum 50 people and jobs per hectare in the Growth Plan, 2019. As a result of changes in DGA calculations in the Growth Plan, the overall DGA target of 77 persons and jobs per hectare target for Mississauga in the Regional Official Plan would slightly increase to 79 to accommodate Ninth Line. This results in a very small increase in the overall planned minimum DGA density in Peel at 50 persons and jobs per hectare based on the current Regional Official Plan DGA density target. The Region's intensification rate for the same period is 48% without the Ninth Line Lands and becomes 44% with Ninth Line. This rate remains well above the mandated 40% minimum intensification target in ROPA 24.

A detailed review of all applicable Provincial, regional and local policies related to the Ninth Line Lands was completed through the ROPA process, particularly through the completion of the background studies, consultation and development of this recommended Amendment for adoption. Based on this review, Regional staff conclude that the required MCR criteria have been satisfied for this proposed Amendment bringing the Ninth Line Lands into the 2031 Regional Urban Boundary as a "Designated Greenfield Area". This Amendment represents good planning and are deemed to be consistent with the Regional Official Plan, Growth Plan, *Planning Act* and Provincial Policy Statement.

## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

#### **ROPA Policy Framework**

This Amendment is based on the planning studies conducted with respect to the Ninth Line Lands including the settlement area boundary expansion policy requirements. The Regional Official Plan includes policies that outline the policy and technical requirements that need to be addressed to expand a settlement area boundary and must be designated on the basis of an MCR.

It amends the Regional Official Plan to include the Ninth Line Lands in its entirety within the Regional Urban System and the Regional Urban Boundary as “Designated Greenfield Area”. The ROPA provides a policy framework for the Ninth Line Lands which recognizes that the area includes lands in the Parkway Belt West Plan where development is restricted, as well as Core Areas of the Greenlands System which will remain undeveloped. The policy framework also addresses a range of matters including infrastructure, financing, healthy development, transportation and natural heritage.

The Amendment includes proposed Schedule amendments which update the 2031 Regional Urban Boundary on all the Regional Official Plan Schedules to include the Ninth Line Lands. In addition to this, the Schedules are amended to include other matters with respect to the Ninth Line Lands on the following Schedules:

- Schedule A – Core Areas of the Greenlands System in Peel (Add the Core Areas of the Greenlands System designation to reflect identified natural areas in the Ninth Line Lands)
- Schedule D – Regional Structure (Add the Urban System designation to the Ninth Line Lands while maintaining the Ninth Line Lands policy area)
- Schedule D3 – Greenbelt Plan Area (Add the Settlement Areas Outside the Greenbelt designation to the Ninth Line Lands)
- Schedule D4 – The Growth Plan Policy Areas in Peel (Add the Designated Greenfield Area designation to the Ninth Line Lands)
- Schedule E – Major Road Network (Add the Major Road designation to Derry Rd., Britannia Rd. and Eglinton Rd.)
- Schedule F – Regional Road Mid-Block Right-of-Way Requirements (Add the 36m designation to Derry Rd. and Britannia Rd. in the Ninth Line Lands)
- Schedule G – Rapid Transit Corridors (Add the Other Potential Rapid Transit Corridor designation to include the Ninth Line Lands 407 rapid transit corridor)

The following figures are proposed to be amended by including the Ninth Line Lands in the 2031 Regional Urban Boundary as shown in the attachments to PART A - THE PREAMBLE:

- Figure 2 – Selected Areas of Provincial Interest (Add Urban Area designation and 2031 Regional Urban Boundary)
- Figure 6 – Aircraft Noise Exposure Composite Contours (Update the 2031 Regional Urban Boundary)

## **Appendix I**

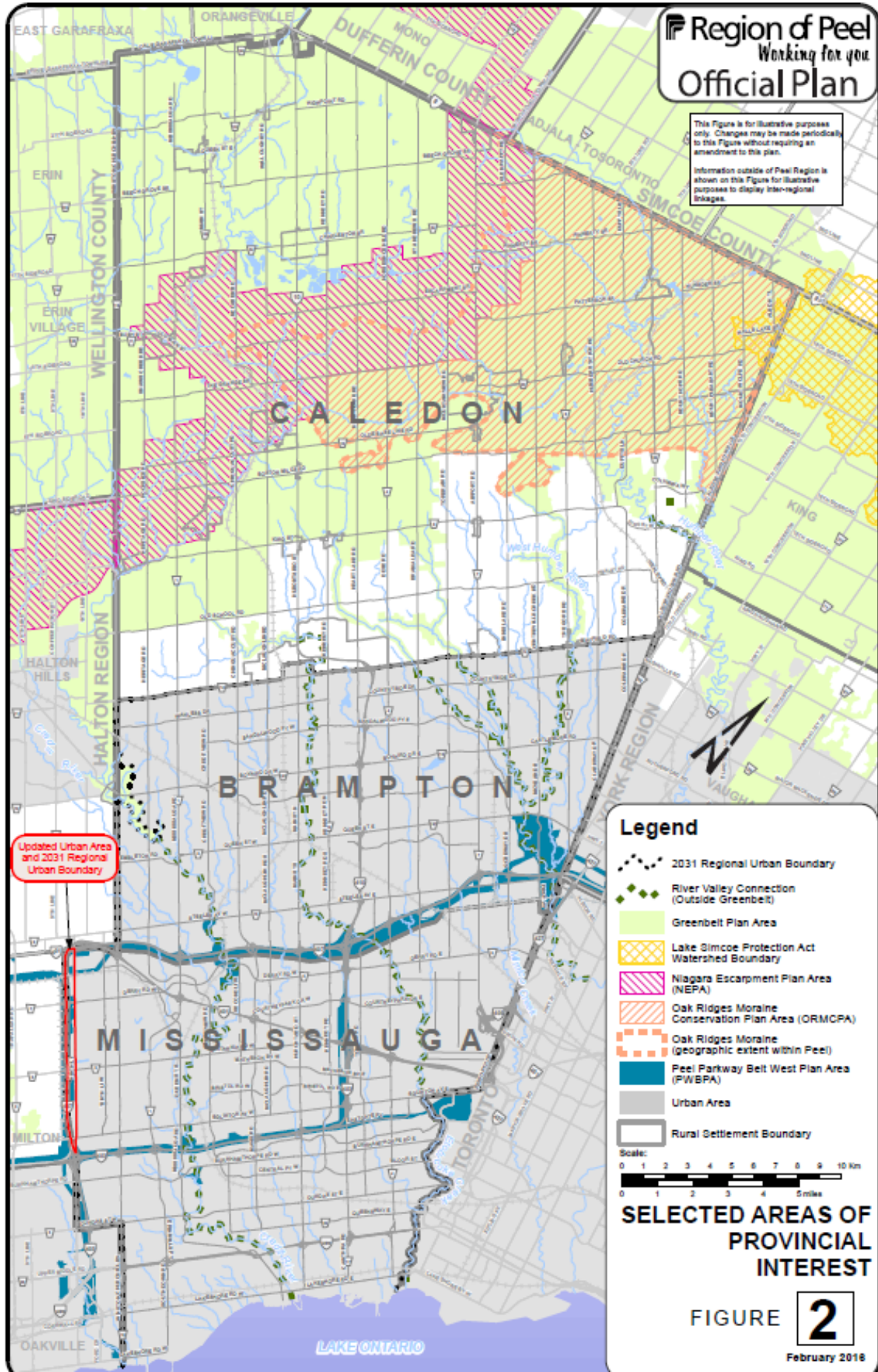
### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

- Figure 9 – Existing Water and Wastewater Facilities (Update the 2031 Regional Urban Boundary)
- Figure 10 – Waste Management Site (Update the 2031 Regional Urban Boundary)

PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figures 2, 6, 9 and 10 will be approved by Regional Council and take effect when the ROPA is in effect.

## Appendix I

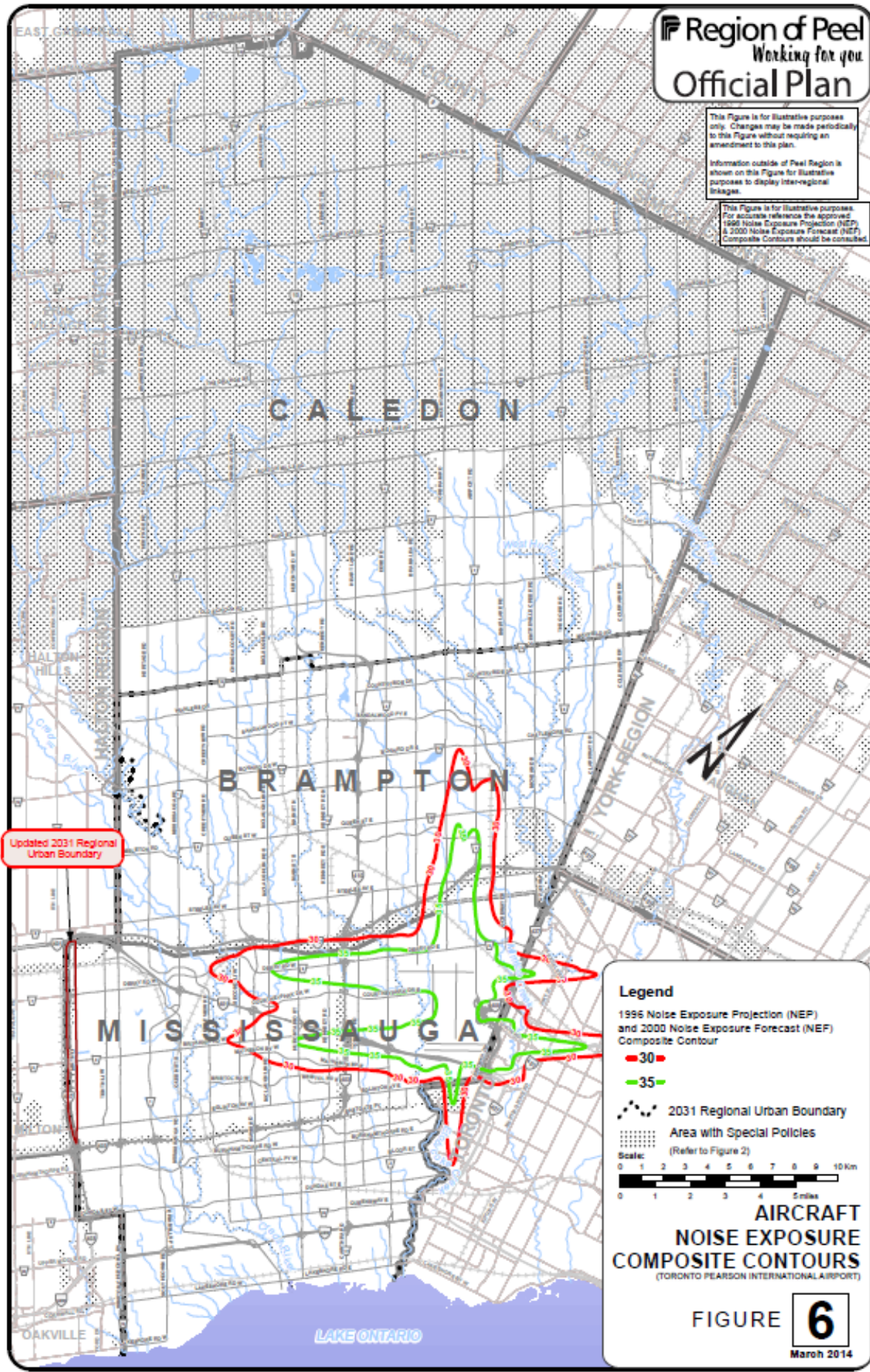
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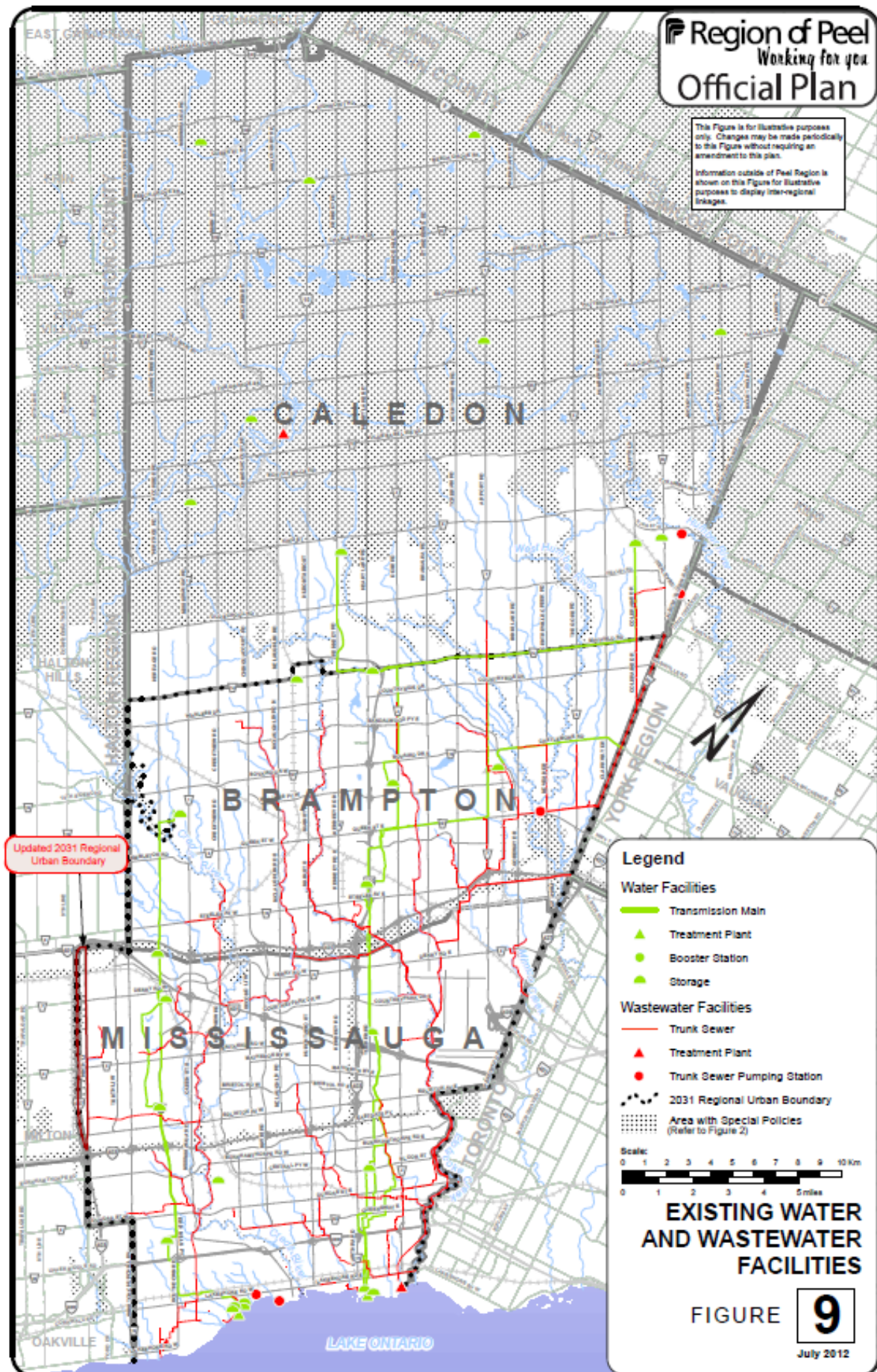
### Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption





## Appendix I

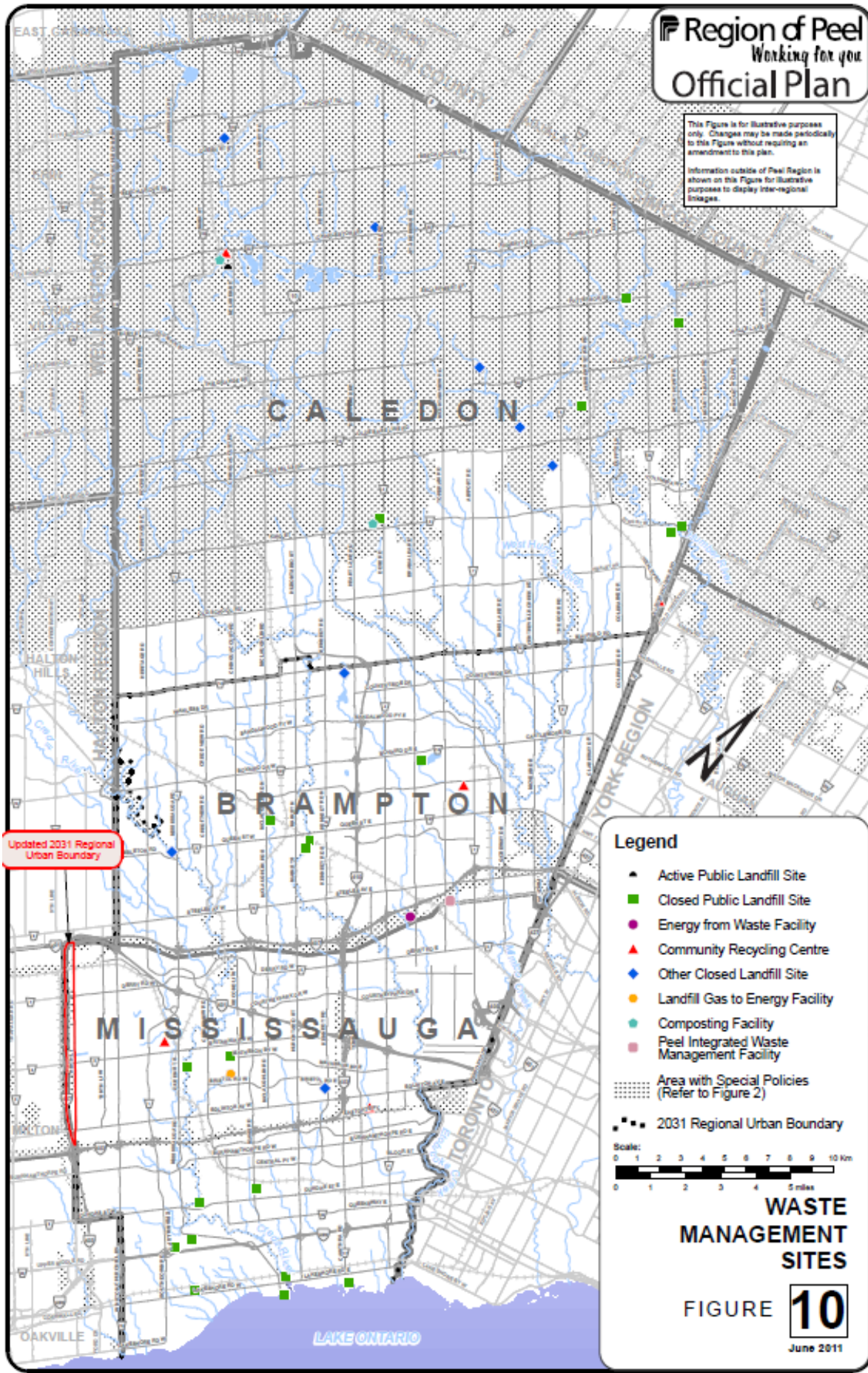
### Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption





## Appendix I

### Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption





## **PART B – THE AMENDMENT**

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and schedules constitute Amendment Number 33 to the Region of Peel Official Plan.

### **Amendments to Text and Schedules**

1. Chapter 5, Regional Structure, Section 5.3, The Urban System, is amended by inserting a new Section 5.3.5, Ninth Line Lands Policy Area, as follows:

#### **5.3.5 Ninth Line Lands Policy Area**

The Ninth Line Lands within the Urban System as shown on Schedule D are bounded by Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. The Ninth Line Lands have an area of approximately 350 hectares (865 acres). The following objectives and policies are applicable to the Ninth Line Lands.

##### **5.3.5.1 Objectives**

- 5.3.5.1.1 To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.
- 5.3.5.1.2 To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network.
- 5.3.5.1.3 To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System.
- 5.3.5.1.4 To plan for the provision of major infrastructure, including the Provincial *rapid transit* corridor along Highway 407 and other transit infrastructure, while minimizing the financial impact on Peel Region and member area municipalities.
- 5.3.5.1.5 To achieve orderly, cost effective and timely development.

##### **5.3.5.2 Policies**

It is the policy of Regional Council to:



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### Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption

- 5.3.5.2.1 Plan for the development of the Ninth Line Lands in conformity with the 2031 Population, Household and Employment Forecasts for the City of Mississauga in Table 3 to this Plan.
- 5.3.5.2.2 Plan for the development of the Ninth Line Lands in conformity with the designated greenfield area policies in Section 5.5.4.2 of this Plan and the applicable policies of Section 5.6, Employment Areas.
- 5.3.5.2.3 Encourage and support the efforts by City of Mississauga to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, within Ninth Line Lands that contribute to Mississauga's annual minimum new housing unit targets in Figure 17 and the Region's annual minimum new housing targets in Table 4 of this Plan.
- 5.3.5.2.4 Work with the Ministry of Transportation, Metrolinx and the City of Mississauga to support the implementation of a *rapid transit* corridor along Highway 407 in the Region of Peel including the Ninth Line Lands.
- 5.3.5.2.5 Ensure that development applications for lands within the Ninth Line Lands will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.
- 5.3.5.2.6 That the policies of the City of Mississauga Official Plan, including all amendments and Ninth Line Lands policies, will reflect the following policy directions, in addition to the policies in this Plan that govern the Region's Urban System:
  - a) That the form and density of development and the transportation network be designed to maximize the role of a *rapid transit* corridor along Highway 407, in addition to other transit and active transportation facilities including two *rapid transit* station areas, and to ensure these facilities:
    - i. serve as key components of the transportation network in the Ninth Line Lands;
    - ii. support the development of healthy, complete, compact and transit-supportive communities; and
    - iii. maximize connectivity to existing communities;
  - b) That the application of transportation demand management strategies be encouraged to reinforce the use of transit and active transportation and other alternative modes of transportation beyond the single occupancy vehicle;

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### Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption

- c) That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study;
  - d) That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is co-ordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans;
  - e) That development be designed in accordance with the Healthy Communities and the Built Environment policies in Section 4.7 of this Plan; and
  - f) That affordable housing be provided in accordance with housing policies in Section 5.8 of this Plan.
- 2. Chapter 5, Regional Structure, Section 5.5, Growth Management, Policy 5.5.4.2.2 is amended by deleting the term "77" and replacing it with "79" as follows:

Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:

City of Mississauga: ~~77~~ 79 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4);
- 3. Chapter 5, Regional Structure, is amended by deleting Section 5.10 Ninth Line Lands as follows:

~~On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes.~~
- 4. Schedule A, Core Areas of the Greenlands System in Peel, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and identify certain areas within Ninth Line Lands designated as "Core Areas of the Greenlands System" as shown on the attached Schedule A.
- 5. Schedule B, Prime Agricultural Area, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule B.

## Appendix I

### Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption

6. Schedule C, High Potential Mineral Aggregate Resource Areas, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and municipal boundary as shown on the attached Schedule C.

7. Schedule D, Regional Structure, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to identify the lands as “Urban System”, to show Ninth Line Lands in the legend with blue hatching, to remove “\*\*” next to Ninth Line Lands from the legend, and to remove the note which follows, all as shown on the attached Schedule D:

~~\*\*These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

8. Schedule D3, Greenbelt Plan Area Land Use Designations, is amended to include the Ninth Line Lands in the Settlement Areas Outside the Greenbelt Plan, to remove the “Ninth Line Lands\*\*” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D3:

~~\*\*These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

9. Schedule D4, The Growth Plan Policy Areas in Peel, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to show the Ninth Line Lands as a “Designated Greenfield Area”, to remove the “Ninth Line Lands\*\*” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D4:

~~\*\*These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

10. Schedule E, Major Road Network, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and municipal boundary, and to extend the “Major Road” designation applicable to Derry Road, Britannia Road and Eglinton Avenue westerly to the Region of Peel/City of Mississauga boundary as shown on the attached Schedule E.

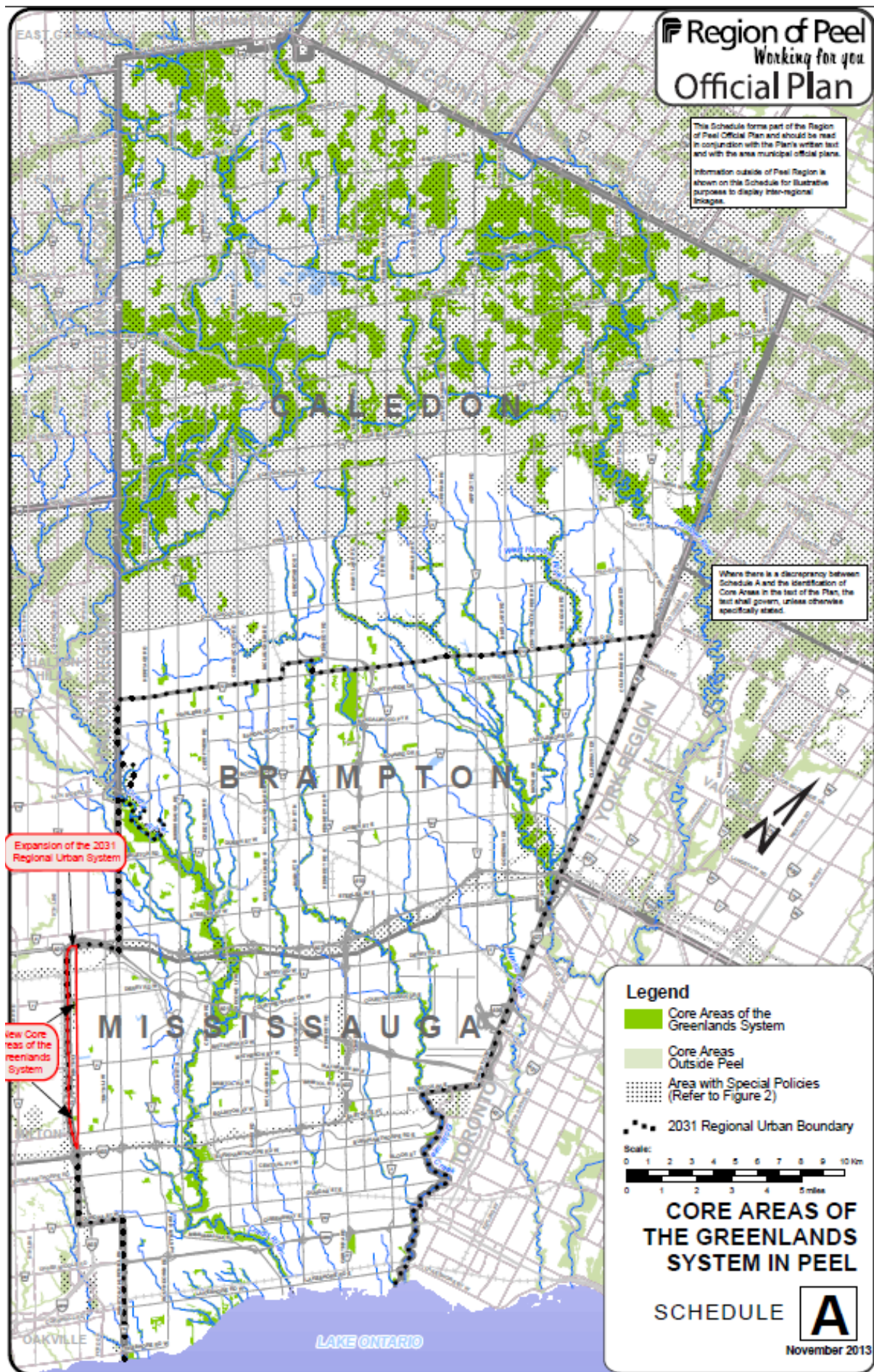
11. Schedule F, Regional Road Mid-Block Right-of-Way Requirements, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, and to extend the Regional Road Mid-Block Right-of-Way Requirements for Derry Road and Britannia Road as shown on the attached Schedule F.

## **Appendix I**

### **Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

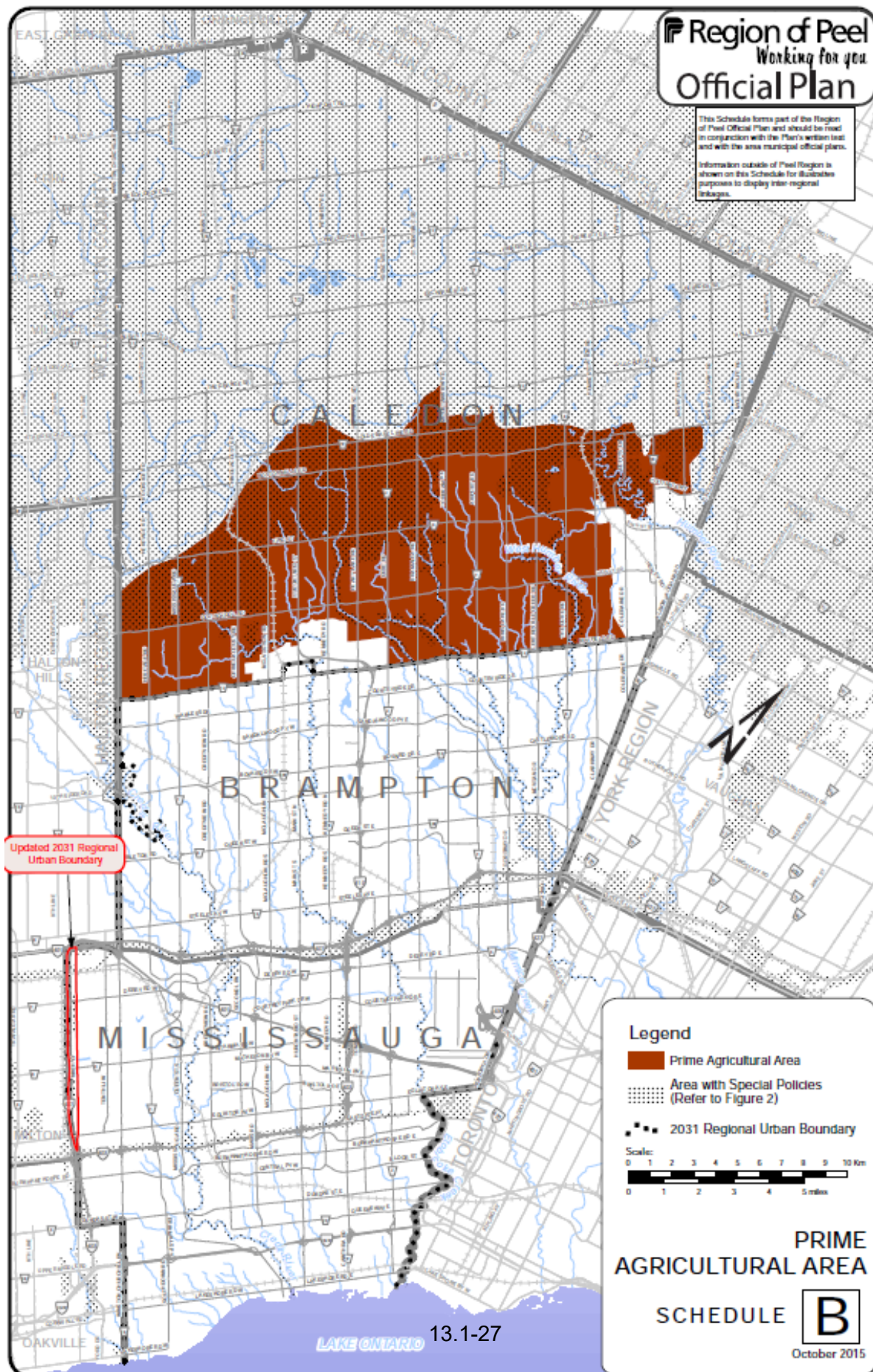
12. Schedule G, Rapid Transit Corridors, is amended to include the Ninth Line lands in the 2031 Regional Urban Boundary, and to include the Ninth Line Lands 407 Rapid Transit Corridor as Other Potential Rapid Transit Corridor as shown on the attached Schedule G.
13. Schedule H, Toronto Pearson International Airport Operating Area, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule H.

**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



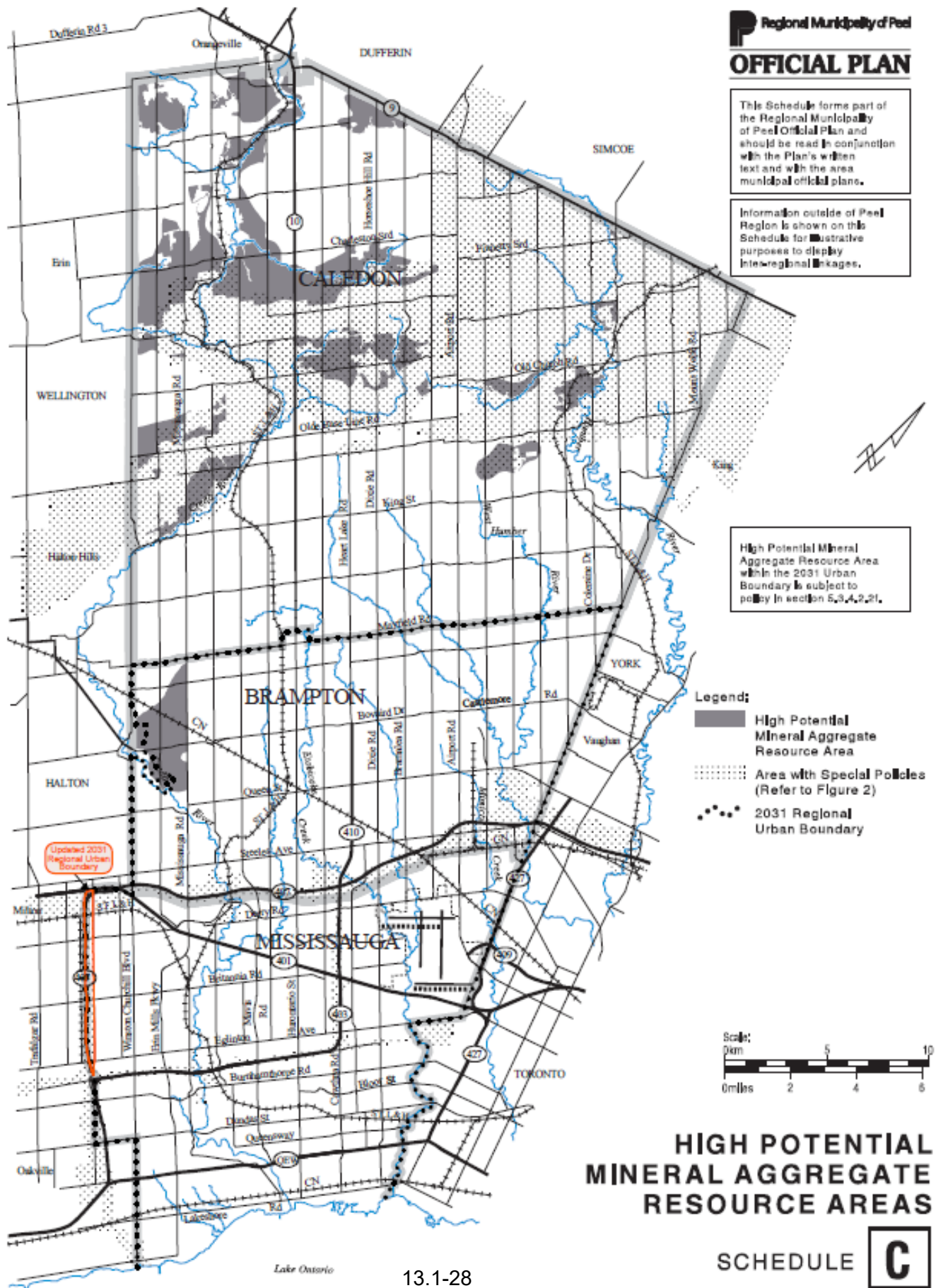


**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



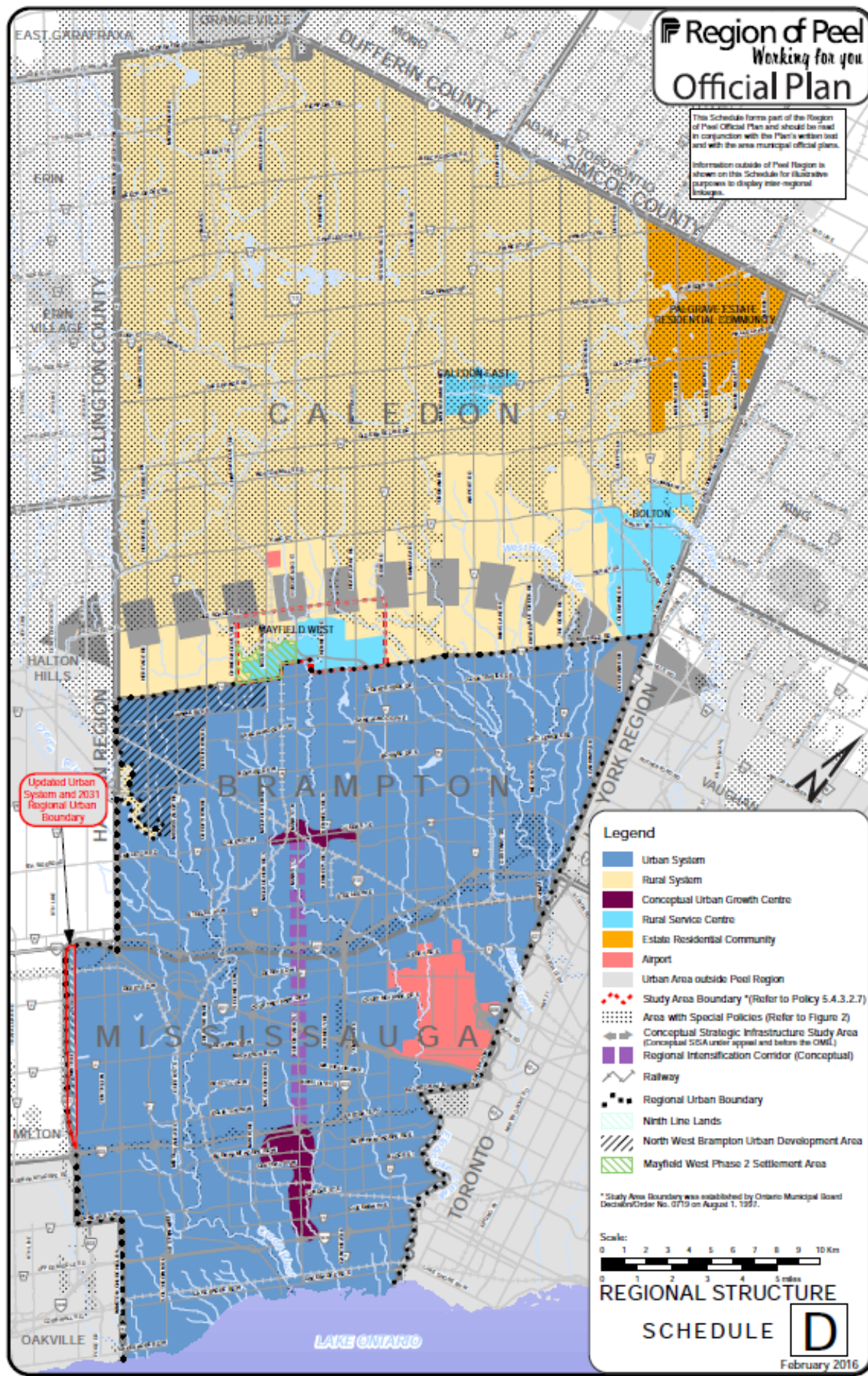


**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan  
Amendment 33 (ROPA 33) Adoption**



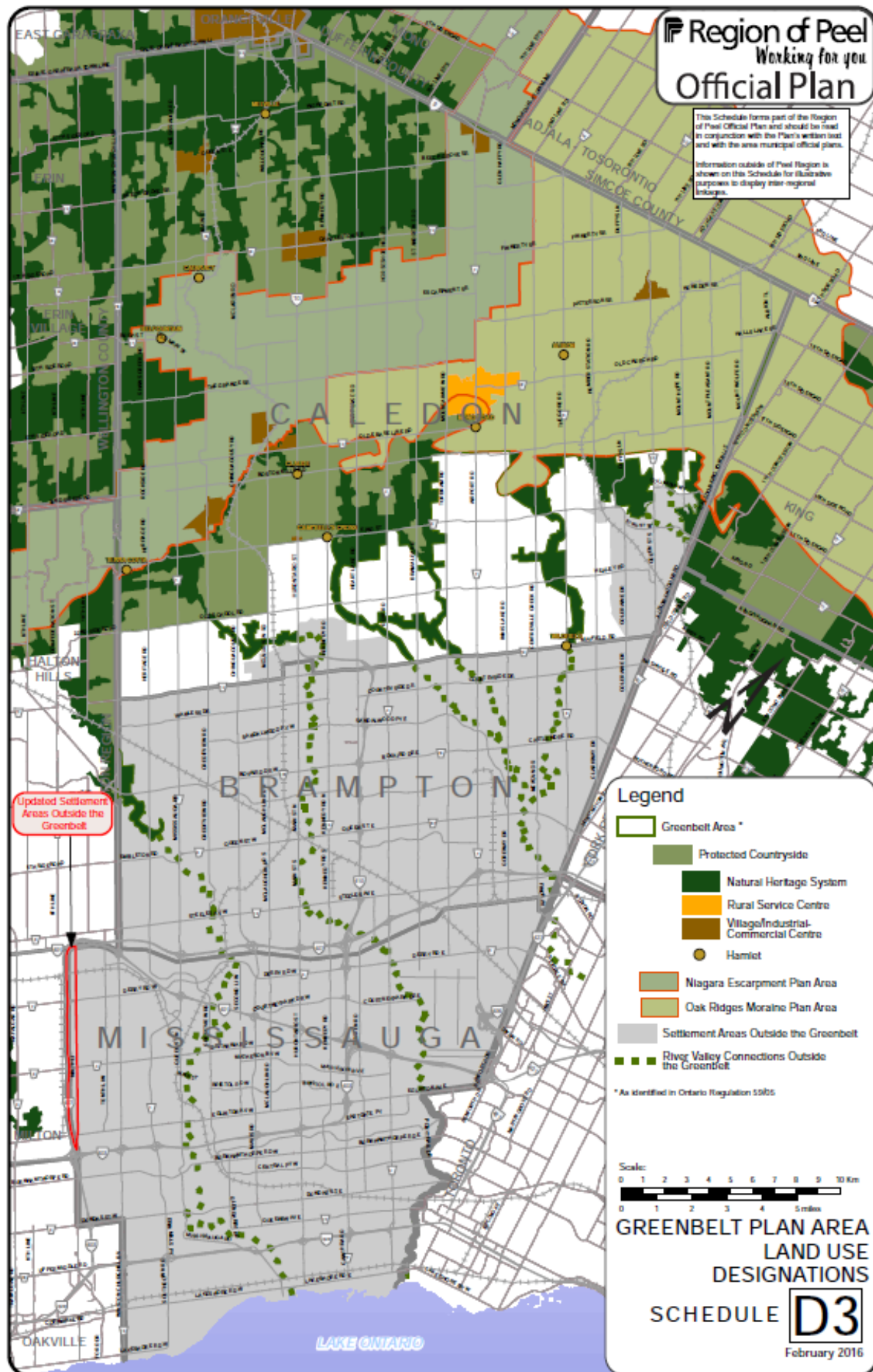


**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



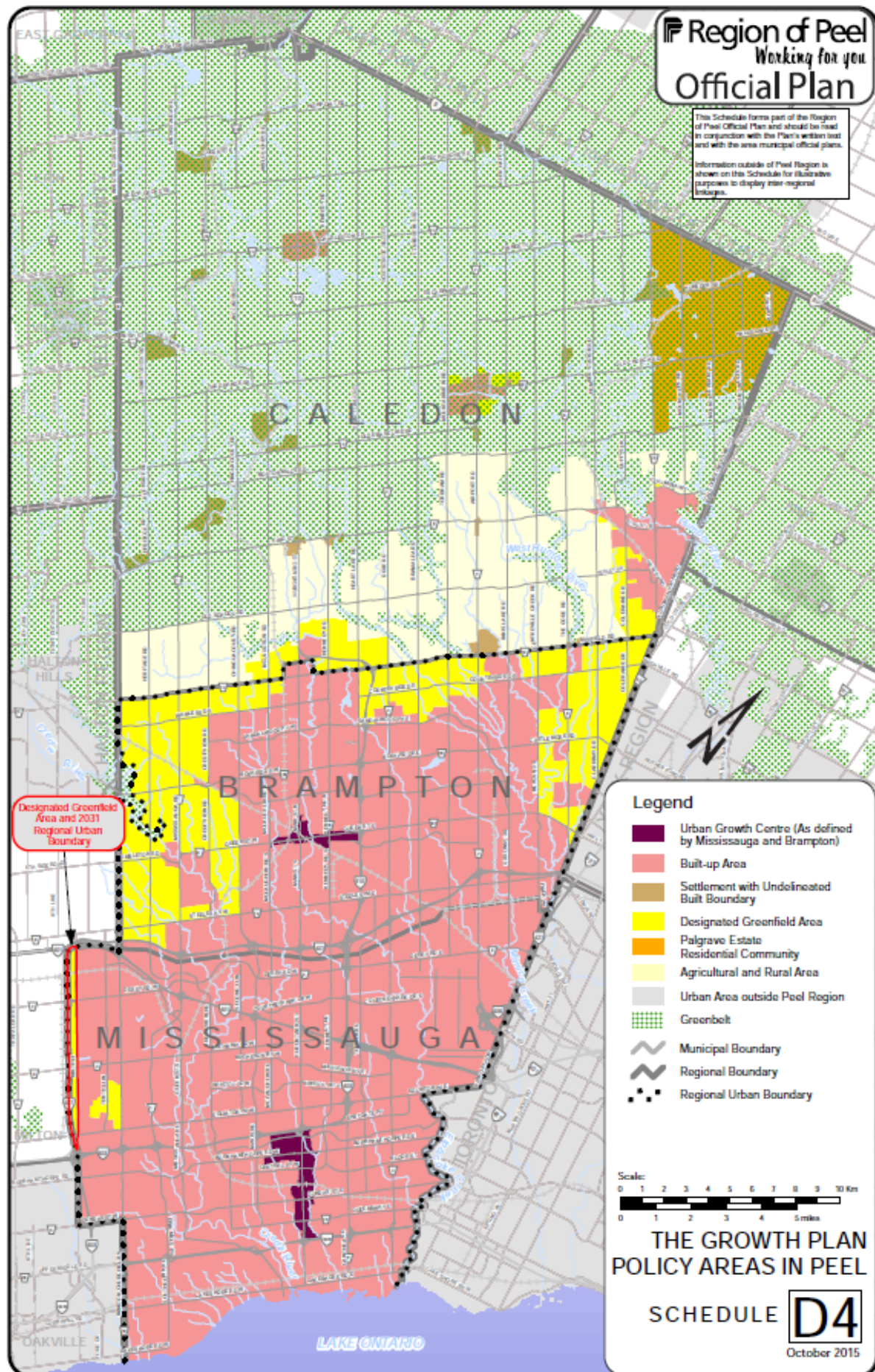


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**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



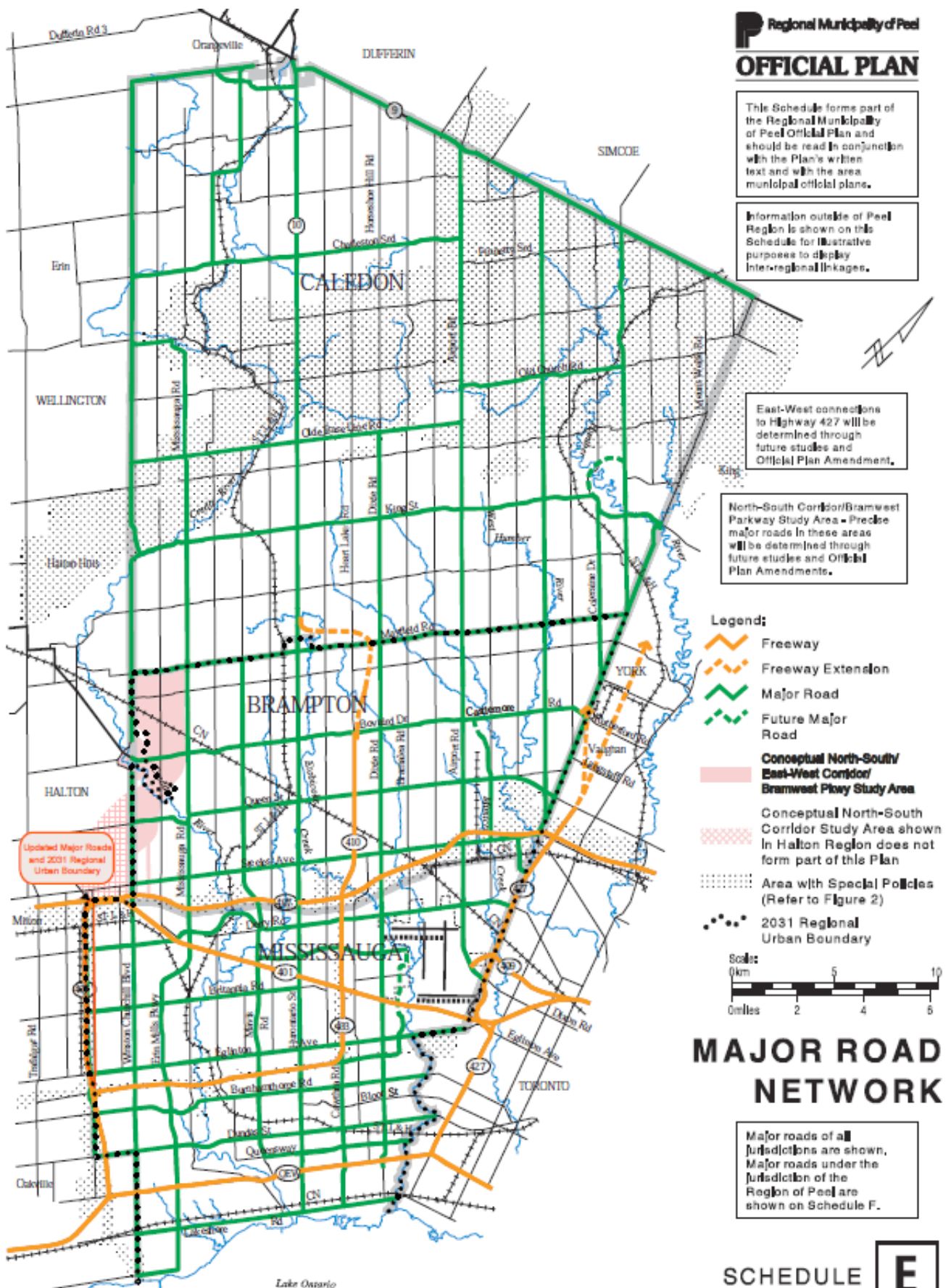


**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



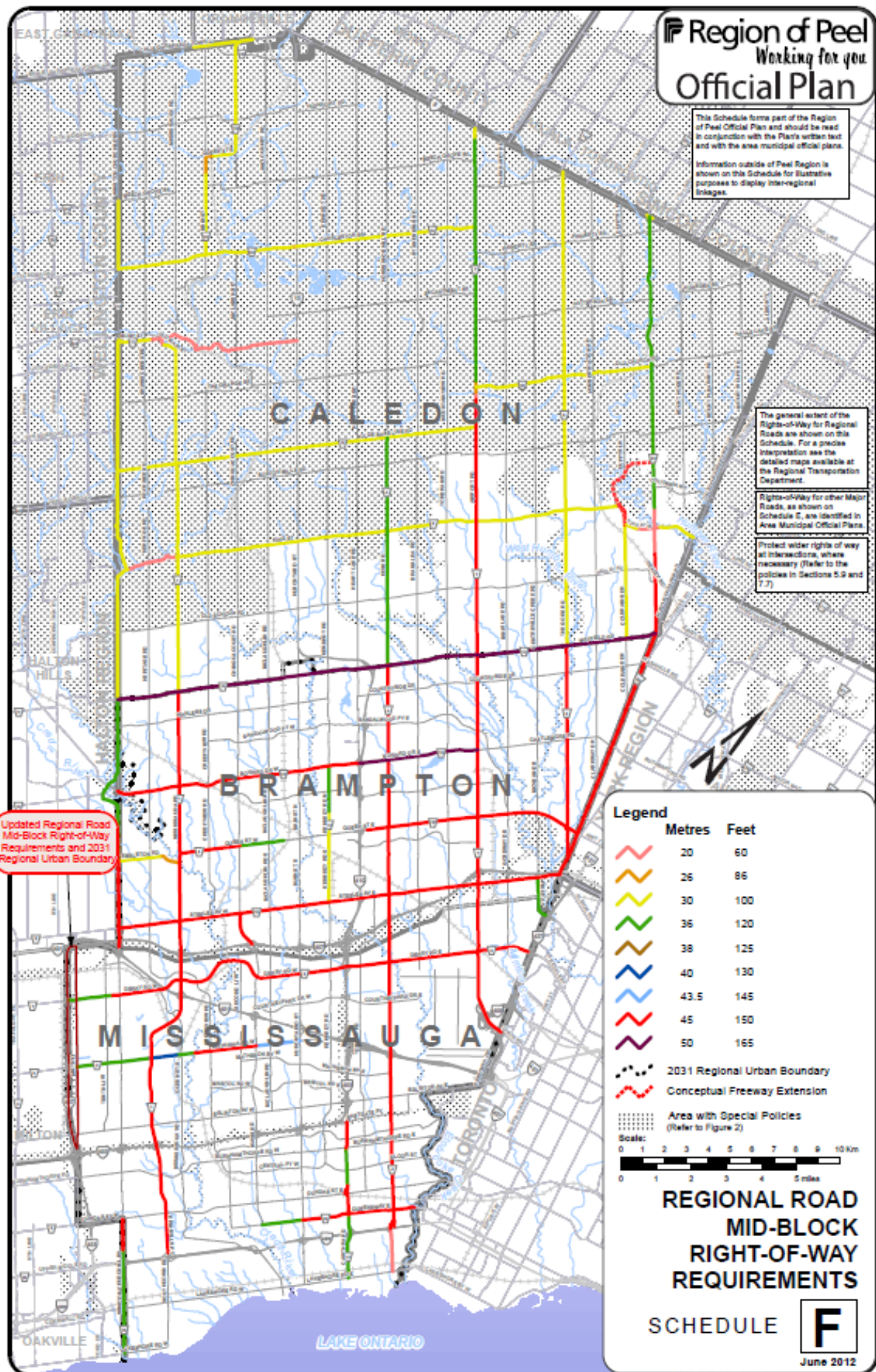


**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



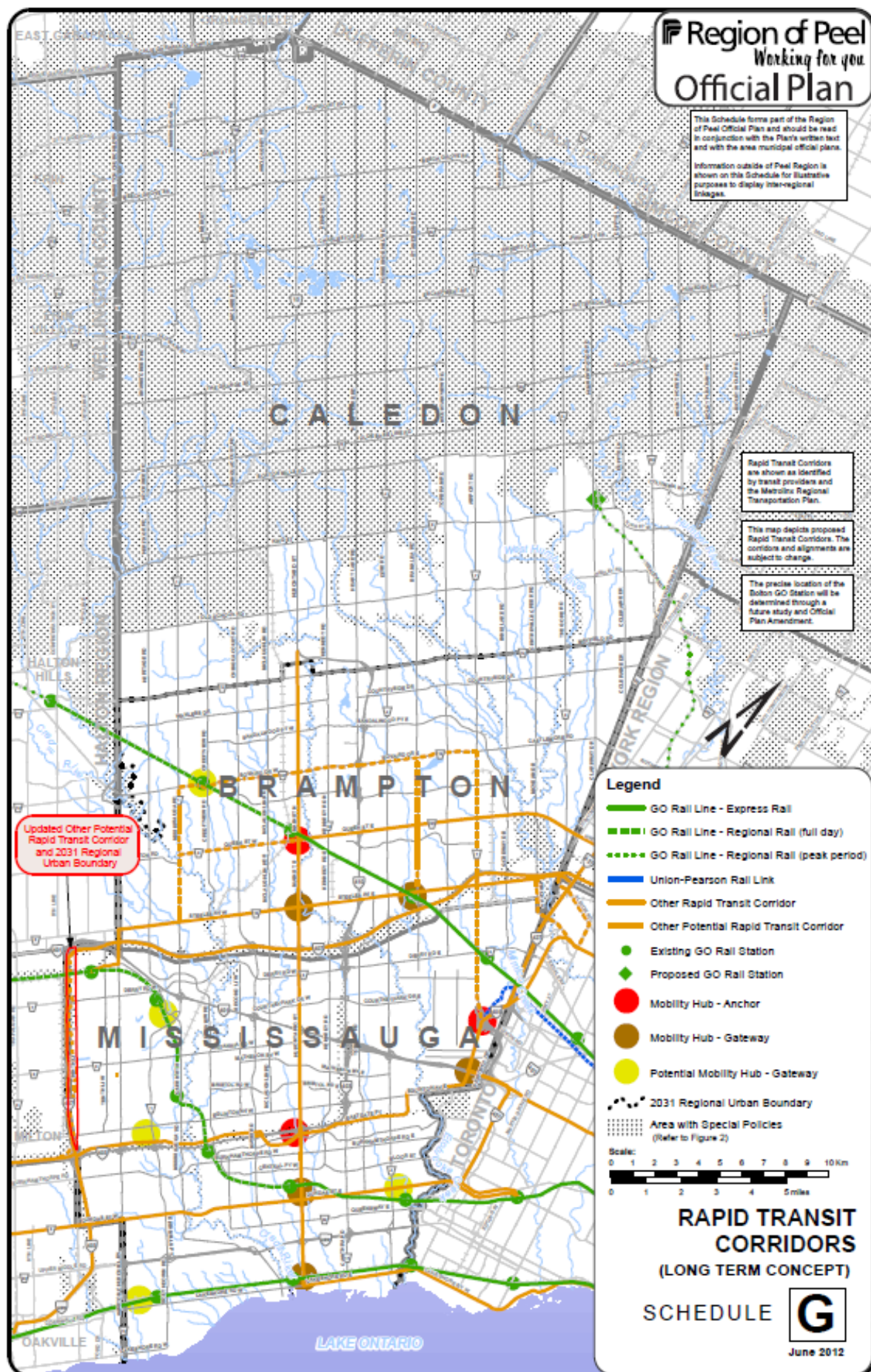


**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**



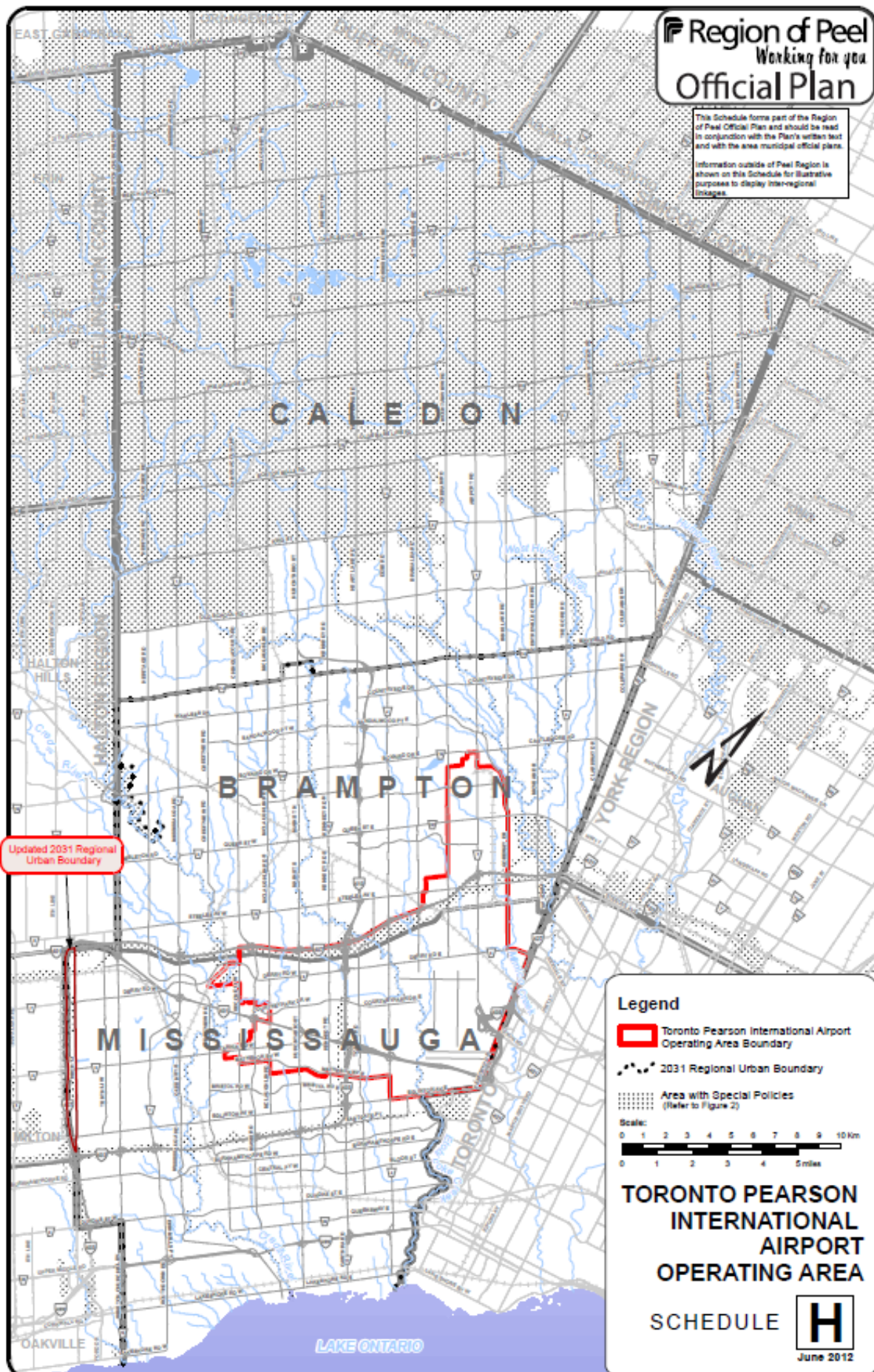


**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**





**Appendix I**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan**  
**Amendment 33 (ROPA 33) Adoption**





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## PEEL REGION

### Ninth Line Lands Municipal Comprehensive Review ADDENDUM

The Ninth Line Lands Municipal Comprehensive Review (MCR) was completed in May 17, 2017. It was undertaken within the Provincial policy framework for managing growth including the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006) and the Provincial Policy Statement, 2014. Analyses were undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. The MCR addressed policies and targets of the Growth Plan, 2006 (as amended in 2013), particularly as it relates to meeting minimum expectations for intensification and density and expansion of settlement areas. The MCR implements Regional Official Plan Amendment 24 (ROPA 24), which has a 2031 time horizon and was based on the population and employment forecasts in the original Growth Plan, 2006 now known as “2031A” in the new Schedule 3, Distribution of Population and Employment for the Greater Golden Horseshoe to 2041, arising from Amendment 2 (July 2013).

Subsequently, the Province approved an update to the Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2017) under the Places to Grow Act 2005 which came into effect on July 1, 2017. The Growth Plan, 2017, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line.

However, this review has been carried out recognizing that the MCR process requirements of the Growth Plan 2017 do not apply to the Ninth Line Lands. This results from the fact that the Ninth Line Lands, having been annexed from the Region of Halton, are still subject to the policies of the Region of Halton Official Plan.



The Region of Halton Official Plan established a policy framework for this area identified as the “Ninth Line Corridor Policy Area” to support transit oriented development and to protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan in Section 5.10 notes that the Halton policies will apply until such time as a future Regional Official Plan Amendment brings the lands into the Peel Official Plan. Given the status of the Ninth Line Lands, it has been determined that it is local decision to move forward with a City initiated area-specific Official Plan Amendment outside an MCR.

Nevertheless, all the technical work associated with a settlement expansion under the Growth Plan has been completed and will be considered as input into a future Regional MCR. This Addendum to the MCR reviews the relevant policies of the Growth Plan, 2017 and their implications for the Ninth Line Lands as set out in Table 1. It is based on additional technical input including:

- Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018 (Attachment #1); and,
- DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018 (Attachment #2).

The review demonstrates that the inclusion of the Ninth Line Lands in the City of Mississauga settlement boundary represents good planning and conforms with the Growth Plan, 2006 and the key directions in the Growth Plan, 2017. In particular, the review establishes, with respect to the Ninth Line Lands, that:

- The Ninth Line Lands are not in the delineated built boundary through an “accident of history”. This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton’s Official Plan already included a policy framework for this area identified as the “Ninth Line Corridor Policy Area” to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.
- The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a

major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.

- The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.
- The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment. No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.
- As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:
  - The "Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041" and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.

- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development<sup>1</sup>, for which there is limited opportunity in the City. At the same time, Mississauga's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<b>Section 7 Definitions Municipal Comprehensive Review</b>	
"A new official plan, or an official plan amendment, initiated by an upper-or single-tier municipality under Section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan."	<ul style="list-style-type: none"> <li>• The MCR was carried out by the Region of Peel - the upper tier municipality.</li> <li>• The MCR, and related Regional Official Plan Amendment (ROPA), implements ROPA 24 which was prepared under Section 26 of the Planning Act.</li> <li>• The MCR has been designed to comprehensively apply the policies and schedules of the Growth Plan, 2006 and also reflects the key directions in the Growth Plan, 2017 with respect to the Ninth Line Lands as set out below.</li> </ul>
<b>Section 2.2 Policies for Where and How to Grow</b>	
<b>Section 2.2.1 Managing Growth</b>	
1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance	The MCR is based on the population and employment forecasts in the Growth Plan, 2006 now known as 2031A in the new Schedule 3 arising from Amendment 2 to the Growth Plan in 2013. Schedule 3 provides a forecast for 2031, 2036 and 2041. Under a future ROPA implementing the Amendment 2 forecasts, the Region of Peel will begin planning for the 2041 horizon. However,

<sup>1</sup> Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
with the policies in subsection 5.2.4.	the forecasts for 2031A fit within the forecasts for 2041.
<p>2. Forecasted growth to the horizon of this Plan will be allocated based on the following:</p> <p>a) the vast majority of growth will be directed to settlement areas that :</p> <p>i. have a delineated built boundary;</p> <p>ii. have existing or planned municipal water or wastewater systems; and</p> <p>iii. can support the achievement of complete communities;.....</p> <p>c) within settlement areas, growth will be focused in:</p> <p>.....iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</p> <p>iv. areas with existing or planned public service facilities;</p>	<p>The Ninth Line Lands are not in the delineated built boundary through an “accident of history”. This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton’s Official Plan already included a policy framework for this area identified as the “Ninth Line Corridor Policy Area” to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.</p> <p>The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, specifically the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.</p>
3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>horizon of this Plan, which will.....</p> <p>b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;</p> <p>c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;</p> <p>d) support the environmental and agricultural protection and conservation objectives of this Plan; and</p> <p>e) be implemented through a municipal comprehensive review and where applicable, include direction to lower-tier municipalities.</p>	<p>Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations (In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.</p>
<p>4. Applying the policies of this Plan will support the achievement of complete communities that:</p> <p>a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;</p> <p>b) improve social equity and overall quality of life,</p>	<p>As noted, the Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. The detailed land use plan for the area which will be incorporated in the City's Official Plan</p> <ul style="list-style-type: none"> <li>• provides a diverse mix of land uses including a mix of medium and high density residential uses, as well as commercial and employment uses and public service facilities;</li> <li>• contributes to social equity and overall quality of life through the provision of a range of housing and parks, recreation facilities and open space, as well as transit facilities and active transportation including</li> </ul>



<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>including human health, for people of all ages, abilities, and incomes;</p> <p>c) provide a diverse range and mix of housing options.....</p> <p>d) expand convenient access to :</p> <p>i. a range of transportation options....</p> <p>ii. public service facilities, co-located and integrated in community hubs;</p> <p>iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and</p> <p>iv. healthy, local, and affordable food options, including urban agriculture;</p> <p>e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;</p> <p>f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and</p> <p>g) integrate green infrastructure and low impact development.</p>	<p>trails;</p> <ul style="list-style-type: none"> <li>• provides for the development of a community centre with a range of facilities which will serve as a community hub servicing the Ninth Line Lands and existing adjacent residential neighbourhoods;</li> <li>• establishes detailed policies and urban design guidelines which will ensure the development of a high quality, compact built form and an attractive and vibrant public realm; and,</li> <li>• will be designed to mitigate the impacts of climate change including the integration of low impact development and green infrastructure.</li> </ul>
5. The Minister will establish a methodology	The Region has carried out the MCR to the year 2031 in a process that commenced well before the Growth Plan



<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.	update. A subsequent process will be followed to the horizon of the Plan (2041) using the methodology which the Minister has developed.
<b>2.2.6 Housing</b>	
5. When a settlement area boundary has been expanded through a municipal comprehensive review in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.	The Ninth Line Lands have been planned in the context of the housing policies of the Region's and City's Official Plans and the Region of Peel's Housing and Homelessness Plan A Community Strategy 2014-2024. The City's plan for the Ninth Line Lands provides for a diverse range and mix of housing options and densities including affordable housing. It is planned to accommodate the forecasted growth established through the MCR.
<b>Section 2.2.7 Designated Greenfield Areas</b>	
1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: a) supports the achievement of complete communities; b) supports active transportation; and c) encourages the integration and sustained viability of transit services.	The detailed City Official Plan Amendment for the Ninth Line Lands developed by the City, working with the Region as noted provides for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. Further, the area is designed to support active transportation through its design and the provision of a range of facilities including a linked trail system. In addition, the City Official Plan Amendment establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. The Region and the City have worked closely with the Ministry of Transportation with

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
	respect to transportation system planning with regard to the planning for the 407 Transitway.
2. The designated greenfield area of each upper- or single tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare. 3. The minimum density target will be measured over the entire designated greenfield area of each upper- or single tier municipality, excluding the following:.....	The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan as set out in Section 2.2.7.3 results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.
<b>2.2.8 Settlement Boundary Expansions</b>	
1. Settlement area boundaries will be delineated in official plans.	The Region of Peel and the City of Mississauga Official Plans delineate settlement boundaries. The Ninth Line Lands are currently outside the City's settlement boundary due to an accident of history; however the MCR provides the basis for amendments to the Regional and City Official Plans to include the Ninth Line Lands in the settlement area boundary.
2. A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:	
a) based on the minimum intensification and density targets of this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:	As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:  "The Province released an updated <i>Growth Plan</i> , which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new <i>Growth Plan</i> , the Region has updated its growth management program, through

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>i. within the upper- or single-tier municipality, and</p> <p>ii. within the applicable low-tier municipality;</p> <p>b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption; and</p> <p>c) timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets of this Plan, as well as the other policies of this Plan.</p>	<p>the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised <i>Growth Plan</i> policies and implications for Ninth Line, concluding the following:</p> <ul style="list-style-type: none"> <li>• The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and <i>all</i> lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of Growth Plan, 2017 policies and higher minimum targets for intensification and density.</li> <li>• Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development<sup>2</sup>, for which there is limited opportunity in the City. At the same time, Mississauga’s intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017.</li> <li>• The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if</li> </ul>

<sup>2</sup> Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
	<p>built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.</p> <ul style="list-style-type: none"> <li>It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process."</li> </ul>
<p>3. Where the need for the settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p>	
<p>a) There are existing or planned infrastructure and public service facilities to support the achievement of complete communities;</p>	<p>There is significant existing or planned infrastructure and public service facilities to support the achievement of complete communities:</p> <ul style="list-style-type: none"> <li>Existing infrastructure includes Highway 407, Highway 401, major Regional and City arterial roads including Ninth Line, Derry Road, Britannia Road West and Eglinton Avenue, existing sewer and water; and, in close proximity to the east, the existing Derry GO Station, an existing fire station, and existing public service facilities such as schools and parks.</li> <li>Planned infrastructure includes the 407 Transitway with stations at Derry Road and Britannia Road West which is the subject of an environmental assessment being carried out by the Ministry of Transportation. The City is also planning the construction of a major community park and community centre in 2019 between Eglinton Avenue and Britannia Road West, as well as the extension of Argentia Road, an east/west Major Collector Road, to Ninth Line.</li> </ul>
<p>b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue</p>	<p>Life cycle capital cost for Regional and City facilities were considered as part of the fiscal impact analysis. In addition, an environmental assessment is being carried out for the 407 Transitway which will consider financial viability.</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
generation analyses;	
c) the proposed expansion would align with a water and wastewater master plan or equivalent which has been completed in accordance with the policies in subsection 3.2.6;	<p>The Ninth Line Lands including the 407 Transitway area will be serviced with an expansion of the Peel Region Water Distribution &amp; Wastewater Systems. Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water &amp; Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton &amp; Caledon). Details on the connections and on the specific upgrades triggered by the City's Official Plan Amendment will be provided as part of the technical supporting material related to the Ninth Land Lands.</p>
d) the proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with the policies in subsection 3.2.7;	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of Mississauga practices. The SWM plan has also</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
	considered resiliency planning needs associated with climate change.
e) watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including quality and quantity of water;	The hydrologic modelling of the Sixteen Mile Creek tributary system under current conditions as part of the scoped subwatershed study has set the peak flows and runoff volume targets for flood and erosion impact management. Future land use conditions modelling, with proposed SWM systems in-place, has demonstrated that the proposed development will meet the targets, and in some cases, lead to reductions in flood and erosion risks, as compared to existing conditions. In terms of water quality, the plan as proposed, which integrates end-of-pipe and source controls (LID BMPs), will meet Provincial and Municipal objectives.
f) key hydrologic areas and Natural Heritage System should be avoided where possible;	<p>The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands study area. Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either.</p> <p>The Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area and identified a NHS based on a systems approach. The NHS provides an increase in the area of wetland and woodland within the study area, as well as a connected system that is linked to the watercourse and its floodplain. The proposed NHS includes Fish Habitat, created wetlands, and woodlands and will be incorporated within the watercourse valley. Habitat for SAR and SCC will be created within the proposed NHS.</p> <p>Key hydrologic areas include significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas. The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers. The study area includes the headwaters for the watercourse; however, the headwater catchment does not provide significant baseflow contribution for the overall surface water flow volumes within the watershed. A stormwater management facility is located in the headwaters that</p>



<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
	gathers water from Highway 401 and contributes some flow to the watercourse.
g) for settlement areas that receive their water from or discharge their sewage to inland lake, rivers, or groundwater, a completed environmental assessment for new or expanded services has identified how expanded water and wastewater treatment capacity would be addressed in a manner that is fiscally and environmental sustainable;	Not applicable
h) prime agricultural areas should be avoided where possible. An agricultural impact assessment will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper-or single-tier municipality in accordance with the following: i. expansion into specialty crop areas is prohibited; ii. reasonable alternatives to avoid prime agricultural areas are evaluated; and iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;	The Ninth Line Lands Agricultural Impact Assessment was carried out and then updated to reflect the directions in the Growth Plan, 2017. The Assessment as updated confirms that that the Ninth Line Lands does not include any specialty crop areas and that there are no reasonable alternative lands which avoid prime agricultural areas given the location within the City of Mississauga.

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
i) the settlement area to be expanded is in compliance with the minimum distance separation formulae;	The Agricultural Impact Assessment update concludes that the development of the Ninth Line Lands is in compliance with the updated minimum distance separation formulae. In particular, the updated Agricultural Impact Assessment concluded that only one revised mds arc was required for one livestock barn and the arc did not encroach on the Ninth Line Lands.
j) any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;	The Agricultural Impact Assessment indicates that the presence of Highway 407 along the west boundary of the Ninth Line Lands provides an existing buffer between any future urban uses on the Ninth Line Lands and the adjacent agricultural areas to the west and north mitigating any adverse impacts. The Assessment also identifies a number of other mitigation approaches such as addressing the effects of stormwater runoff on adjacent agricultural properties.
k) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;	<p>As per the direction in the PPS (2014) (ref. Section 2.2 Water), the assessment of cumulative impacts of the proposed Ninth Line Lands development has been conducted at the Subwatershed Scale. The Sixteen Mile Creek Tributary, which is the receiver of drainage from the Ninth Line Lands, crosses from the City of Mississauga to the Town of Milton, west of Highway 407. The analysis conducted for the stormwater/drainage assessment has indicated no negative impacts related to flooding, erosion or water quality with the proposed development and management system in-place. The assessment has incorporated a multi-disciplinary approach with due consideration of the hydrology, hydraulics of surface water, groundwater regime, stream network and natural heritage system.</p> <p>In terms of drinking water, the area is currently fully serviced by Lake-based water, hence no areas within the Ninth Line Lands are considered to be designated vulnerable areas, nor have any sensitive surface water or groundwater features (including their hydrologic functions) been identified.</p> <p>The surface water / groundwater (end-of-pipe) and innovative (e.g. LID BMPs, lot-level) control is in accordance with current Provincial and Municipal practices and guidance.</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
	<p>Proposed development setbacks from the regulated features (watercourses and wetlands) are as per Conservation Halton requirements.</p> <p>The proposed NHS was developed based on an ecosystem approach to provide a more diverse and connected system that will be protected for the long term, and that is integrated with the watercourse in the Ninth Line Lands. This system will provide protection for natural features by applying buffers and setbacks to adjacent development and transportation land uses. The NHS provides opportunities to create, re-create, and enhance wetlands, woodlands, and meadows that have higher ecological benefit than the existing fragmented and degraded features. The NHS is setback from the development and transportation areas proposed for the Ninth Line Lands and will ensure that disturbance to the natural features within it does not occur in the future.</p>
l) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and	<p>The Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans are not applicable to the Ninth Line Lands.</p> <p>The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers.</p>
m) within the Protected Countryside in the Greenbelt Area:.....	Not applicable
<b>3. Infrastructure to Support Growth</b>	
<b>3.2.1 Integrated Planning</b>	
1. Integrated planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including a fiscal impact analysis and other supporting technical studies including scoped subwatershed planning, as well planning for land use, infrastructure and public service facilities including water and wastewater
2. Planning for new or	

**Table 1: Growth Plan, 2017 Policy Review**

<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <p>a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of minimum intensification and density targets in this Plan;....</p> <p>c) identifying full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and</p> <p>d) considering the impacts of a changing climate.</p> <p>3..... Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.</p> <p>4. Municipalities will</p>	<p>services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations being implemented by the Province, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which will achieve the achievement of minimum intensification and density targets in the Growth Plan. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>assess infrastructure risks and vulnerabilities, including those caused by impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p> <p>5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this plan through multi-year infrastructure planning for the transportation system and public service facilities.</p>	
<b>3.2.2 Transportation</b>	
<p>1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p>
<p>2. The transportation system within the GGH will be planned and managed to:</p> <p>a) provide connectivity among transportation modes for moving people and moving goods;</p> <p>b) offer a balance of transportation choices that reduces reliance upon the automobile and</p>	<p>The transportation system within the Ninth Line Lands has been carefully planned by the Region and the City, working with the Ministry of Transportation, to provide connectivity between modes and to offer a balance of transportation choices particularly transit and active transportation.</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>promotes transit and active transportation;</p> <p>c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode of trip-making ....</p> <p>d) offer multi-modal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;</p> <p>.....</p> <p>f) provide for the safety of system users.</p>	
<p>3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted....</p>	<p>The Region and City have planned the street network in the Ninth Line Lands to reflect a complete streets approach.</p>
<p>4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs....</p>	<p>The Regional and City Official Plans and the City's Official Plan Amendment for the Ninth Line Lands establish transportation demand management policies for this area.</p>
<b>3.2.3 Moving People</b>	
<p>1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway which is a priority for the development of the Ninth Line Lands.</p>
<p>2. All decisions on transit planning and investment will be made according to the following criteria:</p>	<p>The Region and the City have planned the Ninth Line Lands to achieve transit-supportive densities and provide a mix of residential, office, institutional, and commercial development. The City's Official Plan</p>



<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>....d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</p> <p>e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</p> <p>f) increasing the modal share of transit; and</p> <p>g) contributing towards provincial greenhouse gas emissions reduction targets.</p>	<p>Amendment for the Ninth Line Lands is also designed to facilitate linkages between nearby neighbourhoods to the east and the proposed Transitway stations. The development of the Ninth Line Lands will increase the modal share of transit; and contribute towards provincial greenhouse gas emissions reduction targets.</p>
<p>4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning....</p>	<p>The planning for the Ninth Line Lands has established active transportation networks including a linked trail system that are a fundamental component of the transportation system.</p>
<b>3.2.5 Infrastructure Corridors</b>	
<p>2. The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan; in particular that development is directed to settlement areas.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to the planning for the 407 Transitway and the related land use designations.</p>
<b>3.2.6 Water and Wastewater Systems</b>	
<p>1. Municipalities should generate sufficient revenue to recover the</p>	<p>The cost of infrastructure has been assessed through a fiscal impact analysis.</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
full cost of providing and maintaining municipal water and wastewater systems.	
<p>2. Municipal water and wastewater systems....will be planned, designed, constructed, or expanded in accordance with the following:....</p> <p>b) the system will serve growth in a manner that supports the achievement of the minimum intensification and density targets in this Plan;</p> <p>c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning has been prepared....</p> <p>e) plans have been considered in the context of applicable .... Agreements or provincial legislation or strategies.</p>	<p>The Ninth Line / 407 Transit way area will be serviced with an expansion of the Peel Region Water Distribution &amp; Wastewater Systems into the subject lands.</p> <p>Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water &amp; Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton &amp; Caledon).</p>
<b>3.2.7 Stormwater Management</b>	
<p>2. Proposals for large-scale development proceeding by way of a secondary plan....will be supported by a stormwater management plan or equivalent, that:</p> <p>a) is informed by a subwatershed plan or equivalent;</p> <p>b) incorporates an integrated treatment approach to minimize stormwater flows and</p>	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;</p> <p>c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and</p> <p>d) aligns with the stormwater master plan for the settlement area, where applicable.</p>	<p>Mississauga practices. The SWM plan has also considered resiliency planning needs associated with climate change.</p>
<b>3.2.8 Public Service Facilities</b>	
<p>1. Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.</p> <p>5. Municipalities will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. This has included consideration of public service facility requirements in consultation with Regional and City departments and other public agencies.</p>
<p>2. Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.</p> <p>6. New public service facilities, including hospitals and schools, should be located in settlement areas and</p>	<p>The City's Official Plan Amendment provides opportunities for the co-location of public services easily accessible by active transportation and transit, in particular a community centre is proposed in the southern portion of the Ninth Line Lands.</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.	
<b>4. Protecting What is Valuable</b>	
<b>4.2.1 Water Resource Systems</b>	
3. Decisions on allocation of growth and planning for water, wastewater, and stormwater infrastructure will be informed by applicable watershed planning. Planning for designated greenfield areas will be informed by a subwatershed plan or equivalent.	Planning for the Ninth Line Lands has been based on a scoped subwatershed scale assessment of the Sixteen Mile Tributary subwatershed which services the area.
<b>4.2.2 Natural Heritage System, 4.2.3 Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features, 4.2.4 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features</b>	
1. The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement areas boundaries that were approved and in effect as of July 1, 2017.	The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Sections 4.2.2.1 – 5, 4.2.2.7, 4.2.3, and 4.2.4 are not applicable.
6. Beyond the Natural Heritage System, including within settlement areas, the municipality: a) will continue to protect	Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either. However, the Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>other natural heritage features in a manner that is consistent with the PPS; and</p> <p>b) may continue to protect any other natural heritage system or identify new systems in a manner consistent with the PPS.</p>	<p>and identified a NHS based on a systems approach as discussed above. The NHS will be protected in accordance with PPS, and the policies of the Region of Peel and City of Mississauga Official Plans, as well as the City's Official Plan Amendment for the Ninth Line Lands.</p>
<b>4.2.5 Public Open Space</b>	
<p>1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:</p> <p>a) clearly demarcates where public access is and is not permitted;</p> <p>b) is based on a co-ordinated approach to trail planning and development; and</p> <p>c) is based on good land stewardship practices for public and private lands.</p> <p>2. Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public</p>	<p>As part of the City's Official Plan Amendment for the Ninth Line Lands, in addition to the NHS and proposed trail system, a major community park and additional parkland related to a heritage building have been identified. The plan for the Ninth Line land addresses the criteria in Section 4.2.5.1. The policies also provide for urban agriculture, rooftop gardens, and communal courtyards.</p>

<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
parks.	
<b>Section 4.2.6 Agricultural System</b>	
1. The Province will identify an Agricultural System for the GGH.	The Province has now approved the Agricultural System for the GGH. The Agricultural System does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Section 4.2.6 are not applicable.
<b>Section 4.2.7 Cultural Heritage Resources</b>	
1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.	The City has identified a number of cultural heritage resources in the Ninth Line Lands which will be protected in accordance with the City's policies and protocols under the Heritage Act and the Planning Act.
2. Municipalities will work with stakeholders, as well as First Nations and Metis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.	The Region and City consulted extensively with stakeholders through the process of preparing the Official Plan Amendment for the Ninth Line Lands, including the First Nations and Metis communities.
3. Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and to consider them in their decision-making.	An archaeological assessment of the Ninth Line Lands was carried out as part of the background analysis on which the Official Plan Amendment for the Ninth Line Lands was based. The report, "Developable Land Assumptions for the Ninth Line Corridor, City of Mississauga, Regional Municipality of Peel: Archaeological Context", was prepared by AMEC Environment & Infrastructure dated April 21, 2014.
<b>Section 4.2.8 Mineral Aggregate Resources</b>	
1. Municipalities will develop and implement official plan policies and other strategies to conserve mineral aggregate resources....	The Ninth Line Lands have no identified mineral aggregate resources as such the policies of Section 4.2.8 are not applicable.
<b>Section 4.2.9 A Culture of Conservation</b>	
1. Municipalities will	The Region and the City Official Plans and other related



<b>Table 1: Growth Plan, 2017 Policy Review</b>	
<b>Growth Plan, 2017</b>	<b>Review and Analysis</b>
<p>develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <ul style="list-style-type: none"> <li>a) Water conservation....</li> <li>b) Energy conservation....</li> <li>c) Air quality improvement and protection....</li> <li>d) Integrated waste management....</li> </ul> <p>2. Municipalities should develop excess soil reuse strategies as part of planning for growth and development.</p> <p>3. Municipal planning policies and relevant development proposals will incorporate best practices for the management of excess soil generated and fill received during development and site alteration, including infrastructure development....</p>	<p>strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to support the conservation objectives identified.</p>
<b>Section 4.2.10 Climate Change</b>	
<p>1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change</p>	<p>The Region and the City Official Plans and other related strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to address the reduction of greenhouse gas emissions and climate change adaptation goals.</p>

Table 1:Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016....	

**Attachment #1**

Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018

# HEMSON

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## MEMORANDUM

**To:** Liz Howson, Macaulay Shiomi Howson

**From:** Russell Mathew and Lara Nelson, Hemson Consulting Ltd.

**Date:** February 7, 2018

**Re:** Shaping Ninth Line  
Updated Growth Management Analysis: Growth Plan, 2017

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Hemson Consulting Ltd. was retained to provide technical input to the Ninth Line Corridor Review, Shaping Ninth Line, being undertaken by a multi-disciplinary team jointly for the City of Mississauga and the Region of Peel, led by Macaulay Shiomi Howson (MSH). Analyses have been undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. A Shaping Ninth Line, Growth Management Report was prepared, dated May 16<sup>th</sup>, 2017. The Growth Management Report, among other matters, addressed policies and targets of the *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*), 2006 (as amended in 2013), particularly as relates to meeting minimum expectations for intensification and density and expansion of settlement areas.

The Province released an updated *Growth Plan*, which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the

assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised *Growth Plan* policies and implications for Ninth Line, concluding the following:

- The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.
- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development<sup>1</sup>, for which there is limited opportunity in the City. At the same time, Mississauga’s intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan*, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSA’s, under the *Growth Plan*, 2017. Changes to how DGA density is measured under the revised *Growth Plan* results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.
- It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

---

<sup>1</sup> *Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.*

## 1. Ninth Line Preferred Growth Concept

The Shaping Ninth Line planning process resulted in the development of a preferred land use and growth concept for Ninth Line, which:

- would accommodate approximately 3,500 housing units, 8,500 residents and 510 jobs;
- provides for medium and high density residential areas, comprising row houses and apartments;
- includes mixed use areas with residential and commercial employment opportunities;
- provides for higher order transit;
- plans for an overall minimum density target of 82 residents and jobs per gross ha;
- plans for a minimum density target of 160 residents and jobs per ha around transit station areas;
- provides for well-located business employment lands in proximity to 400-series highways; and,
- protects natural heritage and flood plain features.

The associated growth management analysis concluded that:

- Development of the Ninth Line lands would give Mississauga a better prospect of meeting its growth targets to 2031 with a land use concept that included an appropriate density and mix of housing to support Provincial, Regional and City policies seeking denser and more intensified development.
- Higher density ground-oriented units, such as row houses and stacked row houses, of which there is very limited available land supply in Mississauga, particularly in a greenfield setting, would help meet demand for those households not seeking the high-rise apartment forms which now dominate the Mississauga market.
- ROPA 24, which implemented Peel growth management matters and *Growth Plan* conformity, anticipated that there would be urban boundary expansions as part of planning for growth within the period to 2031; and while most of this was for greenfield ground-related housing and employment land development in Caledon, Ninth Line in Mississauga equally qualified.
- The planned density of 82 persons and jobs per ha would affect a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs



per ha; however while this is higher density development typically associated with intensification, it is outside of the built-up area, as defined by the *Growth Plan*. Because of this, Mississauga's intensification rate for the 2016 to 2031 period planned at 97% without Ninth Line became 86% with the addition of Ninth Line. Similarly, the Region's intensification rate for the same period, planned at 48%, became 44% with the inclusion of Ninth Line as planned in the preferred growth concept. This rate is still well above the 40% minimum intensification target, under the *Growth Plan* policies that were in effect at the time the growth concept and growth management analysis for Ninth Line were prepared.

## 2. Growth Plan, 2017

The growth management analysis underpinning the Shaping Ninth Line process and the development of the preferred growth concept was undertaken within the provincial and Peel regional policy framework for managing growth, originally planned for within the context of ROPA 24, which was to bring the Region's growth management policies and targets into conformity with the *Growth Plan*, 2006. The development of the preferred growth concept was undertaken cognizant of the, then draft, *Growth Plan*, 2017, and the lands were planned to meet or exceed the minimum expectations for density and intensification in effect at the time.

The *Growth Plan*, 2017 revised Provincial growth management expectations, such that:

- The intensification target for upper- and single-tier municipalities was increased from a minimum of 40% of residential development occurring annually within the built-up area; to a minimum 50% occurring within delineated built-up areas, from the time of the next municipal comprehensive review (MCR); and, to 60% by 2031 and each year thereafter.
- The minimum density targets for designated greenfield areas (DGA) were also increased. For upper- and single-tier municipalities in the GTAH, the minimum 50 residents and jobs per ha measured across the entire DGA was revised to a minimum 60 residents and jobs per ha from the time of the next MCR; and, a minimum 80 residents and jobs per ha within the horizon of the *Growth Plan*, now 2041. The direction for how DGA density is measured was also revised, with employment areas and jobs on employment area lands no longer being included in the density calculations.

- The *Growth Plan*, 2017 also provides more explicit direction for density around major transit station areas (MTSA), requiring that those serviced by light rail transit or bus rapid transit be planned to achieve a minimum density of 160 residents and jobs per ha.
- Since the forecasts contained in Schedule 3 – that all upper- and single-tier municipalities must use as a basis for planning – were extended from 2031 to 2041 through Amendment 2 to the *Growth Plan*, the planning horizon for determining land needs has now also been updated under the *Growth Plan*, 2017. The updated Schedule 3 forecasts for Peel anticipate 130,000 more residents at 2031 than was planned for under ROPA 24; to 2041, the Region is now planning for a population 1,970,000 residents.
- The planning period for land needs has also been revised from twenty years, to the horizon of the *Growth Plan*, currently 2041. Land needs assessments are now also to be undertaken based on a standardized land needs assessment methodology which the Province has currently released in draft.

### 3. Implications for Peel Region and Ninth Line

Given the Provincial policies now in effect, the Region of Peel has updated its growth management planning work to address the *Growth Plan*, 2017, including allocating the 2041 Schedule 3 forecasts to local municipalities in Peel and updating the associated land budget. The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA was received by Peel Regional Council on October 26, 2017. The ROPA establishes growth forecasts and targets for density and intensification that meet the minimum requirements by planning period under the *Growth Plan*, 2017 as described above, and includes the Ninth Line DGA lands, as planned under the preferred growth concept through the Shaping Ninth Line process.

- The location and relative amounts of housing being planned for throughout the entirety of Peel has been updated through the new land budget to 2041. The 48% intensification target under ROPA 24 has been increased, to the effect that 50% of residential growth is planned within the built-up area at 2031; increasing again to 60% from 2031 onward. The residential units on Ninth Line lands figure into these targets.
- There is a change with respect to the overall density of planned development for Ninth Line as a result of updated policy direction for how density is

measured on designated greenfield areas under the *Growth Plan, 2017*. That is, DGA density calculations now exclude employment areas and associated jobs. The Ninth Line growth concept includes 11 ha of employment area lands, with an estimated potential of approximately 430 employment area jobs. Removing these lands and jobs from the density calculation has the effect of increasing the density of the remaining developable Ninth Line lands from 82 residents and jobs per ha; to 87 residents and jobs per ha. This could be even greater if the lands build out to the ultimate scenario over the longer term. At the Peel regional level, the effect of the Ninth Line lands on DGA density is negligible, however it is noted that the planned level of density for Ninth Line significantly exceeds *Growth Plan* minimums, both in the prior *Growth Plan* and the higher targets under the *Growth Plan, 2017*.

- There is no change to the density around MTSA's in the Ninth Line plan area, which were planned to meet the 160 residents and jobs, in the then draft *Growth Plan, 2017*.
- In terms of the overall role of Ninth Line in the land budget for Peel, the Ninth Line lands have been planned to support Mississauga's forecasts and fit within the updated Regional land budget to 2041 under the draft growth management ROPA.
- At such time of the next Regional MCR, Peel will need to undertake a region-wide land needs assessment, consistent with the Provincial land needs assessment methodology, presently released in a draft format for consultation. It is most likely that the application of the Provincial land needs assessment (if the final version does not change substantially from the current draft release), on a region-wide basis to 2041, will result in the need for additional greenfield designations well in excess of those proposed for Ninth Line. Ninth Line, as planned, does not undermine the Region's ability to meet the minimum targets for intensification and density under the *Growth Plan, 2017*, which will ultimately be the targets applied when updating the land budget through the Provincial land needs assessment.

#### 4. Conclusions and Recommendations

The growth concept developed through the Shaping Ninth Line process was prepared such to be in conformity with the range of applicable Provincial, Regional and City plans and policies in effect and anticipated.

- Ninth Line as planned, will help the City of Mississauga to meet its growth forecasts to 2041 as planned under the Peel 2041 ROPA while also providing for higher density ground-oriented development, for which there is limited opportunity in the City. At the same time, the City's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan, 2017*.
- Cognizant of the then forthcoming *Growth Plan, 2017*, the Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum DGA density target as well as the 160 residents and jobs per ha minimum around the MTSA's.
- At such time of the next Regional MCR, the Region will need to re-assess and plan for Ninth Line and *all* lands within Peel based on the Province's standard land needs assessment methodology, which has yet to be finalized.
- In the meantime, it is recommended that the Region and City carry on with the implementation of the Peel 2041 ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

**Attachment #2**

DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018



***DBH Soil Services Inc.***

217 Highgate Court, Kitchener Ontario N2N 3N9

Phone: (519) 578-9226

Fax: (519) 578-5039

**Via email**

Mr. Adrian Smith  
Manager of Policy Development  
Integrated Planning  
Corporate Services Department  
Region of Peel  
10 Peel Centre Drive  
Suite A & B  
Brampton, ON  
L6T 4B9

February 12, 2018

Mr. Smith:

**Re: Ninth Line Lands  
City of Mississauga  
Region of Peel**

**Minimum Distance Separation (MDS I) Update and Growth Plan Agricultural Systems  
Comment**

Further to our telephone conversations and subsequent emails with Ms. Howson (MSH Plan), DBH Soil Services Inc. was retained by the Region of Peel to complete an update to the Minimum Distance Separation I (MDS I) calculations that were presented in the AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016). Further, that DBH Soil Services Inc. will provide comment to the Growth Plan for the Greater Golden Horseshoe (2017), specifically to Section 2.2.8 3h, I and j (Settlement Area Boundary Expansions).

The lands in question (Ninth Line Lands) were identified in your emails and illustrated in the mapping within the AMEC report. The lands are roughly bounded by: the Highway 407 on the west; the Ninth Line on the east; interchange of the Highways 401 and 407 to the north; and the interchange of Highways 407 and 403 to the south. These lands are an area designated for an Urban Boundary Expansion and are henceforth referred to as the Subject Lands. Figure I illustrates the approximate location of the Subject Lands with respect to the above mentioned features.

The following represents the methodology, findings and conclusion for this study.

**Minimum Distance Separation (MDS I)**

The AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) provided Minimum Distance Separation (MDS I) calculations as based on the OMAFRA statement (*Minimum Distance Separation I (MDS I)*, Ontario Ministry of Agriculture, Food and Rural Affairs Publication 707, October 2006 (MDS) Formulae). A total of 14 agricultural facilities were identified that were capable of housing livestock and were located within 2000 m of the Subject Lands (as per General Guideline 6, 'For Type A applications apply MDS I for livestock facilities within a 1000 metre radius', and for Type B applications apply MDS I for livestock facilities within a 2000 metre radius). As per General Guideline 36, Type B land uses include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes. Type B land uses are typically characterized by uses that have a higher density of human occupancy, habitation or activity.





Figure 1

Location

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The AMEC study identified the livestock facilities and provided detail as to the type of livestock, the numbers of livestock and the maximum tillable ha for each facility. The MDS I calculations (and mapping) illustrate that the Subject Lands were not impacted by the MDS I arc from any of the livestock facilities.

A newer version of the MDS Guidelines was presented by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016 in a document titled *"The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks* (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs. 2016)."

The newer MDS guidelines address similar issues as with the 2006 MDS guidelines, but with some modifications. As by example, the new MDS Guideline # 6: Required Investigation Distances for MDS states:

"As part of municipal consideration of planning or building permit applications, all existing livestock facilities or anaerobic digesters within a 750 m distance of a proposed Type A land use and within a 1,500 m distance of a proposed Type B land use shall be investigated and MDS I setback calculations undertaken where warranted."

As noted in the 2016 MDS guidelines, the distance has been reduced from 2000 m to 1500 m. Figure 2 illustrates the 1500 m buffer around the Subject Lands. Figure 2 also illustrates the approximate shape and location of the Subject Lands and the approximate locations of any agricultural facilities capable of housing livestock that were identified (as per the AMEC report) within 1500 m of the Subject Lands (as required by the MDS Guidelines (2016) for a Type B Land Use under MDS Guideline 33). It was noted with the reduction of distance from 2000 m to 1500 m that livestock facilities numbered 6 and 19 are now outside the 1500 m zone and are not required to be considered. MDS I calculations were completed for these two facilities regardless in an effort to provide continuity to the original AMEC report.

The assessment of MDS I was completed through a review of the AMEC study and the use of the information provided within the appendix of that study. Detailed information regarding specific livestock facilities including, address, location, type of livestock, size of property (tillable ha) and numbers of livestock were listed for each livestock facility. It was noted that the data sheet for livestock facility number 10 was not included in the AMEC report. As such, the MDS I calculation for that livestock facility could not be completed. It should also be noted that no additional interviews were completed as part of this updated MDS study.

It should also be noted that the AMEC data sheets did not include all the pertinent information as required by the MDS guidelines. In some cases there was no owners name or contact information. In all cases there was no indication of the type or location of the manure system. For the purposes of this study it was assumed that each manure system was an outdoor, uncovered solid manure system. This would be appropriate for the livestock types that were identified in the AMEC report. This manure system also provides the 'worst case scenario' with respect to manure odour potentials (ie: would provide the largest calculated MDS I arcs).

All MDS I calculations were completed with the AgriSuite – Ontario Agricultural Planning Tools Suite Version 3.4.0.18.

Table I presents the livestock type associated with each agricultural facility and the calculated MDS I values (in metres) for each agricultural facility.

MDS I data sheets for both the AMEC report and the MDS (2016) calculation sheets (complete with MDS I values) are provided in Appendix A and Appendix B respectively.





## Legend

- 9 Agricultural Facility Number
- 9 Agricultural Facility
- Electric Transmission Line (MNR)
- +—+— Railway (MNR)
- Roads (MNR)
- - - 1.5 km Buffer Zone
- Municipal Boundary
- Subject Lands
- Minimum Distance Separation (MDS I Calculated Arc)

Figure 2

## Minimum Distance Separation (MDS I Calculations)

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Table I – Minimum Distance Separation I (MDS I)

Agricultural Facility	Livestock Type	MDS I (Barn) In metres	MDS I (Manure Storage) In metres
1	Beef, Chickens, Swine	433	433
2	Beef	216	216
3	Beef, Sheep	331	331
5	Beef	331	331
6	Horses	363	363
7	Beef	452	452
10	No Data for Agricultural Operation		
9	Beef	562	562
11	Rabbits, Chickens, Turkeys	222	222
15	Beef	241	241
16	Beef, Sheep, Chickens, Rabbits	275	275
17	Sheep	162	162
19	Beef	237	237
21	Sheep	243	243

Figure 2 illustrates the approximate location of the Subject Lands, the approximate locations of agricultural facilities with calculated MDS I arcs from each of the agricultural facilities that were capable of housing livestock. As illustrated on Figure 2, no MDS I arcs impinge on the Subject Lands. Therefore there are no impacts to adjacent agricultural livestock facilities with respect to MDS I as a result of the potential land use designation changes within the Ninth Line Lands.

### Growth Plan for the Greater Golden Horseshoe (2017)

Specific to this project, DBH Soil Services Inc was retained to provide comment on Section 2.2.8 (Settlement Area Boundary Expansions) Policy 3 h, i and j of the Growth Plan for the Greater Golden Horseshoe (2017). The policies are described as follows:

3. Where the need for a *settlement area* boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:
  - h) *prime agricultural areas* should be avoided where possible. An *agricultural impact assessment* will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the *Agricultural System* and evaluating and prioritizing alternative locations across the upper- or single-tier municipality in accordance with the following:
    - i. expansion into *specialty crop areas* is prohibited;
    - ii. reasonable alternatives that avoid *prime agricultural areas* are evaluated; and
    - iii. where *prime agricultural areas* cannot be avoided, lower priority agricultural lands are used;
  - i) the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*;

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- j) any adverse impacts on agricultural operations and on the *agri-food network* from expanding *settlement areas* would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*;

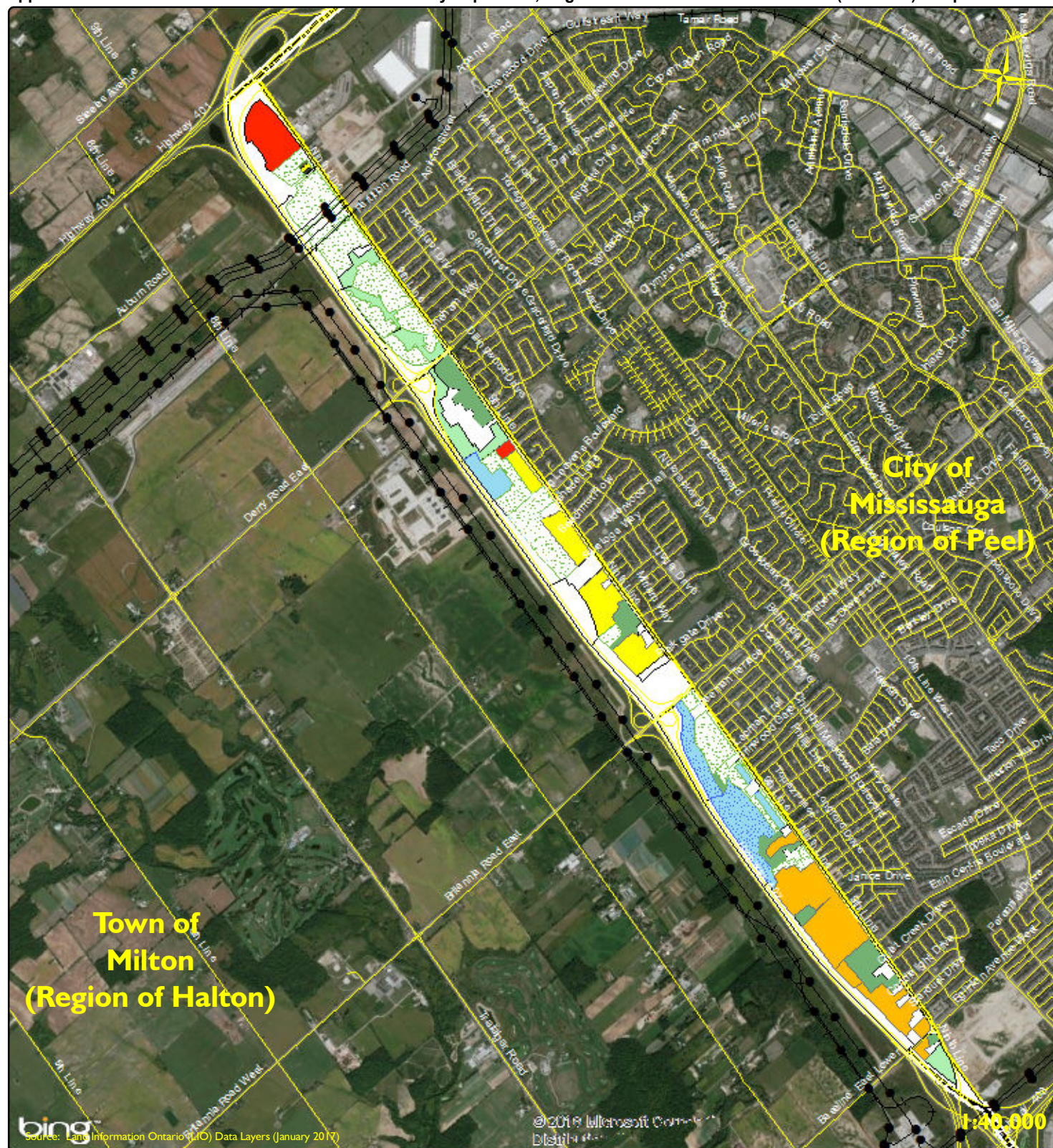
In an effort to determine the extent of agricultural activities and operations within the Subject Lands, staff from DBH Soil Services Inc. conducted a reconnaissance level (roadside survey) of the Subject Lands on January 24, 2018. Conditions at the time of the survey were typical of winter in this part of Ontario. Snow was observed in the fields and there were no active agricultural field operations. The data collected at the time of the reconnaissance level survey was combined with data from a variety of imagery sources (including Google Earth, Birds Eye, Bing and the City of Mississauga online mapping) was used to complete a land use map for the Subject Lands. Figure 3 illustrates the land use within the Subject Lands.

The reconnaissance level survey revealed that there is little agricultural activity on the Subject Lands. A small field of common field crop was noted in the northern most portions of the Subject Lands, near the interchange for the Highways 401 and 407. It appears that large portions of the Subject Lands are contained within the existing fencing associated with the east side of the Highway 407. The lands contained within the fenced areas include areas of disturbed soils (disturbed during the construction of the Highway 407 for landforming operations to set grades, and for drainage purposes), ponds, flood plains, scrublands and woody areas. The lands outside the fenced area included open fields, woody areas, scrublands, dog training, landscaping, hay crops and disturbed areas (associated with existing homes, businesses, transportation corridors (rail lines, roads), electric transmission corridors and natural gas pipeline corridors and compressor stations). It was noted that no areas of specialty crop or livestock operations were observed within the Subject Lands. Further, that the Subject Lands are not in a designated Specialty Crop area.

It has been documented in the AMEC report that the Subject Lands comprise Canada Land Inventory (CLI) class I – 3 lands, which are considered Prime Agricultural lands within the Provincial Policy Statement (PPS 2014). Further, a teleconference with staff members from the Region of Peel provided an indication that these are the only lands designated as agriculture within the City of Mississauga.

With respect to Policy h) prime agricultural areas should be avoided where possible, it has been documented that the Subject Lands are Prime Agricultural Lands and are the only agricultural lands within the City of Mississauga. Further, that the Subject Lands are not used for the production of Specialty Crops or that the lands contain any designated Specialty Crop Areas. Therefore, under policy h) i, the requirement has been met in that the Subject Lands are not designated as Specialty Crop Lands and are not used for the production of specialty crops. Further, under policy h) ii, the requirement for the evaluation of reasonable alternatives that avoid prime agricultural areas has been met as there are no other agricultural lands available within the City of Mississauga, whether the lands are prime agricultural or non-prime agricultural. Under policy h) iii, it states that where prime agricultural lands cannot be avoided that the lower quality prime agricultural lands should be used first. It has been documented through the reconnaissance level survey and imagery assessment that much of the Subject Lands has been landformed during the construction of the Highway 407 and the associated road, rail and linear corridor crossings (electrical transmission and natural gas transmission stations and service areas), and drainage features (stream realignment, creation of ponds and flood plains). This landforming process comprises a reshaping of the land surfaces, removing and regrading soils, which effectively removes these areas from comparison within the Canada Land Inventory (CLI) capability system. Within the CLI system, these soils would be classified as ‘disturbed’ soil areas and would not be rated, thereby taking these areas out of the prime agricultural classification. As a result, these soils would more accurately be identified as poorer quality disturbed lands.





## Legend

- |                                     |                   |                   |
|-------------------------------------|-------------------|-------------------|
| ●— Electric Transmission Line (MNR) | <b>Land Use</b>   | Open Field        |
| —+— Railway (MNR)                   | Disturbed Lands   | Pondered Areas    |
| — Roads (MNR)                       | Common Field Crop | Scrubland         |
| ▭ Municipal Boundary                | Dog Training      | Woods             |
| ▭ Subject Lands                     | Flood Plain       | Wooded Scrublands |
|                                     | Hay Crop          |                   |

Figure 3

## Land Use

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February 2018





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Policy i (Compliance with MDS) has been addressed with the first section of this report. It has been illustrated that a recalculation of MDS I arcs in the newer (MDS 2016) guidelines has resulted in the confirmation that there are no impacts from the proposed change in land use designation on adjacent livestock barns/facilities. Therefore, “the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*.”

Compliance with Policy j (any adverse impacts on agricultural operations and on the *agri-food network* from expanding *settlement areas* would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*) has been met through the relative location and shape of the Subject Lands. In this instance the impact on agricultural operations and on the agri-food network will be directly related to the loss of the lands for agricultural use. This cannot be avoided in a Settlement Area Boundary Expansion. However, any further potential impacts to the agri-food network are minimized by the location of the Subject Lands. The Subject Lands are bounded on the west side by the Highway 407. As a result, this defined linear corridor is a barrier between the urban uses to the east and the agricultural sector to the west. Similar conditions exist with the boundary of the Highway 401 and 403. Both are defined linear corridors that effectively bracket the Subject Lands by providing well defined boundaries between agricultural and non-agricultural uses.

It has been illustrated that the Subject Lands have limited existing agricultural activities and uses. There are no economic investments to agriculture within the Subject Lands such as: farm equipment dealers; grain drying operations; equipment service (hydraulic hose, tires, repair shops), feed services or fuel suppliers. The Subject Lands are an area that is in transition from an agricultural land base to an urban use. The removal of these lands from an agricultural designation will have limited impact on the adjacent agricultural lands to the west.

This is a similar conclusion as was presented in the AMEC report (August 2016).

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely

***DBH Soil Services Inc.***

Dave Hodgson, P. Ag  
President



**APPENDIX A**

**AMEC Information Sheets**



**Appendix II - Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**  
On-Farm Interview Info

Description	Farm 1 April 2014 - 4 Empty Facilities
Location (UTM)	17 T 595697E 4827546N
File Name	
Last Name	Not Available
Address	15625 Steeles Ave West
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1K0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton
Lot	1
Concession	10
Township	Esquesing
911 Number	15625
Roll Number	24150700014120000000
Telephone	905-878-2718
Fax	
email	
Animal Type 1	Beef Cattle (250 m <sup>2</sup> Facility)
Manure Form S/L	S
Max Housing Capacity	27
Animal Type 2	Caves (70 m <sup>2</sup> Facility)
Manure Form S/L	S
Max Housing Capacity	10
Animal Type 3	Chickens (80 m <sup>2</sup> Facility)
Manure Form S/L	S
Max Housing Capacity	500
Animal Type 4	Sows (60 m <sup>2</sup> Facility)
Manure Form S/L	S
Max Housing Capacity	22
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	120
Expansion?	No
Notes:	<p>Tenants have lived on-site for about 30 years. All livestock facilities are empty and have not been in use since at least 2004. There are several out buildings, Four (see above) were designed for specific livestock purposes</p>

Description	Farm 2 April 2014 Empty Facility
Location (UTM)	17 T 596787E 4828042N
File Name	
Last Name	Banducci
Address	7876 Tenth Line
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1W0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton
Lot	3 & 15
Concession	10
Township	Trafalgar
911 Number	SS111
Roll Number	24150900800960000000
Telephone	905-826-6226
Fax	
email	
Animal Type 1	Beef Cattle (290 m <sup>2</sup> facility)
Manure Form S/L	S
Max Housing Capacity	20
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	4
Expansion?	No
Notes:	Facility is a non-operating farm with no current livestock.

Description	Farm 3 April 2014 Operating Facility
Location (UTM)	17 T 597065E 4827828N
File Name	Sylvan Oak Farms (Heritage Site)
Last Name	Hustler
Address	7564 Tenth Line W
City/Town	Mississauga
Province	Ontario
Postal Code	L5N 3W7
Upper Tier	Regional Municipality of Peel
Lower Tier	City of Mississauga
Lot	14
Concession	10
Township	Trafalgar
911 Number	7564
Roll Number	21051500800920000000
Telephone	905-824-2288
Fax	
email	
Animal Type 1	Beef Cattle (37)
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 2	Sheep (28)
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	22
Expansion?	No
Notes:	

Description	Farm 5 April 2014 Empty Facility
Location (UTM)	17 T 595283E 4827122N
File Name	
Last Name	Not Disclosed
Address	15345 Steeles Ave.
City/Town	Halton Hills
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton
Lot	1
Concession	10
Township	Esquesing
911 Number	15345
Roll Number	24150700014170000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle (270 m <sup>2</sup> Facility)
Manure Form S/L	S
Max Housing Capacity	30
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	Not Disclosed
Maximum Tillable Ha	44
Expansion?	Not Disclosed
Notes:	Empty Facility that has not been in use since at least 2004.

Description	Farm 6 Operating Horse Farm
Location (UTM)	17 T 594437E 4826997N
File Name	
Last Name	Guglietti
Address	8278 Ninth Line
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1K0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton Hills
Lot	2
Concession	9
Township	Esquesing
911 Number	8278
Roll Number	24150700011470000000
Telephone	
Fax	
email	
Animal Type 1	Horses
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Removal off-site every 2 months
Imported Manure?	N
Maximum Tillable Ha	33
Expansion?	No
Notes:	Normally operating with between 6-22 horses



Description	Farm 7 April 2014 Empty Facility
Location (UTM)	17 T 594855E 4826850N
File Name	
Last Name	Song Corporation
Address	14829 Steeles Ave
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1E0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton Hills
Lot	1
Concession	9
Township	Esquesing
911 Number	14829
Roll Number	2415070001420000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle
Manure Form S/L	S
Max Housing Capacity	75
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	unknown
Imported Manure?	No
Maximum Tillable Ha	108
Expansion?	No
Notes:	Residence has been rented for 30 years with no livestock on-site since at least 2009.

Description	Farm 9 April 2014 Empty Facility
Location (UTM)	17 T 595478E 4826457N
File Name	
Last Name	Unknown
Address	14920 Steeles Ave W
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1E0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton Hills
Lot	15
Concession	9
Township	Trafalgar
911 Number	14920
Roll Number	241509008010000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle
Manure Form S/L	S
Max Housing Capacity	420
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	20
Expansion?	No
Notes:	Large abandoned farm. No residences. Facility last in operation 2009/2010

Description	Farm 11 April 2014 Operating Facility
Location (UTM)	17 T 596870E 4824140N
File Name	
Last Name	Carito / Scaramozzino
Address	13761 Derry Rd.
City/Town	Milton
Province	Ontario
Postal Code	L9T 7J9
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	8
Concession	11
Township	Trafalgar
911 Number	13761
Roll Number	240909009002310000000
Telephone	905-875-2064
Fax	
email	
Animal Type 1	Rabbits (35-40)
Manure Form S/L	S
Max Housing Capacity	400
Animal Type 2	Chickens (10)
Manure Form S/L	S
Max Housing Capacity	150
Animal Type 3	Turkeys (12)
Manure Form S/L	S
Max Housing Capacity	75
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	3
Expansion?	No
Notes:	Hobby farm

Description	Farm 15 April 2014 Empty Facility
Location (UTM)	17 T 600171E 4821403N
File Name	
Last Name	Unknown
Address	5521 8th Line
City/Town	Milton
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	4
Concession	9
Township	Trafalgar
911 Number	5521
Roll Number	240909007550100000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle
Manure Form S/L	S
Max Housing Capacity	16
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	10
Expansion?	No
Notes:	Likely not suitable as a livestock facility

Description	Farm 16 April 2014 Operating Facility
Location (UTM)	17 T 601255E 4820299N
File Name	
Last Name	Carlos
Address	5117 8th Line
City/Town	Milton
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	1
Concession	9
Township	Trafalgar
911 Number	5117
Roll Number	240900700240000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle 5
Manure Form S/L	S
Max Housing Capacity	10
Animal Type 2	Sheep 15
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 3	Chickens 15
Manure Form S/L	S
Max Housing Capacity	200
Animal Type 4	Rabbits 5
Manure Form S/L	S
Max Housing Capacity	20
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	40
Expansion?	No
Notes:	Renter is using the facility as a hobby farm

Description	Farm 17 Operating Facility
Location (UTM)	17 T 601135E 4819855N
File Name	
Last Name	Martus (Tony)
Address	1277 East Lower Base Line Rd
City/Town	Milton
Province	Ontario
Postal Code	L0P 1E0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	1
Concession	8
Township	Trafalgar
911 Number	1277
Roll Number	240909007870000000
Telephone	905-230-4202
Fax	
email	
Animal Type 1	Sheep 40
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	120
Expansion?	No
Notes:	Off site farm





Description	Farm 19 April 2014 Empty Facility
Location (UTM)	17 T 603003E 4818879N
File Name	
Last Name	Not Disclosed
Address	1265 Burnamthorpe Rd East
City/Town	Oakville
Province	Ontario
Postal Code	L6H 7B3
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Oakville
Lot	8
Concession	2 North of Dundas Street
Township	Trafalgar
911 Number	1265
Roll Number	24010100200170000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle (290 m <sup>2</sup> empty facility)
Manure Form S/L	S
Max Housing Capacity	30
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	2
Expansion?	No
Notes:	Farm is for lease Contact Blake Shaffer (Realestate Agent) 905-302-2519 905-828-6550

Description	Farm 21 April 2014 Empty Facility
Location (UTM)	17 T 600285E 4820917N
File Name	
Last Name	Not disclosed
Address	5414 Eighth Line
City/Town	Milton
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	3
Concession	8
Township	Trafalgar
911 Number	5414
Roll Number	24090900700450000000
Telephone	
Fax	
email	
Animal Type 1	Sheep (estimated 280 m <sup>2</sup> facility)
Manure Form S/L	S
Max Housing Capacity	130
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	8
Expansion?	No
Notes:	

## **APPENDIX B**

### **Minimum Distance Separation I Data Sheets**

**Ninth Line**  
**Prepared By: Dave Hodgson, President, DBH Soil Services Inc**

Roll Number:  



## Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	400	10.0	721 m <sup>2</sup>
Solid	Chickens, Broilers	150 m <sup>2</sup>	6.0	150 m <sup>2</sup>
Solid	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	75	1.0	24 m <sup>2</sup>



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 17.0

**Potential Design Capacity (NU):** 17.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.76	X	190.16	X	0.7	X
				2.2	
				=	
				222 m (729 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				222 m (729 ft)	TBD

**Calculation Name:** *Farm 15*

**Description:** April 2014 - Empty Facility

### Farm Contact Information

5521 8th Line  
Milton, ON, Canada

### Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 9, Lot: 4  
Roll Number: 2409090075501000000  
Total Lot Size: 10 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	16	16.0	74 m <sup>2</sup>



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 16.0

**Potential Design Capacity (NU):** 32.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	224	X	0.7	X
				2.2	
				=	
				241 m (792 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				241 m (792 ft)	TBD



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

**Calculation Name:** **Farm 16**

**Description:** April 2014 - Operating Facility

**Farm Contact Information**

Carlos  
5117 8th Line  
Milton, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 9, Lot: 1

Roll Number: 2409007002400000000

Total Lot Size: 40 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	10	10.0	46 m <sup>2</sup>
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m <sup>2</sup>
Solid	Chickens, Broilers	200 m <sup>2</sup>	8.1	200 m <sup>2</sup>
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	20	0.5	36 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 23.6

**Potential Design Capacity (NU):** 47.1

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 254.26	X 0.7	X 2.2	= 275 m (902 ft)	TBD
Storage Base Distance 'S' (minimum distance from manure storage)					(actual distance from manure storage)
275 m (902 ft)					TBD

**Calculation Name:** **Farm 17**

**Description:** April 2014 - Operating Facility

**Farm Contact Information**

Tony Martus  
1277 East Lower Base Line Road  
Milton, ON, Canada L0P 1E0  
Phone #1: 905-230-4202

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 8, Lot: 1

Roll Number: 2409090078700000000

Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m <sup>2</sup>





## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 5.0

**Potential Design Capacity (NU):** 5.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	150	X	0.7	X
		2.2			
				=	
				162 m (531 ft)	TBD

Storage Base Distance 'S'	
(minimum distance from manure storage)	(actual distance from manure storage)
162 m (531 ft)	TBD

**Calculation Name:** *Farm 19*

**Description:** April 2014 - Empty Facility

**Farm Contact Information**

1265 Burnhamthorpe Road East  
Oakville, ON, Canada L6H 7B3

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Oakville  
TRAFALGAR, Concession: 2 NORTH OF DUNDAS STREET, Lot: 8  
Roll Number: 2401010020017000000  
Total Lot Size: 2 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 30.0

**Potential Design Capacity (NU):** 30.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	220	X	0.7	X
		2.2			
				=	
				237 m (778 ft)	TBD

Storage Base Distance 'S'	
(minimum distance from manure storage)	(actual distance from manure storage)
237 m (778 ft)	TBD

**Calculation Name:** *Farm 2*

**Description:** April 2014 - Empty Facility

**Farm Contact Information**

Banducci  
7876 Tenth Line  
Halton Hills, ON, Canada L0P 1W0  
Phone #1: 905-826-6226

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
TRAFALGAR, Concession: 10, Lot: 3 and 15  
Roll Number: 2415090080096000000  
Total Lot Size: 4 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



## Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	20	20.0	93 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 20.0

**Potential Design Capacity (NU):** 20.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	199.99	X	0.7	X
				2.2	
				=	
				216 m (707 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
216 m (707 ft)	TBD

**Calculation Name:** *Farm 3*

**Description:** April 2014 operating facility

### Farm Contact Information

Hustler  
Sylvan Oak Farms (Heritage Site)  
7564 Tenth Line W  
Mississauga, ON, Canada L5N 3W7  
Phone #1: 905-824-2288

### Location of existing livestock facility or anaerobic digester

Regional Municipality of Peel, City of Mississauga  
TRAFALGAR, Concession: 10, Lot: 14  
Roll Number: 2105150080092000000  
Total Lot Size: 22 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	40	40.0	186 m <sup>2</sup>
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 45.0

**Potential Design Capacity (NU):** 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	306.81	X	0.7	X
				2.2	
				=	
				331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

**Calculation Name:** **Farm 21**  
**Description:** April 2014 - Empty Facility

**Farm Contact Information**

5414 Eighth Line  
Milton, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 8, Lot: 3

Roll Number: 2409090070045000000

Total Lot Size: 8 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access [Livestock barn is currently unoccupied]	130	16.3	181 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 16.3

**Potential Design Capacity (NU):** 32.5

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	225	X	0.7	X
				2.2	=
				243 m (796 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
243 m (796 ft)	TBD

**Calculation Name:** **Farm 5**  
**Description:** April 2014 Empty Facility

**Farm Contact Information**

15345 Steeles Ave  
Halton Hills, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001417000000

Total Lot Size: 44 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m <sup>2</sup>



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 30.0

**Potential Design Capacity (NU):** 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 306.81	X 0.7	X 2.2	= 331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD

**Calculation Name:** **Farm 6**

**Description:** April 2014 Empty Facility

**Farm Contact Information**

Guglietti  
8278 Ninth Line  
Halton Hills, ON, Canada L0P 1K0

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
ESQUESING, Concession: 9, Lot: 2

Roll Number: 2415

Total Lot Size: 33 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	40	40.0	929 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 40.0

**Potential Design Capacity (NU):** 120.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 336.55	X 0.7	X 2.2	= 363 m (1190 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
363 m (1190 ft)	TBD

**Calculation Name:** **Farm 7**

**Description:** April 2014 - Empty Facility

**Farm Contact Information**

Song Corporation  
14829 Steeles Ave  
Halton Hills, ON, Canada L0P 1E0

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
ESQUESING, Concession: 9, Lot: 1

Roll Number: 2415070001420000000

Total Lot Size: 108 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



## Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	75	75.0	348 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 75.0

**Potential Design Capacity (NU):** 225.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	419.38	X	0.7	X
				2.2	
				=	
				452 m (1483 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
452 m (1483 ft)	TBD

**Calculation Name:** *Farm 9*

**Description:** April 2014 - Empty

**Farm Contact Information**

14920 Steeles Ave W  
Halton Hills, ON, Canada L0P 1E0

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
TRAFALGAR, Concession: 9, Lot: 15

Roll Number: 2415090080100000000

Total Lot Size: 20 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	420	420.0	1,951 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 420.0

**Potential Design Capacity (NU):** 420.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	521.77	X	0.7	X
				2.2	
				=	
				562 m (1845 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
562 m (1845 ft)	TBD



## Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

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**Preparer Information**

Dave Hodgson  
President  
DBH Soil Services Inc  
217 Highgate Court  
Kitchener, ON, Canada N2N 3N9  
Phone #1: 519-578-9226  
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Email: dhodgson@dbhsoilservices.ca

Signature of Preparer: \_\_\_\_\_ Date: \_\_\_\_\_  
Dave Hodgson, President

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**NOTE TO THE USER:**

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.





***DBH Soil Services Inc.***

217 Highgate Court, Kitchener Ontario N2N 3N9

Phone: (519) 578-9226

Fax: (519) 578-5039

**Via email**

Mr. Adrian Smith  
Manager of Policy Development  
Integrated Planning  
Corporate Services Department  
Region of Peel  
10 Peel Centre Drive  
Suite A & B  
Brampton, ON  
L6T 4B9

February 26, 2018

Mr. Smith:

**Re: Ninth Line Lands  
City of Mississauga  
Region of Peel**

**Minimum Distance Separation (MDS I) Update – Agricultural Facility Number 10**

Further to your review and comments provided to Ms. Howson (MSH Plan), DBH Soil Services Inc. provides the following comments for the Minimum Distance Separation (MDS I) calculation for Agricultural Facility Number 10 (as was identified in the AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) and subsequently in the DBH Soil Services letter report dated February 12, 2018.

The AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) provided Minimum Distance Separation (MDS I) calculations as based on the OMAFRA statement (*Minimum Distance Separation I (MDS I)*, Ontario Ministry of Agriculture, Food and Rural Affairs Publication 707, October 2006 (MDS Formulae). A total of 14 agricultural facilities were identified that were capable of housing livestock and were located within 2000 m of the Subject Lands (as per General Guideline 6, 'For Type A applications apply MDS I for livestock facilities within a 1000 metre radius', and for Type B applications apply MDS I for livestock facilities within a 2000 metre radius). As per General Guideline 36, Type B land uses include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes. Type B land uses are typically characterized by uses that have a higher density of human occupancy, habitation or activity.

The AMEC study identified the livestock facilities and provided detail as to the type of livestock, the numbers of livestock and the maximum tillable ha for each facility. The MDS I calculations (and respective mapping) illustrated that the Subject Lands were not impacted by the MDS I arc from any of the livestock facilities.

Shortly after the AMEC study was completed, a newer version of the MDS Guidelines was presented by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016 in a document titled "*The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks* (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs. 2016)."

DBH Soil Services was retained to complete an update of the AMEC MDS information to the newer OMAFRA Guidelines. The updated assessment of MDS I was completed through a review of the AMEC study and the use of the information provided within the appendix of that study. Detailed information regarding specific livestock facilities including, address, location, type of livestock, size of property (tillable ha) and numbers of livestock were

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listed for each livestock facility. It was noted that the data sheet for livestock facility number 10 was not included in the AMEC report. As such, the MDS I calculation for that livestock facility could not be completed. It should also be noted that no additional interviews were completed as part of this updated MDS study. Therefore, the DBH Soil Services Inc. updated MDS study did not provide any revised MDS I calculations for the agricultural facility number 10. As per your request to provide an MDS I calculation for the agricultural facility number 10 as based on MDS I Guideline # 20, I provide the following.

MDS I Guideline # 20 states:

“Design capacity for an MDS I calculation shall include all *unoccupied livestock barns* on a lot in accordance with this Implementation Guideline. First and foremost, the number of *livestock* or the area of *livestock* housing of *unoccupied livestock barns* should be based on information supplied by the farm operator(s) and/or owner(s). Only after concerted, documented effort has been made to obtain information from the farm operator(s) and/or owner(s), but obtaining information was not possible, then the following default Factors apply for *unoccupied livestock barns*:

- Factor A = 1.0
- Factor B is based on 1 *Nutrient Unit*/ 20 m<sup>2</sup> of area of *livestock* housing (NOTE: Assume the barn is only one-story high if using aerial photography.)
- Factor D = 0.7

However, an MDS I setback is not required when:

- the building has been deemed by a municipal building official, with input from a professional engineer or a consultant knowledgeable about *livestock facilities* where appropriate, as no longer being structurally sound or reasonably capable of housing *livestock*; or
- the portion of the *lot* on which the *unoccupied livestock barn* is located is zoned such that the building shall not be used for housing *livestock*; or
- the floor area of the *unoccupied livestock barn* is < 100 m<sup>2</sup>.”

A review of Google Earth, Birds Eye and the Region of Peel online imagery was used in the assessment. Figure 1 represents agricultural facility number 10 (Google Earth Image). As evidenced in this figure agricultural facility number 10 appears to be a bank barn with an intact roof (with approximate dimensions of 19m x 18m (342 m<sup>2</sup>). Immediately adjacent to the barn is an open topped silo. There appear to be no livestock, no manure storage, no livestock yard or pens. The vegetation immediately adjacent to the barn appears to be growing well, suggesting that there are no livestock in the facility and that there is no use of the barn.

As per Guideline #20 a Factor A = 1.0, Factor B = 228.4 (as based on design capacity of 34.2 NU (Table 2. Factor



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B (Nutrient Units Factor, MDS 2016))), Factor D of 0.7 and the encroachment factor (Factor E) of 2.2. The calculated MDS I arc is 352 m, as the minimum distance from both the closest part of the barn and the manure storage.

Figure I – Google Earth Image of Agricultural Facility #10

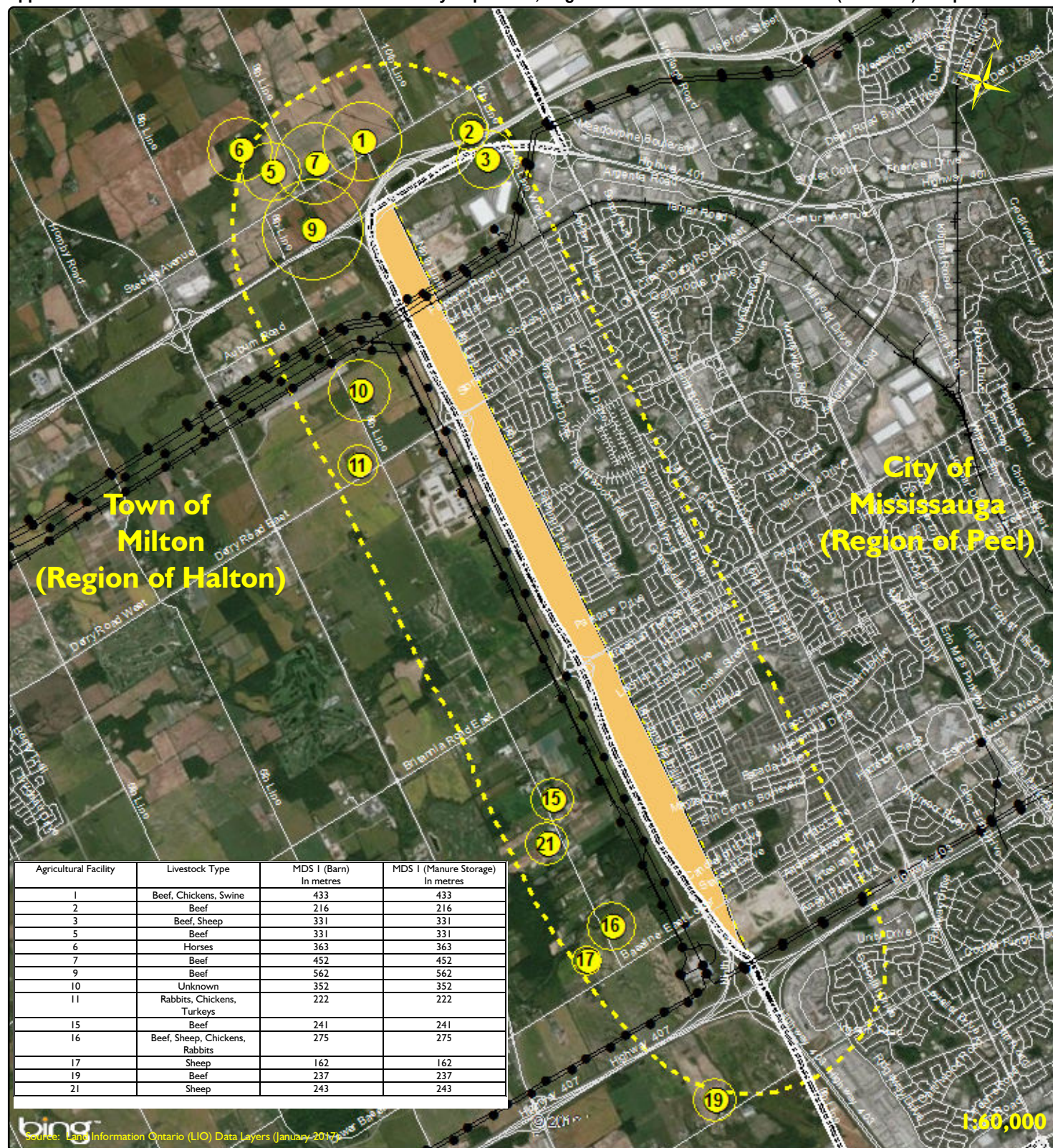


All MDS I calculations were completed with the AgriSuite – Ontario Agricultural Planning Tools Suite Version 3.4.0.18.

Table I presents the livestock type associated with each agricultural facility and the calculated MDS I values (in metres) for each agricultural facility.

MDS (2016) calculation sheets (complete with MDS I values) are provided in Appendix A.





## Legend

- 9 Agricultural Facility Number
- 9 Agricultural Facility
- Electric Transmission Line (MNR)
- +—+— Railway (MNR)
- Roads (MNR)
- - - 1.5 km Buffer Zone
- Municipal Boundary
- Subject Lands

Figure 2

## Minimum Distance Separation (MDS I Calculations)

DBH Soil Services Inc  
February 2018



**DBH Soil Services Inc.**

217 Highgate Court, Kitchener Ontario N2N 3N9

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Table I – Minimum Distance Separation I (MDS I)

Agricultural Facility	Livestock Type	MDS I (Barn) In metres	MDS I (Manure Storage) In metres
1	Beef, Chickens, Swine	433	433
2	Beef	216	216
3	Beef, Sheep	331	331
5	Beef	331	331
6	Horses	363	363
7	Beef	452	452
9	Beef	562	562
10	Unknown	352	352
11	Rabbits, Chickens, Turkeys	222	222
15	Beef	241	241
16	Beef, Sheep, Chickens, Rabbits	275	275
17	Sheep	162	162
19	Beef	237	237
21	Sheep	243	243

Figure 2 illustrates the approximate location of the Subject Lands, the approximate locations of agricultural facilities with calculated MDS I arcs from each of the agricultural facilities that were capable of housing livestock. As illustrated on Figure 2, no MDS I arcs impinge on the Subject Lands. Therefore there are no impacts to adjacent agricultural livestock facilities with respect to MDS I as a result of the potential land use designation changes within the Ninth Line Lands.

Therefore, it has been illustrated that a recalculation of MDS I arcs in the newer (MDS 2016) guidelines has resulted in the confirmation that there are no impacts from the proposed change in land use designation on adjacent livestock barns/facilities. Therefore, “the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*.”

This is a similar conclusion as was presented in the AMEC report (August 2016).

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely

**DBH Soil Services Inc.**

Dave Hodgson, P. Ag  
President

## **APPENDIX A**

### **Minimum Distance Separation I Data Sheets**



**Ninth Line**  
**Prepared By: Dave Hodgson, President, DBH Soil Services Inc**

Roll Number:  

215875



## Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Unoccupied Livestock Barn, -	342 m <sup>2</sup>	17.1	342 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 17.1

**Potential Design Capacity (NU):** 34.2

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	
1.0	X	228.4	X	0.7	X
				2.2	=
				352 m (1154 ft)	

TBD

Storage Base Distance 'S'  
(minimum distance from manure storage) (actual distance from manure storage)

352 m (1154 ft)

TBD

The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

**Calculation Name:** *Farm 11*

**Description:** April 2014 - Operating Facility

### Farm Contact Information

Carito/Scaramozzino  
13761 Derry Road  
Milton, ON, Canada L9T 7J9  
Phone #1: 905-875-2064

### Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 11, Lot: 8  
Roll Number: 2409090090023100000  
Total Lot Size: 3 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	400	10.0	721 m <sup>2</sup>
Solid	Chickens, Broilers	150 m <sup>2</sup>	6.0	150 m <sup>2</sup>
Solid	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	75	1.0	24 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 17.0

**Potential Design Capacity (NU):** 17.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	
0.76	X	190.16	X	0.7	X
				2.2	=
				222 m (729 ft)	

TBD

Storage Base Distance 'S'  
(minimum distance from manure storage) (actual distance from manure storage)

222 m (729 ft)

TBD



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

**Calculation Name:** **Farm 15**

**Description:** April 2014 - Empty Facility

**Farm Contact Information**

5521 8th Line  
Milton, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 9, Lot: 4

Roll Number: 2409090075501000000

Total Lot Size: 10 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	16	16.0	74 m <sup>2</sup>



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 16.0

**Potential Design Capacity (NU):** 32.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	224	X	0.7	X
				2.2	
				=	
				241 m (792 ft)	TBD

Storage Base Distance 'S'	(actual distance from manure storage)
(minimum distance from manure storage)	
241 m (792 ft)	TBD

**Calculation Name:** **Farm 16**

**Description:** April 2014 - Operating Facility

**Farm Contact Information**

Carlos  
5117 8th Line  
Milton, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 9, Lot: 1

Roll Number: 2409007002400000000

Total Lot Size: 40 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	20	0.5	36 m <sup>2</sup>
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	10	10.0	46 m <sup>2</sup>
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m <sup>2</sup>



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Solid	Chickens, Broilers	200 m <sup>2</sup>	8.1	200 m <sup>2</sup>
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The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 23.6

**Potential Design Capacity (NU):** 47.1

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)		
0.7	X	254.26	X	2.2	=	275 m (902 ft)	TBD
Storage Base Distance 'S'							
(minimum distance from manure storage)							(actual distance from manure storage)
275 m (902 ft)							TBD

**Calculation Name:** *Farm 17*

**Description:** April 2014 - Operating Facility

### Farm Contact Information

Tony Martus  
1277 East Lower Base Line Road  
Milton, ON, Canada L0P 1E0  
Phone #1: 905-230-4202

### Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 8, Lot: 1  
Roll Number: 2409090078700000000  
Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 5.0

**Potential Design Capacity (NU):** 5.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	150	X	0.7	X
				2.2	=
				162 m (531 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				162 m (531 ft)	TBD

**Calculation Name:** *Farm 19*

**Description:** April 2014 - Empty Facility

### Farm Contact Information

1265 Burnhamthorpe Road East  
Oakville, ON, Canada L6H 7B3

### Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Oakville  
TRAFALGAR, Concession: 2 NORTH OF DUNDAS STREET, Lot: 8  
Roll Number: 2401010020017000000  
Total Lot Size: 2 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 30.0

**Potential Design Capacity (NU):** 30.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)	
0.7	X	220	X	2.2	=	
					<b>237 m (778 ft)</b>	<b>TBD</b>

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
<b>237 m (778 ft)</b>	<b>TBD</b>

**Calculation Name:** *Farm 2*

**Description:** April 2014 - Empty Facility

### Farm Contact Information

Banducci  
7876 Tenth Line  
Halton Hills, ON, Canada L0P 1W0  
Phone #1: 905-826-6226

### Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

TRAFALGAR, Concession: 10, Lot: 3 and 15

Roll Number: 2415090080096000000

Total Lot Size: 4 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	20	20.0	93 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 20.0

**Potential Design Capacity (NU):** 20.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)	
0.7	X	199.99	X	2.2	=	
					<b>216 m (707 ft)</b>	<b>TBD</b>

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
<b>216 m (707 ft)</b>	<b>TBD</b>



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

**Calculation Name:** **Farm 21**  
**Description:** April 2014 - Empty Facility

**Farm Contact Information**

5414 Eighth Line  
Milton, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Milton  
TRAFALGAR, Concession: 8, Lot: 3

Roll Number: 2409090070045000000

Total Lot Size: 8 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access [Livestock barn is currently unoccupied]	130	16.3	181 m <sup>2</sup>



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 16.3

**Potential Design Capacity (NU):** 32.5

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	225	X	0.7	X
				2.2	=
				243 m (796 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
243 m (796 ft)	TBD

**Calculation Name:** **Farm 3**  
**Description:** April 2014 operating facility

**Farm Contact Information**

Hustler  
Sylvan Oak Farms (Heritage Site)  
7564 Tenth Line W  
Mississauga, ON, Canada L5N 3W7  
Phone #1: 905-824-2288

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Peel, City of Mississauga  
TRAFALGAR, Concession: 10, Lot: 14

Roll Number: 2105150080092000000

Total Lot Size: 22 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	40	40.0	186 m <sup>2</sup>
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m <sup>2</sup>





## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 45.0

**Potential Design Capacity (NU):** 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 306.81	X 0.7	X 2.2	= 331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD

**Calculation Name:** *Farm 5*

**Description:** April 2014 Empty Facility

**Farm Contact Information**

15345 Steeles Ave  
Halton Hills, ON, Canada

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001417000000

Total Lot Size: 44 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 30.0

**Potential Design Capacity (NU):** 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 306.81	X 0.7	X 2.2	= 331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD

**Calculation Name:** *Farm 6*

**Description:** April 2014 Empty Facility

**Farm Contact Information**

Guglietti  
8278 Ninth Line  
Halton Hills, ON, Canada L0P 1K0

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
ESQUESING, Concession: 9, Lot: 2

Roll Number: 2415

Total Lot Size: 33 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



## Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	40	40.0	929 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 40.0

**Potential Design Capacity (NU):** 120.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	336.55	X	0.7	X
				2.2	
				=	
				363 m (1190 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
363 m (1190 ft)	TBD

**Calculation Name:** *Farm 7*

**Description:** April 2014 - Empty Facility

**Farm Contact Information**

Song Corporation  
14829 Steeles Ave  
Halton Hills, ON, Canada L0P 1E0

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
ESQUESING, Concession: 9, Lot: 1

Roll Number: 2415070001420000000

Total Lot Size: 108 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	75	75.0	348 m <sup>2</sup>

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 75.0

**Potential Design Capacity (NU):** 225.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	419.38	X	0.7	X
				2.2	
				=	
				452 m (1483 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
452 m (1483 ft)	TBD



## Minimum Distance Separation I

Ninth Line  
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

**Calculation Name:** **Farm 9**

**Description:** April 2014 - Empty

**Farm Contact Information**

14920 Steeles Ave W  
Halton Hills, ON, Canada L0P 1E0

**Location of existing livestock facility or anaerobic digester**

Regional Municipality of Halton, Town of Halton Hills  
TRAFALGAR, Concession: 9, Lot: 15

Roll Number: 2415090080100000000

Total Lot Size: 20 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	420	420.0	1,951 m <sup>2</sup>



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 420.0

**Potential Design Capacity (NU):** 420.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 521.77	X 0.7	X 2.2	= 562 m (1845 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
562 m (1845 ft)	TBD

**Preparer Information**

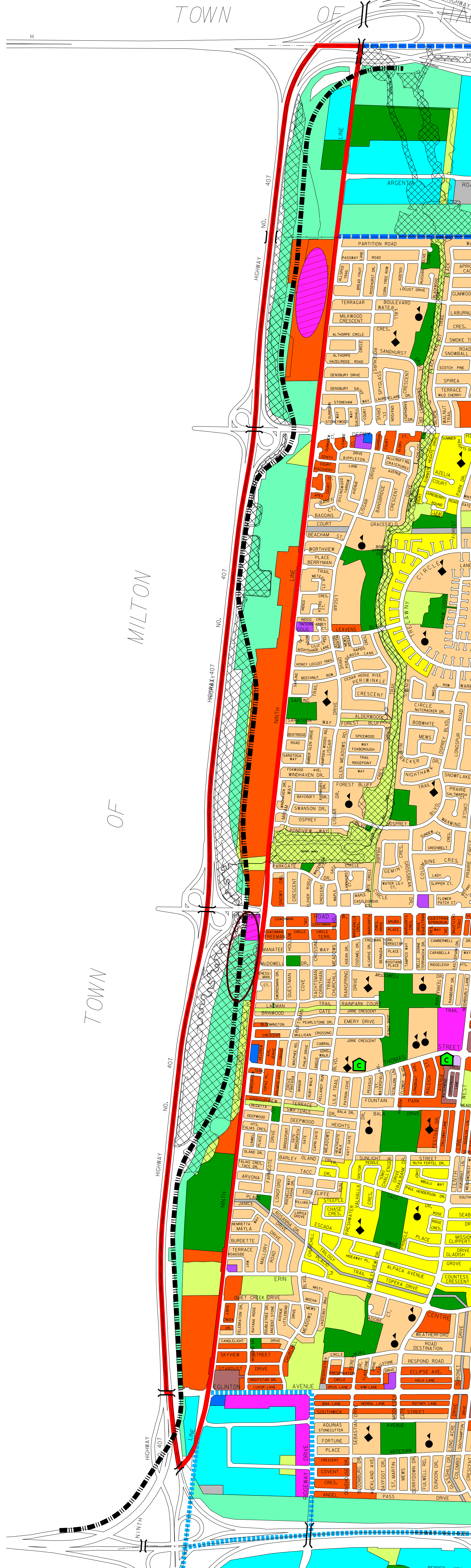
Dave Hodgson  
President  
DBH Soil Services Inc  
217 Highgate Court  
Kitchener, ON, Canada N2N 3N9  
Phone #1: 519-578-9226  
Phone #2: 519-240-6239  
Fax: 519-578-5039  
Email: dhodgson@dbhsoilservices.ca

Signature of Preparer: \_\_\_\_\_ Date: \_\_\_\_\_  
Dave Hodgson, President

**NOTE TO THE USER:**

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.





LAND USE DESIGNATIONS

- |                            |                       |
|----------------------------|-----------------------|
| Residential Low Density I  | Airport               |
| Residential Low Density II | Institutional         |
| Residential Medium Density | Public Open Space     |
| Residential High Density   | Private Open Space    |
| Mixed Use                  | Greenlands            |
| Convenience Commercial     | Parkway Belt West     |
| Motor Vehicle Commercial   | Utility               |
| Office                     | Special Waterfront    |
| Business Employment        | Partial Approval Area |
| Industrial                 |                       |

BASE MAP INFORMATION

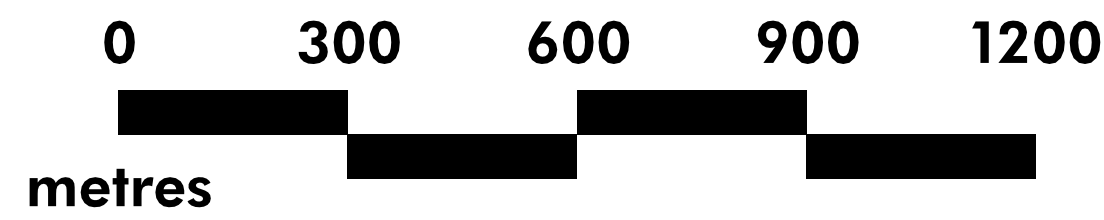
- |  |  |
|--|--|
| Heritage Conservation District                               | Civic Centre (City Hall)<br>City Centre Transit Terminal |
| 1996 NEP/2000 NEF<br>Composite Noise Contours                | GO Rail Transit Station                                  |
| LBPIA Operating Area Boundary<br>See Aircraft Noise Policies | Public School  |
| Area Exempt from<br>LBPIA Operating Area                     | Catholic School  |
| Natural Hazards  | Hospital   |
|  | Community Facilities                                     |

City Structure

- |                |                      |
|----------------|----------------------|
| Downtown       | Corporate Centre     |
| Major Node     | Employment Area      |
| Community Node | Special Purpose Area |
| Neighbourhood  |                      |

Area of Amendment

- AREA OF AMENDMENT
- FROM:
- SPECIAL POLICY AREA
- TO:
- |                            |                   |
|----------------------------|-------------------|
| RESIDENTIAL MEDIUM DENSITY | PUBLIC OPEN SPACE |
| MIXED USE                  | GREENLANDS        |
| BUSINESS EMPLOYMENT        | PARKWAY BELT WEST |
| TRANSITWAY ROUTE           | UTILITY           |
| TRANSITWAY STATION         | NATURAL HAZARDS   |



MAP 'M'

Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan

PROPOSED LAND USE DESIGNATIONS  
NINTH LINE





**PUBLIC MEETING**  
**THE REGIONAL MUNICIPALITY OF PEEL**  
**REPORT FROM THE CLERK**

**October 26, 2017**

**PURPOSE:** To hold a Public Meeting pursuant to Section 17 (15) of the *Planning Act*, R.S.O. 1990, as amended, to inform the public and to obtain their input with respect to proposed amendments to the Regional Official Plan to include the Ninth Line Lands in the Urban System Boundary and establish an updated planning framework.

---

**1. OPENING OF PUBLIC MEETING**

Regional Chair Dale called the public meeting to order at 9:00 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton. He stated that the public meeting was open and was being held pursuant to Sections 17 (15) and 17(17) of the *Planning Act*, R.S.O. 1990, as amended; Ontario Regulation 543/06 and Region of Peel Policy G00-16 to inform the public and to obtain their input with respect to proposed amendments to the Regional Official Plan to include the Ninth Line Lands in the Urban System Boundary and establish an updated planning framework.

**2. CONFIRMATION OF NOTIFICATION**

Kathryn Lockyer, Regional Clerk, stated that Notice of the Public Meeting was given in accordance with Section 17, subsections (15) and (17) of the *Planning Act*, as amended, Ontario Regulation 543/06; and the Region of Peel Policy G00-16, by publication in the following news media having general circulation in the Region of Peel:

- Brampton Guardian - October 5, 2017
- Mississauga News - October 5, 2017
- Caledon Enterprise - October 5, 2017
- Caledon Citizen - October 5, 2017

Further, it was noted that Notice of Public Meeting was posted on the Regional website as of October 5, 2017 and the Draft Official Plan Amendment was available to the public online as of June 19, 2017.

**3. FURTHER NOTICE REQUEST**

Kathryn Lockyer, Regional Clerk, stated that if any person would like further notice of the future passage of this proposed Official Plan Amendment, they are requested to give their full name,

address, postal code and telephone number at the Clerk's Reception Counter prior to leaving the meeting

#### **4. STAFF PRESENTATIONS**

**John Yeh, Manager (Acting), Integrated Planning**, Providing an Overview of the Proposed Ninth Line Lands Regional Official Plan Amendment

Received

John Yeh, Manager (Acting), Integrated Planning, provided background information regarding the proposed Ninth Line Lands Urban System Boundary expansion and the need for a Regional Official Plan Amendment (ROPA) to bring the lands into conformity with the Regional Official Plan. He noted that after the ROPA is completed, the City of Mississauga will update its Official Plan to permit development within the Ninth Line Lands. The City will redistribute their 2031 growth allocation from the built-up area to Ninth Line which is a greenfield area. John Yeh provided an overview of the proposed development indicating that the technical studies related to the Municipal Comprehensive Review were completed in June 2017 and the statutory open house was held on October 19, 2017 at the Churchill Meadows Activity Centre.

#### **5. PUBLIC PARTICIPATION**

##### **5.1. Oral Submissions**

**a) Peter Skira, Chair, Ninth Line Owners Association**

Received

**b) Joe Amato, Resident, 5644 Ninth Line**

Received

##### **5.2. Written Submissions**

**a) Peter Skira, Chair, Ninth Line Owners Association**

Received

#### **6. CONCLUSION AND CLOSING OF PUBLIC MEETING**

Regional Chair Dale advised that the oral and written submissions expressed at this meeting have been noted and will be included in a final report to be considered by Regional Council.

Additional comments must be filed with the Region of Peel by November 3, 2017 in order to be included in the final report to Council, which is targeted for January, 2018.



**7. ADJOURNMENT**

The meeting adjourned at 9:30 a.m.

RESPECTFULLY SUBMITTED:

---

*K. Lockyer*  
Regional Clerk

**From:** [REDACTED]  
**Subject:** Suggestion for Improving Health of Canadians  
**Date:** November 15, 2017 6:16:36 PM  
[DaSilva, Liliansa](#)

---

To whom it may concern,

I believe that there should be underground places/ground built which include a walking trail or track for Canadians in every neighborhood.

Since the weather is cool/harsh 8 months of the year, many Canadians have a hard time getting enough physical activity. I propose that if there is an underground trail built that is temperature controlled, maybe more Canadians would become more physically active and therefore keep healthcare costs down. This underground area can have parking outside and maybe some indoor stores i.e juice bars, snack bars. etc. It would become a booming business and will help improve overall health.

Please consider my request for Canadians. Thank you

--

[REDACTED]



5650 Hurontario Street  
Mississauga, ON, Canada L5R 1C6  
t 905.890.1010 1.800.668.1146  
f 905.890.6747  
www.peelschools.org

November 14<sup>th</sup>, 2017

Ms. Lilana da Silva  
Planning Policy and Research  
Region of Peel  
10 Peel Centre Drive  
Brampton, ON L6T 4B9

Dear Ms. da Silva:

**RE: Ninth Line – Proposed Amendment to the Region of Peel Official Plan  
Notice of Public Meeting, Open House, and Request for Comments  
Region of Peel**

Thank you for your notice to the Board informing us of the public meeting, open house and opportunity for comment. The Board is very interested in this project as any new residential development will have an impact on neighbourhood schools.

Please keep us informed on the status of this project and provide us with any information you have available so that we may monitor its progress and provide comments as necessary.

The Board wishes to be notified of the decision of Council with respect to this proposed amendment.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Amar Singh', with a stylized star-like flourish above it.

Amar Singh  
Planner  
Planning and Accommodation Department

c. K. Lockyer, Regional Clerk  
B. Bielski, Peel District School Board

Ninth Line ROP.doc

**Trustees**

Janet McDougald, Chair  
Suzanne Nurse, Vice-Chair  
Carrie Andrews  
Stan Cameron  
Robert Crocker  
Nokha Dakroub

David Green  
Sue Lawton  
Brad MacDonald  
Kathy McDonald  
Harkirat Singh  
Rick Williams

**Director of Education and Secretary**  
Peter Joshua

**Associate Director,  
Instructional and Equity Support Services**  
Poleen Grewal

**Associate Director, School Support Services**  
Wendy Dowling

**Associate Director,  
Operational Support Services**  
Jaspal Gill





Authorized commenting Agency for



KITCHENER  
WOODBRIDGE  
LONDON  
KINGSTON  
BARRIE  
BURLINGTON

November 3<sup>rd</sup>, 2017

Ms. Liliana Dasilva,  
The Region of Peel  
10 Peel Centre Drive  
Brampton, ON  
L6T 4B9

Via email: [Liliana.dasilva@peelregion.ca](mailto:Liliana.dasilva@peelregion.ca)

Dear Ms. Dasilva:

**RE: Regional Official Plan Amendment, Ninth Line Lands  
Our File No. PAR 33559**

---

This letter is in response to notification of the Region's Official Plan Amendment (ROPA) to include the Ninth Line Lands in the Urban System Boundary. We have reviewed the information provided and we request that the following requirements are included in the Amendment:

*TransCanada PipeLines Limited (TransCanada) has two high pressure natural gas pipelines crossing the Ninth Line Lands. TransCanada is regulated by the National Energy Board (NEB) which has a number of requirements regulating development in proximity to its pipelines. This includes approval requirements for activities within 30 metres of the pipeline centreline such as conducting a ground disturbance, constructing or installing a facility across on or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way and the use of explosives.*

*New development can result in increasing the population density in the area that may result in TransCanada being required to replace its pipeline(s) to comply with CSA Code Z662. Therefore, the Region shall require early consultation with TransCanada or its designated representative for any development proposals within 200 metres of its facilities.*

Thank you for the opportunity to comment on the ROPA. If you have any questions or require any additional information please don't hesitate to contact our office.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Darlene Presley'.

Darlene Presley,  
Planning Coordinator

On behalf of TransCanada PipeLines Limited



**NLOA - Ninth Line Owners Association (1997)  
5150 Ninth Line, Mississauga, Ontario L5M 0R5**

---

October 26th, 2017

**Attention: Peel Regional Council & Peel Planning Staff  
10 Peel Centre Drive, Unit A, Brampton, Ontario L6T 4B9**

**RE: Proposed Regional Official Plan Amendment (ROPA) for Ninth Line Study Lands**

**Dear Members of Regional Council & Planning Staff:**

**Thank You for the opportunity for the Ninth Line Owners Association (NLOA) to submit written/oral comments & questions at this Public Meeting for the Proposed ROPA for the Ninth Line Study Lands.**

**We understand that this current planning effort by the Region is to simply amend the Urban Boundary for Mississauga & Peel to include the recently Annexed Lands (2010) from the Town of Milton & Halton Region.**

**NLOA supports this primary part of the Proposed ROPA.**

**However, NLOA does object to the continued use of an Unapproved Proposed 407 Transitway Alignment & Design that Mississauga Planning Staff have been using in developing Proposed Land Uses for the Annexed Milton/Halton Lands. This planning effort by the City & the Unapproved Proposed 407 Transitway Alignment form part of the documentation in support of your Urban Boundary Change ROPA.**

**NLOA submits that continued use of Unapproved Proposed 407 Transitway Alignment in the planning process does not reflect good planning practice. The continued use of this Unapproved Alignment gives it an apparent validity which it is not entitled to, given that it is not contained within the Current Approved MTO 1998 Preliminary 407 Transitway Alignment**

**In addition, MTO is currently undertaking an Environmental Assessment (EA) for the Proposed 407 Transitway Alignment, to determine its final approved location.**

**NLOA has stated that we have no objection to the Proposed Urban Boundary Amendment, however we do strongly continue to object to the Proposed Transitway Alignment that is being proposed by the City of Mississauga.**

continued...

In addition to our objections to Mississauga's Proposed 407 Transitway Alignment & it's negative impact on NLOA Members Properties, we also have further objections to Mississauga's Current Proposed Land Use Mapping.

Although it provides some Development Land Uses to most of the NLOA Members Properties, reducing Flood Plain Areas to varying degrees, it has completely ignored 2 Small Resident Owned Parcels at 5578 & 5644 Ninth Line.

However in comparison & contrast, a Large Developer Owned Parcel at the north-end, adjacent Hwy. 401, has Existing Flood Plain Areas completely disappear in the Current Proposed Land Use Mapping.

We submit that this is not only unfair & not even-handed, but is also in complete disregard for the Mississauga Mayor's & Councillor's commitments to the NLOA Members in Fall 2009 that all of their Lands would receive as much Development Land as possible (given limits to Flood Plain Reduction), if they supported the Proposed Annexation of their Lands to Mississauga & Peel.

Lastly, Halton ROPA 28 (2005) provided for further reductions in Flood Plain Areas by Land Owners through Storm Water Management Works, without the need for an Official Plan Amendment, provide that they satisfied Conservation Halton's Requirements.

We have yet to hear the inclusion of this Option in either Mississauga's Current Proposed Land Use, or in the Proposed ROPA before use today.

Will this provision be included in the your Proposed ROPA, as was committed to in Fall 2009, prior to the Annexation?

Thank You for your time & consideration of our comments & questions.

Sincerely,

R. Peter Skira / Chair, Ninth Line Owners Association (905) 877-0739

- c.c. - Sue McFadden / Ward 10 Councillor  
- Pat Saito / Ward 9 Councillor  
- Matt Mahoney / Ward 8 Councillor  
- George Carlson / Ward 11 Councillor  
- Bonnie Crombie / Mayor  
- Romas Juknevičius / Mississauga Planning Dept.  
- Stan Jakaitis / Planner  
- NLOA Members



**Kataure, Virpal**

---

**From:** [REDACTED]  
**Sent:** October 30, 2017 10:41 AM  
**To:** DaSilva, Liliana  
**Subject:** Re: ROPA

Thanks Liliana, here is my wrtten submission. My address and details at the bottom of email.

**Region of peel.**

**My name is [REDACTED], I live at [REDACTED]. [REDACTED] [REDACTED] the Region of peel in council chambers (at the public meeting) the Morning of October 26 regarding ROPA as it pertains to the Ninth Line lands being brought into the urban boundary. Unfortunately [REDACTED]**

[REDACTED]

**[REDACTED] I do not oppose the Ninth line lands entering the urban boundary, in fact I embrace it, as without it there would be no development.**

**On that note, all the Ninth line land owners were sold on annexation, being told by the Mayor Hazel McCallion and councillor Pat Saito, that our lands would go up in value and we would all benefit from some form of development possibilities on our**

**lands, IF we didn't oppose annexation from Milton to Mississauga.**

**This was something that NLOA (ninth line owners association) had been following very closely for years and were prepared to go to the OMB if not satisfied. Through the process all but 3 properties have proposed development opportunities.**

**At this stage my land has been proposed Greenland! As of Jan 1st 2010, day of annexation, my taxes went up [REDACTED] almost 33%, and as of today in 7 years, have almost tripled. If my land stays Designated Greenland why am I paying taxes based on what a developer would purchase my land for if it cannot be developed. We/I were made promises that, were to the point, not kept.**

**The other issue is that of the flood plain, the flood line has been changed during the proposal stage and all but disappeared on developer purchased lands but not on my land! It's a bit suspect as I have 1.1 acre of land, the developers have hectares upon hectares and the Consulting Firm could manipulate the flood line for them but not for me and my neighbour [REDACTED]**

**During the next stages of the process, I/we are looking to the City Of Mississauga, the consulting**

firm, MTO and the Region Of Peel to right this wrong.

Thank you for your time



Sent from my iPhone

On Oct 30, 2017, at 9:23 AM, DaSilva, Liliana <[liliana.dasilva@peelregion.ca](mailto:liliana.dasilva@peelregion.ca)> wrote:

Good morning [REDACTED],

Thank you for [REDACTED] comments on the proposed Ninth Line lands ROPA at the public meeting on October 26, 2017. In response to your query, we do accept written comments by e-mail. As well, if you wish to be added to the notification list, please provide us with your full name, e-mail address and your full address (including postal code).

Thank you,

**Liliana da Silva, MCIP RPP (MES, MPA)**

Principal Planner (Acting),  
Integrated Planning Division  
Corporate Services  
Region of Peel  
T: 905-791-7800 x. 4364  
F: 905-791-7920  
E: [Liliana.dasilva@peelregion.ca](mailto:Liliana.dasilva@peelregion.ca)

<image001.gif>

---

**From:** [REDACTED]  
**Sent:** October 27, 2017 11:48 AM  
**To:** DaSilva, Liliana  
**Subject:** Re: ROPA

I lookForward to hearing from you on Monday.

On Oct 27, 2017, at 9:51 AM, DaSilva, Liliana <[liliana.dasilva@peelregion.ca](mailto:liliana.dasilva@peelregion.ca)> wrote:

Good morning [REDACTED]

I am currently away from the office but wish to advise you that I am in receipt of this email below, and will follow up with you when I return to the office on Monday.

Regards,  
Liliana

---

**From:** [REDACTED]  
**Sent:** October 27, 2017 7:51:43 AM  
**To:** DaSilva, Liliana  
**Subject:** ROPA

Hi Liliana, I'm [REDACTED] from [REDACTED]. I gave [REDACTED] the ROPA meeting on October 26. Can my written submission on ROPA be in the form of an email to you?

[REDACTED]

Sent from my iPhone

## Kataure, Virpal

---

**From:** [REDACTED]  
**Sent:** October 3, 2017 11:16 AM  
**To:** DaSilva, Liliana  
**Subject:** Ninth Line Land Development

I wanted to share my idea with you about how best to develop the 9<sup>th</sup> Line land. It would be really great if we could have an attraction in Mississauga that draws people from all over the GTA. Right now we don't have anything like the Science Centre for example. I think it would be really great with all of the tech companies in Mississauga to have maybe a technology center (similar to the science centre). Designed to attract families from all over the GTA. It could be developed in partnership with a company like Microsoft. This is a great use of land rather than just building more housing. It generates revenue for a longer period of time and draws on money from outside the community. It would be a great attraction for school trips as well.

My husband and I have always commented on how we have to go to Toronto or east of Toronto for family attractions – everything is East of us – the Zoo, Science Centre, Aquarium, Canada's Wonderland, ROM, AGO, etc

A Technology Center can be cool and interesting for people of all ages – it can focus on how everything from medicine, science, television and life have changed with technology. Fun experiments, classes, interactive display, segue rides, and more.

Mississauga is in desperate need of attractions that pull people in from all over the GTA. The 9<sup>th</sup> Line area is one of the few spaces we have left to develop this kind of attraction. I hope you will consider brining something like this to our area!

Sincerely,  
[REDACTED]

## Kataure, Virpal

---

**From:** Leilani Lee-Yates <llee-yates@trca.on.ca>  
**Sent:** October 10, 2017 10:40 AM  
**To:** DaSilva, Liliana  
**Cc:** Head, Mark; Laurie Nelson; Quentin Hanchard  
**Subject:** Proposed Ninth Line Lands Regional Official Plan Amendment

Hello Liliana,

On Oct. 11/17, TRCA staff received a notice of Public Meeting, Open House, and Request for Comments on the Proposed Amendment to the Regional Official Plan to include the Ninth Line Lands in the Urban System Boundary. Given that the subject lands are located within the watershed jurisdiction of Conservation Halton, we defer to their review of the amendment. As such, we will not be providing comments.

Please let me know if you have any questions or concerns.

Thank you,

**Leilani Lee-Yates, MCIP, RPP** | Senior Planner, Planning and Development | **Toronto and Region Conservation Authority** | ☎ 416 661-6600 ext. 5370 | ✉ llee-yates@trca.on.ca | 🌐 [www.trca.on.ca](http://www.trca.on.ca)

\* **Mailing Address:** 5 Shoreham Drive, Toronto, ON M3N 1S4

\* **Location Address:** 101 Exchange Avenue, Vaughan ON L4K 5R6

**\*\*PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING, STORING OR FORWARDING THIS MESSAGE\***

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*Thank you."*





905.336.1158  
Fax: 905.336.7014  
2596 Britannia Road West  
Burlington, Ontario L7P 0G3  
conservationhalton.ca

Protecting the Natural  
Environment from  
Lake to Escarpment

September 21, 2017

Gail Anderson  
Principal Planner, Integrated Planning Department, Corporate Services  
Region of Peel  
10 Peel Centre Drive, Suite A and B  
Brampton, ON L6T 4B9

**BY MAIL & EMAIL**

Dear Ms. Anderson,

**Re: Proposed Amendment to the Region of Peel Official Plan  
2031 Regional Urban Boundary Expansion to include the Ninth Line Lands  
City of Mississauga  
CH File: MPR 433**

Conservation Halton (CH) staff received a request from Region of Peel staff for comments on the draft Ninth Line Lands Regional Official Plan Amendment (ROPA). It is our understanding that Regional staff will bring forward final recommendations regarding the proposed ROPA for consideration and adoption by Regional Council this fall, following a formal consultation process.

**Context and Background**

The purpose of the ROPA is to expand the 2031 Regional Urban Boundary to include the Ninth Line Lands. The Ninth Line Lands consist of approximately 350 hectares (865 acres) in the City of Mississauga and are bounded by Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. This narrow strip of land contains a regulated tributary of Sixteen Mile Creek, its associated floodplain and meander hazards, and regulated wetlands. There is also a Provincial plan, subject to a Transit Planning Assessment Process that is in its early stages, for the Highway 407 Transitway to run through the length of the study area.

Section 7.9.2.12 of the Peel Regional Official Plan outlines requirements for a ROPA to facilitate expansion to the 2031 Urban Boundary based on a Municipal Comprehensive Review (MCR). The MCR sets out a list of requirements which necessitate the completion of several technical studies including the Ninth Line Scoped Subwatershed Study (SWS). The SWS must demonstrate environmental and resource protection and enhancement in the urban boundary expansion area, including the identification of a Natural Heritage System (NHS), and adherence to Sections 2 and 3 of the *Provincial Policy Statement, 2014* regarding natural heritage and natural hazards.

Section 5.3.5 of the draft ROPA sets out the objectives and policies applicable to the Ninth Line Lands including Objective 5.3.5.1.3 which recognizes, protects, and enhances a linked NHS within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System. Further, Policy 5.3.5.2.5 c) of the draft ROPA states that the City of Mississauga's Official Plan, including all amendments and secondary plans, will reflect the policy direction "that a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in

conformity with the Ninth Line Scoped Subwatershed Study, including the identification of the Region of Peel's Core Areas of the Greenlands System in Schedule A of this Plan".

CH is currently engaged with the City of Mississauga and their consultant team in the SWS process. At this time, we are working to resolve outstanding issues with the SWS Phase 2 Impact Assessment and Management Strategy to ensure that the proposed NHS adequately protects and enhances the existing NHS and meets the requirements of CH policy under Ontario Regulation 162/06 as well as Sections 2 and 3 of the *Provincial Policy Statement, 2014*. Specifically, the proposed removal of existing wetland features, narrowing of the existing watercourse corridor and alteration of a significant floodplain require further analysis and discussion which is currently taking place. CH staff are confident that an acceptable approach to addressing outstanding issues will be reached through the finalization of the SWS and subsequent Planning Act applications which will need to be supported by Subwatershed Impact Studies, Environmental Implementation Reports and/or Functional Servicing Studies.

### **Recommendation**

CH staff are satisfied that the draft ROPA establishes a policy framework for achieving a well-connected and sustainable NHS and that sufficient work has been completed through the on-going SWS for the purposes of addressing our interests in the MCR. However, further refinements are expected through the remainder of the SWS and local official plan amendment process to address our outstanding regulatory and planning issues. It is our expectation that the ultimate boundaries, location and width of the NHS will be guided by a completed SWS and implemented through the subsequent planning process at the local municipal level.

Should the SWS conclude that there are new Core Areas of the Region of Peel Greenlands System (e.g. Provincially Significant Wetlands) within the Ninth Line Lands, it is recommended that Schedule A of the Region of Peel Official Plan be updated to reflect the new Core Areas. CH staff will work with municipal partners to include NHS features and natural hazard areas within appropriate Official Plan and zoning-by-law designations to ensure no new development or site alteration occurs that would be contrary to Provincial or CH policy. It is CH staff's preference that protection of these areas be done through dedication to the municipality however, there may be other acceptable methods to ensure protection by a public agency.

We trust that the above comments are of assistance. If you have any questions, please contact the undersigned at Extension 2311.

Sincerely,



Matt Howatt  
MH/

Cc: (by email) Liliana da Silva, Region of Peel  
Mark Head, Region of Peel  
Adrian Smith, Region of Peel  
Romas Juknevičius, City of Mississauga  
Barb Veale, Conservation Halton  
Jonathan Pounder, Conservation Halton

## Kataure, Virpal

---

**From:** [REDACTED]  
**Sent:** August 25, 2017 3:33 PM  
**To:** frank.marzo@mississauga.ca; DaSilva, Liliana  
**Subject:** Proposed New Cellular Tower Project in Ninth line Corridor to your attention  
**Attachments:** Project distribution page 1&2.pdf; Project distribution layout plan.pdf

August 25 201

### RE: Proposed New Cellular Tower Project in Ninth line Corridor to your attention

Hello Frank Marzo & Liliana da Silva ,

My name is [REDACTED], I am a resident on the Ninth line corridor, in particular near Britannia and Ninth line.

I am contacting you both to make you aware of a recent proposed new Cellular Tower installation that is being considered in the vicinity.

I have attached some pdf's for more info, location etc.

The proposed tower is 45 m in height, (148 ft) , which is about 14 stories, on residential property on Ninth Line.

Myself and other residents are significantly concerned that this tower would **not** compliment nor benefit not only the current area and community, but more so any future development and proposed changes within this unique area.

We feel that this tower proposition has not properly considered the City of Mississauga's Antenna Protocol for discouraging Lattice style type of towers, and that this tower's height and location may not be properly justified. One option and consideration would be to possibly add tower/antenna's to future buildings that your plan has highlighted, thus not requiring this massive tower. More so, the design and height of this tower (and possibly lighting) is not the regular standard used and seen within residential areas, and does not conform to the future design goals of the ninth line corridor. This proposed tower, once built could have very negative effects with future residential real-estate sales and overall demand to live nearby.

Furthermore, it may even be the case where the tower proposed now, could be redundant or not required once the redevelopment along this area is completed (by adding cellular towers to new buildings etc).

**I am personally spearheading major research and investigation into this project, and have many questions and concerns that I and the community would like to be addressed.**

However at this time, I wanted to personally reach out and make you both *aware* of this proposed project, as again we feel it not only will have devastating negative impacts to the vast surrounding community, but also completely seems to not be aware or consider both your departments' development plans for the Ninth line corridor. More so, it seems this project does not take into account environmental aspects, communal goals and urban designs your team have presented as key features for the future growth and development of the ninth line corridor.

I will be forwarding you more detailed concerns myself and many residents have, along with correspondence to and from the City of Mississauga, the Proponent and other involved parties.

We would welcome your consideration and input on these matters.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**Information Package**  
**Proposed Shared Network Canada Wireless Telecommunication Antenna Installation**  
**5578 Ninth Line, Mississauga**  
**SNC File Number: SNC0099**

In response to significant rising demand for wireless voice and data services in this area, Shared Network Canada is proposing to construct a new wireless telecommunication tower installation. The proposed tower would accommodate antenna equipment from licensed wireless carriers.

**What is being proposed? Where is it being proposed?**

A 45-metre lattice tripole antenna with equipment cabinets at its base is proposed on the property 5578, Ninth Line, Mississauga. A photosimulation of the proposed tower is at right (view looking north along Maple Grove Road).

**Why is this installation needed?**

Wireless networks in the area are currently over capacity due to the number of customers in area. Customers are also far from existing antennas, and additional coverage is required to maintain service levels. There are no existing towers in the area that are an alternative to a new installation.

The public is welcome to request additional information or provide written comments to:

Sean Galbraith, Municipal Affairs Manager  
Shared Network Canada  
275 Macpherson Ave, Unit 103  
Toronto, ON M4V 2M3  
SGalbraithSN@Gmail.com

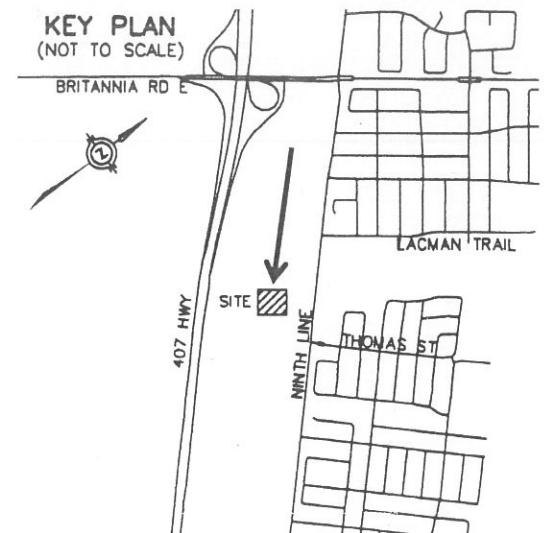
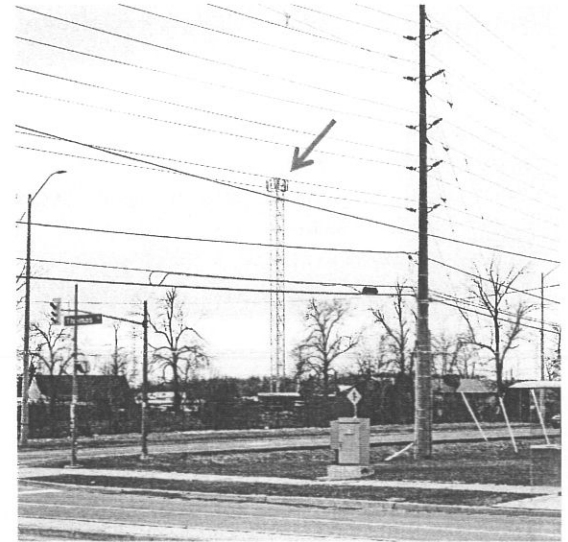
The public commenting period closes September 26, 2017. Please reference **SNC0099** in your correspondence. **A public open house is being held on September 12, 2017, from 7pm-9pm in the Meadowvale Community Centre, 6655 Glen Erin Drive.**

**Municipal Contact Information**

Lorie Sterritt, Planner  
Planning and Building Department, Development & Design Division  
City of Mississauga  
905-615-3200 ext. 5499  
lorie.sterritt@mississauga.ca

**Member of Parliament**

Iqra Khalid  
613-995-7321  
iqra.khalid@parl.gc.ca







#### **Innovation, Science and Economic Development Canada**

Innovation, Science and Economic Development Canada (ISED) is the governing body for installations of this type and can be contacted at:

ISED - Toronto District Office, 151 Yonge Street, 4th floor, Toronto ON M5C 2W7

ic.spectrumtoronto-spectretoronto.ic@canada.ca

General information on wireless infrastructure: [industrycanada.ca/antenna](http://industrycanada.ca/antenna)

#### **Local Land Use Requirements**

Telecommunication tower/antenna facilities are exclusively regulated by Federal legislation under the Radiocommunication Act and administered by Industry Canada. Therefore, Provincial legislation such as the Planning Act, including zoning by-laws, does not apply to these facilities. It is important to understand that Industry Canada, while requiring proponents to follow the City of Mississauga's Telecommunication Tower/Antenna Facilities Protocol, makes the final decision on whether or not a tower facility can be constructed. The City of Mississauga can only provide comments to Industry Canada and does not have the authority to stop the construction of a telecommunication tower/antenna facility. The City's protocol can be found online: [http://www.mississauga.ca/portal/residents/pbformscentre?paf\\_gear\\_id=9700018&itemId=115200105n](http://www.mississauga.ca/portal/residents/pbformscentre?paf_gear_id=9700018&itemId=115200105n)

#### **Health Canada's Safety Code 6 Compliance**

Health Canada's role is to protect the health of Canadians, so it is the Department's responsibility to research and investigate any possible health effects associated with exposure to electromagnetic energy, such as that coming from cell phones and antenna base stations. Health Canada has developed guidelines for safe human exposure to RF energy, which are commonly known as Safety Code 6. This regulation has been adopted by Industry Canada and carrier compliance is mandatory.

Shared Network Canada attests that the radio antenna system described in this notification package will comply with Health Canada's Safety Code 6 limits, as may be amended from time to time, for the protection of the general public including any combined effects of additional carrier co-locations and nearby installations within the local radio environment.

For more information on Safety Code 6, please visit the following Health Canada site: [www.healthcanada.gc.ca/radiation](http://www.healthcanada.gc.ca/radiation)

#### **Engineering Practices**

Shared Network Canada attests that the radio antenna system as proposed for this site will be constructed in compliance with the Canadian Standard Association and comply with good engineering practices including structural adequacy.

#### **Canadian Environmental Assessment Act**

Shared Network Canada attests that the radio antenna system described in this notification package is excluded from environmental assessment under the *Canadian Environmental Assessment Act, 2012 (CEAA 2012)*, as the antenna system exempt from review.

#### **Transport Canada's Aeronautical Obstruction Marking Requirements**

Shared Network Canada attests that the radio antenna system described in this notification package will comply with Transport Canada / NAV CANADA aeronautical safety requirements. No lighting or special painting is expected to be required. Any site-specific Transport Canada / NAV Canada requirements will be made available for public review when available.

#### **Public Disclosure of Comments**

Submissions received shall form part of Industry Canada's Public Consultation Process under the Spectrum Management and Telecommunications Client Procedures Circular CPC-2-0-03, Issue 5, and may be made public as part of a report issued to interested parties, the Municipality and Industry Canada.



## Kataure, Virpal

---

**From:** West, Helena  
**Sent:** October 25, 2017 4:04 PM  
**To:** DaSilva, Liliana; Ramakrishnan, Jahnavi  
**Cc:** Obaseki, Dayna  
**Subject:** FW: Notice of Public Meeting, Open House and request for Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

For your information.

Thanks

Helena West  
Legislative Specialist  
Clerk's Division  
905-791-7800 ext. 4697  
[helena.west@peelregion.ca](mailto:helena.west@peelregion.ca)



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**From:** ZZG-RegionalClerk  
**Sent:** October 25, 2017 3:54 PM  
**To:** West, Helena; Jurrius, Stephanie  
**Subject:** FW: Notice of Public Meeting, Open House and request for Comments

CHRISTINE THOMSON | Corporate Services  
Legislative Specialist, Clerk's Division  
905-791-7800 ext 4582 ▪ [christine.thomson@peelregion.ca](mailto:christine.thomson@peelregion.ca)  
[www.peelregion.ca](http://www.peelregion.ca)



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**From:** Hollie Nolan [<mailto:hollien@ramafirstnation.ca>] **On Behalf Of** Chief Rodney Noganosh  
**Sent:** October 25, 2017 3:51 PM  
**To:** ZZG-RegionalClerk  
**Subject:** re: Notice of Public Meeting, Open House and request for Comments

Dear Kathryn,

Thank you for your letter re: Notice of Public Meeting, Open House and request for Comments.

Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to Karry Sandy McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the interim, should you wish to contact Ms. McKenzie directly, please do so at [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com)

Thank you,

Chief Rodney Noganosh

---

**Hollie Nolan**

*Executive Assistant to the Chief, Administration*

**Chippewas of Rama First Nation**

(ph) 705-325-3611, 1216

(cell)

(fax) 705-325-0879

(url) [www.ramafirstnation.ca](http://www.ramafirstnation.ca)

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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

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777 Bay Street, 13<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Phone: 416 585-6226  
Facsimile: 416 585-6882  
Toll-Free: 1 800 668-0230

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

December 1, 2017

Arvin Prasad, MCIP, MPA, RPP  
Director, Integrated Planning Division  
Corporate Services  
Region of Peel  
10 Peel Centre Dr.  
Brampton, ON L6T 4B9

Dear Mr. Prasad,

**RE: Provincial Review Comments  
Draft Regional Official Plan Amendment  
Ninth Line Lands  
MMAH File No.: 21-OP-177206**

---

Thank you for providing Ministry of Municipal Affairs (MMA) staff with the opportunity to review and provide comments on the draft Regional Official Plan Amendment (ROPA) for the Ninth Line Lands in the City of Mississauga. Ministry staff understand that the Region of Peel initiated this amendment to expand the 2031 Regional Urban Boundary, by approximately 400 hectares, to include the Ninth Line lands in the City of Mississauga, and include policy direction regarding this area in the Regional Official Plan (ROP).

Based on our review, the draft amendment is seeking to accommodate a portion of Mississauga's 2031 population and employment numbers as allocated by Peel Region in its Growth Plan for the Greater Golden Horseshoe conformity exercise, ROPA No. 24.

As part of the One Window Provincial Planning Service, this draft ROPA was reviewed by MMA, and circulated to partner ministries including: Ministry of Agriculture, Food and Rural Affairs (OMAFRA); Ministry of the Environment and Climate Change (MOECC); Ministry of Natural Resources and Forestry (MNR); and Ministry of Transportation (MTO).

**Growth Plan 2017 and Settlement Area Boundary Expansions:**

On July 1, 2017, the Province released updates to four provincial plans: Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan. Of particular relevance to this draft ROPA is that any decision made after July 1, 2017, is required to conform to the policies of the updated Growth Plan.

Based on the new policy direction of these plans, Ministry staff are concerned that this draft ROPA does not meet the new requirements of the Growth Plan regarding settlement boundary expansions.

More specifically, Section 2.2.8 of the Growth Plan provides policy direction regarding settlement area boundary expansions and section 2.2.8.2 a) requires that a settlement area boundary expansion may only occur through a municipal comprehensive review. Such a review can only be initiated by an upper tier municipality under Section 26 of the *Planning Act*. Among many things, a municipal comprehensive review must demonstrate that land is needed to accommodate forecasted growth to the horizon of the Plan (2041), based on a land needs assessment completed in accordance with a standard methodology to be established by the Minister of Municipal Affairs. Further, the Growth Plan requires that a municipal comprehensive review must involve the application of all policies and schedules in the Plan, including planning to the 2041 planning horizon.

Based on the above, it is recommended that this amendment be deferred and addressed through the Region's on-going municipal comprehensive review process.

**Greater Toronto Area (GTA) West Transportation Corridor:**

Part of the subject lands (along Highways 407 and 401) are located within the GTA West Corridor. In 2007 the Ministry of Transportation (MTO) initiated an Environmental Assessment Study of the GTA West Transportation Corridor (GTA West EA) to address future transportation demands. In December 2015, MTO suspended its work on the Environmental Assessment for the GTA West. An advisory panel was appointed to assist the ministry in reviewing the GTA West project. The panel has completed its advice and has submitted a report to the Minister of Transportation. The Minister of Transportation is reviewing the panel's advice and is committed to providing an update on the future of the GTA West corridor within 60 days.

The Provincial Policy Statement (PPS) provides policy direction province wide. More specifically, Policy 1.6.8.1 of the PPS states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and transportation systems to meet current and projected needs. Furthermore, Policy 1.6.8.3 states that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. Planned corridor, as defined in the PPS, includes those that have been identified through planning studies where MTO is actively pursuing identification of a corridor. The Growth Plan also has similar corridor protection policies. Section 3.2.5 b) states that upper tier municipalities will "ensure that existing and planned corridors are protected to meet



current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS". The planned corridor definition mirrors the one in the PPS, except that I also speaks to planning studies where the Ministry of Energy, Metrolinx or Independent Electricity System Operator or any successor to those Ministries or entities, is actively pursuing the identification of a corridor.

Based on the above, the draft ROPA should include policies to ensure that development applications for lands within GTA West corridor will not predetermine or preclude the planning and/or implementation of the GTA West corridor.

**General Transportation Policies:**

The subject lands are also located within MTO's permit control area. MTO has advised that any redevelopment of subject area will require MTO review, approval and permits. In addition, Traffic Impact Studies must be prepared in accordance to MTO standards and by a firm qualified to undertake such work. All studies must be stamped and signed by a qualified engineer. Any proposed road improvements within the vicinity of a Provincial highway must conform to MTO's new Highway Access Management Guidelines. Lastly, Stormwater Management Reports must be completed in accordance with Ministry guidelines, which can be obtained at the following website link:

<http://www.mto.gov.on.ca/english/publications/drainage/stormwater/section1.shtml>

**Indigenous Engagement:**

We also interested in understanding what steps the Region has undertaken to engage with Indigenous communities on this amendment. As per Policy 5.2.3.3 of the Growth Plan, municipalities are encouraged to engage First Nations and Métis communities in municipal efforts to implement the Growth Plan.

**Conclusion:**

Based on the above, it seems premature for this ROPA to be advanced at this time pending completion of the new municipal comprehensive review requirements of the Growth Plan.

Should have any questions or wish to discuss the matter further, please do not hesitate to contact me at 416-585-6421.

Yours truly,



Alejandra Gonzalez  
A/ Senior Planner, Community Planning and Development (West)

cc. Victor Ozymtchak, MTO  
Emilee O'Leary, MOECC  
Jackie Van de Valk, OMAFRA

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**RECEIVED**

April 23, 2018

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

April 13, 2018

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

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_

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

Dear: Mr. Prasad and Mr. Whittemore

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

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

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

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

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

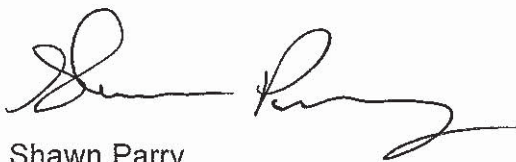
Historically, through ROPA 28, the Region of Halton's objective was to protect the land base for the development of the inter-regional transitway and accessory infrastructure in the Ninth Line Corridor, as well as to provide for development at the future transit station locations that encourage and support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

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

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

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

Yours truly,

A handwritten signature in black ink, appearing to read 'Shawn Parry', written in a cursive style.

Shawn Parry  
A/Regional Director

## Kataure, Virpal

---

**From:** Song, Helen  
**Sent:** January 13, 2020 2:57 PM  
**To:** Kataure, Virpal  
**Subject:** FW: Ninth Line Update

---

**From:** [REDACTED]  
**Sent:** January 12, 2020 6:45 PM  
**To:** Song, Helen <helen.song@peelregion.ca>  
**Subject:** Re: Ninth Line Update

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

Hola Helen, just coming back from a long and very needed trip to visit my beloved Mum and dear Family and friends in [REDACTED] for Christmas and New Year 2020., and hoping that all of you have a great beginning of 2020, and may this year be full of blessings from Our Lord to all.

We feel refueled and renewed, not only for the love of our dear ones down there, but to see that even in poverty, people are fighting there for better living and taking care of our environment. For example, my hometown in [REDACTED] already banned plastic bags from all the Markets, businesses, etc. beginning of 2020. So proud of them!

Thank you again for your letter, but it seems to me you are using the same ideas over and over again. But, are you talking from your heart? With all of it?

Blessings and have a super happy week.

---

**De:** Song, Helen <helen.song@peelregion.ca>  
**Enviado:** [REDACTED] 2020 01:25 p. m.  
**Para:** [REDACTED]  
**CC:** ZZG-Planpeel <zzg-planpeel@peelregion.ca>  
**Asunto:** RE: Ninth Line Update

Hello [REDACTED]

I respect your spirit of concern and passion for the health and well-being of the community as you've expressed through comments and materials shared. However, Peel is anticipating significant growth in people and jobs in coming years,

along with two transit stations on these lands for which we must accommodate housing and jobs. Our goal is to plan at higher densities in areas such as Ninth Line lands where infrastructure exists to limit the impacts from continued sprawl, impacts on the environment, agricultural lands, and greenbelt areas.

There has been much study and input from the public, Conservation Authority and others during the course of the planning process for this area to ensure the development respects the watershed and the wetlands. Various studies are done to ensure that any future development is based on good land use planning principles. Lastly, many of the lands are privately owned and owners have development rights. Again, development applications for the Ninth Line lands are processed and approved at the City of Mississauga.

I hope this information is helpful.

Thank you,

**Helen Song**

Junior Planner | Policy Development

Regional Planning & Growth Management Division | Public Works Department

10 Peel Centre Drive, Brampton ON L6T 4B9

E: [helen.song@peelregion.ca](mailto:helen.song@peelregion.ca) | T: 905-791-7800 ext. 7195



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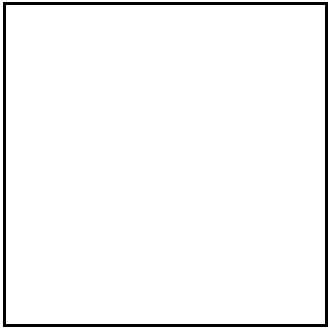
**From:** [REDACTED]  
**Sent:** December 12, 2019 10:49 PM  
**To:** Song, Helen <[helen.song@peelregion.ca](mailto:helen.song@peelregion.ca)>  
**Cc:** ZZG-Planpeel <[zzg-planpeel@peelregion.ca](mailto:zzg-planpeel@peelregion.ca)>  
**Subject:** Re: Ninth Line Update

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

Helen, Romas, everyone, come on! Words and more words. Sorry, we are tired of that! Look at this! Think when you were little and full of dreams, would you be proud of supporting such a sad plan for the 9th Line, instead of creating an urban forest with native trees, pollinator patches, no pavement, no lawns, no more cement and more traffic? Talk from the heart! Not from the things that at the end of our days, do not matter and will stay behind our good deeds and the love and caring that we gave...

<https://twitter.com/LorettaRyan/status/1205209707629219842/photo/1>



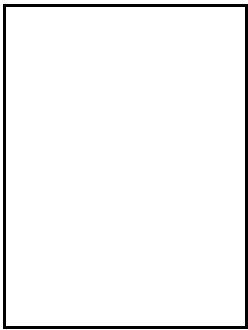


### Loretta Ryan on Twitter

“Love this cheeky healthier lawns photo. Replaced grass on my front lawn ages ago with native/drought resistant plants, ivy and periwinkle (vinca). Looks great and low maintenance. Strange time to post? Not really. Winter is a good time to plan for next year’s garden. @Park\_People”

twitter.com

[https://dentonrc.com/news/unt-s-pollinative-prairie-has-become-reality/article\\_39776067-356c-54c5-86cc-00ec8cf80dc9.html](https://dentonrc.com/news/unt-s-pollinative-prairie-has-become-reality/article_39776067-356c-54c5-86cc-00ec8cf80dc9.html)

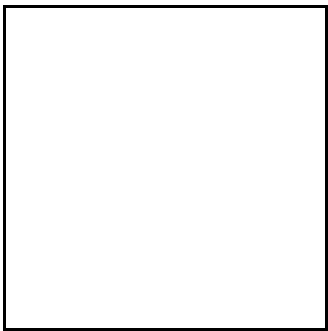


### UNT's Pollinative Prairie has become reality | News | dentonrc.com

The Pollinative Prairie has become a reality because of the hard work of Baxter-Slye, who is an instructional lab supervisor in UNT's Department of Biological Sciences, her co-manager Michael ...

dentonrc.com

<https://twitter.com/DUContario/status/1201633410244059136/photo/1>



### Ducks Unlimited Canada - Ontario on Twitter

“INVASIVE PLANTS ID: Watch for it! Phragmites australis can take over wetlands, ditches & other habitats with dense stands of tall, bamboo-like stalks & nodding seed heads. #invsp #conservation #phragmites”

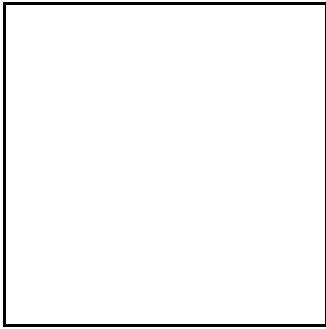
twitter.com

If you are not worried after reading those articles, I will not believe it. Please, open your hearts! Work together with the community! [REDACTED] has to change, as well. We have the responsibility to work together and speak for our communities, creatures, habitats, well being and Hope for tomorrow!

God bless and have a blessed Day or Our Lady of Guadalupe!

<https://twitter.com/cvcfoundation/status/1204832328113147910/photo/1>



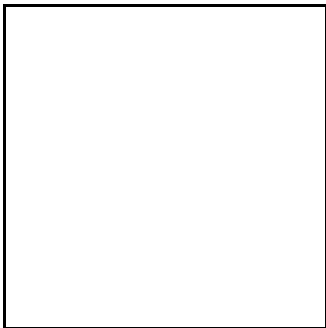


### CVC Foundation on Twitter

"Did you know that we are raising funds to support @CVC\_CA purchase of the 44-acre Capstone property in Caledon that will help create and connect the @CreditTrail and protect land, water, and wildlife? Learn more & donate today! 🌲🎁 <https://t.co/aclkvI54Sq> #inspiredbynaturetogive"

twitter.com

<https://twitter.com/plantmorenative/status/1201836031236026368>

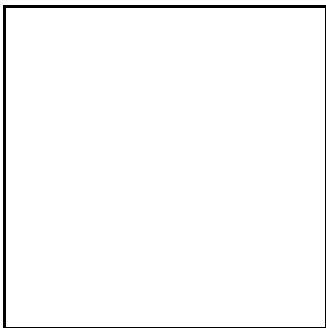


### Karen on Twitter

"3. Let's ask our community leaders to accept only those land development projects that replant a minimum of 60% native plants and limit the default landscape... the lawn."

twitter.com

<https://mtltimes.ca/Montreal/montreal/montreal-buys-land-in-ile-bizard-for-great-west-park/>



### Montreal buys land in Ile Bizard for Great West Park – MtlTimes.ca

Montreal buys land in Ile Bizard for Great West Park (l'Ouest). The park is expected to encompass a 3,000-hectare green space and is part of a global initiative to 'reduce carbon emissions and increase

mtltimes.ca

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**De:** Song, Helen <[helen.song@peelregion.ca](mailto:helen.song@peelregion.ca)>

**Enviado:** [REDACTED] 11 de diciembre de 2019 07:46 p. m.

**Para:** [REDACTED]

**CC:** ZZG-Planpeel <[zzg-planpeel@peelregion.ca](mailto:zzg-planpeel@peelregion.ca)>

**Asunto:** RE: Ninth Line Update

Hi [REDACTED]

**Appendix V - Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

Thank you for your input and interest in the Ninth Line project. As part of the approval process for permitting development in this area, Mississauga received approval through Official Plan Amendment 90 ([By-law 0167-2019](#)) in 2018. The municipal comprehensive required as part of this amendment included various studies to evaluate future uses for the land including agricultural impacts, environmental and resource protection and enhancement, water and wastewater servicing, a scoped subwatershed study (that included various environmental studies, among others. Please see studies available on the Region's website under ROPA 33 [here](#) and the City of Mississauga's website [here](#).

Extensive public consultation was held between 2016 and 2018. The opportunity for future development has already been approved through a secondary plan at the City of Mississauga since August 1, 2018. The Region's next step is seek Provincial approval in 2020 for the administrative changes needed to bring the Region's Official Plan in line with the already approved secondary plan at the City. When this item goes to Regional Council for approval, you will receive a notice of public meeting.

Development applications for the Ninth Line lands are processed and approved at the City of Mississauga. I will forward your contact information to the Ninth Line project manager (contact information found below at the City so that they can add you to their list of contacts as well.

**City of Mississauga**

Romas Juknevičius  
Acting Manager, City Wide Policy Planning  
905-615-3200 ext. 4115

[Romas.Juknevičius@mississauga.ca](mailto:Romas.Juknevičius@mississauga.ca)

You have been added to our mailing list for any future opportunities to get involved in the Peel 2041: Regional Official Plan review process. I hope I was able to answer your questions.

Thank you,

**Helen Song**

Junior Planner | Policy Development  
Regional Planning & Growth Management Division | Public Works Department  
10 Peel Centre Drive, Brampton ON L6T 4B9  
E: [helen.song@peelregion.ca](mailto:helen.song@peelregion.ca) | T: 905-791-7800 ext. 7195



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**From:** [REDACTED]  
**Sent:** December 9, 2019 2:32 PM  
**To:** Song, Helen <[helen.song@peelregion.ca](mailto:helen.song@peelregion.ca)>  
**Subject:** Re: Ninth Line Update

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

Yes, lots of questions! One of them is, even with all the community's opposition to this project, the health and mental distress, the transpipe in the middle of this lands, ) (may Our Lord have mercy of all of us if there is any problem with that hidden danger that lots of people around are not aware of,)the habitats that will be destroyed, the animals that will be displaced, the impact that Conservation Halton already mentioned on the

**Appendix V - Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**  
16th Mile Creek, the Credit River and Lake Ontario ( imagine all the salt that will be used on those cookie-cutter houses, community centre and boxed shaped parks with lawns that are not environmentally friendly... that salt will affect directly Lake Ontario and its streams and creeks, adding problems to the already troubled lakes that we have around, the City that lives from our taxes, efforts, volunteer work and passion... will ignore us hiding behind all those words?

PS And when can we go for the next meeting to be heard?

May God bless you and Merry Christmas in advance, waiting to hear all of you talk from the heart.=

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**De:** Song, Helen <[helen.song@peelregion.ca](mailto:helen.song@peelregion.ca)>

**Enviado:** [REDACTED] 9 de diciembre de 2019 02:44 p. m.

**Para:** [REDACTED]

**CC:** ZZG-Planpeel <[zzg-planpeel@peelregion.ca](mailto:zzg-planpeel@peelregion.ca)>

**Asunto:** Ninth Line Update

Hello [REDACTED]

Thank you for your interest in the Ninth Line. The statutory open house and public meeting was held in October, 2017 for the Ninth Line Lands Regional Official Plan Amendment. The changes to Ninth Line lands will be incorporated into a future amendment to the Regional Official Plan. The City of Mississauga has adopted a plan for the Ninth Line Lands. Comments on future development can be directed to City of Mississauga staff as the City's official plan amendment has been approved and is now in effect. You will find below the Ninth Line Project Website.

<http://www.mississauga.ca/portal/residents/ninthline>

Please let me know if you have any other questions.

Thank you,

**Helen Song**

Junior Planner | Policy Development

Regional Planning & Growth Management Division | Public Works Department

10 Peel Centre Drive, Brampton ON L6T 4B9

E: [helen.song@peelregion.ca](mailto:helen.song@peelregion.ca) | T: 905-791-7800 ext. 7195



## Kataure, Virpal

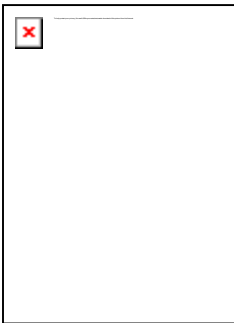
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**From:** [REDACTED]  
**Sent:** January 27, 2020 9:51 AM  
**To:** Song, Helen  
**Subject:** Helen, what matters is to preserve quality of Life, not quantity...

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

<http://smartgrowth.org/green-space-different-park/>

<https://www.weforum.org/agenda/2020/01/nature-risk-biodiversity-climate-ocean-extinction-new-deal/>

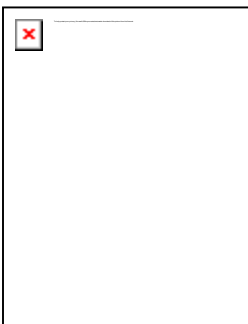


### Why Green Space is Different from a Park - Smart Growth Online

By Andrew Price via Strong Towns It's nice to be outside and among nature, especially this time of year. For urban residents, access to nature is particularly important because it's not as easy to come by. And the way we provide nature in cities is through true parks, not greenspace. Greenspace is the non-place padding put between buildings to set them back from the street. Greenspace has ...

smartgrowth.org

<https://www.yumpu.com/en/document/read/62978724/celebrating-our-conservation-heroes>



### Celebrating our Conservation Heroes

CELEBRATING OUR CONSERVATION HEROES ANNUAL REPORT Read more about ontario, donors, habitat, summary, species and conservancy.

www.yumpu.com

Hola Helen, sharing these links with you, hopefully you will have the time to read and understand that development is killing our cities, and that is not fair that low income and middle class families have less access to green NATURAL spaces ( no box shaped parks with lawns and trees that are not native). We are ready to raise our voice and fight until the end.

**Appendix V - Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption**

Last but not least, please kindly let me know which day is the next meeting for shaping the poor 9th Line. You have my email and any change like last reunion ( suddenly and misteriously, that was not informed to me last meeting at City Hall), and also, beware of the floodings, if you build, it will be even worse for the Osprey residents, 16th Mile Creek neighbours and zones around it. You cannot mess Nature without consequences, and already there are huge problems that the City will not be able to solve.

May God bless you all and have a great day!

## **RECORD OF PUBLIC CONSULTATIONS, COMMENTS RECEIVED AND REGIONAL RESPONSES**

The following provides a record of the public consultation undertaken by the Region, the comments received, the regional staff responses and a copy of the submissions related to the Ninth Line Lands Regional Official Plan Amendment 33 (ROPA 33).

Throughout the process, staff consulted with Provincial staff, local and adjacent municipalities and members of the public who had an interest in the Ninth Line Lands Settlement Area Boundary Expansion. Consultation included residents, landowners, members of the development community, Ministry of Municipal Affairs and Housing, Ministry of Transportation, the City of Brampton, City of Mississauga and Town of Caledon. Staff were involved in the City of Mississauga's secondary planning process and many of the studies were completed jointly with the City of Mississauga and Region of Peel.

A statutory open house and public meeting was held for Ninth Line Lands in accordance with Section 17(16) and 17(15)(d) of the *Planning Act*. The open house was held at the Region of Peel Administrative Headquarters on Thursday October 19, 2017 from 6:00pm to 9:00pm. The public meeting was held at the Region of Peel Administrative Headquarters in the Council Chambers on October 26, 2017 at 9:00 am.

Notice of the open house and public meeting were provided in accordance with Section 17(17) of the *Planning Act*. On October 5, 2017 a notice was posted in the four local newspapers that have circulation in Peel Region. These papers include the Mississauga News, Brampton Guardian, Caledon Enterprise, and Caledon Citizen. Additionally, notice was posted on the Region of Peel's website and provided by mail to the stakeholders prescribed under Section 17(15)(b) of the *Planning Act*. Notice of the public meeting was also provided by mail to landowners in North West Brampton who earlier in the process identified themselves as wanting to remain informed throughout the Ninth Line Lands amendment process.

Regional staff gave a presentation at the public meeting outlining the project objective, background studies and proposed amendment. Two members of the public also gave oral submissions to council and one member of the public gave a written submission. The minutes from the public meeting are attached as Appendix IV.

The Region received 12 written submissions through the public consultation process. A detailed summary of the public consultation undertaken by the Region, comments received, and Regional staff responses is below.

### **Comments Received from the Public**

#### **Ninth Line Owners Association**

Peter Skira, Chair of the Ninth Line Owners Association and Joe Amato, resident delegated at the meeting in support of ROPA 33. The Region also received one written submission at the public meeting and a submission following the meeting on the same matters. The comments supported the intent of the proposed ROPA to expand the boundary to include Ninth Line Lands, but raised concern on the proposed 407 Transitway alignment and design. There was also concern in locating two landowner properties within the floodplain of the Ninth Line Lands land use plan.



In response to the comments provided, additional insight from the subwatershed study consultant noted that the approach in establishing the basis for the Ninth Line Lands land use plan updates a 1998 study to those lands beyond the preliminary Transitway footprint. The proposed Ninth Line Lands 407 Transitway alignment and design is the result of extensive consultation with City of Mississauga, Region of Peel and Ministry of Transportation (MTO) staff. All parties, including MTO staff, agreed that the assessment would provide improved insights in support of MTO's 407 Transitway EA which is currently underway. Should MTO, through its ongoing Class Environmental Assessment, modify certain aspects of the Transitway, which would be considered "minor", these would likely not require changes to the ROPA given the scale of the Regional Official Plan. However, amendments may be required to the more detailed City Official Plan.

With respect to location of the two landowner properties, various opportunities to reduce flood limits were evaluated. The land use concept plan maximized the developmental potential of Ninth Line Lands, and is the best outcome given the constraints to address the flood risk associated with the subject lands. The consultants have noted that the landowners may continue to explore opportunities through dialogue with Conservation Halton to determine whether there are "modest" opportunities for any changes.

#### MHBC on behalf of TransCanada Pipelines Limited

MHBC noted that TransCanada Pipelines has two high pressure natural gas pipelines crossing the Ninth Line lands, and requests that the Region include a policy/policies to require the Region consult with TransCanada or its designated representative on any development proposals within 200 metres of its facilities, especially on addressing National Energy Board requirements regulating development in proximity to its pipelines; and TransCanada being required to replace its pipelines to comply with CSA code Z662 as a result of increased population density in proximity to its natural gas pipelines.

The current Regional Official Plan contains policies that adequately address the concerns raised by MHBC on behalf of TransCanada Pipelines. Additionally, these comments were forwarded to Mississauga staff.

#### Shared Network Canada

A resident expressed concern that an application by Shared Network Canada to propose a wireless telecommunication antenna installation at 5578 Ninth Line in Mississauga would not compliment nor benefit the current and future development in community.

Regional staff submitted a letter to Shared Network Canada where staff advised Shared Network Canada to consider the current planning work being undertaken by the Region and Mississauga on the subject lands when considering siting of a telecommunication/ antenna facility. It should be noted that siting of a facility is governed by the Federal government and municipalities have no control over where sites are located.

#### Resident Comments on Proposed Land Uses

Several residents offered ideas on potential land uses that could be incorporated into the land use concept plan, including opportunities for a technology center, and an underground walking trail with indoor stores for physical activity and employment. These comments were shared with City of Mississauga staff.

A nearby resident has contacted Regional and Mississauga staff on several occasions and suggested that entire Ninth Line Lands be retained in a natural state and be a focus for tree planting and wildlife habitat in order to protect and enhance the environment for future generations. While well intentioned, this suggestion does not recognize that Peel will continue to be a focus of significant growth in the coming decades and that the Ninth Line lands are very well served by existing and planned infrastructure (Highway and road network, two transitway stations, water and wastewater, etc.). If areas such as the Ninth Line Lands are not developed for complete communities, the growth will sprawl out in other portions of the Region. Other practical considerations include the ownership of the lands, existing land use policy permission, and financial considerations.

Nevertheless, the Ninth Line Sixteen Mile Creek Tributary Scoped Subwatershed Plan recommended key components to addresses a range of matters related to environmental and resource protection and enhancement, particularly through the establishment of a natural heritage system. Specifically related to future urban development, the recommendations included wet ponds in specific areas, source controls, low impact development best management practices to be applied, and continued stormwater management planning for the 407 Transitway to be determined through the Class Environmental Assessment process for the Transitway.

### **Provincial Comments**

Provincial staff from the Ministry of Municipal Affairs and Housing and Ministry of Transportation have been engaged throughout the review process. The Province was involved in providing input on the protection for the Parkway Best West Lands, 407 Transitway and the secondary plan process. Provincial comments were provided through the one-window review process, and formal response letters from the Province are attached in Appendix V.

The Province noted that it seemed premature to move forward with a Regional Urban Boundary expansion to include the Ninth Line Lands, pending completion of 2017 Growth Plan requirements. The comprehensive planning that commenced in 2010 included completion of the necessary studies to meet the policy objectives to support settlement boundary expansion, with an addendum on the necessary technical studies to address the Growth Plan, 2017 completed in 2018 (Appendix V). Additional comments related to protection of corridors and rights-of-way for infrastructure, including transportation, transit and transportation systems, and further information on Indigenous community engagement. Staff have amended the policies for Ninth Line to include protection for corridors and rights-of-way infrastructure and note the Indigenous community engagement below.

The Province also submitted a follow up letter recognizing the uniqueness of the Ninth Line Lands and acknowledged the advancement of a City of Mississauga process that led to an area-specific official plan amendment (MOPA 90) under Section 17 of the *Planning Act* outside of an MCR. The Provincial response was supportive of the land use designation for the Ninth Line Lands settlement area boundary expansion.

### **Municipal Comments and Prescribed Bodies Comments**

The proposed amendment was circulated to the Cities of Mississauga and Brampton, the Town of Caledon, neighbouring municipalities, and other agencies. The City of Brampton has indicated that it is supportive of the ROPA as it was drafted. Comments from neighbouring municipalities indicated no objections to the proposed amendment.

The proposed amendment was also circulated to the Conservation Authorities. Conservation Halton was satisfied that the draft ROPA establishes a policy framework for achieving a well-connected and sustainable natural heritage system and that sufficient work has been completed through the on-going subwatershed study jointly undertaken with City of Mississauga. It was noted that should the subwatershed study conclude that new areas of the Core Areas of the Greenlands System are needed, Schedule A should be appropriately updated. Two new areas are proposed to be added to the Core Areas of the Greenlands System as a result of the subwatershed study.

ROPA 33 also includes a policy requiring that Mississauga's local municipal plan for the Ninth Line Lands designate a well-connected and sustainable natural heritage system to identify, protect and enhance natural heritage features in conformity with the Ninth Line Lands Scoped Subwatershed Study.

### Indigenous Communities

In 2015 when the Ninth Line Lands project was initiated, Regional staff issued public notice letters to Indigenous communities and to the Williams Treaty First Nations. The proposed amendment was circulated to 25 Indigenous communities. Regional staff received response letters from various groups including Alderville First Nation, Curve Lake First Nation, and Haudenosaunee Development Institute. In follow-up to a request for further engagement, Regional staff presented to the Haudenosaunee Development Institute and provided project information to the Institute. A second round of engagement took place when the draft Ninth Line Lands ROPA was brought forward for review and comment. Draft ROPA public notice letters were sent to the same groups, and one letter confirming receipt of notice was received from Rama First Nations. Comments from Indigenous communities indicated no objections to the proposed amendment.

### Policy Changes in Response to Comments

In response to the comments received, Regional staff made changes to the recommended amendment with minor changes to address comments in efforts to plan for the GTA West Corridor and streamlined health assessment policies as a result of in-effect Healthy Communities and Built Environment policies in the Regional Official Plan. Additional technical work was completed to address floodplain comments and an addendum to the Planning Justification report to address conformity to the Growth Plan, 2017.

**Table of Comments Received Through Statutory Consultation and Responses**

Comments Received By	#	Summary of Comments	Region's Response/Action
Resident	1	Underground walking trail should be considered with indoor stores lined along the side that would provide physical activity and employment.	Comments have been shared with City of Mississauga staff for consideration in the implementation of local municipal work.
Peel District School Board	2	Requesting ongoing notification for progress of project as residential development will impact neighbourhood schools.	School Board continues to be notified through this process.
MHBC on Behalf of TransCanada Pipelines Ltd.	3	MHBC noted that TransCanada Pipelines has two high pressure natural gas pipelines crossing the Ninth Line lands, and requests that the Region include a	The current Regional Official Plan contain policies that adequately address the concerns raised by MHBC on behalf of TransCanada Pipelines. Additionally, these comments have been

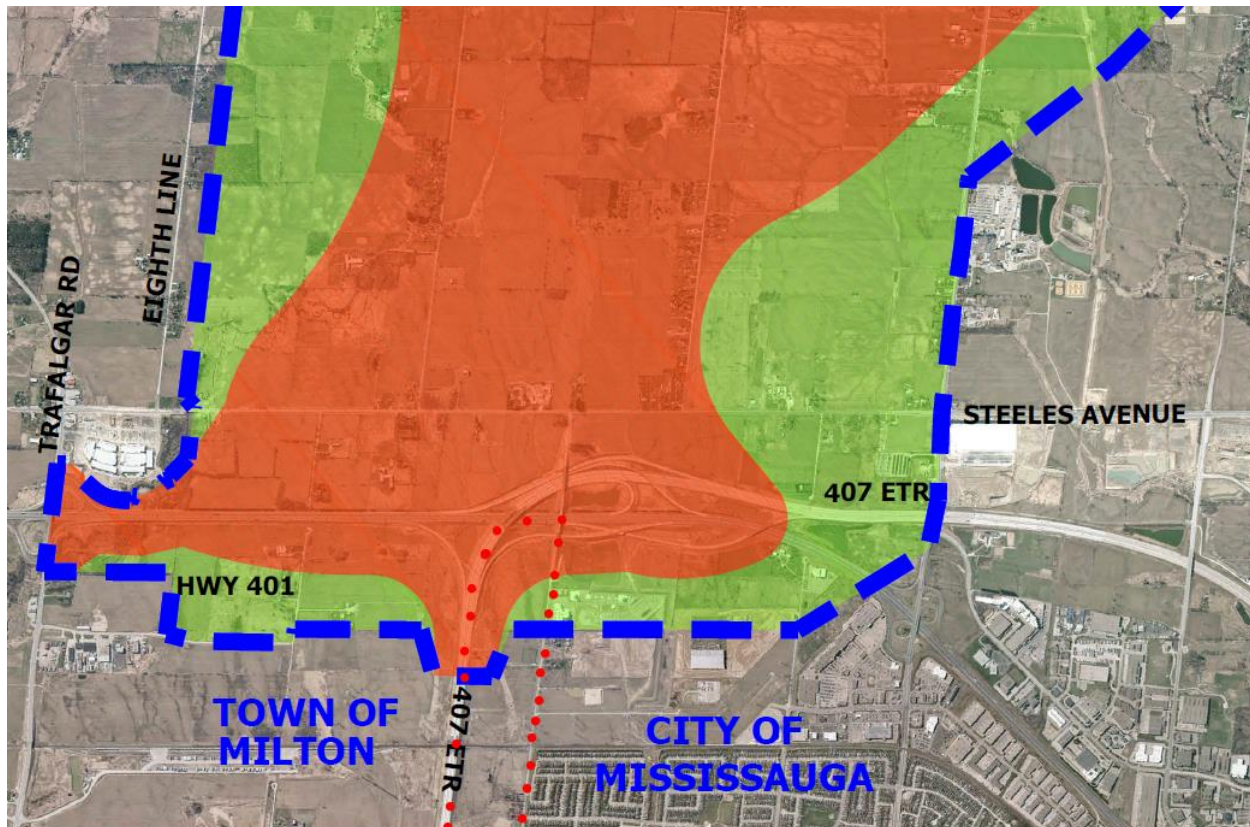
Comments Received By	#	Summary of Comments	Region's Response/Action
		policy/policies to require the Region consult with TransCanada or its designated representative on any development proposals within 200 metres of its facilities, especially on addressing National Energy Board requirements regulating development in proximity to its pipelines; and TransCanada being required to replace its pipelines to comply with CSA code Z662 as a result of increased population density in proximity to its natural gas pipelines.	forwarded to Mississauga staff undertaking the local municipal work.
Ninth Line Owners Association (NLOA)	4	Ninth Line Landowners Association supports the intent of the ROPA to expand the boundary to include Ninth Line Lands, but are opposed to the proposed 407 Transitway alignment and design as this work predetermines the outcome of Ministry of Transportation's 407 Transitway Environmental Assessment process currently underway. The Landowners Association is also opposed to locating 2 landowner properties within the floodplain in the Ninth Line Lands emerging land use concept plan.	<p>The proposed Ninth Line Lands 407 Transitway alignment and design is the result of extensive consultation with City of Mississauga, Region of Peel and Ministry of Transportation (MTO) staff. All parties, including MTO staff, agreed that the assessment would provide improved insights in support of MTO's 407 Transitway EA which is currently underway. With respect to location of two landowner properties, additional technical work was conducted by consultants which noted that various opportunities to reduce flood limits were evaluated. The draft emerging land use concept plan maximized the developmental potential of Ninth Line Lands, and is the best outcome given the constraints to address the flood risk associated with the subject lands.</p> <p>In the event that MTO, through its ongoing Class EA, modified certain aspects of the Transitway, which would be considered "minor", these would not likely require changes to the ROPA given the scale of the ROPA, although amendments may be required to the more detailed City of Mississauga Official Plan. "Major" realignments required from the current land use concept, that may require more significant change and boarder scale assessment, may potentially require revisiting of the ROPA.</p>
Landowner	5	Supports the intent of the proposed ROPA to expand the boundary but is concerned with the Greenland designation and floodplain line on the property.	The proposed Ninth Line Lands 407 Transitway alignment and design is the result of extensive consultation with City of Mississauga, Region of Peel and Ministry of Transportation (MTO) staff. All parties, including MTO staff, agreed that the assessment would provide improved insights in support of MTO's 407 Transitway EA which is currently underway. With respect to location of the landowner property, additional technical work was conducted by consultants which noted that various opportunities to reduce flood limits were evaluated. The draft emerging land use concept plan maximized the developmental potential of Ninth Line Lands, and is the best outcome given the constraints to address the flood risk

Comments Received By	#	Summary of Comments	Region's Response/Action
			associated with the subject lands. The consultants have noted that the landowners may wish to explore opportunities through dialogue with Conservation Halton to determine whether there are "modest" opportunities for any changes.
Resident	6	Suggested land use opportunities for a technology center, similar to the Ontario Science Center, to support more local attractions.	Comments have been shared with City of Mississauga staff for consideration in the implementation of local municipal work.
Toronto & Region Conservation Authority	7	Have requested that any comments be deferred to Conservation Halton for review, as the subject lands are within that watershed jurisdiction.	Conservation Halton has provided comments (noted below).
Conservation Halton	8	Conservation Halton is satisfied that the draft ROPA establishes a policy framework for achieving a well-connected and sustainable natural heritage system and that sufficient work has been completed through the on-going subwatershed study jointly undertaken with City of Mississauga for the purposes of addressing the requirements in the MCR.	ROPA 33 includes a policy requiring that Mississauga's local municipal plan for Ninth Line lands designate a well-connected and sustainable natural heritage system to identify, protect and enhance natural heritage features in conformity with the Ninth Line Lands Scoped Subwatershed Study.
Resident	9	Expressed concern that an application by Shared Network Canada to propose a wireless telecommunication antenna installation at 5578 Ninth Line in Mississauga would not compliment nor benefit the current and future development in community.	In a letter to Shared Network Canada, staff advised Shared Network Canada to consider the current planning work being undertaken by the Region and Mississauga on the subject lands when considering siting of a telecommunication/ antenna facility, even though siting of a facility is governed by the Federal government and municipalities have no control over where sites are located.
Ministry of Municipal Affairs & Housing (December 1, 2017 and April 13, 2018)	10	<p>(December 1, 2017) The Province noted that it seemed premature to move forward with a Regional Urban Boundary expansion to include the Ninth Line Lands, pending completion of the Growth Plan, 2017 requirements, including demonstrating that the land is needed to accommodate growth allocations to 2041.</p> <p>Additional comments were provided related to protection of corridors and rights-of-way for infrastructure, including transportation, transit and transportation systems, noting the necessary MTO requirements/ studies and requesting further information on Indigenous community engagement.</p> <p>(April 13, 2018) The Ministry recognized and better understands the uniqueness of the Ninth Line Lands in terms of their long history and planning status. As such, the Ministry acknowledged that advancing a</p>	<p>The comprehensive planning that commenced in 2010 included completion of all the numerous studies required to meet the policy objectives of the Growth Plan, 2017 to support settlement expansion. Additional technical review was conducted as an addendum to the Planning Justification report from the consultant MSH, which also further confirmed that draft ROPA 33 conforms to policies of the Growth Plan, 2017, along with additional technical work by Hemson Consulting confirming that the Ninth Line Lands as planned, will meet the Region's growth forecasts to 2041. Minor changes to ROPA 33 policies are made to address Provincial comments and the Growth Plan.</p> <p>Regional staff issued public notice letters to Indigenous communities and to the Williams Treaty First Nations in 2015 when the Ninth Line Lands project was initiated. Regional staff received response letters from various groups including Alderville First Nation, Curve Lake First Nation, and Haudenosaunee Development</p>


Comments Received By	#	Summary of Comments	Region's Response/Action
		City of Mississauga area-specific official plan amendment under Section 17 of the <i>Planning Act</i> outside of an MCR to advance the planning of these lands would be a local decision.	<p>Institute. In follow-up to a request for further engagement, Regional staff presented to the Haudenosaunee Development Institute and provided project information. A second round of engagement took place when the draft Ninth Line Lands ROPA was brought forward for review and comment. Draft ROPA public notice letters were sent to the same groups (response to this letter is noted below).</p> <p>The City of Mississauga advanced a Municipal Official Plan Amendment and Zoning By-law, under Section 17 or 21 of the <i>Planning Act</i> on August 1, 2018 under the Region of Halton ROPA 28 and Town of Milton Official Plan policies.</p>
Rama First Nations	11	Acknowledged receipt of Regional notice and noted that it was shared with Williams Treaties First Nation.	The final notice of decision by the Province will be circulated to Indigenous Communities.
Resident	12	Raised concerns over inequitable access to natural spaces and potential for flooding as a result of changing the natural environment. Suggested that entire Ninth Line Lands be retained in a natural state and be a focus for tree planting and wildlife habitat in order to protect and enhance the environment for future generations.	<p>It was noted that the land use plan protects and enhances the significant natural heritage features through protection of the natural heritage system, and studies appropriately address the flood risk associated with the subject lands.</p> <p>Peel will continue to be a focus of significant growth in the coming decades. Ninth Line Lands are very well served by existing and planned infrastructure (Highway and road network, two transitway stations, water and wastewater, etc.) and aim to create a complete community while minimizing sprawl.</p> <p>The Ninth Line Sixteen Mile Creek Tributary Scoped Subwatershed Plan recommended key components to addresses environmental and resource protection and enhancement through the establishment of a natural heritage system. To manage the environmental impacts of future urban development, recommendations include wet ponds in specific areas, source controls, low impact development best management practices to be applied, and continued stormwater management planning for the 407 Transitway to be determined through the Class Environmental Assessment process for the Transitway.</p>




2015 GTA West Focused Analysis Area



# **LEGEND**

 ROUTE PLANNING STUDY AREA

 FOCUSED ANALYSIS AREA

THE FOCUSED ANALYSIS AREA IS A ZONE SURROUNDING THE SHORT LIST OF ROUTE ALTERNATIVES. THE PROJECT TEAM MAY REFINE ROUTE ALTERNATIVES AS MORE FIELDWORK IS COMPLETED AND ALTERNATIVES ARE FURTHER DEVELOPED WITHIN THE FAA.

IF YOUR PROPERTY IS LOCATED WITHIN THE FAA, YOUR PROPERTY COULD BE DIRECTLY IMPACTED BY THE GTA WEST TRANSPORTATION CORRIDOR. YOUR PROPERTY IS STILL OF INTEREST TO THE PROJECT TEAM AND COULD POSSIBLY BE IMPACTED BY ANCILLARY USES OR IF REFINEMENTS ARE MADE TO THE ROUTE ALTERNATIVES.



MTO WILL CONTINUE TO REVIEW DEVELOPMENT APPLICATIONS, BUT IT IS ANTICIPATED THAT DEVELOPMENT PROCESSES MAY PROCEED FOR THESE LANDS.

THE FOCUSED ANALYSIS AREA IS PRELIMINARY AND SUBJECT TO REFINEMENT DURING SUBSEQUENT PHASES OF THE STUDY AS MORE DETAILED INFORMATION BECOMES AVAILABLE.

**Appendix VII**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33**  
**(ROPA 33) Adoption**

**Ninth Line Land Settlement Area Boundary Expansion Technical studies and Key Findings**

Study	Details & Key Findings
<p><b>Developable Lands Assumptions</b></p> <p><b>Archaeological Context</b>  (April 2014 by AMEC Environment and Infrastructure)</p>	<p>Compiled base information and recommendations in available previous archaeological reports.</p> <p>Determined developable land within the area based on a review of existing conditions and constraints within the lands adjacent to the study area.</p> <p>Based on available information, a map was created to show the following:</p> <ul style="list-style-type: none"> <li>• All areas that have been fully assessed and are free of any further archaeological concern;</li> <li>• Known site locations where there was no evidence that recommended additional assessments have been carried out;</li> <li>• High potential areas within 300 metres of water sources;</li> <li>• High potential areas that lie within 100 metres of early roadways; and</li> <li>• Low potential areas where additional work should be carried out to confirm existing conditions.</li> </ul>
<p><b>Background Report</b>  (September 2015 by MSH)</p>	<p>Established a planning framework for the Ninth Line Lands project, and detailed the technical evaluations required to be undertaken to satisfy both City and Regional planning policy requirements to bring Ninth Line lands into respective Official Plans.</p> <p>Study confirmed the lack of a current planning framework for the Ninth Line Lands and recommended the need to provide a planning policy framework that recognizes the existing and planned transportation network, the importance of the establishment of a natural heritage system and the need to limit development in natural hazard lands, as well as providing direction related to the form of development.</p>
<p><b>Agricultural Impact Assessment</b>  (August 2016 by AMEC) (see addendum below)</p>	<p>The Ninth Line Lands Agricultural Impact Assessment (AIA) was carried out to address agricultural impact assessment requirements for the settlement expansion. The Assessment concluded:</p> <ul style="list-style-type: none"> <li>• the Ninth Line Lands do not include any specialty crop areas;</li> <li>• there are no reasonable alternatives for the expansion which avoid prime agricultural areas; and</li> <li>• as expansion is the last remaining greenfield area in Mississauga, there are no reasonable alternative locations on lower priority agricultural lands.</li> </ul> <p>The AIA assessed soils in the lands and livestock facilities located on adjacent agricultural properties in accordance with Minimum Distance Separation (MDS) Formulae, Publication 707.</p> <p>Development of the Ninth Line lands would not encroach on any MDS setbacks from livestock facilities within two kilometres of the Ninth Line lands.</p> <p>The AIA demonstrated that adjacent agricultural areas and operations in Halton Region would be adequately buffered by the Highway 407 corridor and right-of-way. The location of the expansion east of the 407 corridor avoids and minimizes impacts to agricultural resources and operations.</p>
<p><b>Addendum Letter Reports – Agricultural Impact Assessment</b>  (February 12 and 26, 2018 by DBH Soil)</p>	<p>The DBH Soil Services Inc. addendum letters supplement and provide updates to the previous AIA conducted in 2016 in accordance with the then in effect Growth Plan, 2017 and the updated MDS Document, Publication 853 released by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016. The MDS analysis confirmed that no MDS setbacks encroach in the proposed settlement area. The analysis concluded that the settlement area to be expanded continues to be in compliance with the MDS</p>

**Appendix VII**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33**  
**(ROPA 33) Adoption**

Study	Details & Key Findings
Services Inc.) (Appendix II)	separation formulae. The AIA addendum memos also address conformity with the Growth Plan for the Greater Golden Horseshoe (2017), specifically conformity requirements related to Section 2.2.8 3 h, i and j (Settlement Area Boundary Expansions). Since the DBH report in 2018, the Province has released the 2019 Growth Plan which is currently in effect. Regional staff have reviewed the previous AIA and AIA addendum memos and are satisfied that the agricultural impact assessment requirements and criteria as outlined in the Growth Plan, 2019 in Section 2.2.8.3 f), g), h) and i) have been satisfied. As it relates to agricultural policy requirements the recommended Ninth Line ROPA is consistent with the Provincial Policy Statement, 2014 and Growth Plan, 2019.
<b>Highway 407 Transitway Corridor Assessment</b> (October 2016 by AMEC Foster Wheeler)	Assessed stormwater conveyance and riparian storage requirements for watercourses/ floodplains, stormwater management requirements, transitway width assessment.  Results of study identified a potential revised transitway alignment that addressed development potential within Ninth Line Lands that allowed for detailed planning and future transportation Environmental Assessment (EA) work to progress, while accommodating sensitive stormwater and floodplain features.  Study also produced draft land use concept plans for the lands.
<b>Water and Wastewater Master Servicing Background Study</b> (February 2017 by AMEC Environment & Infrastructure)	Conducted background work for a water and wastewater servicing study and potential for development using the population and employment assigned to the Ninth Line Lands.  Study confirmed that there are no significant water and wastewater servicing issues, however Regional staff will need to confirm and refine water and wastewater servicing strategies for proposed development once more details of development are available as this will impact phasing of development.
<b>Scoped Subwatershed Study: Phase 1 &amp; Phase 2</b> (January 2015, March 2017 by AMEC Foster Wheeler)	Analysed existing natural environment related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources.  Study confirmed that there are 2 patches of woodlots that are of Regional significance, and will be identified in Schedule A of Core Areas of the Greenlands Study.  Study also included the development of a well-connected, and enhanced Natural Heritage System, and a management strategy to mitigate impacts of proposed land uses on existing natural systems.  <b>The City of Mississauga is currently undertaking Phase 3 of the Subwatershed Study: Implementation and Monitoring Plan.</b>
<b>Transportation Assessment of Existing Conditions and Emerging Land Use Scenario</b> (July 2017 by MMM Group)	Documented and assessed the existing conditions of traffic, transit, transportation demand management, active transportation, and safety issues.  Study recommended road widening of 5 roads (2 of them regional roads) to accommodate forecasted population and employment in Ninth line. These are all unplanned road widening.  As noted in study, regional staff does not recommend making any transportation amendments to be included in the Ninth Line lands ROPA, as Regional staff will need to review any regional road improvements within context of Long Range Transportation Plan work. Any Ninth line related road improvements will be addressed in future transportation policy work.
<b>Growth Management Analysis</b> (May 2017 by Hemson Consulting) (see addendum below)	Documented and evaluated lands available to accommodate population, household and employment growth forecasts within the Ninth Line Lands and impacts on required intensification density, and overall growth targets for Peel and Mississauga.  The development within Ninth Line Lands implements population and employment growth

**Appendix VII**  
**Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33**  
**(ROPA 33) Adoption**

Study	Details & Key Findings
	<p>targets to 2031A, and would provide for the inclusion of approximately 110 hectares, with a proposed population of 8500-12,225 as well as between 510 and 682 jobs for a density of 82-117 people and jobs combined per hectare. Total greenfield density of 80 persons and jobs per gross hectare results in a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs per hectare.</p> <p>Mississauga's intensification rate for the 2016 to 2031 period set at 97% without Ninth Line becomes 86% with the addition of Ninth Line, leading to the Region's overall intensification rate for the same period of 48% without and 44% with Ninth Line. While the 50% regional intensification target to the latter 2026 to 2031 period becomes 45% with Ninth Line lands taken into account, this is still well above the Growth Plan's mandated 40% minimum intensification target.</p>
<p><b>Addendum Letter Reports: Growth Management Analysis</b>            (February 7, 2018 by Hemson Consulting)            (Appendix II)</p>	<p>The development within Ninth Line Lands will help the City of Mississauga to meet its growth forecasts to 2041 as planned under the Peel 2041, while also providing for higher density ground-oriented development, for which there is limited opportunity in the City. At the same time, the City's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017. The Ninth Line growth concept was already planned to exceed the Growth Plan, 2017 80 residents and jobs per ha minimum DGA density target as well as the 160 residents and jobs per ha minimum around the MTSAs.</p> <p>Study noted that the Region will need to continue to re-assess and plan for Ninth Line and all lands within Peel based on the Province's standard land needs assessment methodology, which has yet to be finalized.</p>
<p><b>Fiscal Impact Analysis</b>            (May 2017 by Hemson Consulting)</p>	<p>Estimated the long term impacts of land use changes to the cost of servicing in support of financial sustainability of developing Ninth Line Lands.</p> <p>Analysis concluded that capital costs associated with development services (water, wastewater, roads) will not have significant impact on Region's tax or rate base. What will have impact is replacement costs of these assets. Development would also lead to costs for incremental costs for police, medical, social services but relatively small compared to Region as a whole.</p> <p>The development of these lands is expected to generate over \$1.5 billion in additional assessment and annual Regional taxation revenue of \$3 million.</p>
<p><b>MCR Justification Report</b>            (May 2017 by MSH) (see addendum below)</p>	<p>Study evaluated and confirmed conformity with ROP Section 7.9.2.12, and with the Growth Plan. Various criteria which must be satisfied as a basis for an expansion of the 2031 Urban Boundary were summarized, including matters that relate to growth management, agricultural considerations, environmental and resource protection and enhancement including identification of a natural heritage system, fiscal impact, Regional infrastructure (i.e. transportation, servicing) requirements, sustainable development, and the Provincial Policy Statement, 2014.</p>
<p><b>Addendum Letter Reports: MCR Justification Report</b>            (May 2018 by MSH)            (Appendix II)</p>	<p>Study updated the necessary technical work associated with a settlement expansion under the Growth Plan, 2017. This Addendum to the MCR reviews the relevant policies of the Growth Plan, 2017 and demonstrates that the inclusion of the Ninth Line Lands in the City of Mississauga and Region of Peel settlement boundary represents good planning and conforms with the key directions in the Growth Plan, 2017. Regional staff have reviewed the addendum and are satisfied that the requirements and criteria as outlined in the Growth Plan, 2019 in Section 2.2.8 have been satisfied.</p>

As technical studies continue to be updated through the local municipal process, please refer to the City and Region's websites.

**REPORT TITLE: Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

**FROM:** Andrew Farr, Acting Commissioner of Public Works  
Adrian Smith, Chief Planner and Director of Regional Planning and Growth Management

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## **RECOMMENDATION**

**That the Peel Region Official Plan be amended to expand the Mayfield West Rural Service Centre boundary by approximately 105 hectares of net developable lands, to include the Mayfield West Phase 2 Stage 2 lands;**

**And further, that Regional Official Plan Amendment (ROPA) 34, be declared to meet the requirements of Section 26(1)(a), (b) and (c) of the *Planning Act* as required by Section 26(7) of the *Planning Act*;**

**And further, that ROPA 34, attached as Appendix I to the report of the Acting Commissioner of Public Works, titled “Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34” be adopted in accordance with Section 17(22) of the *Planning Act*;**

**And further, that the by-law to amend the Regional Official Plan be presented for enactment;**

**And further, that notice of decision of Council’s adoption of ROPA 34 be given in accordance with Section 17(23) of the *Planning Act*;**

**And further, that a copy of the subject report be provided to the Town of Caledon, and Cities of Brampton and Mississauga;**

**And further, that a copy of the subject report and supporting materials be provided to the Minister of Municipal Affairs and Housing for review and approval, in accordance with Section 17(31) of the *Planning Act*.**

## **REPORT HIGHLIGHTS**

- The Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment 34 is proceeding as one of the phased amendments of the Region’s Municipal Comprehensive Review under Section 26 of the *Planning Act*.

## **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

- The amendment expands the Mayfield West Rural Service Centre Boundary by approximately 105 hectares of net developable land to include the Mayfield West Phase 2 Stage 2 lands (shown on Appendix II) and includes policies to guide the future secondary planning of these lands.
- The settlement boundary in the current Regional Official Plan is to accommodate population and employment growth to 2031.
- The amendment represents an initial settlement boundary expansion to accommodate a portion of growth to 2041, and further expansions will be recommended through the Settlement Area Boundary Expansion Study currently underway, which will plan for the remaining growth to 2041.
- The amendment is consistent with provincial policy, conforms to provincial plans and represents good planning in the public interest.
- As a result of the statutory consultation process, four submissions were received and considered.
- Should Regional Council adopt ROPA 34, the amendment will be forwarded for consideration by the Minister of Municipal Affairs and Housing who is the approval authority for amendments implementing the Region's Municipal Comprehensive Review.

## **DISCUSSION**

### **1. Background and Purpose of the Amendment**

Beginning in 2008, the technical studies to support settlement boundary expansion policy requirements were initiated to facilitate expansion of the Mayfield West Rural Service Centre Boundary to include the Mayfield West Phase 2 community. In order to meet the 2006 Growth Plan population and employment allocations and minimum intensification and density targets, about 208 hectares of the total 313 hectares of this master-planned community, known as Mayfield West Phase 2 Stage 1, was included in Regional Official Plan Amendment 29 and approved in 2014. The remaining approximately 105 hectares of net developable lands were left for a future amendment and additional growth plan population allocation to Peel known as the Mayfield West Phase 2 Stage 2 lands.

The amendment to include the Stage 2 lands within the Mayfield West Rural Service was originally proposed as part of the 2017 Draft Growth Management Regional Official Plan Amendment, which was postponed at the time as a result of uncertainty related to the GTA West Transportation Corridor and changing provincial policy context.

Recent direction from the Province has provided clarification that upper-tier municipalities can undertake their Municipal Comprehensive Review through phased amendments and as a result, the Region is proceeding with ROPA 34 at this time. As required by the *Planning Act*, a statutory open house and public meeting were held for Mayfield West Phase 2 Stage 2 on Thursday, November 28, 2019, and Thursday, December 12, 2019, respectively.

#### **a) Purpose of the Amendment**

Regional Official Plan Amendment 34 (included as Appendix I) expands the Mayfield West Rural Service Centre boundary to include the remaining Mayfield West Phase 2 Stage 2 lands and completes the Mayfield West Phase 2 community. This will result in the completion of street networks, contribute to efficient use of infrastructure, and the



## **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

provision of parks, schools, trail connections, and commercial areas to support the overall Mayfield West Phase 2 community.

In addition to expanding the Mayfield West Rural Service Centre Boundary to include the Mayfield West Phase 2 Stage 2 lands, ROPA 34 also includes a policy framework to guide the future secondary planning of these lands. Policies also require that any growth beyond 2031 be accounted for in the land needs assessment undertaken as part of the current municipal comprehensive review. Changes will also be made to Official Plan Schedules to facilitate the settlement expansion.

### **b) Greater Toronto Area (GTA) West Corridor**

In June of 2019, the Ministry of Transportation advised that they were resuming the Environmental Assessment for the GTA West Transportation Corridor. There have been various study areas associated with the GTA West Corridor as the planning process has evolved including the original Preliminary Route Planning Study Area and the recent Technically Preferred Route. Buffers around the current preferred route do extend into a very small portion of the developable area at the northwest edge of the proposed Stage 2 community. GTA West Corridor staff have contacted Regional staff to ensure planning for the GTA West corridor is not compromised. Peel staff have advised that they are satisfied that existing policies in the Region's Official Plan will apply to the Phase 2 Stage 2 lands through ROPA 34 and those policies will ensure that the GTA West study area will be mapped and protected through the phasing of development to the satisfaction of the Province and the Region.

### **c) Consultation and Comments Received**

Consultation has been undertaken throughout the planning to date for the Mayfield West Phase 2 community. A statutory open house and public meeting were held for Mayfield West Phase 2 Stage 2 in accordance with Section 17(16) and 17(15)(d) of the *Planning Act*.

The open house was held at the Region of Peel Administrative Headquarters on Thursday, November 28, 2019, from 4:30 to 7:30 pm. The public meeting was held at the Region of Peel Administrative Headquarters in the Council Chambers on Thursday December 12, 2019, at 9:00 am.

In addition to the statutory consultations held in late 2019, an informal open house was held in February 2018 on the Region's draft Growth Management Amendment which included amendments to include the Mayfield West Phase 2 Stage 2 lands within the Mayfield Rural Service Centre boundary. The Town of Caledon also held an informal open house on the Mayfield West Phase 2 Stage 2 Secondary Plan on October 22, 2019.

Notice of the statutory open house and public meeting were provided in accordance with Section 17(17) of the *Planning Act*. On November 21, 2019 notice was posted in both the Brampton Guardian and the Caledon Enterprise. Notification was provided to prescribed bodies in accordance with Section 17(15)(b) of the *Planning Act*. In addition, notice was provided by mail to property owners within 120 meters of the subject lands and posted on the Region of Peel's website.

## **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

Regional staff gave a presentation at the public meeting outlining the project objective, background studies and proposed amendment. Jason Afonso, Glen Schnarr and Associates Inc. and Don Given, Malone Given Parsons delegated at the meeting in support of ROPA 34. The minutes of the public meeting are attached as Appendix III.

The Region received one written submission through the public consultation, comments from the Town of Caledon and two submissions from agencies advising that they had no comments on the amendment. Appendix IV is a copy of the submissions received and Appendix V responds to comments received.

### **d) Valleywood Residents Association**

The one written submission was provided by the Valleywood Residents Association, representing the Valleywood subdivision which is located east of Mayfield West Phase 2 Stage 2, in the northeast corner of Hurontario and Highway 410. The comment expressed public safety concerns related to the emergency access gate west of Snelcrest Drive for emergency vehicles. The Valleywood Residents Association had also raised this issue through comments on the McLaughlin Road and Spine Road Class Environmental Assessment.

In addition to the written comments provided, some representatives from the Valleywood Residents Association met with Regional staff and raised two additional issues as follows:

- Safety concerns with the Valleywood Blvd. intersection at Hurontario Road/Highway 410; and,
- Illegal trucking and storage uses in southern Caledon.

The Town of Caledon's McLaughlin Road and Spine Road Municipal Class Environmental Assessment considered the population and employment for all of Mayfield West Phase 2, including both Stage 1 and Stage 2. The original scope of work for the Environmental Assessment did not include reviewing the interchange with Valleywood Blvd (which is under the jurisdiction of the Ministry of Transportation,) however the scope was expanded to include this interchange as a result of public comments.

The recommendations of the approved Environmental Assessment include a preferred alternative design for the Valleywood interchange and identified some intersection operational matters to be addressed through the subsequent detailed design. The Environmental Assessment also states that further discussion on the emergency access gate from Highway 410 to Snelcrest Drive will be undertaken as part of the detailed design stage. Town of Caledon staff advise that they intend to further review the emergency access gate as part of the transportation work, they are undertaking as part of their Official Plan Review.

Within the Town of Caledon's Mayfield West Phase 2 Stage 1 Secondary Plan, there are policies in effect to ensure that the staging and sequencing of development shall consider the need for construction or improvements of required arterial road infrastructure including the Spine Road, and a portion of McLaughlin Road and Chinguacousy Road in accordance with completion of Environmental Assessments.

## **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

To address the safety concerns raised by the Valleywood Residents Association, Regional staff have recommended that a policy be included in ROPA 34 that requires that the Town of Caledon include similar policies in the Mayfield West Phase 2 Stage 2 Secondary Plan as currently apply in Mayfield West Phase 2 Stage 1 and that the policies be expanded to address the intersection operational matters and further discussion on the emergency access gate as recommended by the environmental assessment.

In response to the other matter raised by the Valleywood Residents Association regarding illegal trucking and storage operations in Caledon, Regional staff have followed up with the Town of Caledon as this is a local municipal issue and separate from the settlement expansion proposed through ROPA 34. Regional staff were advised that the Town of Caledon is implementing a new task force in 2020 that will focus on proactive land-use enforcement to address illegally stored tractor trailers and commercial vehicles. Regional staff have offered to participate in the task force.

### **2. Recommended Regional Official Plan Amendment**

There have been minimal changes made to ROPA 34 from the version presented at the open house and public meeting. Minor revisions have been made to the preamble to be more explicit that ROPA 34 is proceeding as a phased amendment of the Region's Municipal Comprehensive Review and the inclusion of the policy related to transportation improvements responding to the concerns from the Valleywood Residents Association.

The recommended Regional Official Plan Amendment 34 will:

- Include the Mayfield West Phase 2 Stage 2 lands in the Mayfield West Rural Service Centre Boundary (approximately 105 ha of net developable land).
- Plan for approximately 7,000 people and 550 jobs for a density of 71 people and jobs per hectare (above the minimum 50 people and jobs per hectare required in the 2019 Growth Plan).
- Complete the Mayfield West Phase 2 community through the extension of street networks, efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas.
- Guide future secondary planning related to:
  - ensuring the Valleywood Blvd. and Hurontario Street/Highway 410 intersection and emergency service gate matters are addressed through subsequent secondary planning;
  - identification and protection of a natural heritage system;
  - demonstrating a contribution towards affordable housing; and,
  - considering minimum distance separation setbacks to agricultural operations.
- Require that lands and associated growth allocated to Mayfield West Phase 2 Stage 2 be accounted for when planning for growth to 2041 as part of the Region's Municipal Comprehensive Review.
- Make changes to four Official Plan schedules and one figure to reflect the inclusion of the Mayfield West Phase 2 Stage 2 lands in the Mayfield West Rural Service Centre.

### **3. Policy Framework**

#### **i) Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2019**

As a result of the unique planning history on the subject lands and the importance of planning Mayfield West Phase 2 as a complete community, staff are recommending that ROPA 34 be advanced as one of the phased amendments of the Region's Municipal Comprehensive Review under Section 26 of the *Planning Act*.

##### Settlement Area Boundary Expansion Requirements

Section 2.2.8 of the Growth Plan, 2019, provides the Provincial policy framework for settlement area boundary expansions and outlines criteria to be met for settlement area boundary expansions to occur. The amendment to include the Mayfield West Phase 2 Stage 2 lands within the Mayfield West Rural Service Centre meets the requirements of Section 2.2.8 of the Growth Plan. The expansion also results in good planning that achieves overall Growth Plan objectives related to planning a complete community through the extension of street networks, efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas which will benefit the overall Mayfield West Phase 2 settlement area.

The necessary technical studies to support the policy requirements for a settlement boundary expansion have been completed and updated as necessary given the changing policy framework since the studies were commenced in 2008. Appendix VI provides a summary of the key conclusions of the technical studies.

##### Growth Allocation

The Region of Peel has undertaken comprehensive land budget analysis beginning in 2016 which allocated forecasted growth to the local municipalities to 2041. This work has identified a need to plan for an additional 52,000 people and 34,000 jobs between 2031 and 2041 in the Town of Caledon (beyond the 2031 forecast currently included in the Regional Official Plan.) This land budget identified a need for a settlement expansion of approximately 1,300 ha (approximately 560 ha of new community land and approximately 740 ha of new employment land.) This land budget was endorsed by Regional Council for capital planning purposes in February 2019.

The forecast continues to be updated to reflect recent local municipal information and input, as well as lower density and intensification targets introduced by the 2019 Growth Plan and indicates that Peel can likely exceed minimum Growth Plan density and intensification targets. Even with minimum Growth Plan targets exceeded, it is anticipated that an additional settlement expansion of approximately 1,300 ha is required to accommodate forecasted growth. Based on the land budget work undertaken to date, sufficient opportunities to accommodate growth to 2041 in Peel are not available through intensification and in the existing designated greenfield area. A memo is included as Appendix VII, which outlines the growth forecasts from the current Regional Official plan and the forecasts to 2041.

## **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

Policies are included to ensure that lands and associated forecasted growth allocated to Mayfield West Phase 2 Stage 2 are accounted for when calculating the lands needed to accommodate growth to the year 2041, through the next municipal comprehensive review which is currently underway (Peel 2041 Regional Official Plan Review).

### **ii) Region of Peel Official Plan**

The Region of Peel Official Plan requires that settlement area boundaries be designated on the basis of evaluation criteria set out in the plan.

The Regional Official Plan includes policies that outline the technical requirements that need to be undertaken to support a settlement area boundary expansion. Staff are satisfied that the required technical studies, the key recommendations of which are outlined in Appendix VI, satisfy the policy requirements in the Regional Official Plan.

The Regional Official Plan currently includes policies to guide the future development of Mayfield West Phase 2, including policies that require preparation of a health assessment, the need to protect the GTA West study area, and to consider and implement the results of the Provincial Minimum Distance Separation calculations, which address compatibility for adjacent agricultural operations. These policies will apply to the Stage 2 lands once they are included in the Mayfield West Rural Service Centre.

As mentioned previously, ROPA 34 also includes the policy requirement that the land and associated forecasted growth of Mayfield West Phase 2 Stage 2 is to be accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review now underway (Peel 2041).

## **4. Relationship to Other Strategic Initiatives**

A financial agreement that applies to the Mayfield West Phase 2 community was executed between the Town and the landowners. Within that agreement, the landowners have committed to providing lands to the Region of Peel for the provision of affordable housing of 1.5 ha of land for the Mayfield West Phase 2 Stage 1 area and 1 ha of land for the Mayfield West Phase 2 Stage 2 area. Details on the locations and built form of these land will be addressed through subsequent planning stages. Regional staff will be working with Town of Caledon staff and the landowners to finalize the details of the agreement.

The future construction of the affordable housing buildings will be informed by the Region of Peel Climate Change Master Plan endorsed by Council in 2019. Key direct actions are related to ensuring new buildings have high energy performance, reduced greenhouse gas emissions and are more resilient to extreme weather events and future climate conditions.

Existing and ongoing water and wastewater servicing studies conclude that existing and planned future infrastructure will be available and the location and capacity of the infrastructure is appropriate to support the development.

## **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

### **5. Implementation of ROPA 34**

Upon adoption of ROPA 34 by Regional Council, notice of adoption of the amendment will be sent to all those who requested such notice, in accordance with the *Planning Act* and persons and bodies prescribed to receive notice under the *Planning Act* and Ontario Regulation 543/06.

ROPA 34 will be submitted to the Minister of Municipal Affairs and Housing for Provincial review and approval, under section 26(6) of the *Planning Act*. If approved, the amendment will come into effect and will be incorporated into the Regional Official Plan. The *Planning Act* provides a timeline of 120 days for the Minister to give notice of a decision. If the Minister does not give notice of a decision (approve or refuse) within that timeline, ROPA 34 may be appealed to the Local Planning Appeal Tribunal (LPAT) but only by the Region of Peel as the municipality that adopted the plan.

### **RISK CONSIDERATIONS**

In support of ROPA 34, a number of technical studies were prepared on a range of matters some of which include servicing, transportation, fiscal impact, and the natural environment. Through the results of these studies, no concerns were raised that would result in a risk to the Region.

### **FINANCIAL IMPLICATIONS**

A fiscal impact assessment was undertaken which concludes that the development is financially sustainable from a capital and operating perspective.

### **CONCLUSION**

Based on the study findings and input received from stakeholders, it is recommended that the Region of Peel Official Plan be amended to expand the Mayfield West Rural Service Centre to include the Mayfield West Phase 2 Stage 2 lands, include policies to guide future planning and make changes to Figure 2 and land use schedules, as applicable. The amendment is consistent with provincial policy, conforms to provincial plans and represents good planning in the public interest by enabling the Mayfield West Phase 2 settlement area to be developed as a complete community.

### **APPENDICES**

Appendix I – Regional Official Plan Amendment 34  
Appendix II – Map of Study Area  
Appendix III – Statutory Public Meeting Minutes  
Appendix IV – Copy of Submissions Received  
Appendix V – Regional Staff's Response to Comments Received  
Appendix VI – Technical Study Key Outcomes  
Appendix VII – Memorandum on Growth Forecasts



**Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

*For further information regarding this report, please contact Adrian Smith, Acting Chief Planner and Director of Regional Planning and Growth Management, Ext. 4047, [Adrian.smith@peelregion.ca](mailto:Adrian.smith@peelregion.ca).*

*Authored By: Tara Buonpensiero, Principal Planner*

*Reviewed and/or approved in workflow by:*

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

Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, reading "Nancy Polsinelli". The signature is written in a cursive, flowing style. The first name "Nancy" is written in a larger, more prominent script, and "Polsinelli" follows in a similar but slightly smaller script. The signature is positioned above a horizontal line.

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N. Polsinelli, Interim Chief Administrative Officer

**REGION OF PEEL**

**REGIONAL OFFICIAL PLAN**

**REGIONAL OFFICIAL PLAN AMENDMENT  
NUMBER 34**

**AN AMENDMENT TO ESTABLISH AN  
EXPANSION TO THE MAYFIELD WEST RURAL SERVICE  
CENTRE BOUNDARY TO INCLUDE MAYFIELD WEST PHASE  
2 STAGE 2 AND ESTABLISH AN UPDATED PLANNING  
FRAMEWORK**

## THE CONSITUTIONAL STATEMENT

Part A, THE PREAMBLE, including modifications to the figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text, Schedules and Figures of the Region of Peel, constitutes Amendment Number 34 to the Region of Peel Official Plan.

## **PART A – THE PREAMBLE**

### **1. Purpose of the Amendment**

The purpose of this Amendment is to include the Mayfield West Phase 2 Stage 2 lands in the Mayfield West Rural Service Centre Boundary of the Region of Peel Official Plan.

This Amendment also provides an updated policy framework to guide further planning review on the Mayfield West Phase 2 Stage 2 lands.

### **2. Location**

This Amendment applies to lands in the Town of Caledon as legally described as Part of Lots 18 to 20, Con 1 and 2 W.H.S., bounded by Chinguacousy Road to the west, Etobicoke Creek to the North, Mayfield Road to the south and the existing Mayfield West Phase 2 – Stage 1 community boundary as established by Region of Peel Official Plan Amendment 29 to the southeast (as shown in the Appendices of PART B – THE AMENDMENT).

### **3. Basis**

#### **Places to Grow, 2019: Growth Plan for the Greater Golden Horseshoe**

The Growth Plan 2019, Section 2.2.8 provides the Provincial policy framework for settlement area boundary expansions and outlines criteria to be met for settlement area boundary expansions to occur. The amendment to include the Mayfield West Phase 2 Stage 2 lands within the Mayfield West Rural Service Centre meets the requirements of Section 2.2.8 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community through the extension of street networks, efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas which will benefit the overall Mayfield West Phase 2 settlement area.

The Mayfield West Phase 2 Stage 2 lands are approximately 105 ha of net developable land. The amendment would facilitate a settlement expansion as one of the phases of the Region's Municipal Comprehensive Review recognizing the unique planning history on the subject lands, and the importance of planning the Mayfield West Phase 2 settlement area as a complete community. The necessary studies to support a settlement boundary expansion have been completed (outlined in more detail a subsequent section of the preamble titled: Mayfield West Phase 2 Stage 2 Status.)

The Region of Peel has undertaken a comprehensive land budget analysis beginning in 2016 which allocated forecasted growth to the local municipalities to 2041. This work has identified a need to plan for an additional 52,000 people and 34,000 jobs between 2031 and 2041 in the Town of Caledon (beyond the 2031 forecast currently included in the Regional Official Plan). This land budget identified a need for a settlement expansion of approximately 1,300 ha (approximately 560 ha of new community land and approximately 740 ha of new employment land). This land budget was endorsed by Regional Council for capital planning purposes in February 2019.

In 2019, the forecast was updated to reflect recent local municipal information and input. These forecasts were prepared based on the land needs methodology provided by the Province and the conclusion resulted in very minimal changes from the October 2017 forecasts for the Region and no change from the 2017 allocation for Caledon specifically. As a result of the reduced density and intensification targets introduced by the 2019 Growth Plan, the forecasts are currently being reviewed again and indicate that Peel can likely exceed minimum Growth Plan density and intensification targets. Even with the minimum Growth Plan targets exceeded, it is anticipated that an additional settlement expansion of approximately 1,300 ha is required to accommodate forecasted growth. Based on the land budget work undertaken to date, it is evident that sufficient opportunities to accommodate growth to 2041 in Peel are not available through intensification and in the existing designated greenfield area.

Policies are included to ensure that lands and associated forecasted growth allocated to Mayfield West Phase 2 Stage 2 are accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review which is currently underway (Peel 2041). The Planning Justification Report concludes that the land needs assessment work undertaken to date has confirmed that additional settlement expansion beyond the 105 hectares of net developable land included in ROPA 34 will be required to accommodate 2041 growth allocations.

#### Region of Peel Official Plan

The Region of Peel Official Plan requires that settlement area boundaries be designated on the basis of a municipal comprehensive review.

The Regional Official Plan includes policies that outline the technical requirements that need to be undertaken to support a settlement area boundary expansion. Staff are satisfied that the required technical studies (outlined in more detail in a subsequent section of the preamble titled: Mayfield West Phase 2 Stage 2 Status) have been prepared and satisfies the policy requirements in the Regional Official Plan.

The Regional Official Plan currently includes policies to guide the future development of Mayfield West Phase 2, including policies that require preparation of a health assessment, the need to protect the GTA West study area, and to consider and implement the results of the Provincial Minimum Distance Separation calculations. These policies will apply to the Stage 2 lands once they are included in the Mayfield West Rural Service Centre.

As mentioned previously, ROPA 34 also includes the policy requirement that the land and associated forecasted growth of Mayfield West Phase 2 Stage 2 is to be accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review (Peel 2041).

#### Mayfield West Phase 2 Stage 2 Status

Beginning in 2008, the technical studies to support a municipal comprehensive review were started to facilitate expansion of the Mayfield West Rural Service Centre Boundary to include the Mayfield West Phase 2 community. In 2014, Regional Official Plan Amendment No. 29 was approved, which is the settlement area expansion for the Mayfield West Phase 2 Stage 1 lands. In order to meet the 2006 Growth Plan population and employment allocations and minimum density targets, about 208 hectares of the total 313 hectares of this master planned community was included in the ROPA 29. The remaining approximately 105 hectares of net developable land was left for a future amendment and additional growth plan population allocation to Peel known as the Stage 2 lands.

ROPA 34 is the Amendment to expand the Mayfield West Rural Service Centre Boundary to include the remaining Mayfield West Phase 2 Stage 2 lands and complete the Mayfield West Phase 2 community. This will result in the completion of street networks, efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas to support the overall Mayfield West Phase 2 community.

The following documents demonstrate that the technical policy requirements of the Growth Plan and Regional Official Plan have been met:

- Planning Justification Report
- Comprehensive Environmental Impact Study and Management Plan
- Fiscal Impact of Mayfield West Phase 2 Stage 2 Lands
- Agricultural Impact Assessment
- Environmental Noise and Vibration Impact Assessment
- Transportation Master Plan
- Cultural Heritage Resource Assessment Review



- Water and Wastewater Study
- Archaeological Assessment

#### Regional Official Plan Amendment (ROPA) Policy Framework

In addition to inclusion of these lands in the Mayfield West Rural Service Centre, this Amendment is proposing a policy framework to guide the future planning of these lands including addressing matters such as natural heritage, affordable housing, and phasing of development in accordance with transportation improvements as set out in the McLaughlin Road and Spine Road Municipal Class Environmental Assessment.

Proceeding with the expansion of the Mayfield West Rural Service Centre Boundary to include the Phase 2 Stage 2 lands will contribute towards the 2031B and 2041 population and employment forecasts included in the 2017 Growth Plan. Policies are included in the Official Plan through this Amendment requiring that lands and associated forecasted growth allocated to Mayfield West Phase 2 Stage 2 must be accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review (Peel 2041).

Policies also recognize that the developable area for Mayfield West Phase 2 is approximate and may increase or decrease to continue to accommodate the planned forecasts, should the area of natural heritage area required to be protected change as a result of more detailed environmental studies.

The greenfield area density of approximately 71 people and jobs per hectare is planned, which exceeds the minimum density target set out in the 2019 Growth Plan of 50 people and jobs per hectare.

This ROPA also includes Schedule amendments as follows:

- |               |  |
|---------------|--|
| Schedule B -  | Remove the subject lands from the Prime Agricultural Area  |
| Schedule D -  | Include the subject lands to be part of the Mayfield West Rural Service Centre and the Mayfield West Phase 2 Settlement Area |
| Schedule D3 - | Include the subject lands in the Settlement Areas Outside the Greenbelt  |
| Schedule D4 - | Include the subject lands in the Designated Greenfield Areas   |

Figure 2 Selected Areas of Provincial Interest is to be amended by including the subject lands in the Rural Settlement Boundary. Section 1.3.3 of the Peel Official

**Appendix I**  
**Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official**  
**Plan Amendment 34**

Plan notes that Figures may be changed by Regional Council, without requiring an amendment. Figure 2 will be approved by Regional Council and take effect when the ROPA is in effect.

## **PART B – THE AMENDMENT**

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitutes Regional Official Plan Amendment 34 to the Region of Peel Official Plan.

### **a. Amendments to Text and Schedules – Growth Management**

#### **5.4 THE RURAL SYSTEM**

1. Chapter 5, Regional Structure, Section 5.4.3.2.8 paragraph one and two is amended by deleting them and replacing them with the following:

~~“The Mayfield West Phase 2 Settlement Area within the Rural Service Centre comprises approximately 207.5 hectares (of developable lands) west of Highway 10, north of Mayfield Road and east of Chinguacousy Road, as identified on Schedule D.~~

~~The following special policies shall apply to the Mayfield West Phase 2 Settlement Area:~~

“The Mayfield West Phase 2 Settlement Area within the Rural Service Centre is comprised of lands bounded by Highway 10 to the east, Mayfield Road/municipal boundary to the south, Chinguacousy Road to the west and the Greenbelt to the north, as identified on Schedule D.

The following special policies shall apply to the Mayfield West Phase 2 Settlement Area.”

2. Chapter 5, Regional Structure, is amended by inserting the following Subsection 5.4.3.2.8.3 “Natural Heritage”, Subsection 5.4.3.2.8.4 “Affordable Housing”, 5.4.3.2.8.5 “Land and Forecasted Growth Allocated beyond 2031” and 5.4.3.2.8.6 “Transportation”.

#### **“5.4.3.2.8.3 Natural Heritage**

- a. Prior to the Town of Caledon Council endorsing land uses for secondary plan areas and prior to adopting any official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS

and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority, the Credit Valley Conservation and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to *the Region*, the Town of Caledon, the Toronto and Region Conservation Authority, the Credit Valley Conservation, and in consultation with relevant agencies.

- b. The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.
- c. Minor refinements to the boundary of the community may be incorporated in a local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 313 hectares of developable lands are included.

#### 5.4.3.2.8.4 Affordable Housing

- a. Official plan amendments and secondary plans to implement the settlement area boundary adopted by the Town of Caledon will include policies for the provision of *affordable housing* demonstrating contribution towards the achievement of Regional new housing unit targets. The policies will be developed in consultation with the Region and will consider:
  - i. The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and
  - ii. Identification and conveyance strategy for *affordable housing*, in consultation with the *Region of Peel*.

#### 5.4.3.2.8.5 Land and Forecasted Growth Allocated beyond 2031

- a. Notwithstanding the policies in this Plan referencing a 2031 boundary for the Mayfield West Rural Service Centre, specifically Section 5.4.3.2.2 and

Section 7.10.2.12, approximately 105 ha of land and approximately 7,000 people and 550 jobs will be planned for in the Mayfield West Phase 2 Settlement Area within the 2031 Mayfield West Rural Service Centre. This growth allocation must be fully accounted for in the land needs assessment undertaken in accordance with Growth Plan requirements associated with the next municipal comprehensive review.

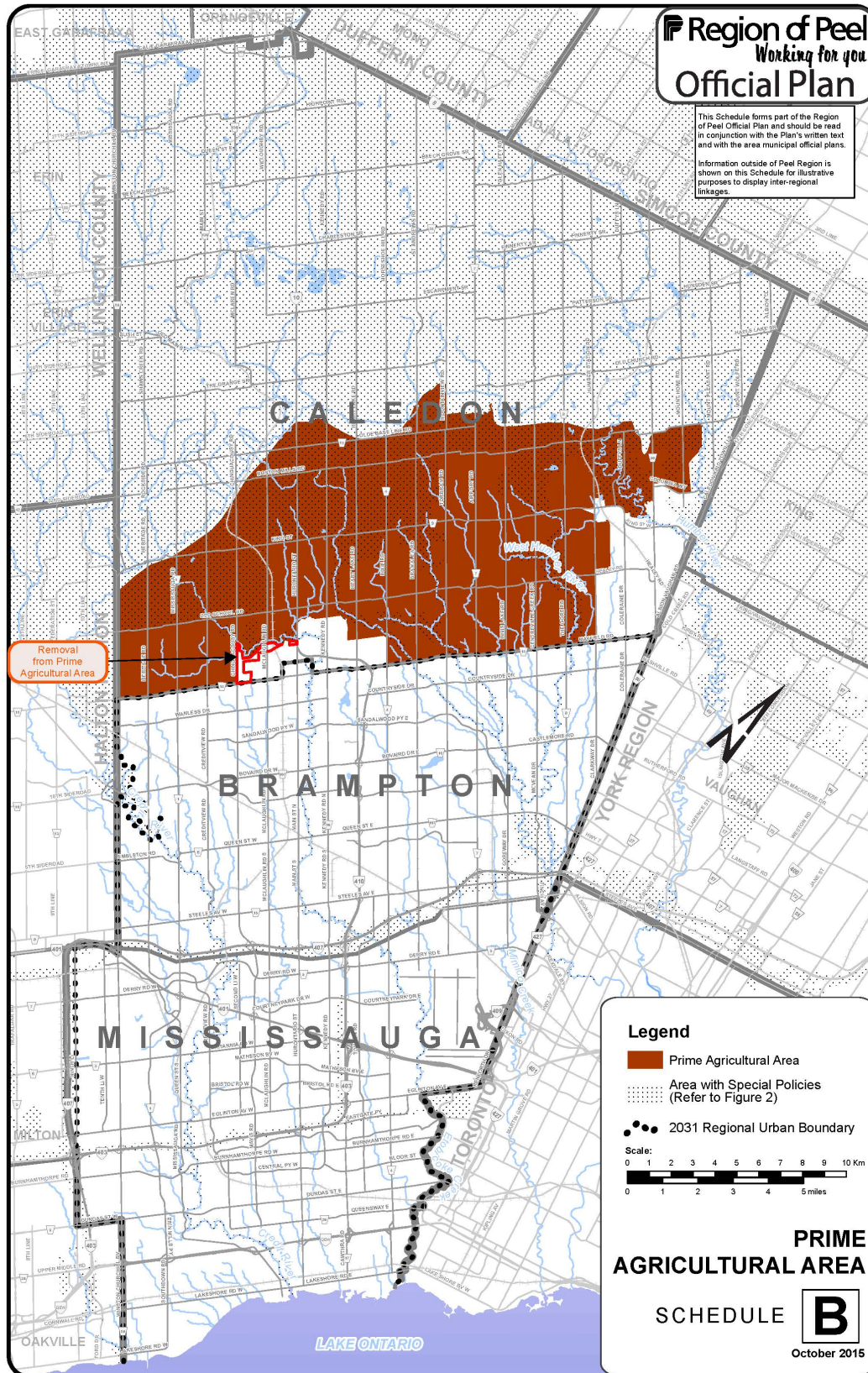
5.4.3.2.8.6 Transportation

- a. Official Plan Amendments and secondary plans to implement the settlement boundary adopted by the Town of Caledon will include policies to ensure the timely detailed design and construction or improvements of arterials in accordance with the approved EA Study for the widening of the McLaughlin Road and construction of new Spine Road including operational issues related to the intersection of Highway 410 and Valleywood Blvd and provide for further discussions on the emergency access gate from Highway 410 to Snelcrest Drive in consultation with fire/emergency services.”

**SCHEDULES**

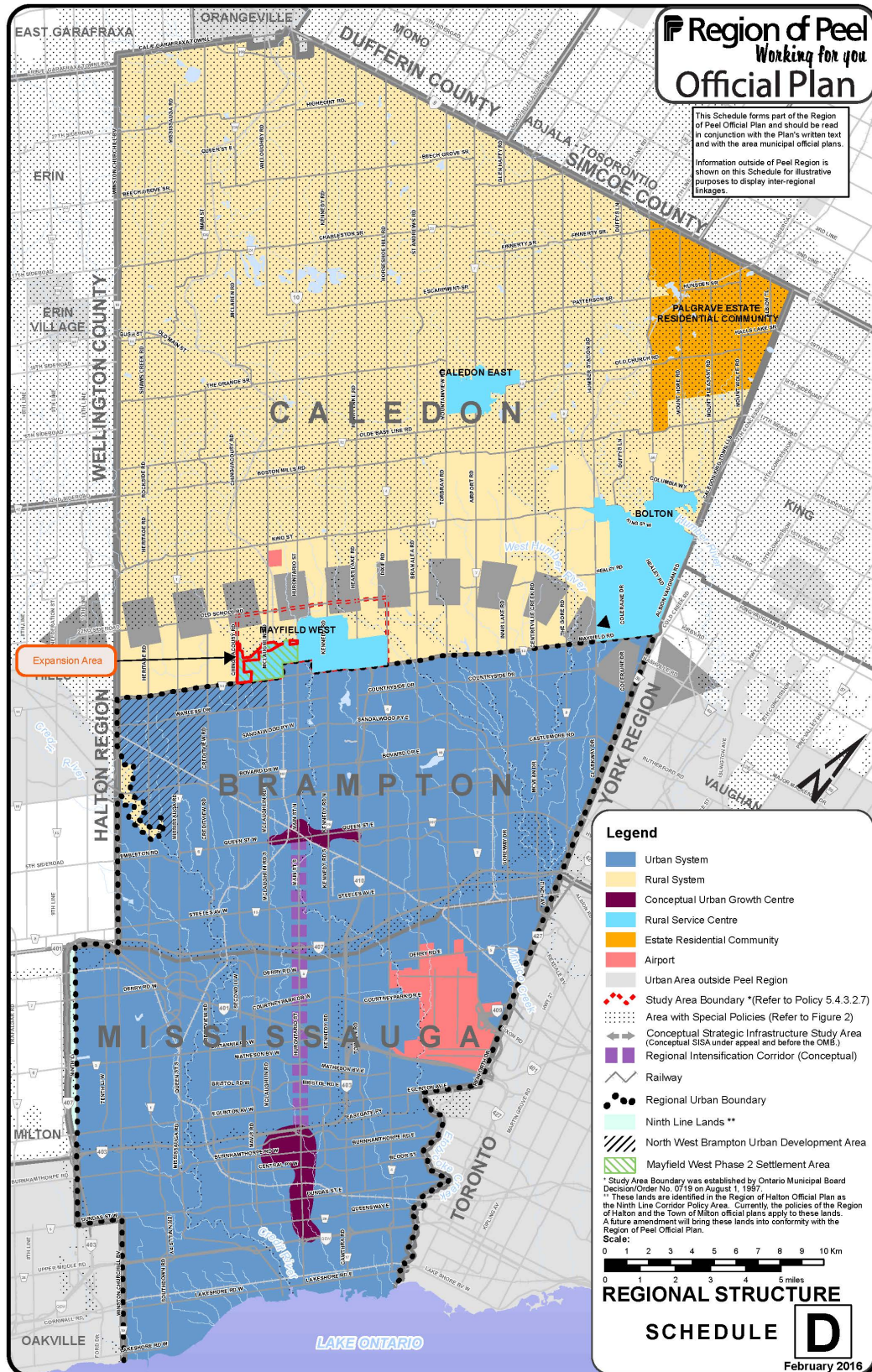
3. Schedule B Prime Agricultural Area is amended by deleting the subject lands from the Prime Agricultural Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.
4. Schedule D Regional Structure is amended by including the subject lands in the Mayfield West Rural Service Centre, identified as the Mayfield West Phase 2 Settlement Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.
5. Schedule D3 Greenbelt Plan Area Land Use Designations is amended by including the subject lands in the Settlement Areas Outside the Greenbelt as shown in the attachment in this Appendix PART B – THE AMENDMENT.
6. Schedule D4 The Growth Plan Policy Areas in Peel is amended by including the subject lands in the Designated Greenfield Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.

**Appendix I**  
**Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official**  
**Plan Amendment 34**



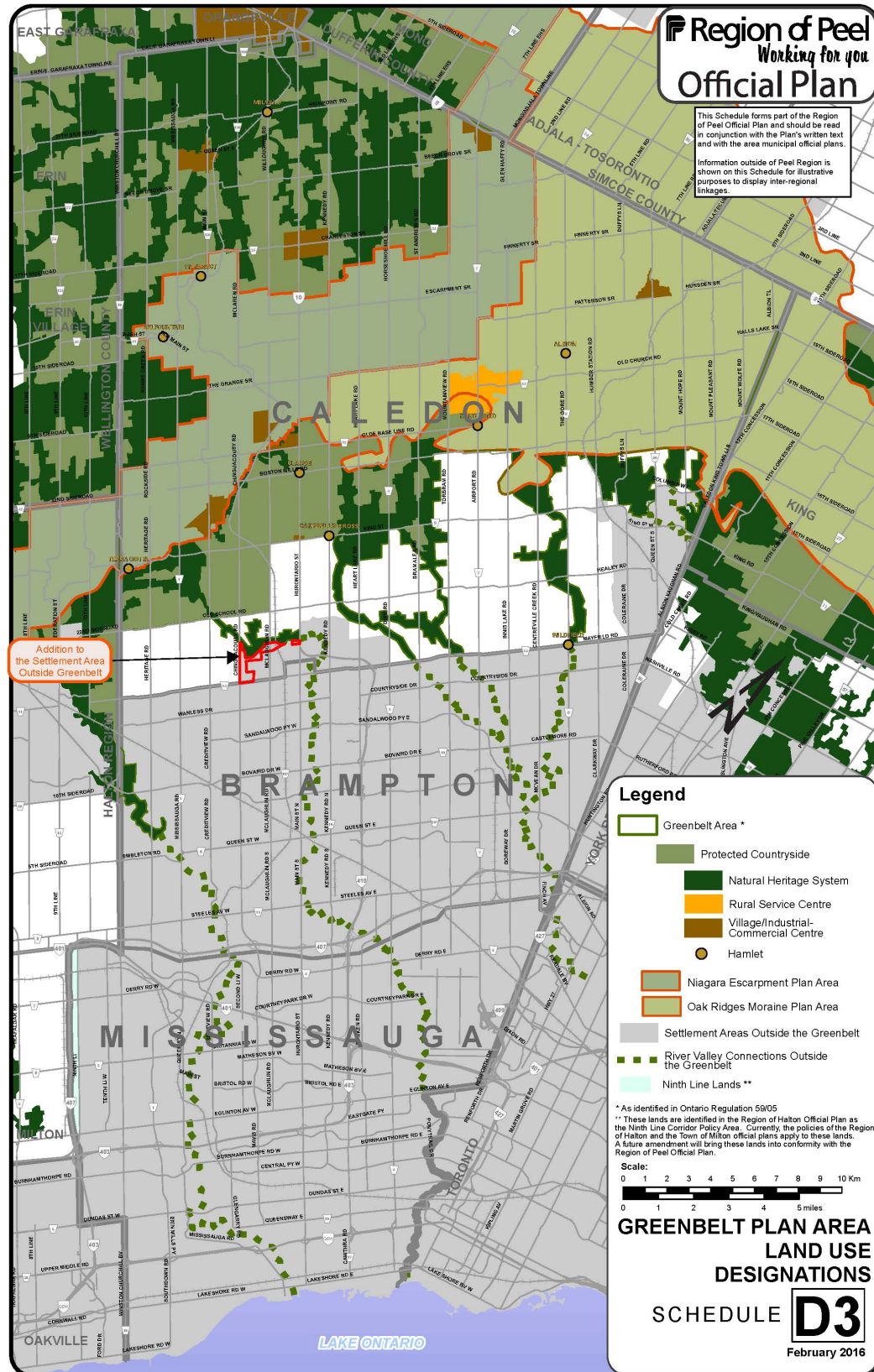


Appendix I  
Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official  
Plan Amendment 34



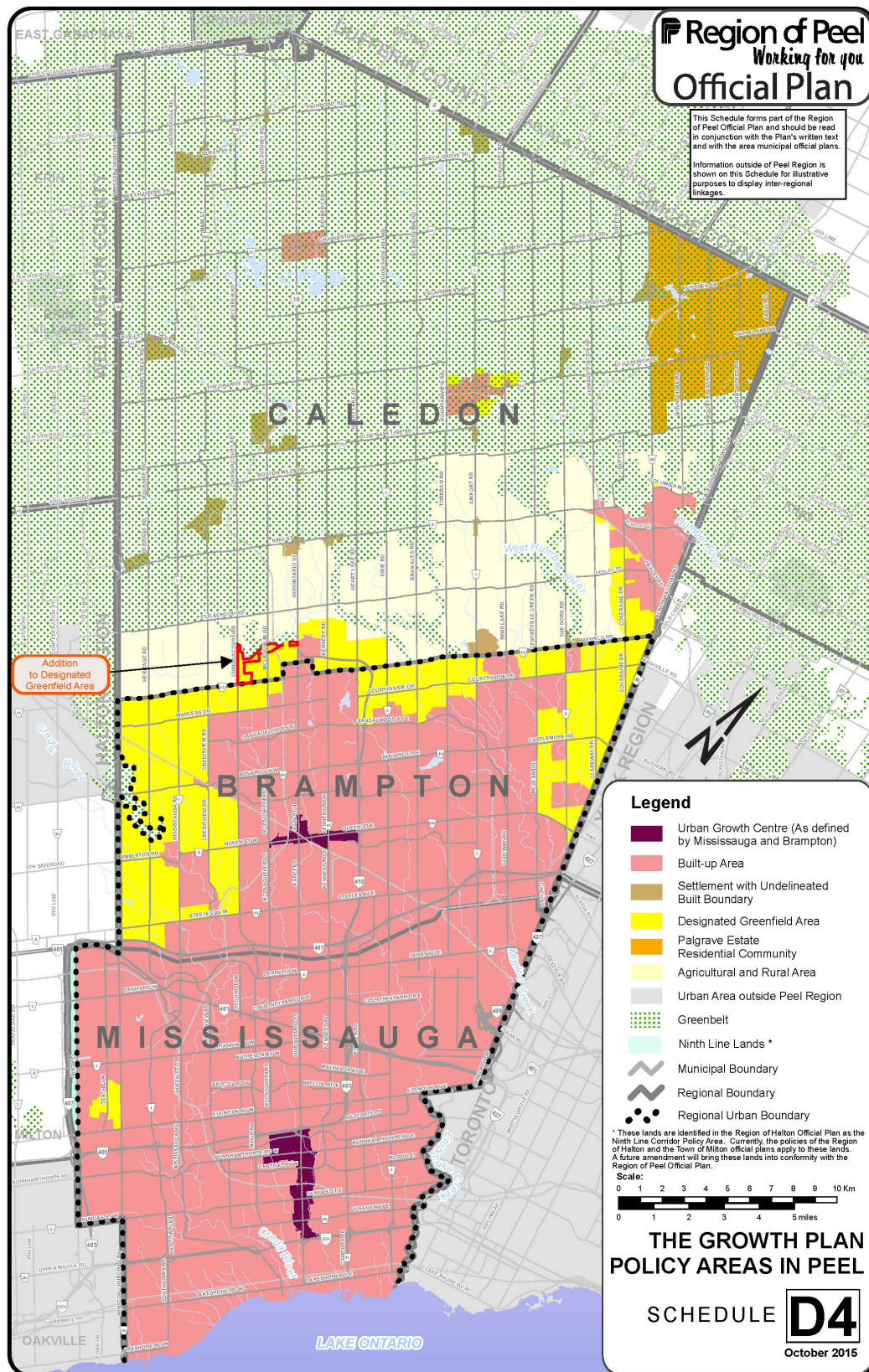


Appendix I  
Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official  
Plan Amendment 34



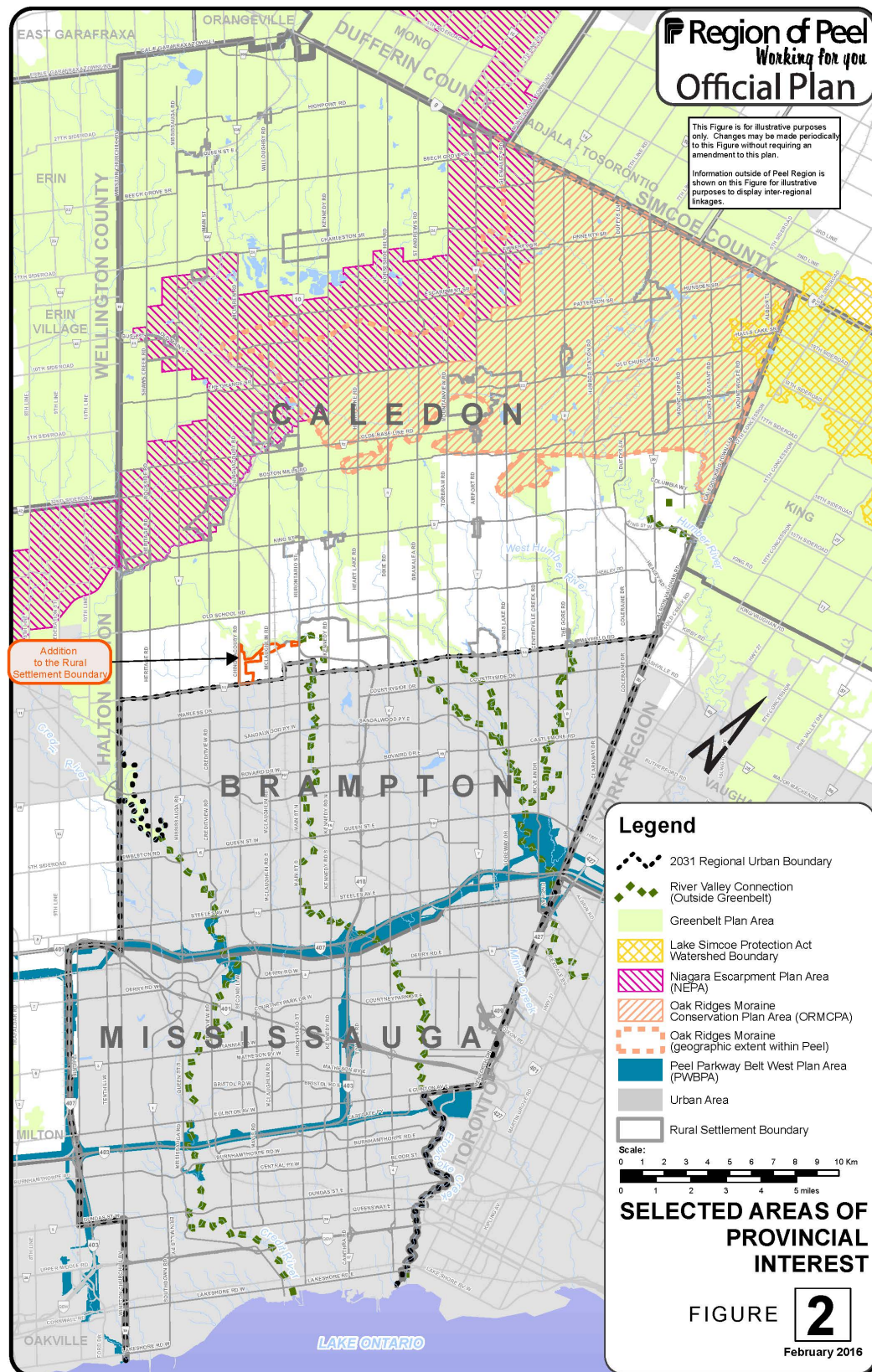


Appendix I  
Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official  
Plan Amendment 34



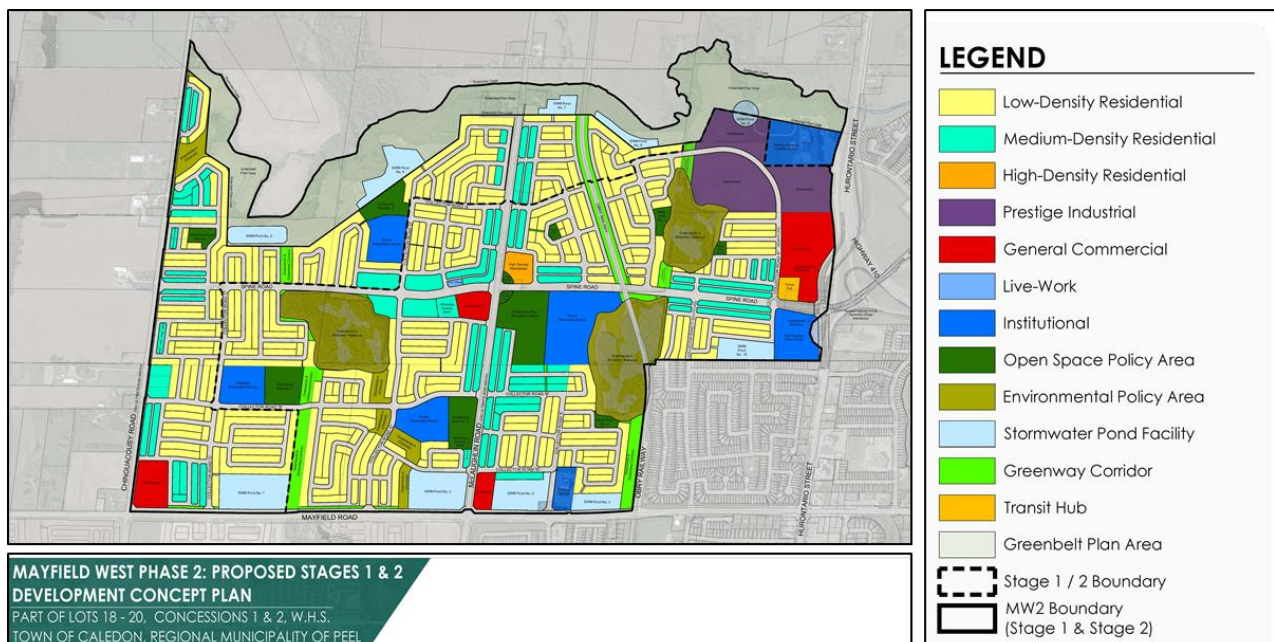
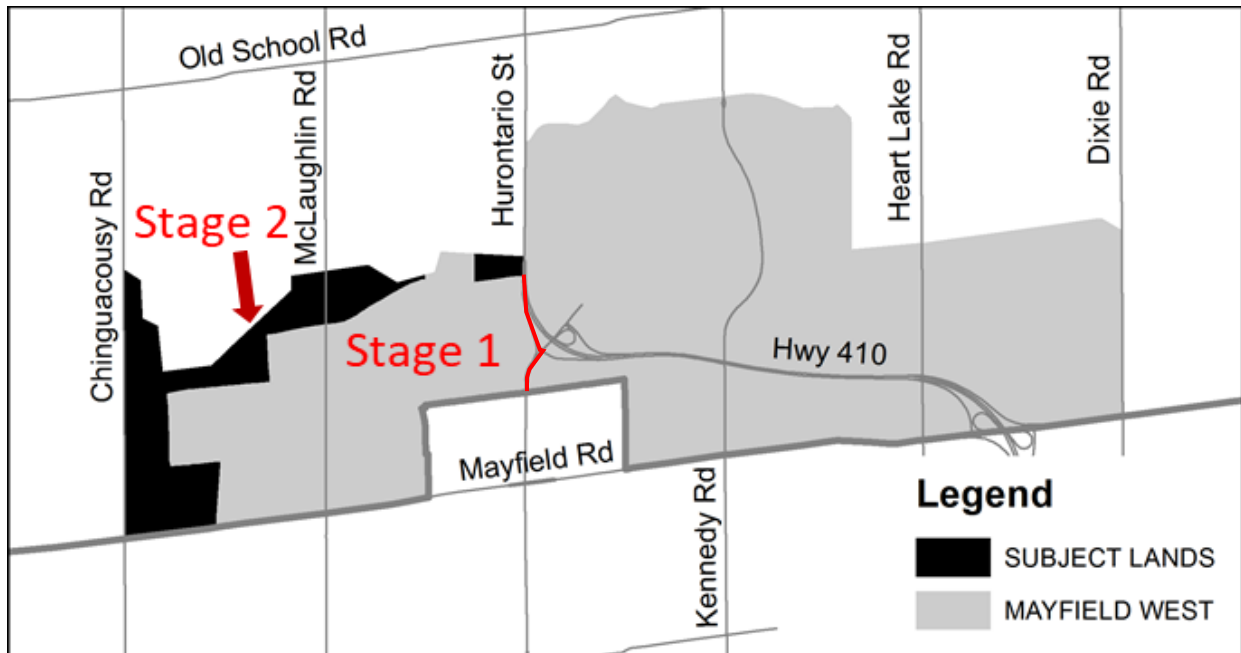


**Appendix I**  
**Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official**  
**Plan Amendment 34**



**Appendix II**  
**Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan**  
**Amendment 34**

**Mayfield West Phase 2 Stage 2 Maps**





**PUBLIC MEETING**  
**THE REGIONAL MUNICIPALITY OF PEEL**  
**REPORT FROM THE CLERK**

**December 12, 2019**

**1. OPENING OF PUBLIC MEETING**

Regional Chair Iannicca called the public meeting to order at 9:04 a.m. in the Council Chambers, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton. He stated that the public meeting was open and was being held pursuant to sections 17 and 26 of the *Planning Act*, R.S.O. 1990, as amended (the *Planning Act*) to inform the public and to obtain their input with respect to the proposed Mayfield West Phase 2, Stage 2, Settlement Area Boundary Expansion Regional Official Plan Amendment (ROPA 34).

ROPA 34 applies to the Mayfield West Phase 2, Stage 2, lands in the Town of Caledon and includes the area bounded by Chinguacousy to the west, Hurontario to the east, part of Mayfield Road to the south, and Etobicoke Creek to the north (the subject lands). The Mayfield West Phase 2, Stage 2, lands are located abutting the Stage 1 lands.

**2. CONFIRMATION OF NOTIFICATION**

Kathryn Lockyer, Regional Clerk, stated that, in accordance with the requirements of the *Planning Act*, if the person or public body does not make oral submissions at the December 12, 2019 public meeting or make written submissions to The Regional Municipality of Peel before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision of the Council of the Region of Peel to the Local Planning Appeal Tribunal.

Further, if a person or public body does not make an oral submission at the December 12, 2019 public meeting or make a written submission to the Region of Peel before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

Kathryn Lockyer stated that Notice of the Public Meeting was given in accordance with Sections 17 and 26 of the *Planning Act*; and, *Ontario Regulation 543/06* by publication in the following news media having general circulation in the Region of Peel:

- |                      |                   |
|----------------------|-------------------|
| • Brampton Guardian  | November 21, 2019 |
| • Caledon Enterprise | November 21, 2019 |

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\* See text for arrivals

♦ See text for departures



In addition, property owners within 120 metres of the subject lands were provided Notice of Public Meeting by mail.

The Notice of Public Meeting was posted on the Region's website as of November 21, 2019, and the Draft Official Plan Amendment was available to the public online as of November 18, 2019.

In accordance with Section 17 of the *Planning Act*, a statutory open house was also held on November 28, 2019 at the Regional Administrative Headquarters, Mississauga Room, from 4:30 p.m. to 7:30 p.m.

Further, Notice of the Public Meeting was given to the prescribed persons and public bodies as required by Sections 17 and 26 of the *Planning Act*; and, in accordance with *Ontario Regulation 543/06*.

### 3. FURTHER NOTICE REQUEST

Kathryn Lockyer, Regional Clerk, stated that if any person would like further notice of the future passage of this proposed Official Plan Amendment, they are requested to give their full name, address, postal code and telephone number at the Clerk's Reception Counter prior to leaving the public meeting.

### 4. STAFF PRESENTATIONS

#### 4.1. Tara Buonpensiero, Principal Planner, Regional Planning and Growth Management, Regarding the Proposed Mayfield West Phase 2, Stage 2 Regional Official Plan Amendment 34

Received

Tara Buonpensiero, Principal Planner, Regional Planning and Growth Management, provided an overview of the process related to the proposed Mayfield West Phase 2, Stage 2 Regional Official Plan Amendment 34 (ROPA 34). The purpose of ROPA 34 is to expand the boundary of the Mayfield West Rural Service Centre to include the Mayfield West Phase 2, Stage 2; and, to include policies to guide the next stage of land use planning for the lands. It was the intention that Mayfield West Phase 2 lands were originally planned to include both Stage 1 and Stage 2 lands however needed to be split into two stages as a result of changes to provincial policy. The area of the subject lands is approximately 105 hectares. Inclusion of Stage 2 lands will result in Mayfield West Phase 2 being planned as a complete community as it will extend street networks, result in the efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas to serve the overall community. Tara Buonpensiero advised that the subject lands within the Mayfield West Rural Service were originally proposed as part of the 2017 Draft Growth Management Regional Official Plan Amendment and subsequently postponed as a result of uncertainty related to the GTA West highway, as well as, changing provincial policy.

Tara Buonpensiero noted that the Province recently confirmed that the Region of Peel could proceed with the subject amendment under the provisions of the 2019 Growth Plan. The Region's intention is to proceed with ROPA 34 under Section 26 of the *Planning Act*, as one of the phased amendments to implement its municipal comprehensive review.

The policy objectives of ROPA 34 are:

- to include the Mayfield West Phase 2, Stage 2, lands in the Mayfield West Rural Service Centre Boundary to accommodate approximately 7,000 people and 500 jobs for a density of 71 people and jobs per hectare, well above the minimum density of 50 people and jobs per hectare required by the 2019 Growth Plan;
- to identify and protect natural heritage system;
- to demonstrate a contribution towards affordable housing targets;
- to plan for the future GTA West Corridor; and,
- to consider minimum distance separation setbacks to agricultural operations.

Policies will also ensure that lands and associated growth allocated to Mayfield West Phase 2, Stage 2, will be accounted for when planning for growth to 2041 as part of the Region's municipal comprehensive review.

Tara Buonpensiero stated that technical studies were undertaken to support the settlement area boundary expansion and the recommendations of the studies will be implemented through Regional Official Plan policies and Secondary Plan policies by the Town of Caledon. The proposed amendment will also update mapping in the Regional Official Plan to include the subject lands within the Rural Service Centre Boundary of Mayfield West to include the lands within the Mayfield West Phase 2 Settlement Area; to remove the subject lands from the Prime Agricultural Area; and to include the subject lands to the Designated Greenfield Area.

## **5. PUBLIC PARTICIPATION**

### **5.1. ORAL SUBMISSIONS**

- 5.1.1. Jason Afonso, Senior Associate, Glen Schnarr and Associates Inc., on behalf of the Mayfield West Phase 2 Landowners Group,** Regarding the Collaboration of the Landowners Group with the Region of Peel and the Town of Caledon in Advancing the Background Studies Required to Support the Proposed Mayfield West Phase 2, Stage 2 Regional Official Plan Amendment 34

Received

- 5.1.2. Don Given, Planning Consultant, Malone Given Parsons, on behalf Brook Valley,** Expressing Support for the Proposed Mayfield West Phase 2, Stage 2 Regional Official Plan Amendment 34

Received

### **5.2. WRITTEN SUBMISSIONS – Nil**

**6. CONCLUSION AND CLOSING OF PUBLIC MEETING**

In response to a question of clarification from Regional Chair Iannicca, Adrian Smith, Acting Chief Planner and Director, Regional Planning and Growth Management, stated that Regional staff will present the final report to Regional Council in the first quarter of 2020.

Regional Chair Iannicca advised that the oral submissions expressed at this meeting have been noted and will be included in a final report to be considered by Regional Council.

Additional comments should be filed with the Region of Peel by January 6, 2020 in order to be included by staff in the final report to Council.

Regional Chair Iannicca officially closed the meeting at 9:24 a.m.

RESPECTFULLY SUBMITTED:



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Regional Clerk



January 15, 2020

Region of Peel  
10 Peel Centre Drive  
Brampton, ON  
L6T 4B9

**Attention: Tara Buonpensiero**

Dear Tara Buonpensiero,

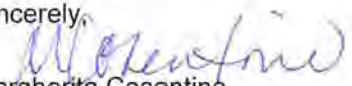
**RE: Region of Peel Official Plan Amendment (ROPA) 34 - Mayfield West Phase 2 Stage 2**

Thank you for the opportunity to comment on proposed amendment to expand the Mayfield West Rural Service Centre boundary to include the Mayfield West Phase 2 Stage 2 lands.

Town of Caledon staff offers the following comments:

- The total area for Mayfield West Phase 2 - Stage 2 (MW2) is referenced differently at times – either 105 ha or 110 ha, however, in the October 2017 Growth Management Report, specifically in the Land Budget, MW2 total area is identified as 110 ha. Town staff suggest consistency between numbers.
- To ensure consistency between population figures, Town staff suggest revisions to page 4 and page 9. The total population and jobs is approximately 7500.
- This sentence - "The Planning Justification Report concludes that the land needs assessment work undertaken to date has confirmed that additional settlement expansion beyond the 105 hectares of developable land included in ROPA 34 will be required to accommodate 2041 growth allocations." – could be revised to make it clearer for readers.
  - Suggested revision - "The Planning Justification Report concludes, that the land needs assessment work undertaken to date, established that the settlement expansion of 105 hectares of developable land in ROPA 34 is required to accommodate 2041 growth allocations."

Sincerely,

  
Margherita Cosentino  
Community Planner, Policy  
Policy and Sustainability  
**TOWN OF CALEDON**

**Buonpensiero, Tara**

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**From:** Hanson, Nicole <nicole.hanson@peelsb.com>  
**Sent:** December 19, 2019 4:08 PM  
**To:** Buonpensiero, Tara  
**Cc:** Vidovic, Branko; Joanne.Rogers@dpcdsb.org  
**Subject:** Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment 34 - Request for Comments

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

Dear Tara,

The Peel District School Board has no comments for further processing the proposed Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment 34 (ROPA 34).

I trust this is satisfactory.  
Respectfully,

**Nicole Natalie Hanson, MES (Pl.)** |  
Planning Officer - Development  
Planning and Accommodation Support Services  
Peel District School Board  
a 5650 Hurontario Street, Mississauga  
t 905-890-1010 ext. 2217 | e [nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com)

*NOTE: This e-mail message is intended for the named recipient(s) above, and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), please do not read the content. Instead, immediately notify the sender and delete this e-mail message. Any unauthorized use, disclosure or distribution is prohibited. The Peel District School Board and sender assume no responsibility for any errors or omissions in the content or transmission of this email.*

**Buonpensiero, Tara**

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**From:** Dave Simpson <consultation@alderville.ca>  
**Sent:** November 25, 2019 2:07 PM  
**To:** Buonpensiero, Tara  
**Subject:** proposed Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment34

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

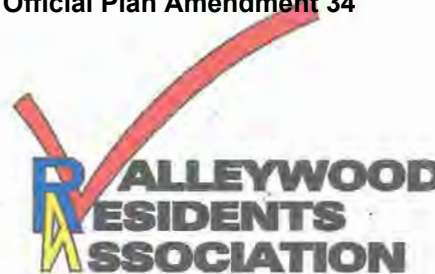
Thank you for the notice of the open house and public meeting for the proposed official plan amendment for the Region of Peel. Alderville First Nation is not in the Peel Region for consultation so we won't be forwarding any comments on the official plan amendment.

Thank you

Dave Simpson  
Alderville First Nation  
PH: 905 352-2011  
CELL: 905 375-5480  
consultation@alderville.ca

SENT VIA EMAIL January 6, 2020

Region of Peel  
10 City Centre Drive,  
Brampton, ON  
L6T 4B9



**CORRECTED**

**ATTN: Regional Clerk Kathryn Lockyer**

**Regarding : Written Submissions to the Record of ROPA 34**

Dear Ms. Lockyer,

Per the instruction heard at the ROPA 34 Region of Peel Public Meeting on December 12, 2019, please receive the following as the VRA's written submission to the record within the January 6, 2020 submission deadline.

After receiving the Minister of Environment's Part II Order request announcement of December 12, 2019, we reviewed our documentation. (Attached in full is our copy addressed to myself on behalf of the VRA). The Minister declined our request for an individual assessment for the ***Widening of McLaughlin Road, Construction of a new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange Project.***

We came across an executive summary received from a Ministry of Labour Investigation we initiated earlier in the summer of 2019 into the safety of Ontario employees (specifically Town of Caledon Fire Fighters & Regional Emergency Services Workers) that would have need to use the gate allowing passage to an unaware 410 northbound stream of traffic on a blind curve during emergencies when the Valleywood off-ramp is blocked due to an accident at the only other access /egress for Valleywood; the off-ramp intersection.

Please see the hatched area of the MoL FOI Exec. Summary (attached) that indicates the Deputy Fire Chief testified the highway would require closure before Emergency workers (Plus patients?) would be able to safely use the gate to make a U-turn southbound to the nearest hospital(s).

Please now go to page 3 of the Decision Table (within Initial Attachment) from the Minister's decision. The last topic in column "B" tells us ***"The Ontario Provincial Police and the Town of Caledon Emergency Services were consulted with during the project planning and indicated that the proposed project is not expected to cause any safety issues."***

***Not Expected?*** We were of the understanding that emergencies tend to be ***unexpected*** by nature; hence the need of ***Fire & Emergency Services is to expect the unexpected.***

There seems to be a discrepancy between professional opinions...

**HOW CAN WE JUSTIFY** making citizens wait for us to close down highways while they are having heart attacks, car accidents or any other loss of life occurrences involving fires because of a poor infrastructure design?



**HOW CAN WE NOT JUSTIFY** the required additional time (15 minutes?) to shut down & purge #10 north AND south between the Snelcrest gate & Old School Road, PLUS the 410 in both directions between Mayfield & Valleywood off-ramp to protect human life during an emergency?

We have requested the documentation regarding the complete last section of Page 3, column "B" as it does not "dovetail" with the MoL document.

If the documentation received from the Minister of Environment indicates no information of the 410/#10 gate at the end of Snelcrest needing "**HIGH WAY 410** closed" before it is used, we clearly have an EAA Section 34 concern.

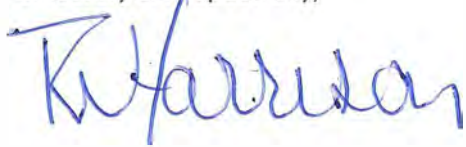
We understand that we are unable to appeal the Minister's decision, however, we consider this MoL FOI information "new & relevant".

The Minister of Environment's response in paragraph 4 states *The Municipal Class Environmental Assessment is a process by which the Town (& I will now include the Region by way of this ROPA 34 process), plans and develops projects of this type, **including evaluating alternatives**, assessing environmental effects, developing mitigation measures, and consulting with the public without having to obtain approval from me and the Lieutenant Governor in Council for each individual project.*

Given that the Ministry of Transportation has indicated the preferred route as S5-10 on September 19, 2019, perhaps the ultimate solution would be to build both the development on the west side of Hwy #10 AND S5-10 concurrently as this would resolve all concerns.... The existing route has lasted only 10 years... The MTO has had the required lands reserved for S5-10 since Q2 of 2011.... Given that the original design only opened in Q2 of 2009, it seems 410 Phase III has always been a concerning design.

We request please, that the ROPA 34 file remain open for additional relevant documentation regarding this human safety issue.

Sincerely & Respectfully,



Rob Harrison  
Director, Valleywood Resident Association

Cc: Nancy Dinardo, President

Attachments

**CORRECTION ABOVE**

Ministry of the Environment,  
Conservation and Parks

Ministère de l'Environnement,  
de la Protection de la nature et des  
Parcs

Office of the Minister

Bureau du ministre

777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
Tel.: 416-314-6790

777, rue Bay, 5<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél. : 416-314-6790



DEC 12 2019

357-2019-2934

Mr. Rob Harrison  
Director  
Valleywood Resident Association  
65 Brookstone Court  
Caledon ON L7C 1C9

Dear Mr. Harrison:

Thank you for your interest in the Widening of McLaughlin Road, Construction of new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange Project, as proposed by the Town of Caledon. I welcome your comments on this project.

On July 22, 2019, you requested that the Town be required to prepare an individual environmental assessment for the project. I am taking this opportunity to inform you that I have decided that elevating the project to an individual environmental assessment is not required.

In making this decision, I have given careful consideration to the project documentation, the provisions of the Municipal Class Environmental Assessment, the issues raised in your request, and relevant matters to be considered under section 16 of the Environmental Assessment Act.

The Municipal Class Environmental Assessment is a process by which the Town plans and develops projects of this type, including evaluating alternatives, assessing environmental effects, developing mitigation measures, and consulting with the public, without having to obtain approval from me and the Lieutenant Governor in Council for each individual project.

The Municipal Class Environmental Assessment has itself been subject to review and approval under the Act, which determined, in part, that the application of the Municipal Class Environmental Assessment process would enable the Town to meet the intent and purpose of the Act. The Town has demonstrated that it has planned and developed this project in accordance with the provisions of the Municipal Class Environmental Assessment. I am satisfied therefore that the purpose of the Act, "the betterment of the

Mr. Rob Harrison

Page 2.

people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment," has been met for this project.

Despite my not requiring an individual environmental assessment be prepared, in reviewing the request and project documentation, it was noted that the ministry had not completed its review of the noise assessment report at the time the Town issued the Notice of Completion for the project. In order to ensure any comments or concerns the ministry identifies with respect to the noise assessment report are addressed, I am imposing the following conditions on the project:

1. The Town shall continue to work with the ministry during detailed design to address any comments or concerns the ministry has with the noise assessment report.
2. The Town will submit a written report to the Director, Environmental Assessment and Permissions Branch, on how it has fulfilled condition 1.

The concerns raised, together with the reasons for my decision, are set out in the attached table. I am satisfied that the issues and concerns have been addressed by the work done to date by the Town, or will be addressed in future work that is required to be carried out.

With this decision having been made, the Town can now proceed with the project, subject to the conditions I have imposed and any other permits or approvals required. The Town must ensure it implements the project in the manner it was developed and designed, as set out in the project documentation, and inclusive of all mitigating measures, and environmental and other provisions therein.

Again, I would like to thank you for participating in the Class Environmental Assessment process and for bringing your concerns to my attention.

Sincerely,



Jeff Yurek

Minister of the Environment, Conservation and Parks

Attachment

c: Kant Chawla, Senior Transportation Planner, Town of Caledon  
EA File No. 19067 – McLaughlin Road Widening and Spine Road Construction

Ministry of the Environment,  
Conservation and Parks

Office of the Minister

777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
Tel : 416-314-6790

Ministère de l'Environnement,  
de la Protection de la nature et des  
Parcs

Bureau du ministre

777, rue Bay, 5<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél 416-314-6790



DEC 12 2019

357-2019-2934

Mr. Kant Chawla  
Senior Transportation Planner  
Community Services Department  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6  
Kant.chawla@caledon.ca

Dear Mr. Chawla:

On July 22, 2019, I received one Part II Order request asking that the Town of Caledon be required to prepare an individual environmental assessment for the proposed Widening of McLaughlin Road, Construction of new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange project.

I am taking this opportunity to inform you that I have decided that an individual environmental assessment is not required. This decision was made after giving careful consideration to the issues raised in the request, the project documentation, the provisions of the Municipal Class Environmental Assessment, and other relevant matters required to be considered under subsection 16(4) of the Environmental Assessment Act.

Despite my not requiring an individual environmental assessment be prepared, in reviewing the request and project documentation, it was noted that the ministry had not completed its review of the noise assessment report at the time the Town issued the Notice of Completion for the project. In order to ensure any comments or concerns the ministry identifies with respect to the noise assessment report are addressed, I am imposing the following conditions on the project:

1. The Town shall continue to work with the ministry during detailed design to address any comments or concerns the ministry has with the noise assessment report.



Mr. Kant Chawla  
Page 2.

2. The Town will submit a written report to the Director, Environmental Assessment and Permissions Branch, on how it has fulfilled condition 1.

The reasons for my decision may be found in the attached table. In the interest of transparency, I encourage you to make this letter available to the greater public on the Town's website.

With this decision having been made, the Town can now proceed with the project, subject to the conditions I have imposed and any other permits or approvals required. The Town must ensure the project is implemented in the manner it was developed and designed, as set out in the project documentation, and inclusive of all mitigating measures, commitments and environmental and other provisions therein.

Lastly, I would like to ensure that the Town understands that failure to comply with the Act, the provisions of the Municipal Class Environmental Assessment, and failure to implement the project in the manner described in the planning documents, are contraventions of the Act and may result in prosecution under section 38 of the Act.

I am confident that the Town recognizes the importance and value of the Act and will ensure that its requirements and those of the Municipal Class Environmental Assessment are satisfied.

Sincerely,



Jeff Yurek  
Minister of the Environment, Conservation and Parks

Attachment

c: Requester  
EA File No. 19067 – McLaughlin Road Widening and Spine Road Construction

## Widening of McLaughlin Road, Construction of new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange

### Minister's Review of Issues Raised by Requesters

Issue	Response and Analysis
<p>The project's design does not consider the impact of the proposed residential community, nor the larger Mayfield West Phase 2 development community.</p>	<p>The Town considered the impacts of the proposed residential community through a number of planning studies including the:</p> <ul style="list-style-type: none"> <li>• Mayfield West Phase 2 Secondary Plan;</li> <li>• Mayfield West Phase 2 Transportation Master Plan; and</li> <li>• widening of McLaughlin Road (this project)</li> </ul> <p>The Mayfield West Phase 2 Secondary Plan was undertaken to implement new population and employment growth. The plan identified the need for creating mixed use compact communities, walkability and having a transit/transportation plan. This plan provides information about the area's existing drainage conditions, mapping, proposed grading, storm and stormwater design, sanitary/water servicing and natural heritage features.</p> <p>The Mayfield West Phase 2 Transportation Master Plan was identified as part of the Secondary Plan. The Mayfield West Phase 2 Transportation Master Plan further considered proposed public transit, active transportation, and parking strategy for the Mayfield Secondary Plan area.</p> <p>This project (including the widening of McLaughlin Road) was identified in the Mayfield West Phase 2 Transportation Master Plan to support transportation needs in the study area. The project's alternatives considered the impacts on the proposed residential community (approximately 834 homes). The Environmental Study Report's evaluation criteria (Social/Land Use/Cultural Environment) considered impacts to the existing property as well as compatibility with future land uses. The Town will continue to consult with the developers building the Mayfield West Phase 2 Secondary Plan development during detailed design.</p> <p>Ministry staff are satisfied that Town considered the impacts of the project on the proposed residential community and followed the requirements of the Class Environmental Assessment.</p>
<p>Sound readings in the study area are already at maximum levels and new traffic will worsen this</p>	<p>Information about noise levels was presented at the July 5, 2018 Public Information Centre. The information identified that the need for mitigation should be determined based on outdoor living area sound levels, and mitigation would be</p>

Issue	Response and Analysis
<p>according to information presented at the Public Information Centre.</p>	<p>required if there is an increase greater than 5 dBA or if the future build sound levels exceed 65 dBA, according to the Ministry of Transportation's Noise Guide. The proponent presented its noise modeling results at the Public Information Centre and found that the project's predicted noise increase is below 5 dBA. The proponent also found that the future build sound levels at five receivers were above the 65 dBA threshold.</p> <p>The requester's concern is about the noise levels being above 65 dBA, as this was presented at the Public Information Centre. The proponent explained to the requester at the Public Information Centre that these exceedances were based on the most exposed façade and not on the outdoor living area. In each case for the five receivers, the outdoor living area sound levels are expected to be below the 65 dBA threshold. Given that the predicted sound levels are below 65 dBA and the increases are less than 5 dBA, noise mitigation is not a requirement for the project.</p> <p>As part of the Class Environmental Assessment planning process, the Town provided the ministry with an opportunity to review the noise assessment report. The ministry was reviewing the noise assessment report at the time the Town issued the Notice of Completion for the project.</p> <p>The ministry is satisfied that the requester's concern was addressed by the Town and that the Town met consultation requirements by providing the ministry with an opportunity to review the noise assessment report. However, a condition is imposed requiring the Town to continue to work with the ministry following the decision on the Part II Order request to address any comments or concerns the ministry may have with the noise assessment report.</p>



Issue	Response and Analysis
<p>Project's impacts to air quality:</p> <ul style="list-style-type: none"> <li>increased exhaust and particulate matter when 400 series highway vehicles are forced to stop and merge with local traffic at signal lights.</li> <li>lack of efficient vehicular movement due to the proposed signal light at Old School Road north of the Valleywood community.</li> </ul>	<p>The Town did not prepare an air quality assessment as part of the Class Environmental Assessment. The Town indicated that existing air quality conditions in the area will change once the Mayfield West Phase 2 Secondary Plan area is developed and as such felt that an air quality assessment was not necessary.</p> <p>The ministry advised the Town that an air quality assessment should be conducted during detailed design and recommended that the assessment include emissions and modelling impacts compared against Ambient Air Quality Criteria and Canadian Ambient Air Quality Standards. The Town pre-emptively prepared an air quality impact assessment during the review of the Part II Order request (September 2019) and proposed mitigation measures during construction. Ministry technical staff reviewed the Air Quality Impact Assessment and have no outstanding concerns, and a further air quality report during detailed design will not be necessary.</p> <p>Ministry staff are satisfied that the Town has considered the project's air quality impacts to mitigate potential issues.</p>
<p>Concerned that the project would restrict fire and emergency services access leading to safety issues within the Valleywood Community.</p>	<p><b>Not applicable to the Class Environmental Assessment Process.</b></p> <p>The purpose of the project is to examine the study area at a broader level, with a focus on the new proposed Spine Road, the widening of McLaughlin Road and the modifications to Highway 410/Hurontario Street Interchange. The project does not include analyzing specific issues within local streets in the community.</p> <p>The Town is aware of the concerns regarding emergency access into the Valleywood community and is continuing to work with Caledon Fire to address these issues.</p> <p>The Ontario Provincial Police and Town of Caledon Emergency Services were consulted with during the project planning and indicated that the proposed project is not expected to cause any safety issues.</p>

Operations  
 Division Occupational  
 Health and Safety

## Event Information Form

Page 1 of 1

Event Date	Event Time	Response Date	Response Type	Last Assigned To	Event ID
2019-Jul-17	12:00 AM		No Field Visit	Hughes, Nick (4471)	04544NMXM311
OHS Case ID		Lead Inspector		Case Status	
04471NPXP917		Hughes, Nick (4471)		Closed	
Notification Date	Notification Time	Notification Method		Event Originator	
2019-Jul-17	09:56 AM	Telephone		Girard, Daniel (4544)	
Event Type / Sub-type			No. of Workers Involved	No. of Workers Affected	High Profile
Complaint					No
Event Reporter(s)					Hot Issue Report Issued
Type			Name	Telephone	Anonymity Requested
Public - Complainant			Harrison, Robert	(647) 225-5762	No
Event Contact(s)					
Type			Name	Telephone	Anonymity Requested

## Reported Employer / Constructor

unknown

## Event Location

Brookstone Ct &amp; Snelcrest Dr, Caledon, ON L7C 1B5

## Event Information

Concerns of H&S: There is a chainlink fence and locked gate (locked with a combination lock - Called believes combination is available from MTO or Caledon) between the event location intersection and HWY 410/10. There is an issue with visibility and velocity of the HWY traffic in a transition zone from 400 series to regular traffic coming upon the emergency vehicle access lane where the emergency vehicles are making a sharp RT as LT turns are impossible due to concrete barrier. The Complainant has further information and documentation on the issue and would like to have the inspector call them. Complainant states that he spoke to MU Manager and an Inspector. The complainant also states the employers which could be affected are FD, PD, EMS, MTO Roadworkers, etc...

## Event Details and Conclusion

Case ID 04471NPXP917

2019-Aug-26 11:44 AM Hughes, Nick (4471)

Complaint regarding workers exposed to fast moving traffic when entering the highway from access gate located at Highway 410 and Highway 10 near Valleywood Blvd / Snelcrest Drive in Caledon area. Spoke with Caledon Deputy Fire Chief - stated that emergency services would only access/use the gate in the event of an emergency and in this case the highway would be closed. Spoke to two representatives from the Ministry of Transport. MTO stated that workers who access the gate do so for maintenance or to repair damage. Access is infrequent and workers have been instructed to continue through community roads to access highway and are not permitted to access highway from gate location. Contacted complainant to provide details.

Event entered into ICE on: 17-Jul-2019 10:28 AM

Event entered into ICE by: Girard, Daniel (4544)

Report printed on: 23-Sep-2019 10:34 AM

Report printed by: Bhowmik, Payel (4069)

## **Appendix V**

### **Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34**

#### **Comments Received from Agencies and the Public**

Although consultation has been undertaken throughout the planning to date for the Mayfield West Phase 2 community, a statutory open house and public meeting was held for Mayfield West Phase 2 Stage 2 in accordance with Section 17(16) and 17(15)(d) of the Planning Act. The open house was held at the Region of Peel Administrative Headquarters on Thursday November 28, 2018 from 4:30 to 7:30 pm. The public meeting was held at the Region of Peel Administrative Headquarters in the Council Chambers on Thursday December 12, 2019 at 9:00 am.

Notice of the open house and public meeting were provided in accordance with Section 17(17) of the Planning Act. On November 21, 2019 notice was posted in both the Brampton Guardian and the Caledon Enterprise. Notification was provided to prescribed bodies in accordance with Section 17(15)(b). In addition, notice was provided by mail to property owners within 120 meters of the subject lands posted on the Region of Peel's website.

Regional staff gave a presentation at the public meeting outlining the project objective, background studies and proposed amendment. Jason Afonso, Glen Schnarr and Associates Inc and Don Given, Malone Given Parsons delegated at the meeting in support of ROPA 34. The minutes of the public meeting are attached as Appendix III.

The Region received one written submission through the public consultation, comments from the Town of Caledon and 2 submissions from agencies advising that they had no comments on the amendment.

#### Provincial Comments

Draft ROPA 34 was circulated to the Ministry of Municipal Affairs for the 90-day one window review on November 22, 2019. The 90-day review period ends on February 20, 2020 and at the time of writing this report, no comments have been provided.

Staff are proceeding with ROPA 34 as one of the Region's phased amendments of the overall Peel 2041 municipal comprehensive review. This approach is in accordance with recent correspondence from Minister Clark (dated November 12, 2019) advising that phased amendments were permitted to meet municipal comprehensive review requirements.

#### Comments from Prescribed Bodies and the Public

In response to the circulation to prescribed bodies, the Town of Caledon provided comments suggesting specific wording revisions to ROPA 34. Peel District School Board and Alderville First Nation provided submissions to advise that they had no comments on the application.

One written submission was provided by the Valleywood Residents Association which expressed public safety concerns related to the emergency access gate for emergency vehicles. In addition to the written comments provided, some representatives from the Valleywood Residents Association met with Regional staff and raised two issues as follows:

- Safety concerns with the Valleywood Blvd. intersection at Hurontario Road/Highway 410; and,

## Appendix V

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

- Illegal trucking and storage uses in southern Caledon.

Regional responses to the comments provided are as follows:

#	From	Summary of Comments	Regional Response/Action
1	Town of Caledon January 15, 2020	<ul style="list-style-type: none"> <li>• The area of Mayfield West Phase 2 Stage 2 has been referenced in different documents as either 110 ha or 105 ha. Caledon staff suggest that the area of Mayfield West Phase 2 Stage 2 be referenced consistently.</li> <li>• To ensure consistency between population figures, Town staff suggest revisions to page 4 and page 9 to consistently reference approximately 7,500 people and jobs.</li> <li>• Suggests a change to the preamble in the sentence that states - <i>"The Planning Justification Report concludes that the land needs assessment work undertaken to date has confirmed that additional settlement expansion beyond the 105 hectares of developable land included in ROPA 34 will be required to accommodate 2041 growth allocations."</i> – should be revised to make it clearer for readers as follows: <i>"The Planning Justification Report concludes, that the land needs assessment work undertaken to date, established that the settlement expansion of 105 hectares of developable land in ROPA 34 is required to accommodate 2041 growth allocations."</i></li> </ul>	<p>ROPA 34 references approximately 105 ha of developable land which is consistent with the figure uses in the Planning Justification Report. Policies have been included in ROPA 34 that allow for adjustments (up or down), should the more detailed environmental studies identify additional natural heritage lands.</p> <p>Noted – ROPA 34 figures reference Mayfield West Phase 2 Stage 2 being planned to accommodate approximately 7,000 people and 550 jobs.</p> <p>The intention of this sentence as currently worded is to demonstrate that additional settlement expansion lands beyond the land area of Mayfield West Phase 2 Stage 2 are required.</p> <p>The proposed revision does not maintain the intent of the sentence and therefore the change has not been made.</p>
#	From	Summary of Comments	Regional Response/Action

## Appendix V

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

2	Peel District School Board December 19, 2019	No comments.	No response necessary
3	Alderville First Nation November 25, 2019	No comments.	No response necessary
4	Mr. Rob Harrison on behalf of the Valleywood Residents Association January 6, 2020	<ul style="list-style-type: none"> <li>In July 2019, the Valleywood Residents Association had submitted a Part II order regarding the Environmental Assessment for the widening of McLaughlin Road, construction of a new east-west spine road and modifications to the Highway 410/Hurontario Street interchange project which outlined a number of issues of concern, one of which was related to potential impacts on emergency access to the Valleywood community.</li> <li>On December 12, 2019 the Valleywood Residents Association was advised by the Minister of the Environment, Conservation and Parks that the Part II order was denied.</li> <li>Mr. Harrison advises that new information is available related to the Associations concerns that the transportation improvements considered in the Environmental Assessment would restrict fire and emergency services access to the Valleywood community.</li> <li>The Valleywood Residents Association requests that the ROPA 34 file remain open for additional relevant documentation regarding this human safety issue.</li> </ul>	<p>As referenced in the letter from Mr. Harrison there is no ability to appeal the Environmental Assessment undertaken by the Town of Caledon and appendix from the Minister states that he is satisfied that the Town has demonstrated that the project was undertaken in accordance with the provisions of the Municipal Class Environmental Assessment.</p> <p>The McLaughlin Road and Spine Road Municipal Class Environmental Assessment as well as the Mayfield West Phase 2 Stage 2 Transportation Assessment undertaken by the Town of Caledon in consultation with the Ministry of Transportation considered the population and employment for all of Mayfield West Phase 2, including both Stage 1 and Stage 2.</p> <p>The results of the Environmental Assessment states that further discussion on the emergency access gate from Hwy 410 to Snelcrest Drive will be undertaken at the detailed design stage of the intersection.</p>

## Appendix V

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

#	From	Summary of Comments	Regional Response/Action
4	Mr. Rob Harrison on behalf of the Valleywood Residents Association January 6, 2020		<p>Staff from the Town of Caledon advise that they intend to further review the emergency access gate as part of the Transportation Network Review they are undertaking as part of their Official Plan Review.</p> <p>As shown in Appendix VI, staff are satisfied with the results of the various technical studies undertaken to support the settlement expansion to include the Mayfield West Phase 2 Stage 2 lands.</p> <p>Staff have recommended a policy be included in ROPA 34 that requires the Town of Caledon include policies in the local official plan amendments and secondary plans to ensure the timely detailed design and construction or improvements to arterial roads as well as further review of the operation of intersection of Valleywood Blvd and Hurontario Road/Highway 410 and to have further discussions on the emergency access through the detailed design stage as outlined in approved environmental assessments.</p>
5	Mr. Rob Harrison and Mr Gerry Tobbin on behalf of the Valleywood Residents Association Meeting with staff January 17, 2020	<ul style="list-style-type: none"> <li>• Safety concerns with the Valleywood Blvd. intersection at Hurontario Road/Highway 410</li> <li>• Illegal trucking and storage uses in southern Caledon</li> </ul>	<p>As outlined above, staff have recommended a new policy be included in ROPA 34 that addresses the intersection of Valleywood Blvd. with Hurontario Road/Hwy 410.</p>

**Appendix V****Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan  
Amendment 34**

#	From	Summary of Comments	Regional Response/Action
		<ul style="list-style-type: none"><li>•</li></ul>	Regional staff have been advised that the Town of Caledon is implementing a new task force in 2020 that will focus on proactive land-use enforcement to address illegally or stored tractor trailers and commercial vehicles.



## Appendix VI

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

Study	Key Outcome	Link to Review Document
Mayfield West Phase 2 Stage 2: Planning Justification Report for Settlement Area Expansion (Draft) October 2019		Available on ROPA 34 webpage - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/2019/caledon-MW-PJR.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/2019/caledon-MW-PJR.pdf</a>
Comprehensive Environmental Impact Study and Management Plan Part A – March 2019 Plan Part B (Draft) – October 2019 Plan Part C (Draft) – November 2019	<ul style="list-style-type: none"> <li>Provides details on policy conformity and guiding principles</li> <li>Identifies the water resources and natural heritage system to be protected in accordance with policy requirements</li> <li>Identifies conceptual stormwater management plan for erosion, water quality and water quantity control</li> <li>Recommends a Comprehensive Adaptive Management Plan (CAMP) with adaptive / mitigation measures to be implemented through the secondary plan</li> <li>CAMP forms the framework to measure performance of CEISMP's recommended maintenance / enhancement strategies</li> </ul>	<p>Available on ROPA 34 webpage</p> <p>Part A - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/2019/CEISMP-partA.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/2019/CEISMP-partA.pdf</a></p> <p>Part B – <a href="https://www.peelregion.ca/planning/officialplan/pdfs/2019/CEISMP-partB.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/2019/CEISMP-partB.pdf</a></p> <p>Part C - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/2019/CEISMP-partC.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/2019/CEISMP-partC.pdf</a></p>
Fiscal Impact of Mayfield West Phase 2 Stage 2 Lands (Draft) – January 2018	<ul style="list-style-type: none"> <li>Financially sustainable from a capital and operating perspective.</li> </ul>	Available on ROPA 34 webpage - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/Financial-Impact-version-3.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/Financial-Impact-version-3.pdf</a>
Agricultural Assessment for Mayfield West Secondary Plan Update (Draft) – January 2018	<ul style="list-style-type: none"> <li>There are no reasonable alternative locations for settlement area expansion to occur on lower capability or lower priority agricultural lands</li> </ul>	Available on ROPA 34 webpage - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/Addendum-report-Jan-31-2018.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/Addendum-report-Jan-31-2018.pdf</a>

## Appendix VI

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

	<ul style="list-style-type: none"> <li>• MDS I setback requirements between proposed new development and existing livestock barns or manure storage areas are met with only one minor MDS setback encroachment affecting approximately 2.8 hectares of land</li> <li>• Mitigation recommendations are provided to address any impacts</li> <li>• AIA requirements have been met and meet the provincial requirements</li> </ul>	
Addendum to Environmental Noise and Vibration Impact Assessment for Mayfield West Phase 2 – June 2017	<ul style="list-style-type: none"> <li>• No significant concerns, any impacts can be mitigated</li> </ul>	Available on ROPA 34 webpage – <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/Environmental-Noise-and-Vibration-Impact-Assessment-Jade.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/Environmental-Noise-and-Vibration-Impact-Assessment-Jade.pdf</a>
Transportation Master Plan Second Addendum to Mayfield West Phase 2 – January 2018	<ul style="list-style-type: none"> <li>• Additional improvements beyond study area to be implemented through Caledon long range capital planning include: <ul style="list-style-type: none"> <li>• Turn lanes at Hurontario Street and Old School Road by 2031</li> <li>• Traffic signals at Chinguacousy Road and Old School Road</li> <li>• Widening of Hurontario Street from 2 to 3 lanes from Old School Road to the Highway 410/Valleywood Blvd interchange</li> </ul> </li> <li>• Transit Hub to connect local bus services with adjacent transit services and to GO Transit Stations in Brampton</li> </ul>	Available on ROPA 34 webpage – <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/180001-MW2-Stage-2-Phase-2-Update-Report-1-Part-1.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/180001-MW2-Stage-2-Phase-2-Update-Report-1-Part-1.pdf</a>  Appendices - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/180001-MW2-Stage-2-Phase-2-Update-Report-1-Part-2.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/2018/180001-MW2-Stage-2-Phase-2-Update-Report-1-Part-2.pdf</a>

## Appendix VI

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

	<ul style="list-style-type: none"> <li>• Cycling and walking trails will provide connectivity in the community as well as to adjacent communities including:             <ul style="list-style-type: none"> <li>• On street sidewalks on arterial roads, collector streets and on most local streets</li> <li>• Greenway and open space trails adjacent to natural areas</li> <li>• Multi use trails along some corridors</li> </ul> </li> </ul>	
Cultural Heritage Resource Assessment Review Update – May 2017	<ul style="list-style-type: none"> <li>• Two built heritage resources within the study area</li> <li>• Heritage impact statements should be prepared for future developments of properties that contain heritage resources</li> </ul>	Available on ROPA 34 webpage - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/Cultural-Heritage-Landscapes-Assessment-and-Built-Heritage-ASI.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/Cultural-Heritage-Landscapes-Assessment-and-Built-Heritage-ASI.pdf</a>
Letter Summarizing Water and Wastewater Servicing Study for Mayfield West Phase 2 Secondary Plan – March 2017	<ul style="list-style-type: none"> <li>• Existing and ongoing studies conclude that existing and planned future infrastructure will be available and the location and capacity of the infrastructure is appropriate to support the development</li> </ul>	Available on ROPA 34 webpage - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/Water-and-Waste-Water-Servicing-Study-Burnside.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/Water-and-Waste-Water-Servicing-Study-Burnside.pdf</a>
Mayfield West Phase 2 Archaeological Assessment Report – December 2008	<ul style="list-style-type: none"> <li>• Recommends all development in the subject lands be subject to a Stage 2 Assessment, except where already disturbed by 20<sup>th</sup> century buildings or roads</li> </ul>	Available on ROPA 34 webpage - <a href="https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/mayfield-west-phase2.pdf">https://www.peelregion.ca/planning/officialplan/pdfs/ropa/ninth/mayfield-west-phase2.pdf</a>

## Appendix VII

### Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34

**To:** Adrian Smith  
Acting Director and Chief  
Planner  
Regional Planning and  
Growth Management

**Date:** January 6, 2019

**From:** Duran Wedderburn  
Principal Planner  
Regional Planning and  
Growth Management

**Subject:** Municipal Allocation and Land  
Needs Overview

**CC:**

The purpose of this memo is to outline the work completed to date on the Region's municipal growth allocation and land budget work to support the Peel 2041 Official Plan Review.

#### **Background**

The Region of Peel is required to allocate population and employment growth to the local municipalities in accordance with Schedule 3 of A Place to Growth: Growth Plan for the Greater Golden Horseshoe.

The Region's current Official Plan allocates growth to the year 2031 in accordance with the Growth Plan, 2006. Table 1 illustrates the Regions current municipal allocation in-effect.

<b>Table 1</b>				
<b>In-effect Regional Official Plan Municipal Growth Allocation</b>				
<b>Municipality</b>	<b>2021</b>		<b>2031</b>	
	Population	Employment	Population	Employment
Brampton	635,000	280,000	727,000	314,000
Caledon	87,000	40,000	108,000	46,000
Mississauga	768,000	500,000	805,000	510,000
<b>Peel</b>	<b>1,490,000</b>	<b>820,000</b>	<b>1,640,000</b>	<b>870,000</b>

The Province released Amendment #2 to the Growth Plan, 2006 in June of 2013. The Amendment resulted in additional population and employment growth allocated to the Region of Peel for the year 2031 and an extension of the planning horizon to 2041.

<b>Table 2</b>				
<b>Additional Population and Employment Growth to be Accommodated in Peel, as a result of Amendment #2 to the Growth Plan, 2006</b>				
	<b>2031</b>		<b>2041</b>	
	Population	Employment	Population	Employment
Additional Growth	130,000	10,000	330,000	100,000

In October of 2017, the Region of Peel presented a draft municipal growth allocation and land budget to Council, as a part of the integrated approach to Growth Management. The analysis was based on meeting an intensification target of 55% annually, a minimum density target of 80 people and jobs per hectare for new designated greenfield areas and infrastructure servicing and financial inputs.

The result of the comprehensive analysis was that an additional land need of 1,300 hectares was required to accommodate forecasted growth to 2041 in Peel. Table #3 illustrates the 2031 forecast as included in the current Regional Official Plan compared to the 2041 municipal growth allocation endorsed by Regional Council in October 2017 and February 2019.

Public Works

<b>Table 3</b>						
<b>Comparison of in Effect 2031 and Council Endorsed 2041 Forecasts</b>						
<b>Municipality</b>	<b>In Effect 2031</b>		<b>Council Endorsed 2041</b>		<b>Difference</b>	
	Population	Employment	Population	Employment	Population	Employment
Brampton	727,000	314,000	890,000	325,000	163,000	11,000
Caledon	108,000	46,000	160,000	80,000	52,000	34,000
Mississauga	805,000	510,000	920,000	565,000	115,000	55,000
<b>Peel</b>	<b>1,640,000</b>	<b>870,000</b>	<b>1,970,000</b>	<b>970,000</b>	<b>330,000</b>	<b>100,000</b>

In May 2019, the provincial government released A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The provincial document updates the minimum intensification and density targets in the plan by:

- Decreasing the minimum intensification target to 50% annually; and,
- Decreasing the minimum designated greenfield area density target to 50 people and jobs per hectare.

The Region is currently working with the local municipalities to review and update the municipal allocation and land needs assessment assumptions based on appropriate targets for the Region of Peel. Preliminary analysis shows that there will be no changes to the municipal allocation. However, there may be a need for additional lands to be accommodated through settlement area boundary expansion.

**Summary of Additional Land Needs in Caledon**

The comprehensive land budget work completed to support the integrated approach to growth management in October 2017 provides a strong basis to evaluate the Region's ability to accommodate growth to 2041. While there have been several changes to provincial policies, minimum targets, and new methodologies, the Region's analysis continues to demonstrate that there will be a need for additional lands through settlement areas boundary expansion to accommodate future growth in Caledon.

<b>Table 4</b>					
<b>Overview of Land Needs in Caledon by Scenario</b>					
<b>New DGA Community and Employment Area Land Need</b>	<b>CALEDON</b>		Scenario 15 October 2017	Scenario 16 February 2019	Scenario 16 December 2019 (draft)
	<b>Community Land Need (developable ha)</b>	Population	40,000	40,000	43,100
		Community Area Employment	4,500	4,500	5,100
		Persons and Jobs	45,000	44,500	48,200
		@ 65 p+j/ha	-	-	740
		@ 80 p+j/ha	567	560	-
	<b>Employment Land Need (developable area)</b>	Employment Area Jobs	19,500	19,500	14,900
		hectares	650	740	560

Note: Figures do not include Mayfield West Phase 2 Stage 2 or Ninth Line

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**Subject:** FW: Response from the Ministry of Municipal Affairs and Housing  
**Attachments:** Bill 138 - Planning to Build Ontario Together Act, 2019.pdf

**From:** Batres, Raquel (MMA) <[Raquel.Batres@ontario.ca](mailto:Raquel.Batres@ontario.ca)> **On Behalf Of** Hall, Caspar (MMA)  
**Sent:** February 19, 2020 10:40 AM  
**To:** Iannicca, Nando <[nando.iannicca@peelregion.ca](mailto:nando.iannicca@peelregion.ca)>  
**Cc:** Ballantine, John (MMA) <[John.Ballantine@ontario.ca](mailto:John.Ballantine@ontario.ca)>  
**Subject:** Response from the Ministry of Municipal Affairs and Housing

Hello Chair Iannicca,

Thank you for your letter regarding your concerns about the community benefits charges framework and Bill 138: the Plan to Build Ontario Together Act, 2019.

As you may know, the government has been consulting on proposed changes under Bill 108: the More Homes, More Choice Act through a technical working group and an online consultation through which the ministry sought input from Ontarians. The municipal technical working group included representation from Peel. We heard from our consultations that it is important to ensure there is transparency and accountability in the determination of the costs that form the basis of the community benefits charge.

The Ministry will continue to consult the municipal sector and other stakeholders again through a proposed 2<sup>nd</sup> posting on the Environmental Registry of Ontario for community benefits charges in the near future and we encourage you to submit any feedback and concerns that may arise.

Our government remains committed to reducing housing costs and overcoming barriers to build more housing, and for this reason we appreciate and thank you for bringing your concerns and feedback to the attention of the government.

Best regards,

Caspar Hall  
**Director**  
Municipal Finance Policy Branch  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto, ON, M7A 2J3

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_



Nando Iannicca  
Regional Chair & CEO

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

Letter to Minister Clark re: Bill 138

December 02, 2019

Honourable Steve Clark  
Minister of Municipal Affairs and Housing  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto, ON M5G 2E5

**Re: The Community Benefits Charge Technical Working Group and the Bill 138:  
Planning to Build Ontario Together Act, 2019.**

Dear Minister Clark:

I am writing to you to comment on *Bill 138: Planning to Build Ontario Together Act, 2019*. Please be aware that this letter is subject to endorsement by Region of Peel Council. A copy of the Council Report and resolution will be forwarded to your Ministry upon Council endorsement, for further consideration.

The Region of Peel supports the Province's goals of increasing housing supply and making housing more affordable for Ontario residents, as outlined in *More Home, More Choice: Ontario's Housing Supply Action Plan*. To this end, the Region has, over the last year, submitted comments to the Province on the Action Plan and the supporting legislation and regulations under *Bill 108: The More Homes, More Choice Act, 2019*, highlighting concerns about how growth will be financed in Ontario and the associated impacts on housing supply.

The Region has worked closely with its partner associations, the Association of Municipalities Ontario (AMO), the Municipal Finance Officers' Association (MFOA) and Ontario Regional and Single Tier Treasurers (ORSTT). It is in this spirit that the Region highlights and supports recommendations advanced by MFOA and ORSTT in a recent letter to Deputy Minister Kate Manson-Smith. They recommend:

- that the community benefits charge (CBC) consultation process be extended to ensure that the CBC capping formula is done right, rather than quickly; and further
- that information on CBC capping policy options and impact analysis results, developed by Provincial consultants, be shared with the wider CBC technical working group.

The Region appreciates the Province's willingness to act on municipal sector recommendations regarding development financing through *Bill 138*. In particular, the Region welcomes the Province's proposal to remove commercial and industrial developments from the development charge deferral. While these proposed changes in *Bill 138* are positive, they fall short of a commitment to municipal revenue neutrality.

**Nando Iannicca**  
Regional Chair & CEO

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

The Region has concerns about proposed changes in *Bill 138* to the *Planning Act* that would permit CBC by-laws and by-law amendments to be appealed to the Local Planning Appeal Tribunal (LPAT). Permitting CBC by-law appeals to the LPAT is likely to increase the overall number of appeals, creating significant revenue risks for municipalities in the form of delays and decreases in amounts payable, and increased administrative costs for municipalities and for LPAT itself. These added costs potentially undermine the goal of revenue neutrality for the new CBC regime.

Further, upon appeal of a CBC by-law, *Bill 138* states that it is not within the powers of the LPAT to increase a CBC amount, but the LPAT may decrease CBCs. This could result in appeals being used as a tool to reduce the amount of CBCs ultimately paid to the Region and local municipalities.

As a result of these concerns, the Region recommends:

- **that the Province comprehensively consider the administrative and financial impacts of introducing an LPAT appeal process for CBC by-laws and by-law amendments on municipalities, including CBC revenue neutrality; and**
- **that the Province review the proposed appeal provisions to allow the LPAT to increase the amount of a CBC if a by-law is appealed.**

Additionally, clarification is required on section 9.1 of the *Development Charges Act, 1997*, as amended. There is a risk of lost revenues for those municipalities who do not have separate DC by-laws for hard services and soft services with existing DC by-law(s) that are expiring between now and the CBC proclamation date.

The Region recommends that section 9.1 be relaxed so that municipalities are afforded the options of:

- **allowing the existing DC by-law to continue to be in effect for both hard service and soft services until ten (10) months after the proclamation of the CBC regulatory framework, or**
- **allowing the existing DC by-law to continue to be in effect for soft services until the proclamation of the CBC regulatory framework and passing a new DC by-law for the hard services.**

The Region remains concerned that without further consultation, future development charge and CBC revenue will not be adequate for municipalities to recover the costs of the infrastructure required to support growth in Peel. This would undermine the Region's principle that 'growth should pay for growth' and threaten the Region's ability to increase housing supply and choice. As you committed in your June 7<sup>th</sup> letter to the heads of municipal councils, municipalities must be kept whole in order to pay for needed growth infrastructure, and in turn, increase housing supply.

We look forward to continuing to work with the Province to address the issue of housing supply and affordability in Peel Region and across Ontario. Regional staff would be pleased to discuss and provide any clarifications or additional comments as required.

Kindest personal regards,



**Nando Iannicca**  
Regional Chair & CEO

**Nando Iannicca**  
Regional Chair & Chief Executive Officer

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M7A 2J3  
Tel.: 416 585-7000

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél. : 416 585-7000



**RECEIVED**

February 28, 2020

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

February 28, 2020

Dear Head of Council:

**RE: Provincial Policy Statement, 2020**

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Earlier today, the government of Ontario released the Provincial Policy Statement (PPS), 2020. The PPS is an important part of Ontario's land use planning system, setting out the provincial land use policy direction that guides municipal decision-making.

Municipalities play a key role in implementing provincial land use policies through local official plans, zoning by-laws and other planning decisions. The Planning Act requires that decisions on land use planning matters be "consistent with" PPS policies.

The PPS, 2020 supports implementation of **More Homes, More Choice**: Ontario's Housing Supply Action Plan and includes key changes to:

- Encourage an increase in the mix and supply of housing
- Protect the environment and public safety
- Reduce barriers and costs for development and provide greater certainty
- Support rural, northern and Indigenous communities
- Support the economy and job creation

The PPS, 2020 works together with other recent changes to the land use planning system – including changes to the Planning Act through Bill 108, More Homes, More Choice Act, 2019 and **A Place to Grow**: Growth Plan for the Greater Golden Horseshoe. Collectively, these changes support key government priorities of increasing housing supply, supporting job creation and reducing red tape – while continuing to protect Ontarians' health and safety and the environment, including the Greenbelt.

The PPS, 2020 policies will take effect on May 1, 2020. It will replace the Provincial Policy Statement, 2014. In accordance with section 3 of the Planning Act, all decisions affecting land use planning matters made after this date shall be consistent with the PPS, 2020. My ministry will be in touch to provide education and training for municipal staff to support implementation of the new policies.

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_

For more information about the PPS, 2020, please visit [ontario.ca/PPS](http://ontario.ca/PPS) where you will find:

- A digital version of the PPS, 2020
- A link to the decision notice on the Environment Registry of Ontario (ERO #019-0279)

If you have any questions about the Provincial Policy Statement, 2020, please contact the ministry at [provincialplanning@ontario.ca](mailto:provincialplanning@ontario.ca) or by calling 1-877-711-8208.

Sincerely,



Steve Clark  
Minister

c: Planning Head, Planning Board Secretary-Treasurer, and/or Clerks

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**For Information**

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**REPORT TITLE: 2019 Statement of Remuneration and Expenses**

**FROM:** Stephen Van Ofwegen, Commissioner of Finance and Chief Financial Officer

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**OBJECTIVE**

To provide the 2019 Statement of Remuneration and Expenses as required under section 284 of the *Municipal Act, 2001*, as amended.

**REPORT HIGHLIGHTS**

- Members of Regional Council and Regional Appointees have received remuneration and expenses during 2019 which are disclosed annually, as per the *Municipal Act, 2001*.
- Payment information reported for Regional Appointees relating to other bodies, such as the Conservation Authorities have been provided by these bodies.
- Regional Council approved in 2014, an annual increase in the four-year term allowance for reimbursement of business expenses based on the Consumer Price Index of the previous year. For 2020 expenses, this represents a 2.1 per cent increase resulting in a revised term allowance of \$23,740, from \$23,260, for each Member of Council.

**DISCUSSION**

All payments made during 2019 to or on behalf of Members of Council and Regional Appointees are listed in Appendix I and II of this report. In accordance with section 284 of the *Municipal Act, 2001*, this listing must be reported to Council annually by March 31<sup>st</sup>.

Appendix I provides a break down of the remuneration and expenses in the following main categories: salary, benefits, expenses covered through the Members of Council term allowance and expenses covered through Corporate accounts.

The benefits listed in Appendix I include the employer paid portion of the Ontario Municipal Employees Retirement System (OMERS), the Canada Pension Plan, the Employee Health Tax, Group Life, Health Spending and Basic Accidental Death and Dismemberment. The authority to remit this remuneration is found in Resolution RCB-2017-26.

The expenses covered through the Members of Council term allowance listed in Appendix I includes costs related to business travel, training, conferences, meals, home office expenses and constituent expenses. These costs have been categorized in Appendix I as conference related expenses and constituent and other expenses. Expenses covered through Corporate accounts in Appendix I include costs related to one Regional newsletter per Member of Council. Appendix II provides a break down of the non-salary related remuneration and expenses paid to Members of Council and non-Members of Council who are appointed and endorsed by Regional



## **2019 Statement of Remuneration and Expenses**

Council as Regional committee members, or as committee members or officers of municipal organizations in the following main categories: other remuneration, benefits and expenses.

On December 19, 2019, Regional Council approved an amendment to the Business Expense Account – Members of Council Policy to allow Regional Council Section Chairs and Vice-Chairs, in addition to Members of Council who are appointed and endorsed by Regional Council as Regional committee members, or as committee members or officers of municipal organizations, to claim event/conference costs under program accounts and implemented a new requirement that any event/conference expenses charged to program cost centres be approved by the particular committee or Regional Council.

### **FINANCIAL IMPLICATIONS**

The four-year term allowance for each Member of Council for business expenses is increased annually, as directed by Regional Council Resolution 2014-639 and the annual increase is based on Statistics Canada Consumer Price Index of the previous year. Based on the 2019 Statistics Canada Consumer Price Index, the term allowance will increase by 2.1 per cent from \$23,260 to \$23,740 for 2020.

The cumulative impact for the annual increase in the term allowance for business expenses for all of Council is \$11,520 over the four-year term. Funding for the term allowance is available through the Council operating budget.

Funding for event/conference expenses for Members of Council who are appointed and endorsed by Regional Council as Regional Council Section Chairs and Vice-Chairs, Regional committee members, or as committee members or officers of municipal organizations can be accommodated within existing program operating budgets.

### **CONCLUSION**

The 2019 Statement of Remuneration and Expenses is a statutory report listing the remuneration and expenditures paid to or on behalf of current and former Members of Council and their appointees during the 2019 calendar year. The term allowance for business expenses in the amount of \$23,260 will increase to \$23,740 in 2020 for each Member of Council for the four-year period.

### **APPENDICES**

Appendix I – 2019 Summary of Remuneration and Expenses

Appendix II – 2019 Regional Appointee Remuneration and Expenses

*For further information regarding this report, please contact Stephanie Nagel, Director, Corporate Finance, Ext. 7105, [stephanie.nagel@peelregion.ca](mailto:stephanie.nagel@peelregion.ca).*

*Authored By: Sandy Calandra, Manager, Accounting Services*

## 2019 Statement of Remuneration and Expenses

*Reviewed and/or approved in workflow by:*

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, appearing to read "Nancy Polsinelli". The signature is written in a cursive, flowing style.

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N. Polsinelli, Interim Chief Administrative Officer

# Appendix I

## 2019 Statement of Remuneration and Expenses

### REGIONAL MUNICIPALITY OF PEEL REGIONAL CHAIR AND MEMBERS OF COUNCIL 2019 SUMMARY OF REMUNERATION AND EXPENSES

CURRENT MEMBER OF COUNCIL (2018-2022)					COVERED THROUGH COUNCILLOR TERM ALLOWANCE EXPENSE ACCOUNTS			NEWSLETTER EXPENSES COVERED THROUGH CORPORATE ACCOUNTS
		SALARY	BENEFITS (Note 1)	TOTAL REMUNERATION	CONFERENCE RELATED EXPENSES	CONSTITUENT AND OTHER EXPENSES	TOTAL TERM ALLOWANCE EXPENSES	
N. Iannicca	Regional Chair	\$ 184,161.24	\$ 36,215.59	\$ 220,376.83	\$ 8,813.73	\$ 230.00	\$ 9,043.73	\$ -
P. Brown	Mayor of Brampton	56,742.72	9,800.37	66,543.09	3,190.68	-	3,190.68	35,776.93
G. Carlson	Mississauga Ward 11	56,742.72	9,894.18	66,636.90	-	-	-	-
B. Crombie	Mayor of Mississauga	56,742.72	9,843.29	66,586.01	2,716.86	-	2,716.86	-
D. Damerla	Mississauga Ward 7	56,742.72	9,850.10	66,592.82	1,054.53	-	1,054.53	9,657.06
S. Dasko	Mississauga Ward 1	56,742.72	9,919.32	66,662.04	7,534.80	1,036.92	8,571.72	5,056.60
G. Dhillon	Brampton Wards 9 & 10	56,742.72	9,850.10	66,592.82	-	2,036.88	2,036.88	7,260.74
J. Downey	Caledon Ward 2	56,742.72	9,894.18	66,636.90	2,854.97	1,190.03	4,045.00	2,441.46
C. Fonseca	Mississauga Ward 3	56,742.72	9,894.18	66,636.90	825.37	1,119.36	1,944.73	5,225.55
P. Fortini	Brampton Wards 7 & 8	56,742.72	9,850.10	66,592.82	95.00	3,662.82	3,757.82	9,539.09
A. Groves	Caledon Ward 5	56,742.72	9,894.18	66,636.90	463.15	6,321.64	6,784.79	2,059.60
J. Innis	Caledon Wards 3 & 4	56,742.72	9,894.18	66,636.90	3,719.28	870.47	4,589.75	1,494.78
J. Kovac	Mississauga Ward 4	56,742.72	9,894.18	66,636.90	-	950.00	950.00	9,340.87
M. Mahoney	Mississauga Ward 8	56,742.72	9,894.18	66,636.90	4,721.58	831.25	5,552.83	6,464.10
S. McFadden	Mississauga Ward 10	56,742.72	9,894.18	66,636.90	-	6,163.20	6,163.20	9,839.49
M. Medeiros	Brampton Wards 3 & 4	56,742.72	9,894.18	66,636.90	-	5,160.15	5,160.15	9,293.49
M. Palleschi	Brampton Wards 2 & 6	56,742.72	9,894.18	66,636.90	1,441.44	-	1,441.44	9,219.48
C. Parrish	Mississauga Ward 5	56,742.72	1,920.80	58,663.52	-	11,870.98	11,870.98	2,981.57
K. Ras	Mississauga Ward 2	56,742.72	9,894.18	66,636.90	1,499.28	9,921.68	11,420.96	9,991.04
P. Saito	Mississauga Ward 9	56,742.72	1,920.80	58,663.52	-	238.03	238.03	10,860.13
R. Santos	Brampton Wards 1 & 5	56,742.72	9,850.10	66,592.82	-	283.88	283.88	3,931.67
I. Sinclair	Caledon Ward 1	56,742.72	1,930.92	58,673.64	1,342.28	730.88	2,073.16	2,166.35
R. Starr	Mississauga Ward 6	56,742.72	1,805.45	58,548.17	-	5,091.19	5,091.19	9,740.73
A. Thompson	Mayor of Caledon	56,742.72	9,894.18	66,636.90	2,025.64	4,697.31	6,722.95	6,762.11
P. Vicente	Brampton Wards 1 & 5	56,742.72	9,919.32	66,662.04	-	350.00	350.00	3,931.66

FORMER MEMBER OF COUNCIL (2014-2018)		RETIREMENT ALLOWANCE
F. Dale	Former Regional Chair	\$ 5,416.91
D. Cook	Former Regional Councillor	4,665.75
G. Gibson	Former Regional Councillor	12,557.98
G. Miles	Former Regional Councillor	45,988.94
B. Shaughnessy	Former Regional Councillor	18,662.98
J. Sprovieri	Former Regional Councillor	55,988.94

**Note 1:** Includes employer portions of Health & Dental, Group Life and Accidental Death & Dismemberment Insurance, Employee Health Tax, Ontario Municipal Employee Retirement System (OMERS), if applicable, and Canada Pension Plan, if applicable.

## Appendix II

### 2019 Statement of Remuneration and Expenses

#### REGIONAL MUNICIPALITY OF PEEL

#### 2019 NON-SALARY RELATED REMUNERATION AND EXPENSES PAID BY REGION AND/OR OTHER BODIES

MEMBER OF COUNCIL			ORGANIZATION	OTHER REMUNERATION	BENEFITS (Note 1)	EXPENSES
N.Iannicca	Regional Chair	Police Services Board		\$ 18,266.83	\$ 3,358.64	\$ 1,200.00
P.Brown	Mayor of Brampton	Police Services Board		14,075.57	2,413.93	1,200.00
B. Crombie	Mayor of Mississauga	Police Services Board		14,075.57	2,415.27	1,200.00
S. Dasko	Mississauga Ward 1	Credit Valley Conservation		553.78	-	79.40
J. Downey	Caledon Ward 2	Credit Valley Conservation		633.56	-	236.60
M. Mahoney	Mississauga Ward 8	Credit Valley Conservation		793.12	-	114.20
M. Medeiros	Brampton Wards 3 & 4	Credit Valley Conservation		474.00	-	50.85
M. Palleschi	Brampton Wards 2 & 6	Credit Valley Conservation		635.12	-	192.36
K. Ras	Mississauga Ward 2	Credit Valley Conservation		14,145.56	-	262.04
R. Starr	Mississauga Ward 6	Credit Valley Conservation		633.56	-	136.50
D. Damerla	Mississauga Ward 7	Toronto & Region Conservation Authority		1,126.06	-	608.92
J. Innis	Caledon Wards 3 & 4	Toronto & Region Conservation Authority		6,669.74	-	1,816.14
M. Palleschi	Brampton Wards 2 & 6	Toronto & Region Conservation Authority		433.10	-	175.00
R. Santos	Brampton Wards 1 & 5	Toronto & Region Conservation Authority		606.34	-	234.50
C. Fonseca	Mississauga Ward 3	FCM Board		-	-	5,162.58

REGIONAL APPOINTEES		ORGANIZATION	OTHER REMUNERATION	BENEFITS (Note 1)	EXPENSES
A. Ansari		Conservation Halton	\$ 150.00	\$ -	\$ 15.90
J. Williams		Conservation Halton	825.00	-	408.10
A. Attia		Police Services Board	8,408.44	-	355.94

**Note 1:** Includes employer portions of Health & Dental, Group Life and Accidental Death & Dismemberment Insurance, Employee Health Tax, Ontario Municipal Employee Retirement System (OMERS), if applicable, and Canada Pension Plan, if applicable.

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**REPORT TITLE:**      **Proposed Surplus Declaration and Transfer of Region Owned Land and Interests at Various Locations - City of Brampton, Ward 4, and City of Mississauga, Ward 5**

**FROM:**                      Kathryn Lockyer, Acting Commissioner of Corporate Services  
                                        Andrew Farr, Acting Commissioner of Public Works

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## **RECOMMENDATION**

**That the fee simple interest in lands described as Part of Lot 14, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 1 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys be declared surplus to the needs of The Regional Municipality of Peel, subject to reservation of a permanent easement for telecommunication facilities;**

**And further, that a permanent hydro easement interest in lands described as Part of Lot 14, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 2 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys be declared surplus to the needs of The Regional Municipality of Peel;**

**And further, that a temporary working easement interest, for a sixty day term, in lands described as Part of Lot 14, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 3 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys 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 Sell Agreement with Metrolinx, as purchaser, for the transfer of the fee simple interest in lands described as Part of Lot 14, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 1 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys; and, a temporary working easement interest, for a sixty day term, in lands described as Part of Lot 14, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 3 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys, for the Hurontario Light Rail Transit (HuLRT) project;**

**Proposed Surplus Declaration and Transfer of Region Owned Land and Interests at Various Locations - City of Brampton, Ward 4, and City of Mississauga, Ward 5**

**And further, that the transfer of a permanent hydro easement interest in lands described as Part of Lot 14, Concession 1 West of Hurontario Street, City of Brampton (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 2 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys be transferred to Alectra Utilities Corporation for the Hurontario Light Rail Transit (HuLRT) project;**

**And further, that a permanent hydro easement interest in lands described as Part of Lot 5, Concession 1 West of Hurontario Street, City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-20199 be declared surplus to the needs of The Regional Municipality of Peel;**

**And further, that the permanent hydro easement interest in lands described as Part of Lot 5, Concession 1 West of Hurontario Street, City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-20199 be transferred gratuitously to Alectra Utilities Corporation for the Hurontario Light Rail Transit (HuLRT) project;**

**And further, that a permanent hydro easement interest in lands described as Reserve Block 8 on Registered Plan 43M-1447, City of Mississauga, Regional Municipality of Peel be declared surplus to the needs of The Regional Municipality of Peel;**

**And further, that the permanent hydro easement interest in lands described as Reserve Block 8 on Registered Plan 43M-1447, City of Mississauga, Regional Municipality of Peel be transferred gratuitously to Alectra Utilities Corporation for the Hurontario Light Rail Transit (HuLRT) project;**

**And further, that the Office of the Regional Solicitor be authorized to complete any and all transactions, including the execution of all agreements, documents, affidavits, statutory declarations and undertakings required for each property included in this report;**

**And further, that the Commissioner of Public Works be authorized to execute any and all Offer to Sell Agreements required for the transfer of lands for each property included in this report.**

**REPORT HIGHLIGHTS**

- Metrolinx requires fee simple and temporary easement interests for the construction of the Hurontario Light Rail Transit (HuLRT) project.
- Alectra Utilities Corporation requires permanent easement interests for hydro purposes as part of the construction of the HuLRT project.
- Regional Council approval is required to declare the lands as surplus and to enter into agreements for the transfer of the necessary real property interests to each party.



## **Proposed Surplus Declaration and Transfer of Region Owned Land and Interests at Various Locations - City of Brampton, Ward 4, and City of Mississauga, Ward 5**

### **DISCUSSION**

In a report dated September 14, 2017 (Resolution 2017-706) Regional Council was informed about the Hurontario Light Rail Transit (HuLRT) project which is being completed by Metrolinx.

The HuLRT is an 18 kilometer light rail transit alignment with 19 stops that will run on Hurontario Street from the Port Credit GO Station in the City of Mississauga to the Gateway Terminal in the City of Brampton.

The Regional Municipality of Peel owns the Peel Regional Police 22<sup>nd</sup> Division site located at 7750 Hurontario Street, in the City of Brampton, as shown on the attached Appendix I. Additionally, The Regional Municipality of Peel (the "Region") owns two one foot reserves that are located along the project route, with one at Britannia Road West, as shown on the attached Appendix II and one at Derry Road West, as shown on the attached Appendix III, in the City of Mississauga (collectively the "Lands").

Staff from Metrolinx contacted Regional staff with a request to acquire fee simple and permanent and temporary easement interests within the Lands in order to construct the HuLRT project (the "Interests").

Regional staff completed an internal circulation to determine if there were any objections to the transfer of the Interests from 7750 Hurontario Street that are required by Metrolinx. The Region's Public Sector Network (the "PSN") division and the Peel Regional Police (the "Police") objected, noting that the PSN needs to be protected at this location, as it services the 9-1-1 call centre. No other objections were received.

Regional staff worked together with Metrolinx to address and resolve the PSN and Police issues of concern to protect the PSN.

As a result of the HuLRT project the property interests will be required from the following Region owned properties and Regional Council approval is required to declare surplus and dispose of the Interests in the lands. The Interests are described below:

#### **Property #1 - 7750 Hurontario Street, City of Brampton Peel Regional Police: 22<sup>nd</sup> Division**

- Fee simple – Part 1 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys, with an area of approximately 15 square meters (161.45 square feet / 0.0037 acres), and subject to a Telecommunication Facilities easement to be reserved back in the name of The Regional Municipality of Peel;
- Permanent hydro easement – Part 2 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys, with an area of approximately 58 square meters (624.3 square feet / 0.014 acres); and
- Temporary easement – Part 3 on draft reference plan Dwg. No. 36211, prepared by A. T. McLaren Limited Legal and Engineering Surveys, with an area of approximately 63 square meters (678.12 square feet / 0.015 acres).

## **Proposed Surplus Declaration and Transfer of Region Owned Land and Interests at Various Locations - City of Brampton, Ward 4, and City of Mississauga, Ward 5**

### **Property #2 - One Foot Reserve, City of Mississauga**

**Southwest corner of the intersection: Hurontario Street and Derry Road West**

- Permanent hydro easement - Part of Lot 5, Concession 1 West of Hurontario Street, City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel, designated as Part 4 on Reference Plan 43R-20199, with an area of approximately 23 square meters (248 square feet / 0.0056 acres).

### **Property #3 – One Foot Reserve, City of Mississauga**

**Southwest corner of the intersection: Hurontario Street and Britannia Road West**

- Permanent hydro easement - Reserve Block 8 on Registered Plan 43M-1447, City of Mississauga, Regional Municipality of Peel, with an area of approximately 69 square meters (743 square feet / 0.017 acres).

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

1. In accordance with Subsection 3(a), the subject lands are classified as having no general demand or market.
2. In accordance with Subsection 4(a), the subject lands are exempt from the requirement to obtain an appraisal; however, Metrolinx provided an external appraisal for the Interests located at 7750 Hurontario Street, Brampton, that was reviewed by Regional staff, the values of which were accepted.
3. In accordance with Subsection 4(b), the only transferees are Metrolinx and Alectra Utilities Corporation.

Notice to the public of the proposed transfers will be given by posting of a Public Notice from March 9, 2020 to March 12, 2020 inclusive in the lobby of Suite A and B of Regional Headquarters at 10 Peel Centre Drive, Brampton and on the Notice Page of the Region's website, as designated by the Regional Clerk.

## **FINANCIAL IMPLICATIONS**

As part of the negotiations with Metrolinx, they have offered to purchase the subject Interests from 7750 Hurontario Street for \$26,300.00. The acquisitions of the Interests from the one foot reserves will be completed gratuitously. Regional staff have reviewed and support the value of the compensation for each of the Interests to be transferred. The proceeds from the sale of the Interests to Metrolinx will be deposited into the Peel Regional Police account PP00007 86805.

## **APPENDICES**

Appendix I - 7750 Hurontario Street, Brampton

Appendix II - One Foot Reserve – Britannia Road West, Mississauga

Appendix III - One Foot Reserve – Derry Road West, Mississauga

*For further information regarding this report, please contact Lori-Ann Thomsen, Real Property and Facility Acquisition, Real Estate, Ext. 7636, [lori-ann.thomsen@peelregion.ca](mailto:lori-ann.thomsen@peelregion.ca).*

**Proposed Surplus Declaration and Transfer of Region Owned Land and Interests at Various Locations - City of Brampton, Ward 4, and City of Mississauga, Ward 5**

*Authored By: Ryan Gulyas*  
*ROS-18076*

*Reviewed and/or approved in workflow by:*

Department Commissioners, Division Directors, Financial Support Units and Legal Services.

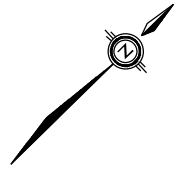
Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, appearing to read "Nancy Polsinelli". The signature is written in a cursive, flowing style with a horizontal line extending from the end of the name.

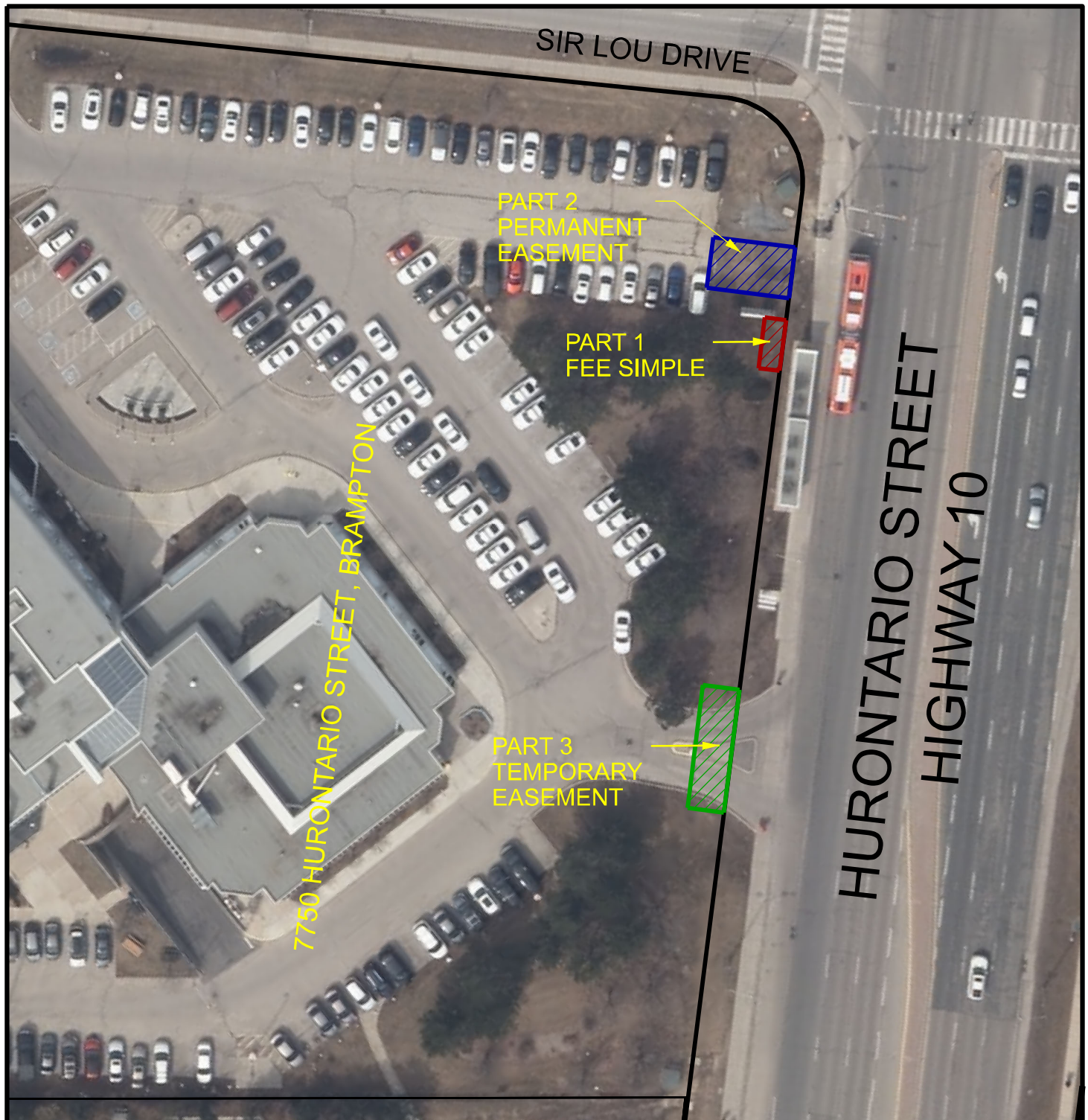
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N. Polsinelli, Interim Chief Administrative Officer

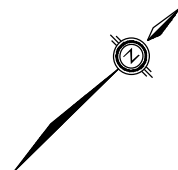
# APPENDIX I



## PROPOSED SURPLUS DECLARATION AND TRANSFER OF REGION OWNED LAND AND INTERESTS AT VARIOUS LOCATIONS CITY OF BRAMPTON, WARD 4, AND CITY OF MISSISSAUGA, WARD 5



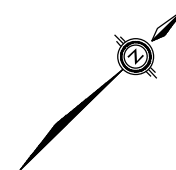




**PROPOSED SURPLUS DECLARATION AND TRANSFER OF  
REGION OWNED LAND AND INTERESTS AT VARIOUS LOCATIONS  
CITY OF BRAMPTON, WARD 4, AND CITY OF MISSISSAUGA, WARD 5**







## PROPOSED SURPLUS DECLARATION AND TRANSFER OF REGION OWNED LAND AND INTERESTS AT VARIOUS LOCATIONS CITY OF BRAMPTON, WARD 4, AND CITY OF MISSISSAUGA, WARD 5





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**REPORT TITLE:     Public Sector Network: Opportunities for Use by the Private Sector**

**FROM:                 Sean Baird, Commissioner of Digital and Information Services**

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## **RECOMMENDATION**

**That the Public Sector Network's (PSN) proposed approach to handle new revenue opportunities, as outlined in the report of the Commissioner of Digital and Information Services titled, "Public Sector Network: Opportunities for Use by the Private Sector", be endorsed;**

**And further, that staff report back to Regional Council should a PSN private sector opportunity become available.**

## **REPORT HIGHLIGHTS**

- The Public Sector Network (PSN) has significant unused fibre capacity, with only approximately one-third of existing fibre currently being used.
- Under the PSN Owners' Agreement, only public sector organizations are eligible to access and use the PSN in Peel; direct use of PSN by the private sector would require revising the PSN Owners' Agreement.
- Some surplus capacity could be made available to the private sector, through "sale, rent or lease" provisions of the Owners' Agreement.
- Potential revenue from making surplus PSN fibre available to the private sector for a defined lease rate is unknown but is not considered to be substantial.

## **DISCUSSION**

### **1. Background**

The Public Sector Network (PSN) annual report was presented to Regional Council on June 13, 2019. Staff were directed to explore opportunities to generate additional revenue for the PSN owners (municipalities) by making excess bandwidth available for private sector use, while ensuring current users are not negatively impacted.

Established in 1996, the PSN was created principally to meet the needs of its owners (Region of Peel, City of Mississauga, City of Brampton and Town of Caledon) by providing low-cost high-speed telecommunications between municipal facilities. Although other municipalities in Ontario and across Canada have also installed municipal fibre to connect their facilities, PSN has been a leader in this regard as one of the first and still the largest municipally owned network in Canada.

## **Public Sector Network: Opportunities for Use by the Private Sector**

A conservative analysis calculates that PSN has generated over \$100 million in savings for the owners over its 20+ years of operation – all for a cumulative investment of \$25 million by the PSN partners. This investment will continue to provide savings estimated at up to \$10 million annually for the immediate future.

The initial backbone ring, connecting Peel and Mississauga, was completed by 1998. Since that time, the network has been expanded each year and now comprises more than 800 km of fibre and almost 50,000 strand kilometers.

The initial backbone was built using 96-strand fibre, with spurs and secondary rings ranging from six to 48 strands. More recent backbone sections have 144 or even 288 strands of fibre. In addition to providing for future needs, these fibre counts reflect that the cost of construction is up to 90 per cent labour. Incremental costs for doubling strand count are marginal, adding perhaps five per cent to the overall costs. On this basis, it is prudent to ensure that PSN doesn't run out of capacity, such that there would be a need to rebuild a section.

A recent audit of fibre usage shows that about one-third of available strand-kilometers are in active use. This ranges from quite low usage in some areas to other areas where there are at or near full usage.

In recent years, connection of non-traditional "nodes", such as traffic controllers, bus shelters and Supervisory Control and Data Acquisition (SCADA) sites, have benefited from available PSN capacity. In the future, emerging "smart cities" infrastructure, with its array of sensors and cameras, will draw further on capacity that might today appear to be surplus.

## **2. Findings**

### **a. Use by the Broader Public Sector: Subscribers and Constituent Agencies**

The Public Sector Network (PSN) Owners' Agreement specifies that only public sector organizations are eligible to access the network. Limiting access to public sector organizations is consistent with the purpose for which PSN was built – to reduce costs and improve efficiency of providing public services in Peel. It also avoids placing PSN in competition with private sector carriers providing telecommunications-based services to businesses and residents.

In addition to use by the owners (Region of Peel, City of Mississauga, City of Brampton, Town of Caledon), access to PSN is made available to:

- **Constituent Agencies:** Any public sector organization to which Peel or any local municipality appoints members to its board. Constituent agencies pay the capital costs to connect their sites but receive free access to existing PSN fibre once connected. As examples, Peel Regional Police, Peel Housing Corporation and Credit Valley Conservation Authority are constituent agencies of the Region and make use of PSN.
- **Subscribers:** Organizations from the broader public sector or "organizations whose principal purpose is to provide publicly funded services". Subscribers are eligible to access PSN for a defined fee structure, upon entering into an Access Agreement with the PSN owners. Current subscribers include Sheridan College, William Osler Health System and Trillium Health Partners. In the past, the University of Toronto (Mississauga Campus) and MTO have been subscribers.

## **Public Sector Network: Opportunities for Use by the Private Sector**

Historically, PSN approached both the Government of Canada and the Province of Ontario regarding using PSN to connect their facilities within Peel. However, both were committed to other arrangements and suppliers to address their broader telecommunications needs.

Similarly, both school boards in Peel were approached regarding PSN usage. However, after considerable discussion, the school boards entered into a contract with private sector providers in 2002 to connect all schools within Peel. Recent approaches confirm that this contract is still meeting the needs of the boards.

Given the above, opportunities for PSN to increase revenue from additional public sector usage is limited. Existing subscribers may occasionally ask to connect additional sites and some new subscribers may emerge. However, such changes are likely to be incremental, not fundamentally altering the existing situation in which subscriber revenues partially offset PSN operating costs that would otherwise be incurred by the owners.

### **b. Potential Private Sector Use: Revenue Opportunity**

While the Owners' Agreement restricts Public Sector Network (PSN) from providing access directly to businesses or residents, the Agreement includes provisions for "sale, lease or disposal" which could allow lease of surplus fibre (using an Indefeasible Right of Use or IRU) to private sector carriers, who could, in turn, use this fibre to serve their customers. PSN has made limited use of these provisions in the past to facilitate fibre swaps, in which PSN provides access to PSN fibre in one location, in return to access to fibre owned by a carrier in another location.

Private sector carriers may be interested in broader access to PSN surplus fibres and be willing to pay for such access. However, the major carriers have their own substantial networks throughout Peel, with ongoing plans to expand (e.g. in Caledon) as demand develops. They are unlikely to rely on PSN fibres as a long-term solution for expanding their networks. Some smaller, regional carriers may also be interested in access to PSN fibres to address specific opportunities within Peel Region. However, such needs would generally be of a one-off variety, in response to specific opportunities.

Our assessment of the relatively limited revenue potential through making PSN fibre available to private sector carriers is based on discussions with other municipalities who have made this option available on their networks. These discussions indicate that private carrier interest has been limited; however, some agreements have been reached.

## **RISK CONSIDERATIONS**

There are some risks with making PSN fibre available, through IRU's, to private sector to connect their customers:

- While the terms of the Indefeasible Right of Use (IRU) provide some protection in terms of liability for third party use, the fact remains that a broader range of customers would be using fibre, which PSN (still the owner of these strands) is responsible to repair.
- Opening PSN to expanded private sector use could jeopardize our position as a perceived "neutral" player, which could, in turn, risk our generally positive relations with both the electric utilities and with other carriers.

## Public Sector Network: Opportunities for Use by the Private Sector

### CONCLUSION

There are limited opportunities for the Public Sector Network (PSN) to expand revenues through expanded public sector use. The potential public sector market is relatively limited and any increased revenues on this front are likely to be incremental, at best. There is potential for generating additional revenues from leasing PSN surplus fibre to private sector carriers. As with expanding public sector use, these opportunities are considered to be limited. As such, PSN members will remain open to negotiation of these opportunities should they arise but will not dedicate additional resources to seeking out revenue opportunities.

In consideration of the above, the PSN Steering Committee has approved, in principle, making surplus PSN fibre available for lease by private sector carriers through an IRU. However, should such opportunities be presented for PSN consideration, each situation would be evaluated on its own merit and each such agreement requires the unanimous agreement of the PSN owners.

Finally, while the PSN Owners will consider and explore such opportunities to increase PSN revenues, the focus of PSN continues to be in ensuring that the network is meeting the needs of its owners and reducing the cost of providing public services in Peel. In this regard, with or without additional revenues, PSN has been an unqualified success.

*For further information regarding this report, please contact Steve Van de ven, Director, IT Operations, Ext. 4451, [steve.vandeven@peelregion.ca](mailto:steve.vandeven@peelregion.ca).*

*Authored By: Steve van de ven, Director, IT Operations*

*Reviewed and/or approved in workflow by:*

Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.



---

N. Polsinelli, Interim Chief Administrative Officer



*The Regional Municipality of Peel*  
**POLICE SERVICES BOARD**  
10 PEEL CENTRE DR., BRAMPTON, ON L6T 4B9

TELEPHONE: 905-458-1340  
FACSIMILE: 905-458-7278  
www.peelpoliceboard.ca

February 28, 2020

**RECEIVED**

**February 28, 2020**

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Ms. Ava Macintyre  
Deputy Regional Clerk  
Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, ON L6T 4B9

Dear Ms. Macintyre,

**RE: RESOLUTION: #04-02-20 - 2019 External Funding Assistance-  
Public Police Programs**

---

On February 28, 2020, the Regional Municipality of Peel Police Services Board considered a report dated January 31, 2020 from A/Deputy Chief R. Patrick, Corporate Services, providing the Board with the annual report on the external funding assistance received for the year 2019.

The following resolution was passed by the Board:

***That the information be received;***

***And further, that the Police Services Board forward the 2019 External Funding Assistance - Public Police Programs report to Regional Council for information purposes.***

In keeping with the Board's motion, I have enclosed a copy of the 2019 External Funding Assistance report to be provided to Regional Council as information.

Should you have any questions or concerns, please do not hesitate to contact the Board office.


Yours truly,

Robert Serpe  
Executive Director

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_

Attach.



FORWARDED TO POLICE SERVICES BOARD
DATE <u>FEB 4, 2020</u>
 CHIEF OF POLICE

RECEIVED BY PEEL POLICE SERVICES BOARD	04-02-20
DATE <u>Feb 5, 2020</u>	REPORT
LOG No. <u>20</u>	Police Services Board
FILE CLASS <u>F12</u>	

For Decision

File Class: 1-02-02-01

Cross-Reference File Class: \_\_\_\_\_

---

DATE: January 31, 2020

SUBJECT: **2019 EXTERNAL FUNDING ASSISTANCE – PUBLIC POLICE PROGRAMS**

FROM: Randy Patrick, A/Deputy Chief, Corporate Services Command

---

## RECOMMENDATIONS

IT IS RECOMMENDED THAT the 2019 External Funding Assistance – Public Police Programs report be received;

AND FURTHER THAT, the Executive Director of the Police Services Board forward the 2019 External Funding Assistance – Public Police Programs report to Regional Council for information purposes.

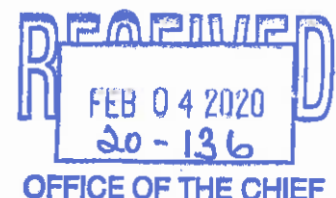
## REPORT HIGHLIGHTS

- The review of the external funding assistance received during 2019 showed a total of \$17,760,535.29 in funding relating to the uploading of costs and grant funding for twelve programs and seven external secondments.

## DISCUSSION

### 1. Background

The Peel Police Services Board policy, External Funding Assistance – Public Police Programs (PRP-FN-005), and Peel Regional Police Financial Procedure FIN-900: External Funding Assistance for Investigations and Public Police Programs require that external funding assistance of \$25,000 or more received for public police programs be reported to the Police Services Board annually. In addition, the Chief of Police is to report to the Board, on an exception basis, any external funding requests that he believes should be brought to the Board's immediate attention, including those programs or projects that may generate general public interest or response.





## 2. Findings

The review of external funding assistance received during 2019 showed a total of \$17,760,535.29 in funding relating to the uploading of costs and grant funding for twelve programs and seven external secondments. The following is a summary of actual external funding assistance received from external agencies during the period January 1, 2019 to December 31, 2019.

*Please note that the figures below are reported on a cash basis (i.e. when payments are actually received) and are impacted by the timing of payments and the different fiscal years of the agencies providing funding. Consequently, this will differ with the financial statements (accrual accounting) where revenue is matched with expenses.*

### (A) GRANTS/COST UPLOAD

In 2019, a total of \$15,364,810.23 in funding was received related to twelve grant/cost upload programs.

Of this total, \$14,294,570.77 was received through annual funding sources comprised of:

<b>Court Security and Prisoner Transportation Funding</b> ➤ Court Security Costs including Prisoner Transportation uploaded to the Province and funded by the Ministry of the Solicitor General.	\$6,669,868.02
<b>Community Policing Partnership Grant</b> ➤ Federal funding towards salary and benefits of 124 front-line officers from the Ministry of the Solicitor General.	\$3,720,000.00
<b>Safer Communities One Thousand Officers Grant</b> ➤ Funding towards salary and benefits of 97 officers from the Ministry of the Solicitor General.	\$3,395,000.00
<b>Provincial Strategy to Protect Children from Sexual Abuse and Exploitation on the Internet</b> ➤ Funding towards the implementation of the Provincial strategy to prevent the sexual abuse and exploitation of children via the internet from the Ministry of the Solicitor General.	\$299,932.75
<b>Firearms Grant</b> ➤ Funding towards the costs of operating an office to assist citizens in complying with the national firearms registry.	\$209,770.00

Further, \$1,070,239.46 was received through one-time recoveries comprised of:

<b>Ontario Cannabis Legalization Implementation Fund</b> ➤ Peel Regional Police portion of funding received by the Region of Peel to cover costs directly related to cannabis legalization (total divided equally between Peel Regional Police and Public Health) from the Ontario Government.	\$472,225.00
<b>Drug Impaired Driving Detection Training and Enforcement</b> ➤ Funding towards costs incurred for police training and procurement of Approved Drug Screening Equipment (ADSE) from the Public Safety Division and Public Safety Training Division of the Ministry of the Solicitor General.	\$157,370.22
<b>Provincial Anti-Violence Intervention Strategy – Guns and Gangs</b> ➤ Funding for specialized rapid response teams to suppress gun and gang violence and crack down on illegal drug operations from the Ministry of the Solicitor General.	\$126,348.73

<b>Youth in Policing Initiative</b> ➤ Funding to hire 20 Peel Secondary School students under the Provincial Government's Youth Opportunities Strategy from the Ministry of Children and Youth Services (\$86,994.24) and funding to hire an additional 5 Peel Secondary students from the PSB Community Support and Recognition Fund (\$25,360.00).	\$112,354.24
<b>Proceeds of Crime – Technical Investigations Initiative</b> ➤ Proceeds of Crime funding to offset the maintenance cost of equipment used in the investigation of serious and/or organized crime from the Ministry of the Solicitor General.	\$110,000.00
<b>Reduce Impaired Driving Everywhere Program Grant</b> ➤ Funding for additional officer hours for impaired driving enforcement from the Ministry of the Solicitor General.	\$59,580.89
<b>Canadian Safety and Security Program (CSSP) – Canadian Safety and Security Research Project</b> ➤ Federal funding towards the costs of the Canadian Safety and Security research project aimed to assess the quantitative and qualitative benefits of using advanced analytics software to better organize police data and respond to officers' queries in a more complete and comprehensive manner.	\$32,360.38

#### **(B) EXTERNAL SECONDMENTS**

In 2019, a total of \$2,395,725.06 was received through external secondments.

Of this total amount, \$1,794,588.30 represents full reimbursement of three secondments:

<b>Peel Regional Police Association</b> ➤ 6 Officers	\$1,110,878.86
<b>Ontario Police College</b> ➤ 3 Officers	\$489,146.27
<b>Police Association of Ontario</b> ➤ 1 Officer	\$194,563.17

Further, partial reimbursement totalled \$601,136.76 which consisted of four secondments:

<b>Canadian Mental Health Association (COAST) Peel Program</b> ➤ 4 Officers	\$310,000.00
<b>OPP Anti-Terrorism Unit</b> ➤ 1 Officer	\$122,671.61
<b>RCMP Integrated National Security Enforcement Team (INSET)</b> ➤ 1 Officer	\$120,000.00
<b>OPP Repeat Offender Parole Enforcement (ROPE)</b> ➤ 1 Officer (terminated July 2019)	\$48,465.15

**Approved for Submission:**

---

Randy Patrick, A/Deputy Chief, Corporate Services Command

*For further information regarding this report, please contact **Carr-Lynn Holmes** at extension 4200 or via e-mail at **Carr-Lynn.Holmes@peelpolice.ca**  
Report authored by: Janet Noseworthy #1896C, Financial Analyst.*

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*The Regional Municipality of Peel*  
**POLICE SERVICES BOARD**  
10 PEEL CENTRE DR., BRAMPTON, ON L6T 4B9

TELEPHONE: 905-458-1340  
FACSIMILE: 905-458-7278  
www.peelpoliceboard.ca

February 28, 2020

Ms. Ava Macintyre  
Deputy Regional Clerk  
Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, ON L6T 4B9

Dear Ms. Macintyre,

**RECEIVED**

**February 28, 2020**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

**RE: RESOLUTION: #06-02-20 Community Event Paid Duties - Board Policy Review**

On February 28, 2020, the Regional Municipality of Peel Police Services Board considered a report dated January 23, 2020 from A/Deputy Chief R. Patrick, Corporate Services, providing the Board with the review conducted on Community Events Paid Duties.

The following resolution was passed by the Board:

***That the information be received;***

***And further, that the Community Events Paid Duty Policy PRP-OP-001 be revised;***

***And further, that this report be forwarded to Regional Council in attendance with Resolution 2019-1074.***

In keeping with the Board's motion, I have enclosed a copy of the Community Event Paid Duties - Board Policy Review report to be provided to Regional Council as information.

Should you have any questions or concerns, please do not hesitate to contact the Board office.

Yours truly,

Robert Serpe  
Executive Director

Attach.

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_



FORWARDED TO  
POLICE SERVICES BOARD

DATE JAN. 30 2020

[Signature]

CHIEF OF POLICE

06-02-20

RECEIVED BY  
PEEL POLICE SERVICES BOARD

DATE Feb 4, 2020

LOG No. P00 **REPORT**

FILE CLASS 18

For Decision

File Class: 1-01-02-01

Cross-Reference File Class: \_\_\_\_\_

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DATE: January 23, 2020

SUBJECT: **COMMUNITY EVENT PAID DUTIES - BOARD POLICY REVIEW**

FROM: Randy Patrick, A/Deputy Chief, Corporate Services Command

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## RECOMMENDATIONS

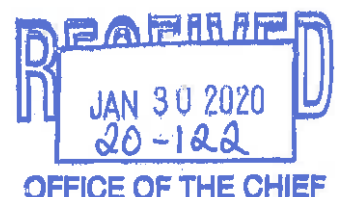
**IT IS RECOMMENDED THAT, the report titled "Community Event Paid Duties – Board Policy Review", be received;**

**AND FURTHER THAT, the Police Services Board Community Events Paid Duty Policy PRP-OP-001 be revised;**

**AND FURTHER THAT, this report be forwarded to Regional Council in accordance with Resolution 2019-1074.**

## REPORT HIGHLIGHTS

- In 2017, a review of the Police Services Board Community Events Paid Duty Policy PRP-OP-001 (Board Policy) was completed to assess the current policy requirements related to paid duty funding for community events.
- The findings of the review and recommended policy changes were approved by the Police Services Board (PSB) at the September 29, 2017, Board meeting.
- The changes to the Board Policy resulted in clear guidelines and criteria for a consistent and fair application for the waiving of fees.
- The Region of Peel allocates funding to the cities of Brampton and Mississauga for redistribution to community events to partially offset paid duty costs as per their criteria.
- At the November 14, 2019, meeting, Regional Council issued a resolution for PSB to conduct another review of the Board Policy with respect to subsidies for community events.
- The only recommended change to the Policy is to clarify that due to inherent duties to preserve the peace and prevent crime, on-duty personnel and police assets are utilized, fully or partially, for those events where it is deemed necessary after considering the need to ensure public safety and the need to provide core policing responsibilities.



## DISCUSSION

### 1. Background

In 2017, a review of the PSB Community Events Paid Duty Policy PRP-OP-001 (Board Policy) (Appendix I) was completed to assess the policy requirements related to paid duty funding for community events. The review was brought forward when a community event requested additional funding and it became apparent there was not a fair and equitable method of allocating funding in the Board Policy.

The former Board Policy provided no clear guideline for the allocation or distribution of funding for community events. As a result, 12 community events historically received internal funding annually from the Police budget for officer duty costs along with waived vehicle and administration fees. There was no additional funding available for other community events within the Region of Peel. Of the 12 events that did receive funding, the funding varied based on historical allocations. With no clear guidelines in place, a funding disparity was evident among community events.

The findings of the review and recommended policy changes were approved by PSB at the September 29, 2017, Board meeting, effective January 1, 2018. The approved policy provide clear guidelines and criteria for financial assistance for community events which are those that do not include alcohol consumption or revenue generation, and funded by the City of Brampton, City of Mississauga, or the Region of Peel. Further, financial assistance for all eligible community events would be limited to waiving the cost of vehicle and administration fees only and would no longer cover officer duty costs.

As a result of the changes to the Board Policy, \$184,000 in funding that was previously allocated for officer duty costs for community events was eliminated from the 2018 Police budget.

Subsequently, the Region of Peel allocated funding to the cities of Brampton and Mississauga for redistribution to community events to partially offset paid duty costs. Funding is administered by the local municipalities based on their criteria. Funding allocations for 2018 to 2020 are as follows:

	<b>Brampton</b>	<b>Mississauga</b>	<b>Total Funding Allocated by Region</b>
2018	\$84,116	\$157,219	\$241,335
2019	\$87,500	\$162,500	\$250,000
2020	\$102,800	\$166,200	\$269,000

On November 14, 2019, Regional Council issued a resolution for PSB to conduct another review of the Board Policy with respect to subsidies for community events. The resolution is attached in Appendix II.

### 2. Findings

The new Board Policy that came into effect on January 1, 2018, provides guidelines in determining community events that qualify to receive waived vehicle and administration fees. Any events, pre-existing or new, that meet the criteria of the Board Policy will have vehicle



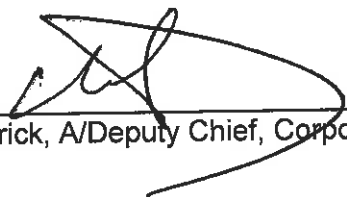
and administration fees waived. In 2019, there were 14 events (seven in Brampton, seven in Mississauga) that benefited from waived vehicle and administration fees.

Peel Regional Police (PRP) staff conducted an environmental scan and contacted York Regional Police (YRP), Durham Regional Police (DRP), Halton Regional Police Service (HRPS) and Toronto Police Service (TPS). This revealed that the respective funding criteria, related to paid duties, in the current Board Policy are aligned with other police agencies, with the exception that PRP waive vehicle and administration fees for qualifying events. However, all Police have inherent duties under the Police Services Act (section 42) to preserve the peace and prevent crime. To add clarity to the Policy, it is recommended the following be added to section 1(e):

*Ensure that on-duty personnel and police assets are utilized, fully or partially, for those events where it is deemed necessary after considering the need to ensure public safety and the need to provide core policing responsibilities.*

Further, to promote positive community partnerships, in addition to waiving vehicle and administration fees, PRP officers, such as the Community Mobilization Teams (CMT) and Auxiliary Officers, attend community events when possible to engage and interact with the public.

**Approved for Submission:**



Randy Patrick, A/Deputy Chief, Corporate Services Command

*For further information regarding this report, please contact Mario Ferrante, Manager, Business Support, at extension 4245 or via e-mail at [Mario.Ferrante@peelpolice.ca](mailto:Mario.Ferrante@peelpolice.ca).*

Authored By: Mario Ferrante

G:\Business Support\Central Paid Duty\PSB Report Community Events\PSB Community Events\PSB - Community Events 2020 Jan 20.docx

## APPENDIX I



### COMMUNITY EVENTS PAID DUTY PRP-OP-001

Effective Date: 2007/03/30  
Revision: 2017/09/29

#### Policy Statement

*It is the policy of the Regional Municipality of Peel Police Services Board that Peel Regional Police provide paid duty service with respect to community events in the Region of Peel in accordance with this policy. The policy requirements set out in this document shall form part of the Board Policies and the Chief of Police is hereby directed to implement and comply with these requirements in the administration and operation of the Peel Regional Police.*

#### 1. Policy Requirements

It is the policy of the Peel Police Services Board that with respect to paid duty for Region of Peel community events the Chief of Police will:

- Ensure compliance with legislative and constitutional requirements, and recognized legal principles;
- Ensure that members act with full respect for human dignity and according to professional standards of skill, integrity and accountability;
- Ensure both officer and public safety as a priority;
- Ensure that internal funding from the Peel Police budget be provided to cover vehicle and administration costs only for community events fully sponsored and paid by the Region of Peel, and Cities of Brampton and Mississauga and do not include revenue generation or alcohol.

#### 2. Reporting

The Chief of Police shall report to the Board on Community Event Paid Duty outlined in section 1 d) as part of the annual budget reporting process.

The Chief of Police shall also report to the Board on an exception basis. This applies to those circumstances where significant issues of potential liability to the Board, the police service, the community or the applicant are known or are believed to exist.

#### 3. Authority/Legislative Reference

Police Services Act, Sections 39 and 49(2)  
Police Services Board Audit Policy, Adopted 2001/03/30  
Replaces : Paid Duty Officers – Adopted 1974/02/07  
Board Minute #56/07  
Board Minute #IC88/17

#### 4. Linkage to Appropriate Police Service Procedure/Directive

I-A-301(F)  
Uniform Collective Agreement  
FIN-17

#### 5. Effective Date

The policy requirements will take effect on January 01, 2018.

## APPENDIX II

### 19.1-1



## Resolution

Moved By: Councillor Parrish	Date: <b>November 14, 2019</b>
Seconded By: Councillor	Item Number: <b>19.1</b>

Whereas Peel Regional Police have had a history of forgiving some paid duty charges for community events involving safety and traffic control;

And whereas, on September 29, 2017, the Peel Police Services Board approved a change to the Community Events Paid Duty Policy (PRP-OP-001) effective January 1, 2018, eliminating subsidies for paid duty attendance at some community events;

And whereas, on December 13, 2018, Regional Council passed Resolution 2018-866 to allocate funds to the Cities of Brampton and Mississauga for redistribution to qualifying community events, to be administered by the local municipalities based on their criteria and future allocations of Regional funds to be increased annually using a target escalation rate approved by Regional Council during budget deliberations;

And whereas, new events requiring paid duty officers for safety reasons taking place in both Brampton and Mississauga do not qualify for subsidy, therefore creating an unequal situation with some groups over others;

And whereas, there are policies within the Peel Regional Police operating procedures that reach out to the communities in which they serve that *"support and encourage participation of members of Peel Regional Police and the citizens of Peel Region in policing initiatives that promote positive community partnerships and enrich the quality of life in Peel Region, and advance the goals of the Board."* (Community Support and Recognition Fund PSB-FN-002 attached);

Therefore be it resolved, that the Peel Police Services Board be requested to:

- i. Cause the change in policy effective January 1, 2018 addressing the Community Events Paid Duty Policy, which eliminated subsidies for paid duty attendance at some community events, to be reviewed;
- ii. Direct that the review consider fairness and equity for all groups in Brampton and Mississauga, including those currently subsidized and those new community events requiring Paid Duty Officers for safety reasons;
- iii. Direct that the review give consideration to Paid Duty Policies related to the support of community events, of comparable and larger police forces in Ontario;
- iv. Direct that the review have regard for positive community partnerships between the community and Peel Regional Police;
- v. Ensure that a report of the findings of the review be provided to Regional Council upon completion of the review;

And further, that a copy of this resolution be sent to the Chief, Peel Regional Police.

**Ministry of Infrastructure**

Office of the Minister

5<sup>th</sup> Floor, 777 Bay Street  
Toronto, Ontario M7A 2E1  
Telephone: 416-314-0998

**Ministère de l'Infrastructure**

Bureau du ministre

777, rue Bay, 5<sup>e</sup> étage  
Toronto (Ontario) M7A 2E1  
Téléphone: 416 314-0998



**MAR 03 2020**

Mr. Nando Iannicca  
Regional Chair and CEO  
Regional Municipality of Peel  
Nando.iannicca@peelregion.ca

Dear Mr. *Nando* Iannicca:

**RECEIVED**  
**March 3, 2020**

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Thank you for your email regarding the program development of the Investing in Canada Infrastructure Program (ICIP). Additionally, I would like to thank you for attending the 2020 Ontario Good Roads Association Annual Conference in Toronto recently.

As we discussed, the Ontario government has launched the initial intake for the Green stream under the ICIP. This intake will provide up to \$200 million in combined federal and provincial funding and will focus on projects that rehabilitate or replace water, wastewater or stormwater infrastructure assets to improve critical health and safety issues in small communities.

To target funding where it is needed the most, municipalities and First Nations communities with populations under 100,000 along with Local Services Boards, Conservation Authorities and other not-for-profit entities who own eligible infrastructure assets were eligible to apply for project funding up to a maximum of \$3 million in total eligible costs.

The first intake of the Green stream closed on January 22, 2020 and focused on critical health and safety issues with water, wastewater, and stormwater infrastructure. Ministry staff will be working across government to ensure a timely assessment of applications.

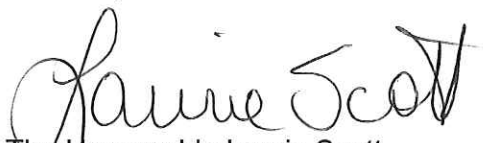
A future intake of the Green stream could focus on other emerging priorities for water, wastewater and stormwater projects and/or climate change and disaster mitigation. Subject to program design, it may be open to municipalities with populations over 100,000. For more information about the Green stream, please contact [ICIPGreen@ontario.ca](mailto:ICIPGreen@ontario.ca).

I appreciate your reaching out to me on this issue, as it is important to develop projects that support small communities and help to build critical water, wastewater and stormwater infrastructure in order to drive economic growth.

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_

Thank you again for writing and please accept my best wishes.

Sincerely,

A handwritten signature in black ink, reading "Laurie Scott". The signature is fluid and cursive, with the first name "Laurie" written in a larger, more prominent script than the last name "Scott".

The Honourable Laurie Scott  
Minister of Infrastructure

PAID BY MAIL

**Nando Iannicca**  
Regional Chair & CEO

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

January 14, 2020

The Honourable Laurie Scott  
Minister of Infrastructure  
Hearst Block, 8th Floor  
900 Bay Street  
Toronto, ON M7A 2E1

Dear Minister Scott:

On behalf of the Region of Peel, I am following up on the letter sent to you in August, 2019 regarding how the Region can work together with you to ensure infrastructure needs are met across Ontario. Specifically, we have identified opportunities to improve the design of infrastructure funding programs leading up to the release of the Phase II funding under the Green Infrastructure Stream as part of the Investing in Canada Infrastructure Plan (ICIP).

The Region would first like to acknowledge the steps the Province has already taken to address our concerns with ICIP. These include:

- making the Public Transit stream funding intake predictable and allocation-based;
- extending the Phase II project implementation periods;
- dropping the language of 'incrementality' from phase II program guidelines and adding a requirement that projects be informed by an applicant's asset management plan; and
- including both mitigation and climate change resiliency considerations in the made-in-Ontario Environment Plan, which was recommended by the Region's submission to the Province on the Plan.

While these measures are positive steps forward, the Region would like to identify further opportunities to improve the design of infrastructure funding programs. The Region recommends the following:

**1. Funding application assessments should be transparent**

Transparency around project funding criteria allows the Region to begin the process of identifying and planning for these potential projects early, managing challenges, such as elevated per unit costs and the availability of contractors that directly impact the cost of projects, and achieving a more seamless integration with long-term plans.

The Region seeks transparency regarding how submitted projects are assessed by the Province before being forwarded to the federal government for their consideration.



**Nando Iannicca**  
Regional Chair & CEO

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

## **2. Funding should be predictable and allocation-based**

The Region appreciates that the Phase II Public Transit stream is already allocation-based and requests that future funding streams adopt this model. There are issues and challenges involved in application-based funding, including:

- the competitive nature of the process, which suggests that similar projects in different municipalities are more or less worthy of funding;
- the burden on municipal staff to assemble applications, which places daily work on hold;
- the long review process, which includes significant back and forth between the different orders of government; and
- the questionable basis of how funds are allocated, given needs, for example in social housing and transit, that are heavily concentrated in particular cities.

An allocation-based approach to funding is strongly favoured, as it is more predictable. Under this model, funding can be invested in priority projects that are consistent with each municipality's asset management plan, and the price spikes and contractor shortages associated with the application-based funding can be avoided.

## **3. There should be alignment between federal and provincial climate Lens criteria;**

The Region urges the Province to ensure that its climate change considerations meet the climate change criteria set out by the federal government to ensure the transfer of the much-needed funding for municipal infrastructure. Forfeiting these infrastructure dollars would place the Region of Peel at risk of not being able to build and maintain key infrastructure that is vital to meeting the needs of the growing community.

At this stage, further information about the criteria attached to second stream, Phase II Green Infrastructure funding is requested.

The Region appreciates your willingness to work with stakeholders to find ways to improve the design of infrastructure funding programs. The Region looks forward to working with you on future projects and collectively addressing the challenges we face in advancing critical infrastructure needed in our communities.

We are always eager to engage our provincial partners in discussions about how to provide the best value for taxpayers' dollars in the Region of Peel and across Ontario. I would be pleased to discuss these recommendations with you and your staff further at your convenience. Please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Kindest personal regards,



**Nando Iannicca**  
Regional Chair & CEO

**Nando Iannicca**  
Regional Chair & Chief Executive Officer  
Region of Peel

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

**Ministry of the Solicitor General**

Office of the Fire Marshal and  
Emergency Management

25 Morton Shulman Avenue  
Toronto ON M3M 0B1  
Tel: 647-329-1100  
Fax: 647-329-1143

**Ministère du Solliciteur général**

Bureau du commissaire des incendies  
et de la gestion des situations  
d'urgence

25 Morton Shulman Avenue  
Toronto ON M3M 0B1  
Tél. : 647-329-1100  
Télééc. : 647-329-1143



March 04, 2020

Your Worship Nando Iannicca  
Regional Municipality Peel  
10 Peel Centre Dr., Sites A And B  
Brampton, ON L6T4B9

**RECEIVED**

**March 4, 2020**

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Dear Regional Chair:

As the Chief of Emergency Management for Ontario, it is incumbent on me to monitor, coordinate and assist municipalities with their respective municipal emergency management programs in accordance with the Emergency Management and Civil Protection Act (EMCPA). To confirm municipalities are in compliance with the EMCPA, every municipality in Ontario submits a compliance package to Emergency Management Ontario on a yearly basis.

The Office of the Fire Marshal and Emergency Management (OFMEM) has reviewed the documentation submitted by your Community Emergency Management Coordinator (CEMC) and has determined that your municipality was compliant with the EMCPA in 2019.

The safety of your citizens is important, and one way to ensure that safety is to ensure that your municipality is prepared in case of an emergency. You are to be congratulated on your municipality's efforts in achieving compliance in 2019. I look forward to continuing to work with you to ensure your continued compliance in 2020.

If you have any questions or concerns about this letter, please contact your Emergency Management Field Officer; their contact information is below.

Name: Katrina Grantis

Email: Katrina.Grantis@ontario.ca

Phone: 647-828-3657

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Browne".

Douglas Browne  
Chief of Emergency Management

cc: Andrew C Cooper - CEMC  
Katrina Grantis - Field Officer - Golden Horseshoe Sector

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒ \_\_\_\_\_

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**REPORT TITLE:**     **Boundary Road Agreement Amendment and Extension Between the Region of Peel and the Region of York**

**FROM:**                 Andrew Farr, Acting Commissioner of Public Works

---

## **RECOMMENDATION**

**That The Regional Municipality of Peel amend and extend the existing Boundary Road Agreement with The Regional Municipality of York for the maintenance and repair of the intersection of Regional Road 9 (King Street) and Albion-Vaughan Road and the portion of Regional Road 50 (Highway 50) under joint jurisdiction, for an additional term of 10 years, from January 1, 2019 to December 31, 2028;**

**And further, that a by-law be presented for enactment authorizing and directing the Regional Clerk to execute the Boundary Road Agreement amendment and extension on legal terms satisfactory to the Regional Solicitor.**

## **REPORT HIGHLIGHTS**

- Regional Council passed By-law 41-2015 on June 25, 2015 authorizing the Regional Solicitor and Regional Clerk to execute an agreement with The Regional Municipality of Peel (the “Region of Peel”) and The Regional Municipality of York (the “Region of York”) for the maintenance of the portion of Highway 50 under joint jurisdiction, for a term commencing January 1, 2009 to December 31, 2018 (the “Original Agreement”). The parties have continued to honour the Original Agreement until amendments for the extended term were mutually agreed upon.
- Regional Council approval is required to amend and extend the Original Agreement with the Region of York for an additional term of ten (10) years, from January 1, 2019 to December 31, 2028. The amendment was triggered by the full inclusion of the intersection of Peel Regional Road 9 (King Street) and Albion-Vaughan Road. The Original Agreement captured this intersection for the purpose of maintenance of traffic signals but did not specify obligations with respect to the capital works. The Original Agreement has been amended to correct this oversight.

## **DISCUSSION**

### **1. Background**

## **Boundary Road Agreement Amendment and Extension Between the Region of Peel and the Region of York**

On June 25, 2015 Regional Council passed By-law 41-2015 to execute a ten (10) year agreement with the Region of York for the maintenance of that portion of Highway 50, between Regional Road 15 (Steeles Avenue) and Regional Road 14 (Mayfield Road), which is under joint jurisdiction. The Original Agreement expired on December 31, 2018. Staff from both municipalities have agreed to amend and extend the Original Agreement for an additional term of ten (10) years, commencing January 1, 2019 and expiring December 31, 2028, and recommend that each party enter into the Boundary Road Amending and Extending Agreement. Typically boundary agreements are formally renewed when to an amendment is required (such as the case of this agreement) as opposed to the actual expiration of the agreement. Hence a gap of several years may occur between an agreement expiring and a renewal being executed. For more detailed information, a copy of the Boundary Road Amending and Extending Agreement is available from the Office of the Regional Clerk.

### **2. Shared Maintenance and Repair Responsibilities for the Intersection of King Street and Albion-Vaughan Road**

The Original Agreement has been amended to include the capital works obligations for the intersection of Peel Regional Road 9 (King Street) and Albion-Vaughan Road (Appendix I). Although the Original Agreement lists the traffic devices at this intersection as joint assets, it does not address maintenance and repair. Historically these activities have been shared by the neighboring municipalities and it is recommended that the parties now formally add the subject intersection to the Original Agreement through the Boundary Road Amending and Extending Agreement.

## **RISK CONSIDERATIONS**

Not implementing the Boundary Road Amending and Extending Agreement between the two parties may have an adverse impact on the safe and efficient movement of people and goods due to unclear roles and responsibilities. Consequently, this could negatively impact the on-going maintenance and repair of this important road corridor resulting in increased legal and financial liabilities for the Region of Peel.

## **FINANCIAL IMPLICATIONS**

As in previous boundary road agreements between the adjoining municipalities, the Region of Peel leads planning, design, construction, and maintenance of Highway 50 and the intersection of Peel Regional Road 9 (King Street) and Albion-Vaughan Road. For this reason, the Region of Peel is responsible for paying all costs directly and plans for this accordingly. The Region of York will be invoiced by the Region of Peel for 50 percent of the actual costs plus a varying administrative fee based on the type of work. The cost is already included in the existing approved budget.

## **CONCLUSION**

## **Boundary Road Agreement Amendment and Extension Between the Region of Peel and the Region of York**

Portions of Highway 50 and the intersection of Peel Regional Road 9 (King Street) and Albion-Vaughan Road form the municipal boundary between the Region of Peel and the Region of York. In order to ensure a fair and equitable distribution of costs, as well as well-defined roles and responsibilities, Region of Peel staff recommend that the Boundary Road Amending and Extending Agreement be approved and a corresponding by-law be enacted, to provide for the ongoing management of these shared assets until December 31, 2028.

### **APPENDICES**

#### **Appendix I – Limits of Boundary Road Agreement**

*For further information regarding this report, please contact Anna Lee, Program Manager Infrastructure Programming, Ext. 7866, [anna.lee2@peelregion.ca](mailto:anna.lee2@peelregion.ca).*

*Authored By: Anna Lee, Program Manager*

*Reviewed and/or approved in workflow by:*

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

Final approval is by the Chief Administrative Officer.



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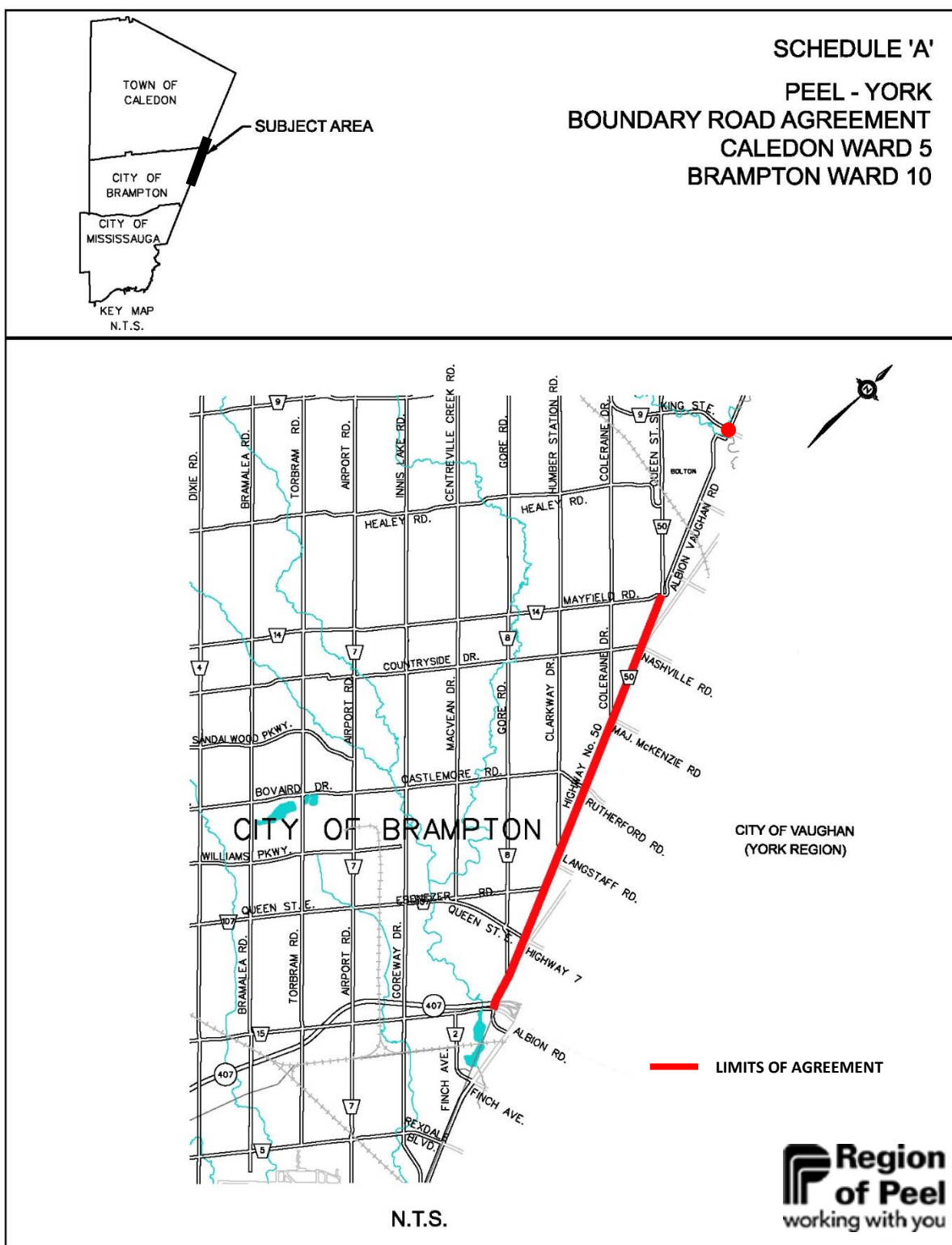
N. Polsinelli, Interim Chief Administrative Officer



## Appendix I

# Boundary Road Agreement Amendment and Extensions Between The Region of Peel and The Region of York

## Limits of Boundary Road Agreement



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**For Information**

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**REPORT TITLE: 2019 Annual Drinking Water Systems Summary Report**

**FROM: Andrew Farr, Acting Commissioner of Public Works**

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**OBJECTIVE**

To provide an update on the status of regulatory compliance for the Region's drinking water systems under Ontario Regulation 170/03 (O.Reg.170/03) of the *Safe Drinking Water Act, 2002*.

**REPORT HIGHLIGHTS**

- Schedule 22 of O.Reg.170/03 under *Safe Drinking Water Act, 2002* requires drinking water system owners to prepare a Summary Report for the Municipality which must be presented to Regional Council by March 31<sup>st</sup> of each year.
- Region of Peel fulfilled compliance requirements of *Safe Drinking Water Act, 2002*, its Regulations, and the terms and conditions of all Approvals, Licences and Permits for the municipal water systems, with the exception of the administrative and operational conditions summarized in Appendix I, which did not adversely impact the quality of the drinking water supply.
- Region of Peel demonstrates provision of high-quality drinking water with excellent performance scores in the 2019 Ministry of the Environment, Conservation and Parks inspection program.
- The Region of Peel is committed to the ongoing provision of high-quality drinking water to its customers and to maintain compliance with all applicable legislative requirements

**DISCUSSION**

**1. Background**

Under Schedule 22 of O.Reg.170/03, the owner of a municipal drinking water system must prepare a Summary Report for the Municipality and present it to Regional Council by March 31<sup>st</sup> of each year. The report must disclose the standing of compliance with the terms and conditions of Approvals, Licences, Permits and the requirements of the *Act*, and its Regulations. The regulatory requirements that the drinking water system failed to meet must be summarized, and the measures taken to correct these failures described.

Under the *Act*, through compliance and enforcement regulation, the Ministry of the Environment, Conservation and Parks (the Ministry) has an oversight role in protecting municipal drinking water in Ontario. The Ministry is responsible for inspecting all municipal residential drinking water systems annually to confirm system owners and operating authorities comply with the regulatory mandates. All inspection findings are consolidated into an inspection report, scored and issued to the drinking water system owner.

## **2019 Annual Drinking Water Systems Summary Report**

Ministry inspection framework includes voluntary correction of non-compliance findings and when needed, an escalated approach with issuance of a formal order to correct the problem. Ultimately, lack of response to the order or engagement in significant non-compliant activities may result in conviction.

### **2. Statement of Compliance with the Requirements of the *Safe Drinking Water Act, 2002***

The *Act* sets out enforceable requirements and expectations for drinking water system owners to ensure protection of public health and prevention of drinking-water health hazards through controls of water systems, routine monitoring and water testing as well as procedural adherence.

The Region regularly assesses existing and potential hazardous situations facing our drinking water systems, identifying corrective measures and ranking events according to consequence or severity of outcomes.

Occasionally, operational, data collection and process documentation errors may result in non-compliance with the legislation; however, posing no or minimal risk to the safety of drinking water supply and integrity of water systems. The Region's response to all events is consistent in that, the root cause of the problem is examined, an immediate problem-solving approach is applied, and where required, improvements that require longer-term planning are implemented to prevent an event from reoccurring.

In 2019, the Region of Peel demonstrated compliance with the legislative requirements except for the administrative and operational events summarized in Appendix I.

These occurrences were not associated with the safety of drinking water supplied to the consumers and these were rated with low risk to the overall performance of water systems as presented through the inspections.

Review of 2019 water volumes pumped, and water flow rates demonstrated the capability of the drinking water systems to meet the existing and future demand.

### **3. 2019 Water Quality Reports**

O.Reg.170/03 under the *Act* prescribes stringent mandatory requirements to monitor, test and to report drinking water quality information. Every year, a water quality report must be prepared for the preceding calendar year that identifies details regarding the overall quality of drinking water supply, events of adverse test results, and corrective action taken. The report must also be made available to the public by February 28<sup>th</sup> of each year.

As required, 2019 Water Quality Reports have been prepared for each of Peel's drinking water system and made available to the public; for on-line viewing on the Region of Peel website ([www.peelregion.ca/pw/water/quality/reports/](http://www.peelregion.ca/pw/water/quality/reports/)). Alternatively, a paper copy of the reports can be obtained upon request.

2019 reports include the results from our Community Lead Testing Program, prescribed by O.Reg.170/03. Since 2008, when the program was first established, 24 rounds of testing were completed, results of which indicate no elevated lead level concern in the Region's water supplies.

## 2019 Annual Drinking Water Systems Summary Report

All annual reports confirm that the Region of Peel has maintained its commitment to provide high quality drinking water to the consumers throughout the reporting period.

### 4. Ministry of the Environment, Conservation and Parks Annual Inspections

Every year, all five (5) municipal drinking water systems in the Region undergo an extensive inspection by the Ministry. These routine inspections verify that the Region meets sampling, testing and treatment standards, staff competency requirements, and that Peel operates its water systems in compliance with provincial legislation.

In addition, Region staff have established routine compliance checks at its drinking water systems, which help identify any inconsistencies to help maintain compliance. Significant findings and self-declared non-compliance events are corrected immediately and reported to the Ministry and the Medical Officer of Health, which promotes transparency with the province and the local Public Health Unit.

The Ministry inspection for the 2019 year is still underway for one of the Region's water treatment plants. Inspection results received to date, listed in the table below, have demonstrated an excellent rating.

Drinking Water System / Water Works	2019 Ministry Inspection Rating
Caledon Village – Alton	100%
Palgrave – Caledon East	100%
Cheltenham	97.73%
Inglewood	97.38%
Arthur P. Kennedy Water Treatment Plant	<sup>a</sup>
Lorne Park Water Treatment Plant	95.72%
South Peel Distribution	99.15%

<sup>a</sup> The Ministry Inspection is still underway for the Arthur P. Kennedy Water Treatment Plant.

Based on the timing of this report, a summary of all inspection ratings will be presented to Council within the water and wastewater regulatory programs update in late spring 2020. This update will also include a summary of wastewater annual performance reports, which are being prepared for submission to the Ministry by March 31<sup>st</sup>.

## CONCLUSION

The Region of Peel maintained compliance with the terms and conditions of all Approvals, Licences, Permits and the *Act* and its Regulations except for the non-health related events summarized in the attached Appendix I. These events did not compromise the integrity of the drinking water supply or public health, and appropriate action was taken, and control measures implemented to prevent reoccurrence of the events.

The Region of Peel is committed to the ongoing provision of high-quality drinking water to its customers and to maintain compliance with all applicable legislative requirements, including maintenance of its accreditation to Drinking Water Quality Management Standard.

## APPENDICES

Appendix I – Summary of Operational and Administrative Non-Compliance Events 2019

## 2019 Annual Drinking Water Systems Summary Report

*For further information regarding this report, please contact Justyna Burkiewicz, Manager, Regulatory Compliance, Water and Wastewater Divisions, Ext. 4494, justyna.burkiewicz@peelregion.ca.*

*Authored By: Justyna Burkiewicz, Manager, Regulatory Compliance and October Bell, Supervisor, Water and Wastewater Compliance, Water and Wastewater Divisions*

*Reviewed and/or approved in workflow by:*

Department Commissioner and Division Director.

Final approval is by the Interim Chief Administrative Officer.

A handwritten signature in black ink, appearing to read "Nancy Polsinelli". The signature is written in a cursive, flowing style.

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N. Polsinelli, Interim Chief Administrative Officer

**Appendix I**  
**2019 Annual Drinking Water Systems Summary**

**2019 Annual Drinking Water Systems Summary Report**

Drinking Water System	Responsibility	Legislative Requirement	Statement of Non-Compliance	Immediate Action Taken	Control Measures
<b>Palgrave – Caledon East</b>  <b>Caledon Village – Alton</b>  <b>Inglewood</b>  <b>Cheltenham</b>  <b>South Peel Distribution</b>	<b>Region of Peel</b>	<b>Ontario Regulation 170/03 Schedule 6-5(1)3</b> A certified operator must examine continuous monitoring test results within 72-hours after the tests are conducted.  <b>Municipal Drinking Water Licence (MDWL) Schedule D, Condition 1.1, Conditions for Relief from Regulatory Requirements</b> The daily minimum, maximum and average free chlorine residuals and UV disinfection parameters must be reviewed at a minimum every 72-hours, supplemented by a review of continuous trends when the daily minimum, maximum and average results warrant further investigation.	Test results from October 24, 2019 were not reviewed within the 72-hours time period. The review was completed and signed off by a certified operator on October 28, 2019, by 8:24 am, approximately 8.5 hours overdue, caused by staffing demands. Review of the minimum, maximum and average free chlorine residual and UV disinfection parameters concluded that water quality did not deviate from established standards and the data did not require further investigation of continuous trends.	On November 6, 2019, when this oversight was identified, the Region notified the Ministry of Environment Conservation and Parks (Ministry).	On December 5, 2019, the Region developed and implemented two-step automated e-mail notifications that are sent prior to the 72-hour report review deadline. If the reports have not been signed off by 15 hours before the deadline, an e-mail notification reminder is sent to all certified operators who complete the 72-hour report review. If the reports have not been signed off by 12 hours before the deadline, a second e-mail is sent and escalated to management for information and action, if required.  Peel's corrective action in response to this non-compliance provides a tool to ensure that test results are reviewed within the 72-hour deadline.
<b>Cheltenham</b>	<b>Region of Peel</b>	<b>Municipal Drinking Water Licence No. 009-104 Schedule B, Section 10.1</b> Water systems must not discharge a contaminant into the natural environment that causes, or is likely to cause, an adverse effect.	On Tuesday April 9, 2019 it was determined that there was an unplanned spill from the Cheltenham Reservoir that had occurred from Friday April 5 until Monday April 8 which resulted in 153 m <sup>3</sup> of potable drinking water being released into the environment through the immediate surrounding ground/soil.	Upon discovery that the water level in the isolated reservoir was dropping, staff investigated and found the drain valve was not snugly closed. The drain was immediately adjusted to fully closed, stopping further water release. The event was reported to the Ministry on April 11, 2019.	A new practice has been implemented for staff to monitor computer control system trends closely for drop in the water storage levels, which will be investigated immediately.  Procedures currently are being updated to include this direction.
<b>Inglewood</b>	<b>Region of Peel</b>	<b>Permit to Take Water (PTTW) #0838-AZRFZ5 Condition 3.3</b> Combined daily water taking of the individual wells shall not exceed 1,296 m3.	On December 19, 2019, the combined daily water taking from the three Ingelwood wells totalled 1,318.23 m3, which is 22.23 m3 (1.7%) over the limit. Inglewood Reservoir Cell #3 was filled on December 19 after being empty for 5-year major maintenance inspection. The Cell #3 capacity is 1,000 m3, plus daily system demand in December is typically 250-300 m3. These combined demands resulted in the high water taking.	On February 10, 2020, review of December 2019 data revealed the daily water taking exceedance that occurred on December 19, 2019. The event was reported appropriately. It is suspected that addition of the well totalizer was missed during transition to a new computer control system platform, although staff are investigating the root cause so that effective corrective actions and preventative measures can be applied.	Region staff are working on creating a well water taking totalizer with reporting and alarming functions.



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2019 Annual Drinking Water Systems Summary  
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Drinking Water System	Responsibility	Legislative Requirement	Statement of Non-Compliance	Immediate Action Taken	Control Measures
Arthur P. Kennedy Water Treatment Plant	Ontario Clean Water Agency (OCWA)	<b>Municipal Drinking Water Licence No. 009-101, Schedule B, Section 10.1</b> Water systems must not discharge a contaminant into the natural environment that causes, or is likely to cause, an adverse effect.	On February 21, 2019, to accommodate work within the area, flow from a sanitary sump pit (primarily discharging ground water and process water) was temporarily redirected to the primary plant outfall that discharges to Lake Ontario. Operations staff noticed the level increasing in the flood pump sump pit and went to investigate. Upon arrival it was observed that the water within the sumps was blue in colour. Investigation revealed that the blue water was coming from a separate work area where paint was being removed from piping. During the event, which lasted approximately four hours, an estimated 1000 litres of water containing paint entered the outfall.	As soon as it was discovered, operations stopped the sump pumps that were directed to the outfall and manually pumped out water containing paint dust from the flood sump and cleaned the sanitary sump area of paint. Work area where paint was being removed was secured and areas covered where paint dust could encounter water and flow to drain. Contractor was also instructed to clean the area more frequently using brooms and mops and to properly dispose of paint dust and wastewater collected. The event was reported to the Ministry appropriately.	Grinding of old paint off the pipes resulted in dried powderized paint falling to the floor. The intention was that contractor sweep it once all paint removal was completed. Floor of this particular area of the facility gets wet from groundwater seepage, which collected some of the the paint dust and washed it into the drain. Per Immediate Action, the wet areas were covered so dust wouldn't get washed to drains and contractor cleaned up more frequently. Review of site specific conditions in work areas will be conducted with contractors and staff.
			A sanitary sump pump failure caused water buildup in the ozone gallery. The pump was repaired but failed again. On July 13, 2019, staff used a submersible pump to direct water from the pit to outside of the building. It was believed that sump pit water did not contain chlorine. On July 25, 2019, an operator tested the discharge water and identified that it contained 0.50 mg/L chlorine.	Once chlorine was discovered, the pump was stopped. The event was reported appropriately. Dechlorination pucks were placed into the sump pit and outside near the storm basin. A diffuser with dechlorination pucks was added to the discharge point and was monitored when pumping resumed.	On July 31, 2019, the new sump pump was installed, directing sump contents to the sanitary sewer as usual.

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2019 Annual Drinking Water Systems Summary
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Drinking Water System	Responsibility	Legislative Requirement	Statement of Non-Compliance	Immediate Action Taken	Control Measures
Lorne Park Water Treatment Plant	OCWA	<b>Ontario Regulation 170/03 Schedule 6, Section 6-5 (1)</b> Continuous monitoring and recording must be carried out every 15 minutes for filter effluent turbidity readings.	After being out-of-service for an extended period of time, Membrane Filter Train 42 was placed into service on July 2, 2019 at 2:05 pm. On July 8, 2019, at 10:01 am, the train was taken offline for routine turbidimeter calibration, at which time staff discovered that the turbidimeter sample line was isolated resulting in no sample flow through the turbidimeter for the period of July 2-8, 2019.	Sample line was immediately opened to re-establish flow to the turbidimeter and Membrane Train #42 was kept offline during investigation. The event was reported appropriately. After calibration was completed, the analyzer recorded a turbidity value of 0.024 NTU. Continuous turbidity monitoring data for the South Filtered Conduit was reviewed for July 2-8 and showed a maximum turbidity of 0.30 NTU and average turbidity of 0.05 NTU, both within legislated range. During this time, Membrane Train 42 operated under normal conditions and underwent regular maintenance cleans. Membrane Integrity Tests were completed daily and the resulting Log Removal Values were within the normal operating range. Four routine treated water microbiological samples were collected at the plant during this period and all showed no presence of E. coli or Total Coliform bacteria. Membrane Train #42 was returned to service.	Following the July 8 calibration of Membrane Trains 42 and 45, on July 9, Train 45 was discovered to have no flow through the turbidimeter although the sample valve was open. An adjustment restored flow. Although there are no control measures to prevent reoccurrence, staff have been directed to check for flow through all turbidimeters each time they perform their routine rounds of the facility. Rounds occur twice per 12-hour shift.
			On July 9, 2019 at 1:46 pm, it was discovered that there was no sample flow to the Membrane Train 45 effluent turbidimeter while the Membrane Train was in production. Sample flow to the turbidimeter had last been verified as satisfactory on July 8, 2019 at 10:48 am.	Membrane Train 45 was taken out of service. The sample flow isolation valve on the permeate turbidimeter was confirmed to be in an open position. Sample flow to the turbidimeter was re-established, at which time the turbidity measured 0.018 NTU. The event was reported appropriately. Continuous turbidity monitoring data for the South Filtered Conduit was reviewed for the event duration and showed a maximum turbidity reading of 0.08 NTU and average of 0.05 NTU, well below the legislated limit. Membrane Train 45 was returned to service.	
			On December 5, 2019, at 9:20 am, staff discovered that the hand valve on the sample line to Conventional Filter 10 turbidimeter was closed, resulting in no flow through the turbidimeter while the filter was in production. Sample flow to the turbidimeter had last been verified as satisfactory on December 4, 2019 at 08:50 am.	Filter 10 was taken offline. A grab sample of Filter 10 effluent yielded a turbidity result of 0.067 NTU. The event was reported appropriately. Continuous turbidity monitoring data for the South Filtered Water Conduit for the period showed a maximum turbidity of 0.06 NTU and an average of 0.03 NTU, both well below the legislated limit. Results of a treated water sample collected from the Lorne Park reservoir on December 5 at 11:00 am showed no presence of E.coli or Total Coliform bacteria. The filter was returned to service.	Communication was provided to operations personnel to ensure flow to turbidity analyzers during their daily rounds. As part of the corrective action, all isolation valve handles have been removed from the conventional filter and membrane train turbidity analyzers to prevent a reoccurrence. Feasibility of modifying all filter effluent turbidity analyzers with a see-through rotameter valve is being assessed.

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Drinking Water System	Responsibility	Legislative Requirement	Statement of Non-Compliance	Immediate Action Taken	Control Measures
		<p><b>Municipal Drinking Water Licence No. 009-101, Schedule D, Section 2.3</b></p> <p>Ensure that chemical coagulant feed interruptions do not exceed 15 consecutive minutes in duration while the conventional treatment process is directing water to users</p>	<p>On June 12, 2019, from 10:41 am to 12:00 pm and 12:03 pm to 12:27 pm, the Lorne Park Water Treatment Plant experienced an interruption of coagulant feed to the conventional treatment process. At the time of event, the conventional plant low lift pumps were running but the volume of water did not register on the associated flow meter. Since the flow meter did not register a flow, coagulant was not automatically added.</p>	<p>Upon discovery, the conventional plant was immediately shut down. The event was reported appropriately.</p> <p>Review of continuous monitoring data on the treated water for the duration of the coagulant feed interruption identified no fluctuations in free chlorine or turbidity, where the minimum free chlorine residual was 1.36 mg/L and the maximum turbidity was 0.03 NTU.</p> <p>Due diligence microbiological samples were collected from the Lorne Park WTP reservoir and five downstream locations in the distribution system on June 12, 2019, as well as routine microbiological samples that were performed that day at the west side storage reservoirs. All lab results demonstrated no presence of E. coli or Total Coliform bacteria in any of the samples collected.</p> <p>While the conventional plant was shut down, water was drained from the flocculation and settling tanks and filters were backwashed to remove any remaining inadequately coagulated water prior to returning the conventional plant to service.</p>	<p>To prevent a reoccurrence, the system programming was adjusted to monitor the low lift pump running status and a new critical alarm was implemented for low lift pump run status.</p>

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Drinking Water System	Responsibility	Legislative Requirement	Statement of Non-Compliance	Immediate Action Taken	Control Measures
South Peel Distribution System	OCWA	<b>Municipal Drinking Water Licence No. 009-101, Schedule B, Section 10.1</b> Water systems must not discharge a contaminant into the natural environment that causes, or is likely to cause, an adverse effect.	On May 9, 2019 at 11:45 am, staff filled the East Brampton Reservoir Cells 3 & 4 following construction work. The filled cells were sampled for bacteriological testing and left isolated while awaiting sample results. On May 11 at 8:03 am, control room operator noticed that the reservoir level had slowly decreased over the period of time of the isolation. An estimated volume of 2.5 ML of water leaked into the stormwater system over a 3-day period.	Investigation confirmed that reservoir drain valves had not closed fully and potable water (0.80 mg/L free chlorine and 1.04 mg/L total chlorine) had been leaking to storm sewer. Drain valves were closed and spill of potable water was reported appropriately. The bacteriological sample results were satisfactory, confirming potable quality water. Control room operator continued to monitor reservoir levels and observed that levels were still slowly dropping. Pumping station was turned off, confirming that leakage was not going to the drinking water system. The reservoir was isolated and Cells 3 & 4 fully drained. Internal inspection confirmed that leakage from the construction joints had entered the weeping tile drain chambers that discharge into the environment.	Since the event the reservoir cells have remained out of service and a capital project is underway to repair the reservoir construction joints and roof membrane.
	Region of Peel		On August 28, 2019 at 2:10 am, operations staff was notified of flooding at the Silverthorn Pumping Station. Water flooded a construction site on the facility property and the street and silty water entered nearby stormwater catch basins. The source of the incoming water was failure of a 600 mm diameter feedermain within the capital construction project site on pumping station property. The feedermain was isolated and release stopped at 3:55 am. An estimated volume of 10.15 ML of potable water was discharged to the environment.	<p>Upon notification of the flooding, control room operators turned off high lift pumps to the area and adjusted transmission system pumping to stop the release. The spill was reported appropriately and Operations staff were dispatched to site.</p> <p>Silverthorn Pumps 3 &amp; 4 were isolated and discharge lines were disinfected prior to return to service. Local distribution operations staff were dispatched to collect bacteriological samples in the affected area to confirm integrity of the system was not compromised due to the low-pressure event. A total of 8 samples were collected, all of which yielded satisfactory results for bacteriological parameters and chlorine residual.</p>	<p>The pipe in the chamber failed at the joint because of the water pressure against the closed valve downstream.</p> <p>A more rigorous shut-down protocol has been implemented for this project, involving more thorough review and sign-off from the project team and Consultant. Based on the effectiveness of this approach at Silverthorn, this process is being considered for roll-out to other projects</p>
	Region of Peel		On several occasions throughout 2019, water emerging from a watermain break picked up soil (silt) and washed it into nearby storm sewers or water body until the water supply was isolated for watermain repair efforts to be initiated.	All the events were reported to the Ministry appropriately. The Region of Peel Environmental Control immediately responds to these events to assess impact to fish, wildlife, or plant life and report the event to the Ministry.	During these unplanned events, staff strive to maintain drinking water system pressure and ensure the integrity of the drinking water supply to minimize impact on the environment and the public.

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2019 Annual Drinking Water Systems Summary
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Drinking Water System	Responsibility	Legislative Requirement	Statement of Non-Compliance	Immediate Action Taken	Control Measures
	OCWA	<b>Ontario Regulation 128/04, Section 27-6 (1)</b> The owner or operating authority shall ensure that logs and other record-keeping mechanisms are kept for at least five years.	On June 21, 2019, an OCWA operator noticed a page torn out from the facility logbook at the Hanlan Pumping Station.	The finding was reported to the Ministry appropriately.  The entry prior to the missing page was dated June 20, 2019, 8:50 am and the entry after the missing page was dated as June 20, 2019 at 3:00 pm.	Individuals working on a capital construction project at the site were required to access the room where the log book was located. Capital project lead was informed of the occurrence to ensure another incident does not occur.
	OCWA	<b>Watermain Disinfection Procedure</b> Live tap into a potable water system must be performed in the presence of a certified Operator-In-Charge.	On October 31, 2019, during preparation for a live watermain tap, the contractor inadvertently punched through watermain while there was no OCWA Operator-In-Charge present.	OCWA was informed of the incident and reported to the Region and the Ministry as required. Samples were collected for microbiological analysis to confirm that contamination was not introduced into the drinking water system during the incident. Sample results showed no presence of E. coli or Total Coliform bacteria.	The contractor provided a written a statement to OCWA indicating their awareness of, understanding of, and commitment to comply with the requirements of the <i>Watermain Disinfection Procedure</i> to avoid a reoccurrence of a similar incident in the future.

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**For Information**

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**REPORT TITLE:**      **Billing Services for the City of Brampton Stormwater Charge Program**

**FROM:**                Andrew Farr, Acting Commissioner of Public Works

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**OBJECTIVE**

To inform Regional Council that Regional staff are working with the City of Brampton staff to provide billing support for the implementation of stormwater charges in the City of Brampton.

**REPORT HIGHLIGHTS**

- In 2016, City of Mississauga partnered with the Region of Peel to implement and collect stormwater charges on their behalf. The Region collects approximately \$37.5 million annually from customers on behalf of the City.
- In June 2019, City of Brampton passed a resolution to introduce its own dedicated stormwater charge to provide sustainable funding for Brampton's stormwater infrastructure. The City of Brampton is also looking to partner with the Region by leveraging the existing stormwater billing services provided to the City of Mississauga.
- This arrangement further strengthens the partnership between local municipalities and the Region and minimizes the financial impact to taxpayers by sharing the administration of the stormwater charge.
- The total one-time implementation cost is \$800,000. The on-going operational costs to support the program is \$400,000 annually, which includes the addition of three full-time equivalents. The resource requirements are consistent with the support required to oversee the City of Mississauga's stormwater program. There is no impact to the Region's budget as these incremental costs will be fully recovered from the City of Brampton.
- The billing partnership is also expected to realize estimated operational cost savings of \$75,000 annually for the City of Mississauga, while maintaining existing service levels by sharing supervisory staff costs to oversee the stormwater programs from both the City of Brampton and City of Mississauga.



## **Billing Services for the City of Brampton Stormwater Charge Program**

### **DISCUSSION**

#### **1. Background**

In 2016, the City of Mississauga introduced a stormwater charge program designed to provide sustainable funding for the City's stormwater infrastructure. This program is administered in partnership with the Region of Peel, whereby the City of Mississauga provides the Region with customer information and bill amounts, and the Region leverages its current water and wastewater billing process to collect stormwater charges on behalf of the City.

Annually, the Region of Peel collects approximately \$37.5 million of stormwater charges on behalf of the City of Mississauga. The current administrative cost for the Region to deliver this program is \$475,000 annually, which is funded by the City of Mississauga. The staff assigned to this work consist of three full-time analyst staff and one supervisory staff. Administering the stormwater charge includes billing activities, account management, data management, reporting and invoice collection. The City of Mississauga is responsible for handling customer inquiries related to the stormwater program. This relationship has been very successful to date, with both parties having worked diligently and collaboratively to ensure success of this program.

On June 19, 2019, City of Brampton Council approved a report recommending the introduction of a dedicated stormwater charge and directed City staff to engage the Region to leverage the existing stormwater billing services provided to the City of Mississauga. The stormwater charge for the City of Brampton will provide a dedicated source of funding for the operation, maintenance, renewal and rehabilitation of the stormwater infrastructure. The City of Brampton expects to collect \$22 million annually through this program. Fees collected will cover the Region's costs to administer the stormwater charge on behalf of the City.

Similar to the arrangement with the City of Mississauga, the Region of Peel and the City of Brampton will execute a formal Service Level Agreement outlining all the billing requirements, frequency, collection and remittance rules along with their data exchange and reporting requirements.

#### **2. Proposed Direction**

The target timeline to include the new stormwater charge in the Region's quarterly utility bills is August 2020. The Region bills for the previous 90 days of activity. The effective date of the stormwater charge is June 1, 2020, so the timing of this activity is generally in line with the other items on the utility invoice. The Region will adopt the same approach to implement the stormwater charge for the City of Brampton as used with the City of Mississauga. To simplify the customer experience while taking advantage of efficiency opportunities, the City of Brampton will follow the Region's current billing schedules and billing practice by including the stormwater charge as a separate item on the existing utility invoice. This resulted in a seamless roll-out without incurring additional processing costs.

Public information and education for residents both prior, and during the implementation will be managed by the City of Brampton with Region of Peel supporting as requested.

## **Billing Services for the City of Brampton Stormwater Charge Program**

### **3. Administering the Stormwater Charge**

With respect to the stormwater charge set-up, the City of Brampton will provide the Region of Peel with a file including a property identifier and the necessary information to calculate the applicable stormwater charge. The Region will then add the stormwater charge to the customer's utility bill.

The Region will remit the amount billed each quarter to the City of Brampton regardless of the amount collected and would retain any penalties or late fees to offset the cost of cash flow timing. Consistent with current billing practice, if a bill with water, wastewater and stormwater charges is deemed as uncollectable, then appropriate write-offs or transfers to the municipal Tax Roll would occur with the City's share of the stormwater charge also being adjusted.

The Region is accountable to handle customer inquiries related to collections as well as general account management. City of Brampton staff will be responsible for all inquiries concerning how the stormwater rate was allocated to the property and any issues concerning the total amount.

### **RISK CONSIDERATIONS**

In addition to Brampton's stormwater charge, the implementation of a utility billing portal, which provides customers online access to view their utility invoices, is a priority for Region staff. In order to ensure billing readiness for Brampton's stormwater charge, and to avoid any delay with the implementation of the billing portal, the Region has procured a third-party vendor to assist with both initiatives.

Once Brampton stormwater is implemented in August 2020, the work effort to implement the utility billing portal will commence with preliminary estimate for being live in mid-2021. The use of one vendor to assist with both initiatives allows for more opportunities to work on both initiatives concurrently, where possible.

### **FINANCIAL IMPLICATIONS**

The Region will fully recover incremental capital and operating costs from the City of Brampton and there will be no incremental net cost to the Region. The current projection for the upfront capital costs is \$800,000 which includes Region staff and third-party charges, along with additional call centre staff to handle the influx of residents inquires.

To maintain the program on an ongoing basis, three new full-time analysts are required, and the supervisory staff supporting the City of Mississauga's stormwater can be shared to support the City of Brampton. The total cost to support Brampton stormwater is \$400,000 annually. The billing partnership is also expected to realize estimated operational cost savings of \$75,000 annually for the City of Mississauga, while maintaining existing service levels by sharing supervisory staff costs to oversee the stormwater programs from both the City of Brampton and City of Mississauga.

### **CONCLUSION**

There is an opportunity for the Region to provide billing services to the City of Brampton for the collection of stormwater charges. By leveraging the existing processes being undertaken by the Region, a lower overall cost should be realized by the City of Brampton, which also offers

## **Billing Services for the City of Brampton Stormwater Charge Program**

efficiencies to the existing support to the City of Mississauga, while managing existing service levels.

Therefore, the Region of Peel is undertaking billing services for the City of Brampton's stormwater charge program based on the arrangement as outlined in this report while leveraging similar practices to the City of Mississauga where appropriate.

*For further information regarding this report, please contact Steve Fantin, Director Operations Support, Ext. 4438, [steve.fantin@peelregion.ca](mailto:steve.fantin@peelregion.ca).*

*Authored By: Steve Fantin, Director Operations Support*

*Reviewed and/or approved in workflow by:*

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.



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N. Polsinelli, Interim Chief Administrative Officer

**RECEIVED**

**February 20, 2020**

February 20, 2019

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

**Sent via email**

**SEE DISTRIBUTION LIST**

**RE: GTA West Transportation Corridor Individual Environmental Assessment**

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Toronto and Region Conservation Authority (TRCA) Board of Directors, at its meeting #11/19, held on January 24, 2020, adopted amended resolution #A233/19 as follows:

*WHEREAS on June 19, 2019 the Minister of Transportation resumed the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (GTA West) and subsequently updated their comprehensive evaluation, identified MTO's technically preferred route, and sought public input;*

*WHEREAS in June 2019 the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator initiated the Northwest GTA Transmission Corridor Identification Study to identify a transmission corridor in order to protect for future transmission infrastructure required to support increasing electricity demand;*

*WHEREAS the GTA West technically preferred route within TRCA's jurisdiction crosses multiple TRCA-owned properties, multiple significant natural heritage features, including valley and stream corridors, headwater streams, forests, wetlands, and will impact core features, habitats, species and wildlife connectivity; could create or exacerbate flood and erosion hazards; will increase chloride contamination in natural features; and reduces the ability of our natural areas to be resilient to the impacts of climate change;*

*WHEREAS on October 28, 2016 the TRCA Board of Directors in its Resolution #A171/16, as amended, recommended that the environmental assessment (EA) be completed and that the Advisory Panel take into account numerous sustainability, natural heritage and compensation considerations (see link to previous TRCA reports as provided in the body of this report);*

*WHEREAS TRCA has not yet been provided with detailed technical information that supports the Province's technically preferred route, or has not yet been engaged in any detailed technical discussions regarding the technically preferred route;*

*AND WHEREAS following provincial confirmation of the final preferred route, we are informed that MTO will develop preliminary design alternatives, seek public input prior to finalizing the preferred alternative for the highway design, and will then seek approval of the EA from the Minister of the Environment, Conservation and Parks;*

*THEREFORE, LET IT BE RESOLVED THAT TRCA staff continue to work with MTO staff and municipal partners through the Regulatory Agency Advisory Group, through the Greenbelt Transportation Advisory Group, and through an established working group with TRCA, other affected conservation authorities, municipalities and provincial and federal ministries, to address concerns related to potential alignment changes to the technically preferred route to accommodate development and community interests, as well as concerns related to the preferred design alternatives, including concerns*

*related but not limited to: watercourse and wildlife crossings and trail connections, flood and erosion control, stormwater management, vegetation removals, natural heritage restoration and compensation, land acquisition and archaeology, and climate resiliency;*

*THAT the 32 Recommendations contained within this report and in Attachment 4 to this report be approved for review by MTO;*

*THAT recommendation 28 contained within this report and in Attachment 4 to this report be revised to read as follows: MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans;*

*THAT MTO be requested to provide written responses to all TRCA letter comments and Board recommendations; hard copies of all technical studies in support of the technically preferred route and any proposed modifications for review and comment; hard copies of technical studies in support of preliminary and preferred design alternatives for review and comment; and hard copies of the draft EA and associated appendices for review and comment, in accordance with TRCA service delivery standards;*

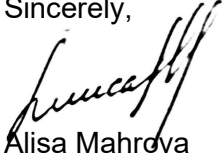
*THAT MTO be requested to present to the TRCA Board of Directors at later stages of the study after detailed information requested by TRCA and its municipal partners has been shared and reviewed by TRCA and municipal staff;*

*THAT the Ministry of Transportation; Ministry of the Environment, Conservation and Parks; Ministry of Natural Resources and Forestry, Ministry of Energy, Northern Development and Mines, the Independent Electricity System Operator; Regional Municipalities of Peel and York; Town of Caledon, City of Brampton and City of Vaughan; Credit Valley Conservation and Halton Conservation; as well as Members of Provincial Parliament, representing electoral districts within the project area, be circulated a copy of this staff report;*

*AND FURTHER THAT TRCA staff report back to the Board of Directors and seek further direction once the preliminary design alternatives and technical appendices are provided to staff for review and comment.*

Here is a [link to the minutes](#) for your information and any action deemed necessary, containing the report as approved by the Board of Directors. The report is further attached to this letter. Of particular interest to you may be thirty-two (32) recommendations provided by TRCA to the Ministry of Transportation. If you have any questions or require additional information, please contact Sharon Lingertat at 416-661-6600 ext. 5717, [sharon.lingertat@trca.ca](mailto:sharon.lingertat@trca.ca) or Beth Williston at 416-661-6600 ext. 5217, [beth.williston@trca.ca](mailto:beth.williston@trca.ca).

Sincerely,



Alisa Mahrova  
Clerk and Manager, Policy

c: John MacKenzie, Chief Executive Officer, TRCA  
Sameer Dhalla, Director, Development and Engineering Services, TRCA  
Beth Williston, Associate Director, Infrastructure Planning and Permits, TRCA  
Sharon Lingertat, Senior Planner, Infrastructure Planning and Permits, TRCA

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Peter Fay, City Clerk, City of Brampton  
Hon. Prabmeet Singh Sarkaria, Associate Minister of Small Business and Red Tape Reduction, MPP, Brampton South,  
Hon. Stephen Lecce, Minister, Education, MPP, King-Vaughan  
Hon. Sylvia Jones, Solicitor General, MPP Dufferin-Caledon  
Hon. Ted Arnett, Speaker MPP, Wellington-Halton Hills  
Todd Coles, City Clerk, City of Vaughan

**RES.#A233/19 -**

**GTA WEST TRANSPORTATION CORRIDOR INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

To highlight TRCA concerns and recommendations regarding the Ministry of Transportation (MTO) technically preferred route for the Greater Toronto Area (GTA) West Transportation Corridor being developed in Stage 2 of the environmental assessment study process.

Moved by: Linda Jackson  
Seconded by: Michael Palleschi

**WHEREAS on June 19, 2019 the Minister of Transportation resumed the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (GTA West) and subsequently updated their comprehensive evaluation, identified MTO's technically preferred route, and sought public input;**

**WHEREAS in June 2019 the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator initiated the Northwest GTA Transmission Corridor Identification Study to identify a transmission corridor in order to protect for future transmission infrastructure required to support increasing electricity demand;**

**WHEREAS the GTA West technically preferred route within TRCA's jurisdiction crosses multiple TRCA-owned properties, multiple significant natural heritage features, including valley and stream corridors, headwater streams, forests, wetlands, and will impact core features, habitats, species and wildlife connectivity; could create or exacerbate flood and erosion hazards; will increase chloride contamination in natural features; and reduces the ability of our natural areas to be resilient to the impacts of climate change;**

**WHEREAS on October 28, 2016 the TRCA Board of Directors in its Resolution #A171/16, as amended, recommended that the environmental assessment (EA) be completed and that the Advisory Panel take into account numerous sustainability, natural heritage and compensation considerations (see link to previous TRCA reports as provided in the body of this report);**

**WHEREAS TRCA has not yet been provided with detailed technical information that supports the Province's technically preferred route, or has not yet been engaged in any detailed technical discussions regarding the technically preferred route;**

**AND WHEREAS following provincial confirmation of the final preferred route, we are informed that MTO will develop preliminary design alternatives, seek public input prior to finalizing the preferred alternative for the highway design, and will then seek approval of the EA from the Minister of the Environment, Conservation and Parks;**

**THEREFORE, LET IT BE RESOLVED THAT TRCA staff continue to work with MTO staff and municipal partners through the Regulatory Agency Advisory Group, through the Greenbelt Transportation Advisory Group, and through an established working group with TRCA, other affected conservation authorities, municipalities and provincial and federal ministries, to address concerns related to potential alignment changes to the technically preferred route to accommodate development and community interests, as well as concerns related to the preferred design alternatives, including concerns related but not limited to: watercourse and wildlife crossings and trail connections, flood and**



erosion control, stormwater management, vegetation removals, natural heritage restoration and compensation, land acquisition and archaeology, and climate resiliency;

THAT the 32 Recommendations contained within this report and in Attachment 4 to this report be approved for review by MTO;

THAT MTO be requested to provide written responses to all TRCA letter comments and Board recommendations; hard copies of all technical studies in support of the technically preferred route and any proposed modifications for review and comment; hard copies of technical studies in support of preliminary and preferred design alternatives for review and comment; and hard copies of the draft EA and associated appendices for review and comment, in accordance with TRCA service delivery standards;

THAT the Ministry of Transportation; Ministry of the Environment, Conservation and Parks; Ministry of Natural Resources and Forestry, Ministry of Energy, Northern Development and Mines, the Independent Electricity System Operator; Regional Municipalities of Peel and York; Town of Caledon, City of Brampton and City of Vaughan; Credit Valley Conservation and Halton Conservation, be circulated a copy of this staff report;

AND FURTHER THAT TRCA staff report back to the Board of Directors and seek further direction once the preliminary design alternatives and technical appendices are provided to staff for review and comment.

**RES.#A234/19 - AMENDMENT TO THE MAIN MOTION**

Moved by: Rowena Santos  
Seconded by: Michael Palleschi

THAT the following be inserted after the eighth paragraph of the main motion:

*THAT recommendation 28 contained within this report and Attachment 4 be revised to read as follows: MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans.*

THAT the following be inserted after the ninth paragraph of the main motion:

*THAT MTO be requested to present to the TRCA Board of Directors at later stages of the study after detailed information requested by TRCA and its municipal partners has been shared and reviewed by TRCA and municipal staff*

THE AMENDMENT WAS

CARRIED

**RES.#A235/19 -      **AMENDMENT TO THE MAIN MOTION****

Moved by:                      Michael Palleschi  
Seconded by:                  Dipika Damerla

**THAT tenth paragraph of the main motion be replaced with following:**

***THAT the Ministry of Transportation; Ministry of the Environment, Conservation and Parks; Ministry of Natural Resources and Forestry, Ministry of Energy, Northern Development and Mines, the Independent Electricity System Operator; Regional Municipalities of Peel and York; Town of Caledon, City of Brampton and City of Vaughan; Credit Valley Conservation and Halton Conservation; as well as Members of Provincial Parliament, representing electoral districts within the project area, be circulated a copy of this staff report;***

**THE AMENDMENT WAS**

**CARRIED**

**THE RESULTANT MOTION READS AS FOLLOWS:**

**WHEREAS on June 19, 2019 the Minister of Transportation resumed the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (GTA West) and subsequently updated their comprehensive evaluation, identified MTO's technically preferred route, and sought public input;**

**WHEREAS in June 2019 the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator initiated the Northwest GTA Transmission Corridor Identification Study to identify a transmission corridor in order to protect for future transmission infrastructure required to support increasing electricity demand;**

**WHEREAS the GTA West technically preferred route within TRCA's jurisdiction crosses multiple TRCA-owned properties, multiple significant natural heritage features, including valley and stream corridors, headwater streams, forests, wetlands, and will impact core features, habitats, species and wildlife connectivity; could create or exacerbate flood and erosion hazards; will increase chloride contamination in natural features; and reduces the ability of our natural areas to be resilient to the impacts of climate change;**

**WHEREAS on October 28, 2016 the TRCA Board of Directors in its Resolution #A171/16, as amended, recommended that the environmental assessment (EA) be completed and that the Advisory Panel take into account numerous sustainability, natural heritage and compensation considerations (see link to previous TRCA reports as provided in the body of this report);**

**WHEREAS TRCA has not yet been provided with detailed technical information that supports the Province's technically preferred route, or has not yet been engaged in any detailed technical discussions regarding the technically preferred route;**

**AND WHEREAS following provincial confirmation of the final preferred route, we are informed that MTO will develop preliminary design alternatives, seek public input prior to finalizing the preferred alternative for the highway design, and will then seek approval of the EA from the Minister of the Environment, Conservation and Parks;**

**THEREFORE, LET IT BE RESOLVED THAT TRCA staff continue to work with MTO staff and municipal partners through the Regulatory Agency Advisory Group, through the Greenbelt Transportation Advisory Group, and through an established working group with TRCA, other affected conservation authorities, municipalities and provincial and federal ministries, to address concerns related to potential alignment changes to the technically preferred route to accommodate development and community interests, as well as concerns related to the preferred design alternatives, including concerns related but not limited to: watercourse and wildlife crossings and trail connections, flood and erosion control, stormwater management, vegetation removals, natural heritage restoration and compensation, land acquisition and archaeology, and climate resiliency;**

**THAT the 32 Recommendations contained within this report and in Attachment 4 to this report be approved for review by MTO;**

**THAT recommendation 28 contained within this report and in Attachment 4 to this report be revised to read as follows: *MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans.***

**THAT MTO be requested to provide written responses to all TRCA letter comments and Board recommendations; hard copies of all technical studies in support of the technically preferred route and any proposed modifications for review and comment; hard copies of technical studies in support of preliminary and preferred design alternatives for review and comment; and hard copies of the draft EA and associated appendices for review and comment, in accordance with TRCA service delivery standards;**

**THAT MTO be requested to present to the TRCA Board of Directors at later stages of the study after detailed information requested by TRCA and its municipal partners has been shared and reviewed by TRCA and municipal staff**

**THAT the Ministry of Transportation; Ministry of the Environment, Conservation and Parks; Ministry of Natural Resources and Forestry, Ministry of Energy, Northern Development and Mines, the Independent Electricity System Operator; Regional Municipalities of Peel and York; Town of Caledon, City of Brampton and City of Vaughan; Credit Valley Conservation and Halton Conservation; as well as Members of Provincial Parliament, representing electoral districts within the project area, be circulated a copy of this staff report;**

**AND FURTHER THAT TRCA staff report back to the Board of Directors and seek further direction once the preliminary design alternatives and technical appendices are provided to staff for review and comment.**

**CARRIED**

## **BACKGROUND**

In January 2007, the Ministry of Transportation (MTO) announced the commencement of the Individual Environmental Assessment (EA) Study for the GTA West Corridor. The purpose of the study is to examine long-term transportation problems and opportunities, while considering

alternatives to provide better linkages to Urban Growth Centres. The Terms of Reference was approved by the Ontario Minister of the Environment on March 4, 2008.

### **STAGE 1 OF THE INDIVIDUAL EA STUDY**

Stage 1 of the EA process evaluated various transportation modes and their ability to address future transportation demands to the year 2031, an almost 25-year horizon from when the project was initiated. While there have been significant delays in the planning timeline for this project, the transportation demand study was not updated to extend this planning horizon. The Stage 1 Study concluded with a recommended solution of a multimodal Transportation Development Strategy to optimize the existing highway network, provide transit and rail improvements such as widening existing highways, and to construct a new transportation corridor, the GTA West Highway.

The Stage 1 Study identified the Preliminary Route Planning Study Corridor for the GTA West Highway as extending from Highway 400 in the east and terminating at the Highway 401/407 interchange to the west. Within TRCA's jurisdiction, the Study Corridor extends from Highway 400 in the City of Vaughan, west through the Town of Caledon and City of Brampton to approximately Heritage Road, crossing the Humber River and Etobicoke Creek watersheds. Preliminary analysis indicated that the new highway would consist of an alignment with a right-of-way width of 110 m for the highway, plus a 60 m right-of-way for the adjacent transitway including transit stations (Figure 1). This would consist of six lanes (three in each direction) between Highway 400 and the Highway 427 extension, and four lanes (two in each direction) between Highway 427 and the connection at Highway 401/407. A report that provided an update on the EA work completed to that date was brought to the TRCA Authority Board on June 24, 2011 ([Meeting #6/11, RES #A122/11](#), p.297). As a great deal of time has passed, TRCA is concerned that additional growth beyond 2031 projections could result in the need for highway expansions that will additionally impact the natural heritage system and TRCA-owned lands in the future. TRCA in discussion with some of our municipal partners want to ensure that the planning horizon to the year 2031 remains an appropriate planning horizon for the EA study. As a result, TRCA staff propose the following recommendations.

#### **Recommendation:**

1. **MTO be requested to confirm whether the transportation demand study completed to the year 2031 remains an appropriate planning horizon.**

### **STAGE 2 OF THE INDIVIDUAL EA STUDY**

The Stage 2 Study of the EA commenced in early 2014 and built upon the recommendations from the Stage 1 Study. In 2015, MTO provided long and short lists of route alternatives. MTO presented an update to the TRCA Authority Board on April 24, 2015 and TRCA staff brought forward a report to the same meeting with an update on the Stage 2 work ([Meeting #4/15, RES #A64/15](#), p.148).

#### **Suspension of the Study**

In December 2015, MTO suspended work on the EA in order to ensure the project aligned with changes in government policy and emerging technologies. An advisory panel of industry experts was formed and tasked with conducting a strategic assessment of the alternatives to meet future transportation demand, and other transportation infrastructure needs for passenger and goods movement in the GTA West Corridor. On October 21, 2016, TRCA recommendations were presented to the panel, in coordination with Conservation Halton and Credit Valley Conservation. On October 28, 2016, TRCA staff presented to the Authority Board and brought

forward a report on the Recommendations to the GTA West Advisory Panel ([Meeting #8/16, RES #A171/16](#), p.534).

In February 2018, after reviewing advice from the Panel, MTO announced they would not proceed with the new highway in the GTA West Corridor. However, to ensure demands for a growing region were met, MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, jointly initiated the Northwest GTA Corridor Identification Study to identify a smaller corridor to be protected for future infrastructure needs including utilities, transportation and transit.

### **Resumption of the Study**

In June 2019, MTO announced resumption of the GTA West Transportation Corridor Study and that it would no longer be participating in the Northwest GTA Corridor Identification Study. In turn, the Ministry of Energy, Northern Development and Mines (ENDM), and the IESO announced that they were initiating the Northwest GTA Transmission Corridor Identification Study, separate from MTO's GTA West Transportation Corridor Route Planning and Environmental Assessment Study.

### **Northwest GTA Transmission Corridor Identification Study**

Currently, to support growing electricity demand in the western GTA and protect for future transmission infrastructure, the ENDM and IESO are leading the Northwest GTA Corridor Identification Study (Figure 2). In February 2020, TRCA staff participated in the first meeting of the Central/GTA Regional Electricity Network. Going forward, TRCA staff will seek to confirm if and how this study is being coordinated with the GTA West Highway that is being planned along a similar path. To assess the potential for cumulative impacts, staff recommend the studies consider each other's findings and be coordinated to the extent possible or as one initiative, similar to the Parkway Belt West Plan initiative in the 1970's.

### **Recommendation:**

- 2. MTO and ENDM/IESO confirm efforts to coordinate their independent studies and ensure negative impacts are fully assessed and minimized wherever practicable.**

### **Technically Preferred Route**

Following MTO's resumption of the GTA West Corridor study, a second round of Public Information Centres (PIC) was held in September and October 2019 at which time MTO presented the technically preferred route (Figure 3) based on high-level evaluations of the short-listed alignment alternatives. To date, TRCA has not received the required detailed technical reports to support these evaluations. The Town of Caledon, the City of Vaughan and the Regional Municipality of York have all provided a response through their councils, requesting future work and route modifications related to interchanges, development areas and community interests, prior to confirming the preferred route.

### **Preliminary Design Alternatives**

In November 2019, TRCA staff attended a joint Municipal and Regulatory Agency Advisory Group meeting, as well as the Greenbelt Transportation Advisory Group meeting where it was identified that MTO plans to confirm the preferred route and "focused analysis area" in Spring 2020. Following this, MTO will commence development of the preliminary design alternatives, including field investigations and consultation with property owners impacted by the preferred route. A separate meeting is scheduled in January 2020 with TRCA, MTO and their consultants to provide a study update, review 2020 fieldwork plans and gather information on habitat mapping and Species at Risk.

### **Final Environmental Assessment**

In late 2022, MTO plans to submit the final EA to the Minister of the Environment, Conservation and Parks for review. The Minister is responsible for making a decision on the EA based on the recommendations of Ministry of the Environment, Conservation and Parks (MECP) staff. If the approval is granted, it is typical that such approvals are made with conditions.

### **DETAILED DESIGN AND VOLUNTARY PROJECT REVIEW**

If approved, the next stage in the project is to commence detailed design, whereby MTO is obligated to satisfy all Ministerial conditions, as well as to obtain all permits and approvals. As a Crown agency, MTO is exempt from obtaining a permit pursuant to TRCA's section 28 regulation under the *Conservation Authorities Act*. In such circumstances, TRCA offers proponents the option of submitting a Voluntary Project Review (VPR) application.

The VPR is submitted at the design stage and allows staff to complete a comprehensive review and provide an opinion as to whether the interests, objectives, and tests of TRCA's Ontario Regulation 166/06 will be satisfied. Fees are charged as per the TRCA Fee Schedule and the standard TRCA review process is followed. Once TRCA comments are satisfied, a VPR letter is issued confirming that our interests have been met.

Unless required to consult with TRCA as a Condition of Approval by MECP, MTO is under no obligation to seek further input at the detailed design stage. While the VPR process is used by other Crown agencies, such as Metrolinx, to date, it has not been pursued by MTO in other projects.

#### **Recommendation:**

- 3. MTO commit to receiving VPR signoff at the design stage as it relates to TRCA's regulatory and policy interests, as well as provincially delegated responsibilities.**
- 4. MTO and MECP work with TRCA to draft Conditions of Approval that reflect TRCA interests and concerns, and that these conditions be forwarded to the Minister for review and consideration at the appropriate time in the EA process.**

### **ANALYSIS**

TRCA is a commenting agency under the *Environmental Assessment Act* and reviews and comments on EA's where the proposed project has the potential to affect our areas of interest, or our delegated responsibility of representing the provincial interest on natural hazards as identified under Section 3.1 of the Provincial Policy Statement 2014. TRCA staff reviewed mapping, as well as the draft Evaluation of the Short List of Route Alternatives (Draft, September 2019) for segments 3 to 9, located within TRCA's jurisdiction, which included the technically preferred route. This information was available on the [MTO website](#).

The following analysis focuses on specific areas of concern and key staff recommendations based on a high-level evaluation of the technically preferred alignment using only available TRCA mapping and data, as the MTO's detailed studies that support their technically preferred route were not provided. The following analysis should not be used in place of a comprehensive study and evaluation to be completed by MTO. It should be noted that staff concerns remain consistent with those provided in past reports and comment letters.

## **WATER MANAGEMENT**

### **Flood Hazards and Stormwater Management**

MTO's evaluation matrix identifies the introduction of approximately 397 hectares (ha) of impervious surface within TRCA's jurisdiction as a result of the new proposed highway, in addition to approximately 85 new watercourse crossings within the Etobicoke Creek and Humber River Watersheds for the technically preferred route. It is imperative that the preferred route not alter the natural hydrological and hydraulic regimes within each of the watersheds or increase the flood hazard at the proposed crossing locations. This is of particular importance to established and planned communities surrounding a new highway that may be at risk of flooding due to changes to water conveyance or flow regimes from the highway's impact to watercourses and wetlands. TRCA's 2015 Crossings Guideline for Valley and Stream Corridors document outlines the requirements for designing new or replacement crossing structures to prevent flood and erosion hazard impacts.

TRCA's 2012 Stormwater Management Criteria document lays out TRCA's stormwater management criteria for work within the TRCA jurisdiction, consistent with provincial and municipal requirements. The Humber River Hydrology and Etobicoke Creek Hydrology models were updated after 2012. It is important to note that the Humber River Hydrology Update only considered urban expansion as identified in the municipal Official Plans that were approved at the time and did not consider the land use change proposed by the GTA West Corridor project. Water quality, quantity, erosion and water balance controls will all need to be met. The Humber River Watershed Plan dictates that a Regional control assessment will be required for any urban expansion beyond approved Official Plans that were included in the recent Humber River Hydrology update.

Additional property needed to address and meet stormwater management criteria for the new highway as well as the future transitway, stations and any other associated hardened surfaces, should be identified in the EA. This identification of required land for green infrastructure will ensure the most effective level of stormwater treatment is achieved, prior to release to the Natural Heritage System (NHS). TRCA recommends if the EA is approved, and the project moves to detailed design, MTO acquire updated modeling from TRCA and come to TRCA for model verification through the VPR process. Historically, MTO has not requested TRCA verify these models, nor have they requested a VPR at the design stage. If the GTA West Highway is approved, in order to engage TRCA at the detailed design stage the Minister would need to make specific conditions as part of the approval process. Through such a process, TRCA would then be able to comment on changes to the drainage/flow regimes, be involved with mitigation to flood plain impacts, and ensure we receive accurate updated information and data that would inform decisions in municipal and development review applications.

#### **Recommendations:**

- 5. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors in designing new crossing structures in order to prevent flood and erosion hazard impacts.**
- 6. MTO clearly show on a figure in the EA, each watercourse and headwater drainage feature crossing, together with a corresponding table that shows proposed sizing at each crossing location that considers wildlife passage, fluvial geomorphic, and flood conveyance requirements, and any associated modeling, where necessary. Proposed crossing sizes presented in the EA should clearly reflect the sizing that will move forward to the design and construction stages.**
- 7. MTO undertake a comprehensive stormwater management strategy at the EA stage based on TRCA's 2012 Stormwater Management Criteria document that demonstrates**



how provincial and TRCA criteria for water quality, quantity, erosion and water balance will be met.

8. **MTO contact TRCA for updated modeling and stormwater requirements at the detailed design stage and then update the modeling, based on the proposed highway design, according to TRCA standards.**

### **Source Water Protection**

The *Clean Water Act*, 2006 ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science. Within the Regional Municipality of Peel, the proposed alignments transect Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas as identified in the [Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan](#) (CTC SPP). Within the Regional Municipality of York, the proposed alignments transect Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas and a Wellhead Protection Area for quality and quantity (WHPA-Q). All alignments will have some level of impact to these resources. Further analysis will need to take place within the EA to determine the level of impact through consultation with each municipality.

### **Recommendations:**

9. **MTO consult with each municipality transected by the preferred route and design to confirm conformity with the CTC SPP.**
10. **MTO conform with Policy SAL-6 in the CTC SPP, in particular clause (d) which encourages the consideration of information in the Toronto and Region Assessment Report for the siting and prioritization of future assessments related to road salt application.**
11. **MTO work with the Ministry of the Environment, Conservation and Parks to ensure the implementation of Policy SAL-11 in the CTC SPP.**

### **NATURAL HERITAGE SYSTEM**

The GTA West Corridor project will have extensive and widespread impacts on the NHS, including significant loss in the number, form and function of natural features and species. There will be significant fragmentation of valleylands, conservation lands, and the few remaining natural corridors within TRCA's jurisdiction. To minimize these impacts a very thorough ecological study of the area must be completed, the results of which must direct the siting, design, and construction of the highway, including ecosystem compensation measures to help replace impacted natural features and function.

### **Wildlife Connectivity, Flora, Fauna and the Natural Heritage System**

To highlight the extent of the anticipated major ecological impacts, TRCA staff completed a rapid assessment. A detailed ecological study by MTO is required to confirm impacts and identify mitigation, restoration and compensation requirements. The key findings include:

- Over 1000 ha of land identified as important for local wildlife movement, some of which is also important at a regional scale, will either be removed or intersected by the proposed highway. Of note is the section located to the east of Bramalea Road, through an area classified as important for regional wildlife movement.
- Approximately 85 watercourses will be impacted. Of these crossings, TRCA ranks 10 as "high priority" locations ecologically, as they are in deep valleys with relatively high quality existing or potential habitat, high regional connectivity, or high local connectivity. Of the remaining crossings, 58 are ranked as "medium priority" locations located in shallow valleys that have high quality existing or potential habitat, high regional connectivity, or high local connectivity.

- Over 110 occurrences (representing 10 different species) of federal and/or provincial Species at Risk have been found in the study area: These species are found in a variety of habitat types including meadow (e.g., Bobolink), forest (e.g., Eastern Wood-Pewee, Butternut), wetland (e.g., Snapping Turtle, Western Chorus Frog) and within specific watercourses.
- 35 different fauna species of local concern (with approximately 240 separate occurrences) have been found inhabiting the proposed study area.
- 74 different flora species of local concern (with approximately 275 separate occurrences) have been found inhabiting the proposed study area.
- Approximately 220 wetlands covering 130 ha, will be impacted.
- Approximately 680 ha of habitat representing 224 separate habitat patches (forest, wetland, meadows) will be directly removed or indirectly impacted. This includes 240 ha (representing 40 separate habitat patches) of high-quality habitat (based on TRCAs landscape analysis model assessing size, shape and surrounding land use) and over 300 ha (representing 206 separate habitat patches) of habitat deemed highly vulnerable to impacts of climate change.

An example of a high priority wildlife crossing location is the eastern end of segment 8-3 located north of Kirby Road between Kipling Avenue and Pine Valley Drive where there is a high probability of forest to forest wildlife movements. Crossing structures should not only accommodate wildlife movements between wetlands and valley systems for example, but also be considered for areas that are not along stream corridors.

#### **Recommendations:**

- 12. MTO complete seasonally appropriate field surveys along the preferred route to identify where and when wildlife passages are required and will be most effective, based on the type of species and migration patterns, to facilitate safe wildlife movement under or over the highway.**
- 13. MTO design habitat connectivity and wildlife passages for provincial and regional species of concern, including installing appropriate wildlife passages, fencing structures, and extensive habitat restoration.**
- 14. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors to inform the design of new crossing structures for wildlife movement and habitat connectivity.**

#### **Core Features**

MTO's Comparative Evaluation of Net Effects and Ranking of alternatives does not appear to consider the significance, sensitivities, or quality of all the natural heritage features within the alternative routes, which significantly diminishes the weighting of individual natural features. All natural heritage features should be evaluated using these criteria so that the review of alternatives considers natural heritage features equally and ensures overall impacts for each evaluation criterion is weighted appropriately.

- Some unevaluated wetlands may in fact be Provincially Significant Wetlands (PSW) but may not have been classified as such in the table. Once they have been evaluated, the significance of each natural feature can better inform the Route Evaluation.
- Woodlands should be assessed using standardized criteria for significance in such a way that they are compared on equal footing. Many of the unevaluated woodlands may in fact prove to be significant, particularly the larger features connected to valleys.
- There are several locations where natural features have not been identified. For example, there are extensive riverine wetlands located adjacent to Airport Road where segments 6-

1 and 6-2 are located. The proposed intersection 6-1 will remove a large proportion of these wetlands.

Once all natural heritage features have been assessed in terms of their significance, sensitivities and/or quality, they should be categorized such that the significant, most sensitive and highest quality features are considered “Core Features”. These features are the core elements of the NHS, including ecologically significant groundwater recharge areas, should be protected and enhanced because they provide critical ecosystem functions.

While municipal Official Plans identify both natural heritage systems and many significant natural features, not all the features have been assessed. The GTA West study should reference these planning documents to assess the features that have not yet been evaluated. Once a comprehensive evaluation has been completed, slight shifts in alignment, such as shifting segment 4-1 to the north to avoid cutting through the “potentially significant woodlands” associated with watercourses, among others, should be considered. In addition, MTO’s technically preferred route section 7-3 will connect the new highway to Highway 427. This route runs parallel to and on top of long reaches of permanent watercourse (approximately 2.1 km within the Robinson Creek Natural Heritage System), which will result in permanent impacts to the form and function of the NHS. Fragmentation of the valley corridor is anticipated as well as wetland removals including a mature deciduous swamp. As with the other highway segments, options to adjust the Highway 427 extension and interchange should be analyzed to first avoid impacts to sensitive habitat and minimize impacts to the NHS. MTO should respect the work done under the completed Highway 427 EA and detailed design processes to protect these features. If the EA is approved and a commitment to follow the TRCA VPR process is made, MTO would be committed to acquire updated data from TRCA and to ensuring TRCA standards are applied.

#### **Recommendations:**

- 15. MTO complete a comprehensive evaluation for the technically preferred alternative of the proposed highway, associated interchanges and future transit right-of-way and stations and use the information to consider hybrid alignments (shifts) that will avoid and minimize impacts to the natural heritage system, including watercourses and core features.**
- 16. MTO commit to mitigation measures at the EA stage, such as edge management plans and measures to ensure that the function of ecologically significant groundwater recharge areas are maintained, and then develop these measures further at the detailed design stage.**
- 17. MTO work with TRCA to develop and implement an environmental monitoring plan in the EA stage, and use the plan to inform the planning and design of wildlife crossing locations, as well as to address issues related to species sensitivities, such as noise, light, pollutants, invasive species, habitat and groundwater changes.**

#### **Restoration and Compensation**

MTO has examined a range of alignment alternatives and due to the magnitude of the proposed work, impacts to the NHS including habitat connections are unavoidable in some locations. Given the complexity of this work and the unavoidable impacts to significant and sensitive areas throughout the TRCA jurisdiction, it will be imperative that losses to core features and their functions, as well as losses to lands required for connectivity and buffers be restored. The loss of restorable lands as a result of the new highway and associated transitway should also be considered and compensated for, to the extent possible, with the intent to preserve and improve the ecological integrity of the area.

**Recommendations:**

- 18. MTO work with TRCA to determine an appropriate restoration and compensation plan in the EA that ensures a net benefit, depending on the ecological communities impacted, to ensure fragmentation is minimized, connections between sensitive ecological features remain open allowing for wildlife movement, and to ensure the NHS is protected and enhanced.**
- 19. MTO work with TRCA to identify locations in which restoration activities can take place either using the TRCA 2018 Guide for Determining Ecosystem Compensation or developing a compensation strategy similar to that adopted by Metrolinx for their expansion projects and applying an approximate value to future restoration and compensation efforts.**

**Salt Application, Noise and Light Impacts**

Salt application and salt spray as well as increased noise and light impacts should be considered when choosing the preferred route and preliminary design. Currently, the proposed corridor crosses numerous cold and cool water streams that provide habitat to sensitive aquatic species. These species cannot tolerate urban influences of salt and other pollutants that would enter the habitat via runoff. Stormwater management has not yet been proven as an effective mitigation tool for salt management. Natural heritage features are affected by salt spray, which can have profound effects on terrestrial systems and can penetrate to large forest blocks causing tree and shrub losses far removed from the road right-of-way. Conifer species are particularly prone to dieback due to salt spray. In terms of invasive species, such as phragmites, these often take root in rights-of-way and can cause long, linear disturbances to the NHS. Noise and light pollution can also cause adverse effects to forest and wetland species and must be considered in alternative selection, detailed design options and long-term maintenance.

**Recommendation:**

- 20. MTO consider in the EA the potential long-term impacts of salt loading to surface and groundwater features, salt spray to terrestrial habitats, the spread of invasive species along transportation corridors, and fragmentation of habitats and migration corridors.**

**CLIMATE CHANGE**

The MECP requires that all projects going through the EA process, including Individual EAs, consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. The 2014 Provincial Policy Statement also requires that infrastructure projects consider impacts from climate change.

**Impacts to Natural Features and Wildlife**

The proposed routes cut through natural features and areas that are deemed to be highly vulnerable to climate change, which may exacerbate the impacts to these features (for example drying effects on vegetation and changes to hydrology). The proposed route also cuts through habitat patches used by sensitive species including terrestrial and aquatic Species at Risk Ontario (SARO) which are considered highly vulnerable to the impacts of climate change. Furthermore, habitat connectivity is becoming increasingly important, especially from a climate change perspective, where the loss of habitat will result in further isolation of species and limit species' movements.

**Stormwater Management**

Stormwater management strategies and crossing structures will need to demonstrate resilience to the effects of climate change. One methodology to evaluate impacts is to test the strategy against the rainfall estimates provided on the MTO Intensity Duration Frequency (IDF) Curve

website for the 2080s time period, as defined in the 2015 Ministry of Natural Resources and Forestry (MNRF) document “Climate Change Projections for Ontario: An updated synthesis for policymakers and planners”.

### **Green Infrastructure**

In addition to the recommendations in this report, the EA should also include encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover). Furthermore, the climate change section should also include information related to vehicular emissions and prescribed construction technologies and consider the potential impacts of climate change that may increase the risk associated with natural hazards (for example flooding due to severe weather).

### **Recommendations:**

- 21. MTO evaluate climate change risks and impacts based on the transition of natural heritage lands to paved surfaces, together with the removal of trees and wetlands be included in the EA document to ensure impacts are minimized and clearly explained.**
- 22. MTO’s stormwater management strategy and crossings be confirmed against the impacts of a changing climate.**
- 23. MTO investigate and incorporate green infrastructure into the design.**

### **TRCA-OWNED LANDS**

#### **Conservation Lands**

TRCA lands will be impacted in multiple locations throughout this study corridor as a new highway will result in fragmentation as well as partial and complete losses to the land base. Impacts of the alternative options on TRCA-owned lands range from approximately 8 to 78 ha, depending on the various combinations of alternatives. While some highway segments will have either no impact or a nominal impact to TRCA-owned lands, of notable concern are the sections of the technically preferred route within the Highway 410 area and through the TRCA Nashville Conservation Reserve (NCR).

### **Recommendations:**

- 24. MTO closely coordinate with TRCA throughout the planning and design stages to further review options to avoid and mitigate impacts to TRCA-owned lands.**
- 25. MTO and TRCA enter into negotiations regarding land base compensation once the preferred route has been finalized and MTO include future TRCA land acquisition costs within its costing analysis.**

### **Highway 410 Extension**

Impacts based on the various alternatives for this segment of highway range from having no impact to significant impacts, such as with the technically preferred route. The routes that use the existing Highway 410 alignment have a similar overall impact (1.9 to 2.5 ha) to TRCA properties. The most significant impact is MTO technically preferred route 5-10 which involves construction of a new north-south connection and interchange which will impact two TRCA parcels affecting most of a parcel north of Mayfield Road and east of Heart Lake Road. According to the MTO Evaluation Table, the proposed Highway 410 interchange and extension will also result in the removal of 6.81 ha of wetland, 11.71 ha of potentially significant woodland, and will require 10 potential watercourse crossings.

TRCA and municipal staff have worked to protect many of these features through the Mayfield

West Master Environmental Servicing Plan (MESP) and draft plan review processes. While the technically preferred route appears to avoid the TRCA-owned central woodlot, a new interchange and extension will result in the removal of at least two PSW's, TRCA-owned lands, woodlots and the stream corridors that connect them as part of the Heart Lake Wetland Complex. The Heart Lake Wetland Complex has already been subject to significant impacts as a result of the Highway 410 extension, which has altered drainage patterns and permanently changed the hydrology of some of the wetlands. Impacts to features along those routes will need to be reviewed once further detail is provided.

**Recommendation:**

- 26. MTO work closely with TRCA, the City of Brampton, Town of Caledon and Regional Municipality of Peel and reconsider the interchange that would allow for the extension at Highway 410 to use existing Highway 10 infrastructure.**

**Nashville Conservation Reserve**

The NCR is TRCA-owned land which extends from King Road south to Kleinberg and serves as an integral part of the TRCA's NHS. The NCR supports a wide variety of wildlife, conveys the federally designated Humber River (Canadian Heritage River), is an important migratory corridor, provides important recreational and natural resource for users and TRCA has identified future plans for this important greenspace in the Nashville Conservation Reserve Management Plan (2015).

MTO's technically preferred route section 8-3 through the southern section of the NCR, will fragment these lands resulting in impacts to almost 8 ha (based on TRCA data), approximately 58 ha of woodland and vegetation, approximately 10.3 ha of wetland habitat (based on the MTO evaluation table), and will pass through conservation lands at the narrowest portion of the tract. This route represents one of the alternatives with the smallest area of impact to TRCA-owned lands within the NCR.

In comparison, although alignment 8-1 through the northern section of the NCR, as recommended by the City of Vaughan in a letter to the Regional Municipality of York, dated November 25, 2019, would result in the most significant impact to TRCA-owned lands. This route could be selected but only if appropriate measures were applied to minimize negative impacts and achieve ecological and other benefits outside of this impacted area. This alignment would see approximately 55 ha of land impacted together with the removal of approximately 87.8 ha of forest, meadow and treed swamp and 11.7 ha of wetland (based on the MTO evaluation table). It should be noted that the Regional Municipality of York in their Council report of January 16, 2020, requested MTO to review alignments in the North Kleinburg-Nashville Secondary Plan Area and to reduce impacts to existing and approved community areas. It is recommended that TRCA, Vaughan, York and MTO staff continue to work together to find a solution to these concerns.

**Recommendations:**

- 27. MTO work with TRCA, the City of Vaughan and Regional Municipality of York to determine an alignment that will minimize and/or mitigate impacts through the NCR.**
- 28. MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified**

**in the Region of Peel's Active Together Master Plan and regional and local Official Plans.**

- 29. MTO ensure signage identifying the NCR and the Humber River's Canadian Heritage River System status be included in an area along the highway within the boundary of the NCR and in the vicinity of the Humber River.**

### **Archaeology**

Once a preferred route has been chosen and development limits identified, TRCA archaeologists will need to complete archaeological investigations for any work on TRCA lands as per TRCA policy and at costs to be borne by MTO. Based on a review of TRCA information for the area, there is high potential for both Indigenous and Euro-Canadian archaeological sites and artifacts specifically in the NCR, and potentially in other TRCA-owned lands. Should sites or artifacts be encountered, further work will be needed to ensure the sites or artifacts are recognized and preserved in accordance with the objectives of the Etobicoke Creek and Humber River Watershed plans, the Humber River Canadian Heritage Rivers System designation, and the affected Indigenous communities. It should be noted that through the EA process, MTO is required to consult with Indigenous peoples and consider and incorporate the findings of those investigations.

### **Recommendation:**

- 30. MTO closely coordinate with TRCA archaeology staff to complete investigations as per TRCA and provincial policy on TRCA-owned lands once a preferred route has been identified.**

### **LAND USE**

#### **Greenbelt Plan Area**

MTO's technically preferred route appears to minimize impacts to the Protected Countryside designated area within the Greenbelt Plan.

### **Development**

For several years, TRCA has worked closely with municipalities on development applications within the focused corridor width that was identified by MTO and the IESO in February 2018. We note that many of the municipal Secondary Plans, Block Plans and Official Plan Amendments in support of future development were approved based on the reduced Focused Analysis Area.

Through the planning process, TRCA has worked with the development industry and municipal staff to protect significant features and, through these municipal planning processes convey lands into public ownership. Significant time, effort and cost have been invested by TRCA and other parties to coordinate the approvals in conjunction with the reduced Focused Analysis Area Corridor Protection Area.

The GTA West Technically Preferred Route crosses future block plan areas, such as Block 62 West in the City of Vaughan, where preliminary work started several years ago, including staking of natural features. Other locations along the route are subject to Ontario Municipal Board (OMB) decisions or current Local Planning Appeal Tribunal (LPAT) hearings, set for 2020. In Block 66 West within the City of Vaughan, the technically preferred route could also potentially impact a site in which the valleylands were to be restored and dedicated to TRCA.



**Recommendation:**

- 31. MTO be requested to work with TRCA, municipalities, landowners and developers, and community and environmental organizations recognizing the shared concerns with particular alignments and interchanges, lands to be conveyed to TRCA through the development process, as well as TRCA and partner efforts in protecting natural features through the municipal planning process to establish a routing which respects the various concerns.**

**Terminus Points at Highway 410, Highway 427 and Highway 400**

The proposed highway includes several key connections to existing major highways 410, 427 and 400. It is unclear at this time whether extensions of these highway networks will be required in the future and how those extensions will impact features beyond areas examined through this study.

**Recommendation:**

- 32. MTO include projections for possible future extensions in the EA to ensure proposed terminus points at each of these locations to avoid or minimize impacts to TRCA properties, conservation lands and the NHS to the north and east.**

**RELATIONSHIP TO BUILDING THE LIVING CITY, THE TRCA 2013-2022 STRATEGIC PLAN**

This report supports the following set forth in the TRCA 2013-2022 Strategic Plan:

**Strategy 2 – Manage our regional water resources for current and future generations**

**Strategy 4 – Create complete communities that integrate nature and the built environment**

**Strategy 7 – Build partnerships and new business models**

**Strategy 8 – Gather and share the best sustainability knowledge**

**Strategy 12 – Facilitate a region-wide approach to sustainability**

**FINANCIAL DETAILS**

- Should the province pursue approvals through the TRCA VPR process, fees for these services will be charged based on service delivery requirements that are consistent with the TRCA Fee Schedule. If the VPR process is not followed, TRCA will charge fees for all updated data and mapping.
- Monetary requirements for natural heritage compensation will be negotiated.
- Acquisition of TRCA-owned property will require negotiation of land-based monetary compensation.

**DETAILS OF WORK TO BE DONE**

- TRCA staff will continue to work with MTO staff through the Regulatory Agency Advisory Group, the Greenbelt Transportation Advisory Group and separate working groups.
- TRCA staff will report back to the TRCA Board of Directors once the preliminary design alternatives and technical appendices are provided to TRCA staff for review and comment and provide an update as to how TRCA recommendations have been addressed.
- Should the project be approved with a condition that requires the TRCA VPR process be implemented, TRCA staff will work with MTO through the detailed design and construction stages to ensure TRCA's regulatory, restoration and compensation concerns and objectives are addressed.

**Report prepared by: Sharon Lingertat, extension 5717**

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**Date: January 20, 2020**

**Attachments: 4**

Attachment 1: Cross Section

Attachment 2: Focused Analysis Area

Attachment 3: Technically Preferred Route Roll Plan

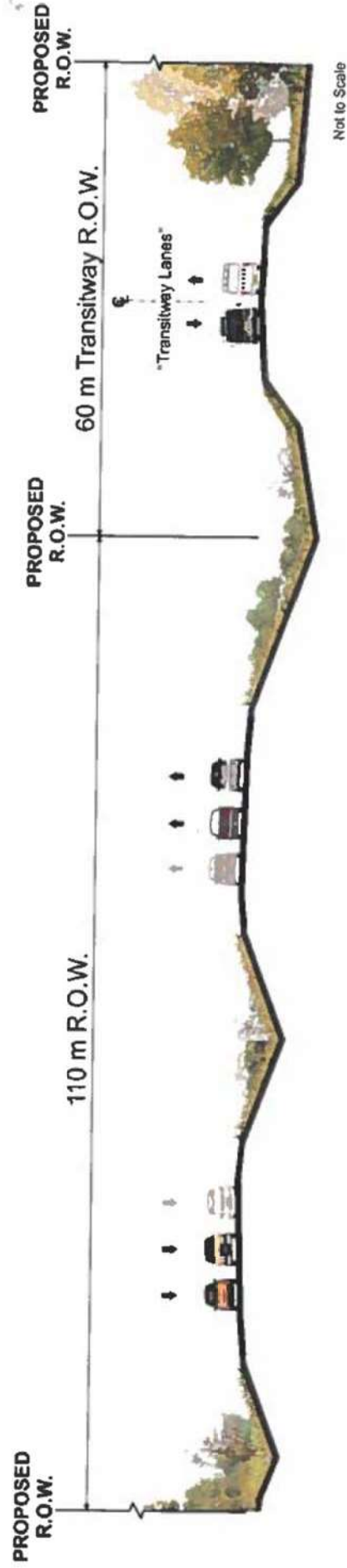
Attachment 4: Summary of Recommendations

## Attachment 1: Proposed Cross Section

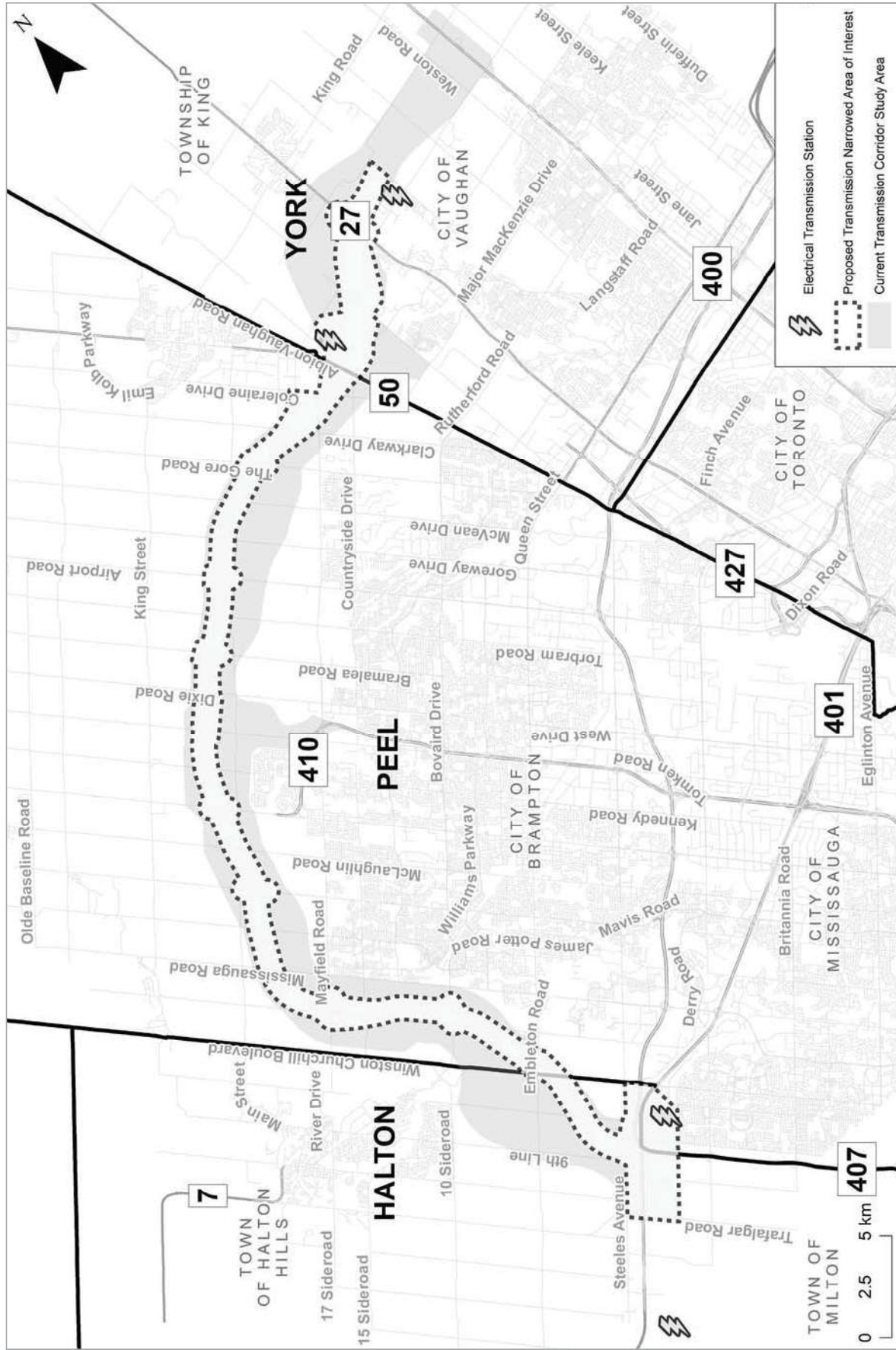


# THE NEW MULTIMODAL CORRIDOR

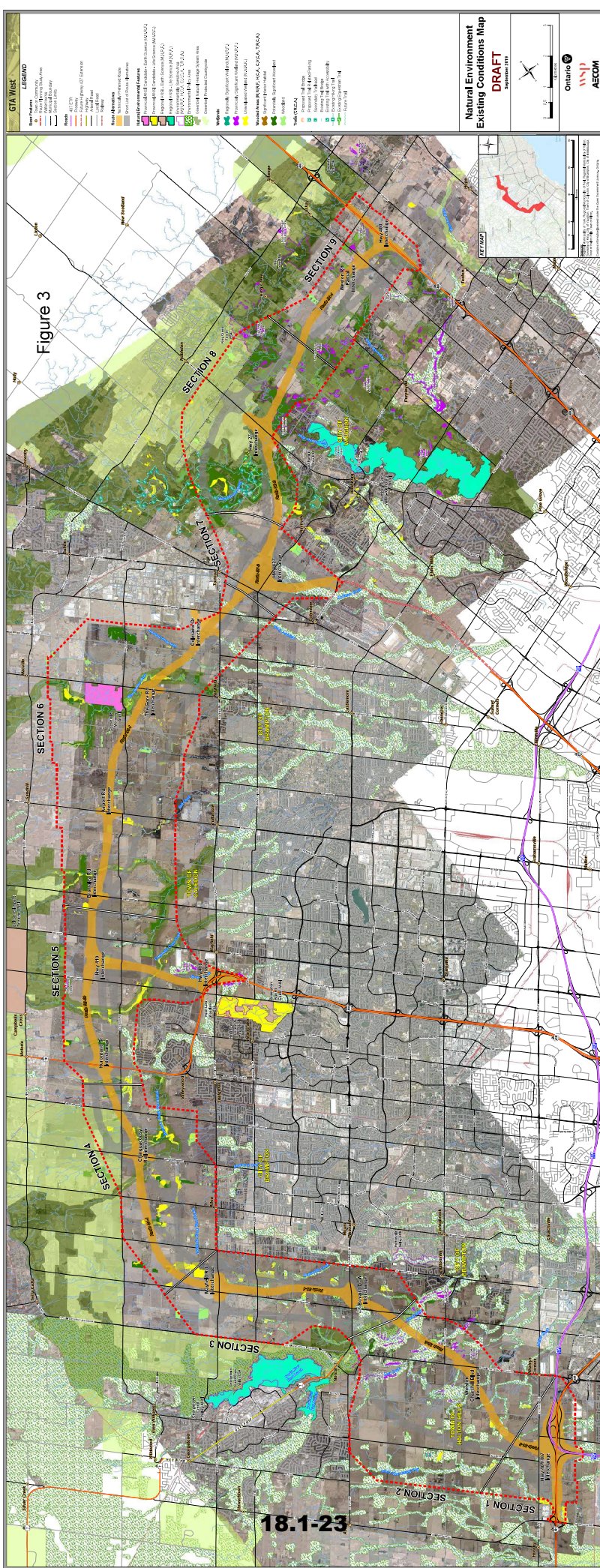
- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway
- The total proposed right-of-way (ROW) will be 170m



# Map: Current Transmission Corridor Study Area and Proposed Transmission Narrowed Area of Interest







### **Summary of Recommendations**

1. MTO be requested to confirm whether the transportation demand study completed to the year 2031 remains an appropriate planning horizon.
2. MTO and ENDM/IESO confirm efforts to coordinate their independent studies and ensure negative impacts are fully assessed and minimized wherever practicable.
3. MTO commit to receiving VPR signoff at the design stage as it relates to TRCA's regulatory and policy interests, as well as provincially delegated responsibilities.
4. MTO and MECP work with TRCA to draft Conditions of Approval that reflect TRCA interests and concerns, and that these conditions be forwarded to the Minister for review and consideration at the appropriate time in the EA process.
5. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors in designing new crossing structures in order to prevent flood and erosion hazard impacts.
6. MTO clearly show on a figure in the EA, each watercourse and headwater drainage feature crossing, together with a corresponding table that shows proposed sizing at each crossing location that considers wildlife passage, fluvial geomorphic, and flood conveyance requirements, and any associated modeling, where necessary. Proposed crossing sizes presented in the EA should clearly reflect the sizing that will move forward to the design and construction stages.
7. MTO undertake a comprehensive stormwater management strategy at the EA stage based on TRCA's 2012 Stormwater Management Criteria document that demonstrates how provincial and TRCA criteria for water quality, quantity, erosion and water balance will be met.
8. MTO contact TRCA for updated modeling and stormwater requirements at the detailed design stage and then update the modeling, based on the proposed highway design, according to TRCA standards.
9. MTO consult with each municipality transected by the preferred route and design to confirm conformity with the CTC SPP.
10. MTO conform with Policy SAL-6 in the CTC SPP, in particular clause (d) which encourages the consideration of information in the Toronto and Region Assessment Report for the siting and prioritization of future assessments related to road salt application.
11. MTO work with the Ministry of the Environment, Conservation and Parks to ensure the implementation of Policy SAL-11 in the CTC SPP.

12. MTO complete seasonally appropriate field surveys along the preferred route to identify where and when wildlife passages are required and will be most effective, based on the type of species and migration patterns, to facilitate safe wildlife movement under or over the highway.
13. MTO design habitat connectivity and wildlife passages for provincial and regional species of concern, including installing appropriate wildlife passages, fencing structures, and extensive habitat restoration.
14. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors to inform the design of new crossing structures for wildlife movement and habitat connectivity.
15. MTO complete a comprehensive evaluation for the technically preferred alternative of the proposed highway, associated interchanges and future transit right-of-way and stations and use the information to consider hybrid alignments (shifts) that will avoid and minimize impacts to the natural heritage system, including watercourses and core features.
16. MTO commit to mitigation measures at the EA stage, such as edge management plans and measures to ensure that the function of ecologically significant groundwater recharge areas are maintained, and then develop these measures further at the detailed design stage.
17. MTO work with TRCA to develop and implement an environmental monitoring plan in the EA stage, and use the plan to inform the planning and design of wildlife crossing locations, as well as to address issues related to species sensitivities, such as noise, light, pollutants, invasive species, habitat and groundwater changes.
18. MTO work with TRCA to determine an appropriate restoration and compensation plan in the EA that ensures a net benefit, depending on the ecological communities impacted, to ensure fragmentation is minimized, connections between sensitive ecological features remain open allowing for wildlife movement, and to ensure the NHS is protected and enhanced.
19. MTO work with TRCA to identify locations in which restoration activities can take place either using the TRCA 2018 Guide for Determining Ecosystem Compensation or developing a compensation strategy similar to that adopted by Metrolinx for their expansion projects and applying an approximate value to future restoration and compensation efforts.
20. MTO consider in the EA the potential long-term impacts of salt loading to surface and groundwater features, salt spray to terrestrial habitats, the spread of invasive species along transportation corridors, and fragmentation of habitats and migration corridors.
21. MTO evaluate climate change risks and impacts based on the transition of natural heritage lands to paved surfaces, together with the removal of trees and wetlands be included in the EA document to ensure impacts are minimized and clearly explained.
22. MTO's stormwater management strategy and crossings be confirmed against the impacts of a changing climate.
23. MTO investigate and incorporate green infrastructure into the design.



24. MTO closely coordinate with TRCA throughout the planning and design stages to further review options to avoid and mitigate impacts to TRCA-owned lands.
25. MTO and TRCA enter into negotiations regarding land base compensation once the preferred route has been finalized and MTO include future TRCA land acquisition costs within its costing analysis.
26. MTO work closely with TRCA, the City of Brampton, Town of Caledon and Regional Municipality of Peel and reconsider the interchange that would allow for the extension at Highway 410 to use existing Highway 10 infrastructure.
27. MTO work with TRCA, the City of Vaughan and Regional Municipality of York to determine an alignment that will minimize and/or mitigate impacts through the NCR.
28. MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans.
29. MTO ensure signage identifying the NCR and the Humber River's Canadian Heritage River System status be included in an area along the highway within the boundary of the NCR and in the vicinity of the Humber River.
30. MTO closely coordinate with TRCA archaeology staff to complete investigations as per TRCA and provincial policy on TRCA-owned lands once a preferred route has been identified.
31. MTO be requested to work with TRCA, municipalities, landowners and developers, and community and environmental organizations recognizing the shared concerns with particular alignments and interchanges, lands to be conveyed to TRCA through the development process, as well as TRCA and partner efforts in protecting natural features through the planning process to establish a routing which respects the various concerns.
32. MTO include projections for possible future extensions in the EA to ensure proposed terminus points at each of these locations to avoid or minimize impacts to TRCA properties, conservation lands and the NHS to the north and east.

## CONFERENCE REGISTRATION NOTIFICATIONS

**To:** Regional Council

**Date:** March 12, 2020

**From:** The Office of the Regional Clerk

**Subject:** Notification of Registrations

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In accordance with Section 6.2.2 a) of the Business Expense Accounts – Members of Council Policy (F30-02), please find below a list of Conference Registration Notifications received as of the date of this memorandum:

COUNCILLOR NAME:	CONFERENCE NAME:	LOCATION:	DATE:	AGENDA TOPICS:
Councillor Groves	2020 National Oral Health	San Diego	April 3-8	Dental Public Health

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 18-2020

**A by-law to adopt Amendment Number 33 to the Region of Peel Official Plan in order to expand the Ninth Line Lands Settlement Area Boundary Expansion to include Ninth Line Lands in the Regional Urban Boundary and establish an updated planning framework.**

WHEREAS in accordance with Sections 17 and 26 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or amendments thereto;

AND WHEREAS, by resolution passed on the 12<sup>th</sup> day of March, 2020, the Council of The Regional Municipality of Peel authorized the adoption of Regional Official Plan Amendment Number 33, which is an amendment to the Region of Peel Official Plan to expand the Regional Urban Boundary to include the Ninth Line Lands and establish an updated planning framework;

AND WHEREAS, the Region of Peel Official Plan as revised by Amendment Number 33 and as it pertains to Amendment Number 33, meets the requirements of Section 26(1)(a), (b) and (c) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Schedule A, attached hereto and forming part of this by-law constitutes and is hereby adopted as Regional Official Plan Amendment Number 33.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12<sup>th</sup> day of March, 2020.

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Deputy Regional Clerk

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Regional Chair

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT  
NUMBER 33

AN AMENDMENT TO INCLUDE THE NINTH LINE LANDS IN THE  
REGIONAL URBAN BOUNDARY AND ESTABLISH AN UPDATED  
PLANNING FRAMEWORK

**THE CONSTITUTIONAL STATEMENT**

Part A, THE PREAMBLE, including modifications to the Figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendments to the Text and Schedules of the Region of Peel Official Plan, constitutes Amendment Number 33 to the Region of Peel Official Plan.

**PART A – THE PREAMBLE**

**1. Purpose of the Amendment**

The purpose of this Amendment is to include the Ninth Line Lands in the Regional Urban Boundary of the Region of Peel Official Plan.

This Amendment also provides an updated policy framework to guide further planning review on the Ninth Line Lands.

**2. Location**

This Amendment applies to lands in the City of Mississauga as legally described as Part Lot 6, Concession 2, North of Dundas Street (Township of Trafalgar), and as Part Lots 1 to 14, Concession 9, New Survey (Township of Trafalgar), and as shown in PART B – THE AMENDMENT, attached.

**3. Basis**

**A Place to Grow**

A Place to Grow, 2019 provides for growth management policy direction and population and employment forecasts for single and upper tier municipalities within the Greater Golden Horseshoe.

This Amendment provides for the inclusion of the Ninth Line Lands in the Regional Urban Boundary and implements the Growth Plan population and employment forecasts for the Region to 2031. Section 2.2.8 sets out the policy requirements for settlement area boundary expansions. This Amendment would facilitate a settlement area boundary expansion as one of the phases of the Region’s Municipal Comprehensive Review (MCR). The additional ongoing Peel 2041: Official Plan Review and MCR (Peel 2041) work will allow for the full MCR requirements to be undertaken, including the requirements for any additional need for settlement area boundary expansions to account for additional population and employment growth to the 2041 planning horizon.

The proposed land use concept for the Ninth Line Lands fits within the Regional land budget to 2031 and helps Mississauga achieve its growth outlook, while also making a significant contribution to density and intensification in Peel such that the Region can meet or exceed the Provincial mandated minimums.

**Regional Official Plan**

The Regional Official Plan assigns population and employment growth to the Growth Plan policy areas in Peel. For Mississauga, the 2031 population and employment totals are approximately 800,000 people and 500,000 jobs. The Regional Land Budget sets the 2031 designated greenfield area (DGA) population and employment totals for Mississauga at 13,000 people and 1,000 jobs.

## **Schedule “A” to By-law 18-2020**

The Region of Peel Official Plan also requires that settlement area boundaries be designated based on addressing various technical and policy requirements including comprehensively addressing Provincial policies. This Amendment is being brought forward and comprehensively addresses updated Provincial requirements including those for settlement area boundary expansions and is proceeding through an initial phase of the Peel 2041 recognizing the unique planning history on the subject lands. Future policy work will address further growth allocation needs to the 2041 planning horizon for the Region of Peel. Through Peel 2041, additional work will allow for the full MCR requirements to be undertaken, including the requirements for any additional need for settlement area boundary expansions.

### **Ninth Line Lands**

The Ninth Line Lands are located on the western boundary of the City of Mississauga and the Region of Peel. They comprise an area of approximately 350 hectares (865 acres). These lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010, as part of a restructuring process for municipal boundary realignment. The Region of Peel Official Plan was amended by the addition of Section 5.10 to recognize the status of the Ninth Line Lands as follows:

“On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes.”

This required the Ninth Line Lands to be considered in the Region of Peel, City of Mississauga jurisdictional context. Planning reviews of the Ninth Line Lands had been carried out in the past under the Region of Halton/Town of Milton context (Ninth Line Corridor Protection and Land Use Study, May 2005, Halton Region; and Town of Milton Official Plan Review – Background Study Ninth Line Corridor, May 2007). However, under a new jurisdictional context, the lands required additional planning work to be undertaken to determine the future of the area including addressing the policy requirements for settlement area boundary expansions, to determine if there is justification for inclusion of some or all the lands within the Regional Urban Boundary.

In January 2014, the Macaulay Shiomi Howson Ltd. (MSH) Team, including various subconsultants, was retained jointly by the Region of Peel and City of Mississauga to provide professional and technical services to carry out the required planning studies, including the settlement area boundary technical work. The studies were carried out in accordance with *Planning Act* processes. It involved two phases:



## **Schedule “A” to By-law 18-2020**

- Phase One: a background review and the development of an Emerging Land Use Concept prepared in accordance with Provincial, Regional and local growth management and planning policy objectives; and,
- Phase Two: the preparation of a Regional Official Plan Amendment (ROPA) to satisfy requirements of a settlement area boundary expansion as outlined in section 7.9.2.12 of the Regional OP and a City Official Plan amendment.

The Ninth Line Lands is a unique parcel of land in terms of growth management planning because of its history, location, and configuration and planned development. Ninth Line, while considered a greenfield expansion in the City of Mississauga and Region of Peel, is different due to its annexation history. The municipal boundary was realigned that resulted in a strip of land consisting of many small parcels adjacent to historic development, in floodplain, or in planned transit infrastructure areas. The Land Use Concept is planned at a density that would be more typically expected in intensification areas rather than a new greenfield area. The Ninth Line Lands will include:

- Support for the vision of the Growth Plan and the Regional Official Plan of compact, vibrant and complete communities with medium and high density residential areas, mixed use areas with commercial employment opportunities, and higher order transit (407 transitway) that support healthy, active living;
- A Designated Greenfield Area (DGA) density target that exceeds the minimum target of 50 persons and jobs per hectare combined and would increase the overall Mississauga DGA density of 77 to 79 people and jobs per hectare;
- Accommodating approximately 3,500 housing units, 8,500 people and 500 jobs;
- A minimum density target of 160 people and jobs per ha for major transit station areas;
- Efficient use of existing and planned regional infrastructure, minimizing financial impacts to existing people and businesses, plans for affordable housing, protecting natural heritage and flood plain features, and protecting environmental and agricultural resources.

### **Municipal Comprehensive Review (MCR) Process**

The Ninth Line Lands settlement area boundary expansion technical work was largely completed in May 17, 2017. With a very limited remaining greenfield land supply in Mississauga, the Ninth Line Lands are outside of the built up area and are considered part of Peel’s DGA. Various studies were completed to meet the requirements of a settlement area boundary expansion and are summarized in Appendix V.

The studies were originally undertaken within the Provincial policy framework for the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006 as amended in 2013). The Regional Official Plan assigns population and employment growth to the Growth Plan policy areas in Peel. Through ROPA 24, the Region updated growth management elements including establishing intensification and density targets to 2031. The Ninth Line Lands and settlement area boundary work is implementing ROPA 24,

## **Schedule “A” to By-law 18-2020**

which anticipated that subsequent urban boundary expansions would plan for growth to 2031. The Ninth Line land use concept will accommodate approximately 3,500 housing units, 8,500 people and 500 jobs. A future amendment will implement the Growth Plan, 2019 forecasts through the Region’s Peel 2041 to address the forecasts to 2041.

It should be noted that these lands have in-effect official plan policies and zoning by-law in the City of Mississauga (Mississauga Official Plan Amendment 90 and Zoning By-law 0225-2007). It was determined in 2018 that the amendments to Mississauga Official Plan could proceed in advance of the Region’s work being completed given the uniqueness of the Ninth Line Lands and the framework established by Halton’s policies (Halton Official Plan Amendment 28) that continue to apply until a Regional Amendment is brought forward.

### **Consistency and Conformity with Provincial Plans and Policies**

Additional work was completed in 2018 to address the Growth Plan, 2017 requirements, including a higher DGA density target. While the new Growth Plan, 2019 reduces the Regional DGA density target from 80 to 50 people and jobs per hectare, the higher density development form for the Ninth Line Lands remains appropriate for this area. As noted, the Ninth Line Lands are a unique parcel of land in terms of growth management planning as they are planned to include two major transit station areas supporting medium to high density residential uses.

The Ninth Line area is planned for a minimum of 82 persons and jobs per hectare under the former Growth Plan, 2017, exceeding the minimum 50 people and jobs per hectare in the Growth Plan, 2019. As a result of changes in DGA calculations in the Growth Plan, the overall DGA target of 77 persons and jobs per hectare target for Mississauga in the Regional Official Plan would slightly increase to 79 to accommodate Ninth Line. This results in a very small increase in the overall planned minimum DGA density in Peel at 50 persons and jobs per hectare based on the current Regional Official Plan DGA density target. The Region’s intensification rate for the same period is 48% without the Ninth Line Lands and becomes 44% with Ninth Line. This rate remains well above the mandated 40% minimum intensification target in ROPA 24.

A detailed review of all applicable Provincial, regional and local policies related to the Ninth Line Lands was completed through the ROPA process, particularly through the completion of the background studies, consultation and development of this recommended Amendment for adoption. Based on this review, Regional staff conclude that the required MCR criteria have been satisfied for this proposed Amendment bringing the Ninth Line Lands into the 2031 Regional Urban Boundary as a “Designated Greenfield Area”. This Amendment represents good planning and are deemed to be consistent with the Regional Official Plan, Growth Plan, *Planning Act* and Provincial Policy Statement.

**ROPA Policy Framework**

This Amendment is based on the planning studies conducted with respect to the Ninth Line Lands including the settlement area boundary expansion policy requirements. The Regional Official Plan includes policies that outline the policy and technical requirements that need to be addressed to expand a settlement area boundary and must be designated on the basis of an MCR.

It amends the Regional Official Plan to include the Ninth Line Lands in its entirety within the Regional Urban System and the Regional Urban Boundary as “Designated Greenfield Area”. The ROPA provides a policy framework for the Ninth Line Lands which recognizes that the area includes lands in the Parkway Belt West Plan where development is restricted, as well as Core Areas of the Greenlands System which will remain undeveloped. The policy framework also addresses a range of matters including infrastructure, financing, healthy development, transportation and natural heritage.

The Amendment includes proposed Schedule amendments which update the 2031 Regional Urban Boundary on all the Regional Official Plan Schedules to include the Ninth Line Lands. In addition to this, the Schedules are amended to include other matters with respect to the Ninth Line Lands on the following Schedules:

- Schedule A – Core Areas of the Greenlands System in Peel (Add the Core Areas of the Greenlands System designation to reflect identified natural areas in the Ninth Line Lands)
- Schedule D – Regional Structure (Add the Urban System designation to the Ninth Line Lands while maintaining the Ninth Line Lands policy area)
- Schedule D3 – Greenbelt Plan Area (Add the Settlement Areas Outside the Greenbelt designation to the Ninth Line Lands)
- Schedule D4 – The Growth Plan Policy Areas in Peel (Add the Designated Greenfield Area designation to the Ninth Line Lands)
- Schedule E – Major Road Network (Add the Major Road designation to Derry Rd., Britannia Rd. and Eglinton Rd.)
- Schedule F – Regional Road Mid-Block Right-of-Way Requirements (Add the 30m designation to Derry Rd. and Britannia Rd. in the Ninth Line Lands)
- Schedule G – Rapid Transit Corridors (Add the Other Potential Rapid Transit Corridor designation to include the Ninth Line Lands 407 rapid transit corridor)

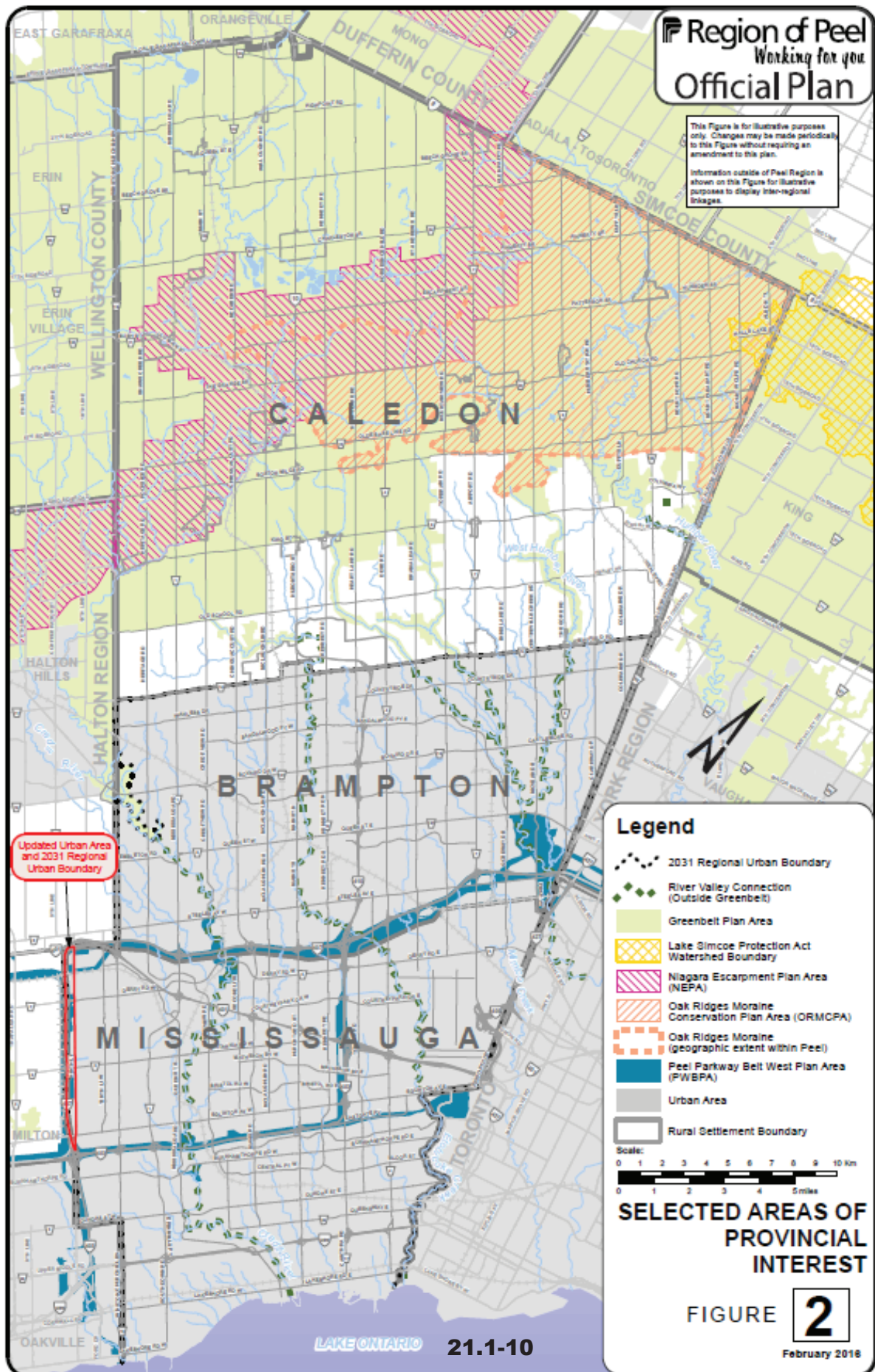
The following figures are proposed to be amended by including the Ninth Line Lands in the 2031 Regional Urban Boundary as shown in the attachments to PART A - THE PREAMBLE:

- Figure 2 – Selected Areas of Provincial Interest (Add Urban Area designation and 2031 Regional Urban Boundary)
- Figure 6 – Aircraft Noise Exposure Composite Contours (Update the 2031 Regional Urban Boundary)

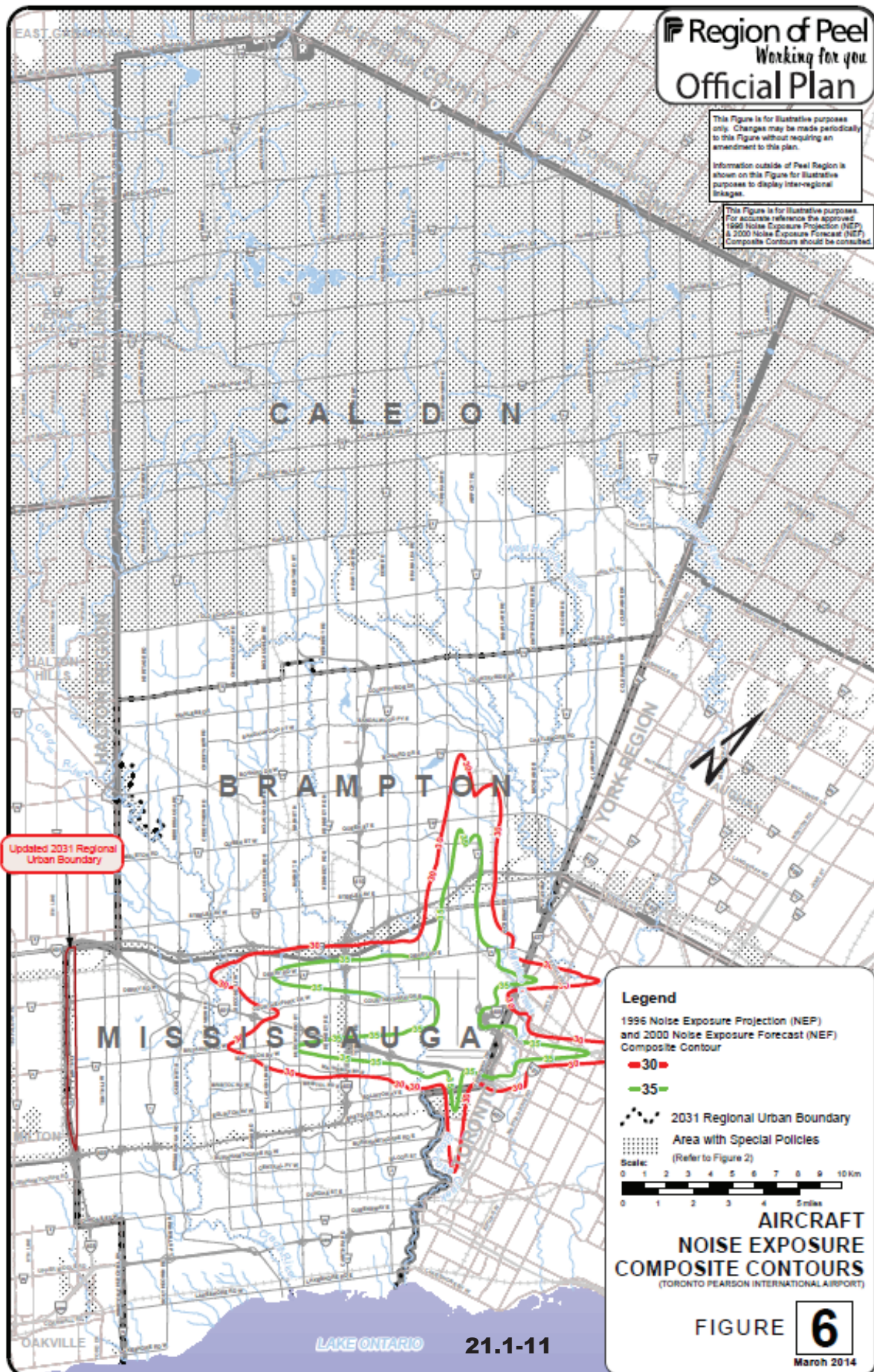
## **Schedule “A” to By-law 18-2020**

- Figure 9 – Existing Water and Wastewater Facilities (Update the 2031 Regional Urban Boundary)
- Figure 10 – Waste Management Site (Update the 2031 Regional Urban Boundary)

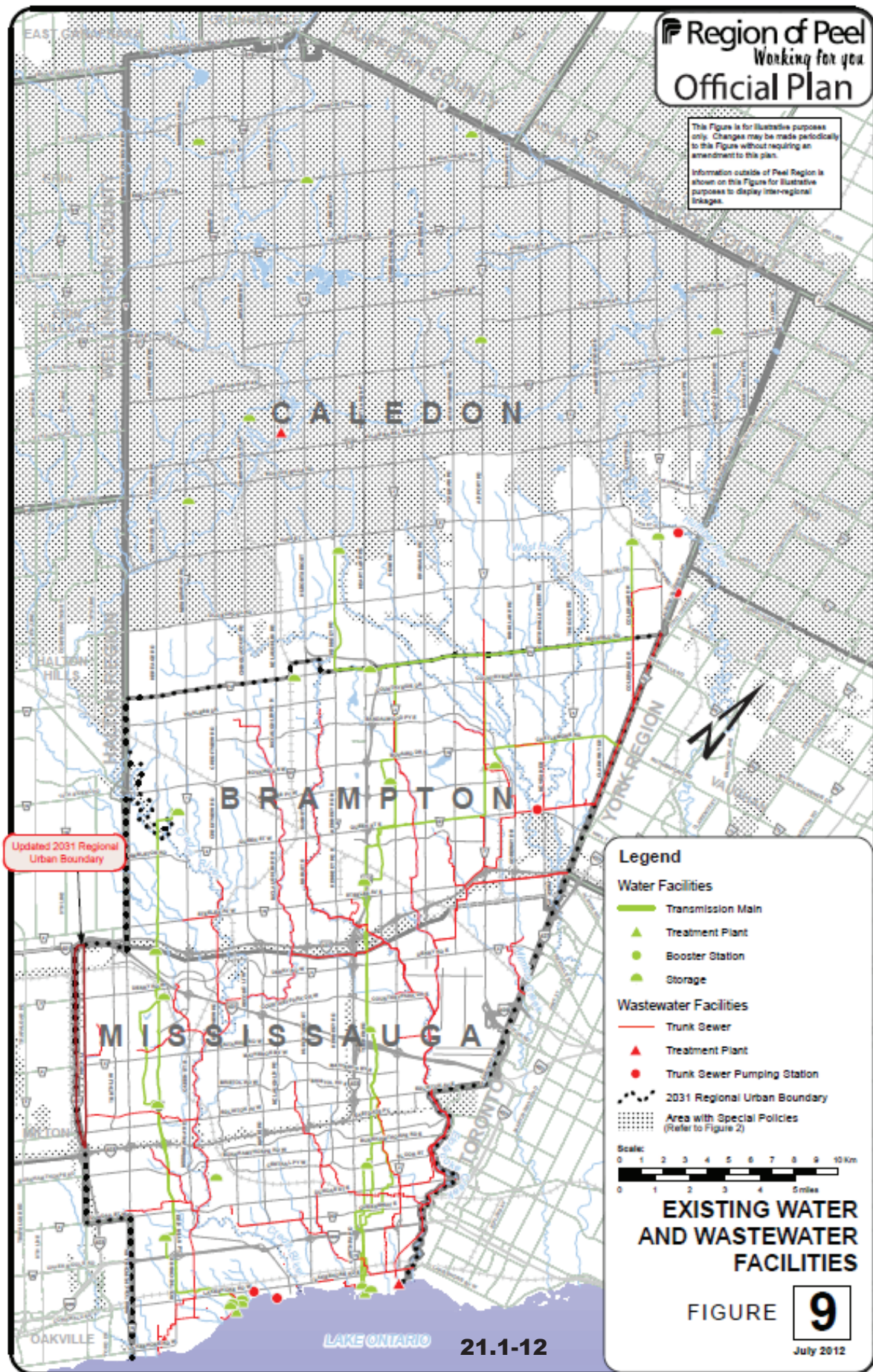
PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figures 2, 6, 9 and 10 will be approved by Regional Council and take effect when the ROPA is in effect.



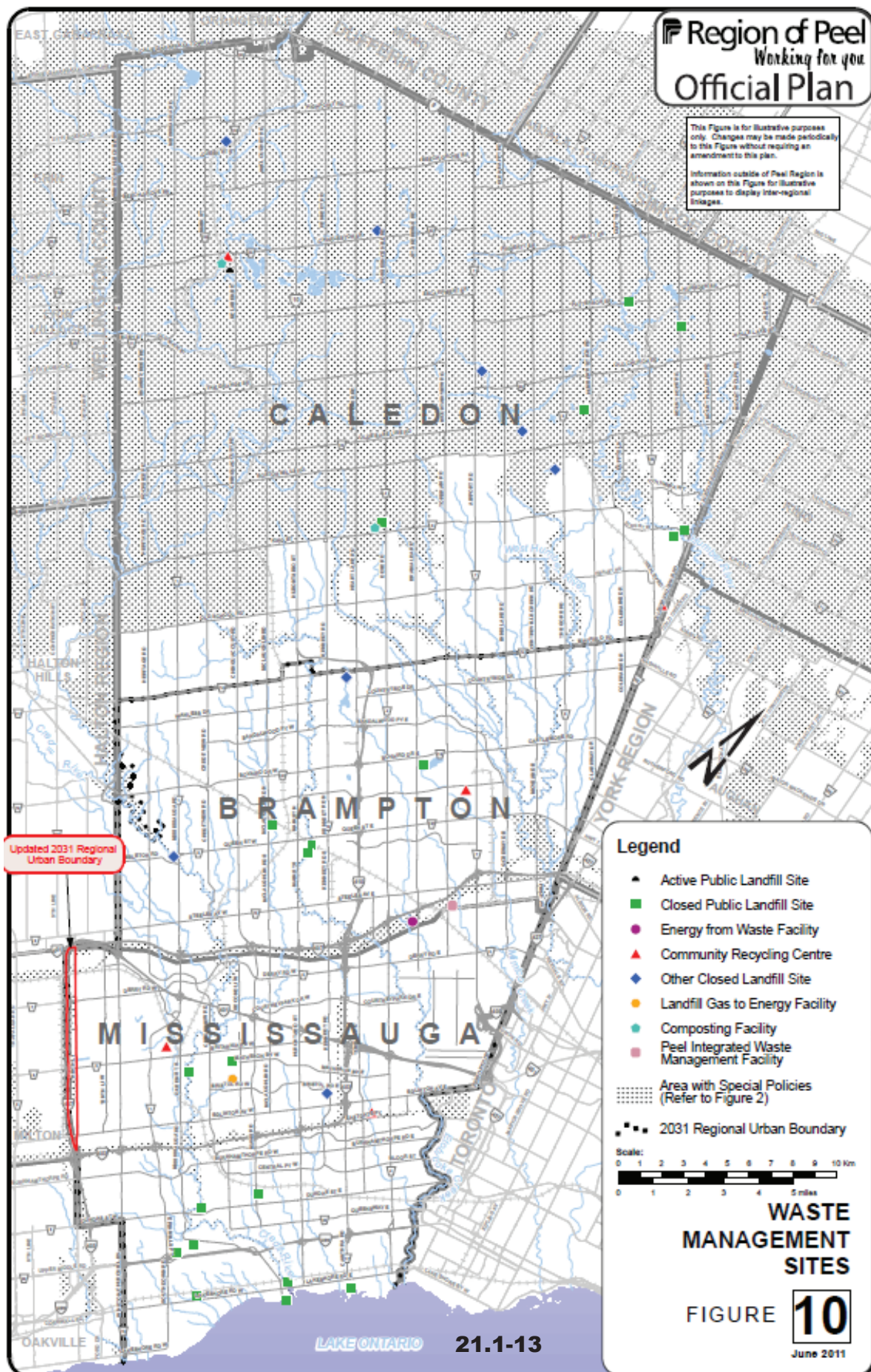












## **PART B – THE AMENDMENT**

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and schedules constitute Amendment Number 33 to the Region of Peel Official Plan.

### **Amendments to Text and Schedules**

1. Chapter 5, Regional Structure, Section 5.3, The Urban System, is amended by inserting a new Section 5.3.5, Ninth Line Lands Policy Area, as follows:

#### **5.3.5 Ninth Line Lands Policy Area**

The Ninth Line Lands within the Urban System as shown on Schedule D are bounded by Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. The Ninth Line Lands have an area of approximately 350 hectares (865 acres). The following objectives and policies are applicable to the Ninth Line Lands.

##### **5.3.5.1 Objectives**

- 5.3.5.1.1 To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.
- 5.3.5.1.2 To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network.
- 5.3.5.1.3 To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System.
- 5.3.5.1.4 To plan for the provision of major infrastructure, including the Provincial *rapid transit* corridor along Highway 407 and other transit infrastructure, while minimizing the financial impact on Peel Region and member area municipalities.
- 5.3.5.1.5 To achieve orderly, cost effective and timely development.

##### **5.3.5.2 Policies**

It is the policy of Regional Council to:

- 5.3.5.2.1 Plan for the development of the Ninth Line Lands in conformity with the 2031 Population, Household and Employment Forecasts for the City of Mississauga in Table 3 to this Plan.

**Preliminary Draft Ninth Line Lands ROPA For Review and Discussion**

- 5.3.5.2.2 Plan for the development of the Ninth Line Lands in conformity with the designated greenfield area policies in Section 5.5.4.2 of this Plan and the applicable policies of Section 5.6, Employment Areas.
- 5.3.5.2.3 Encourage and support the efforts by City of Mississauga to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, within Ninth Line Lands that contribute to Mississauga’s annual minimum new housing unit targets in Figure 17 and the Region’s annual minimum new housing targets in Table 4 of this Plan.
- 5.3.5.2.4 Work with the Ministry of Transportation, Metrolinx and the City of Mississauga to support the implementation of a *rapid transit* corridor along Highway 407 in the Region of Peel including the Ninth Line Lands.
- 5.3.5.2.5 Ensure that development applications for lands within the Ninth Line Lands will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.
- 5.3.5.2.6 That the policies of the City of Mississauga Official Plan, including all amendments and Ninth Line Lands policies, will reflect the following policy directions, in addition to the policies in this Plan that govern the Region’s Urban System:
  - a) That the form and density of development and the transportation network be designed to maximize the role of a *rapid transit* corridor along Highway 407, in addition to other transit and active transportation facilities including two *rapid transit* station areas, and to ensure these facilities:
    - i. serve as key components of the transportation network in the Ninth Line Lands;
    - ii. support the development of healthy, complete, compact and transit-supportive communities; and
    - iii. maximize connectivity to existing communities;
  - b) That the application of transportation demand management strategies be encouraged to reinforce the use of transit and active transportation and other alternative modes of transportation beyond the single occupancy vehicle;
  - c) That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage



**Preliminary Draft Ninth Line Lands ROPA For Review and Discussion**

features in conformity with the Ninth Line Scoped Subwatershed Study;

- d) That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is co-ordinated with the Region’s Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans;
  - e) That development be designed in accordance with the Healthy Communities and the Built Environment policies in Section 4.7 of this Plan; and
  - f) That affordable housing be provided in accordance with housing policies in Section 5.8 of this Plan.
2. Chapter 5, Regional Structure, Section 5.5, Growth Management, Policy 5.5.4.2.2 is amended by deleting the term “77” and replacing it with “79” as follows:
- Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:
- City of Mississauga: ~~77~~ 79 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4);
3. Chapter 5, Regional Structure, is amended by deleting Section 5.10 Ninth Line Lands as follows:
- ~~On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes.~~
4. Schedule A, Core Areas of the Greenlands System in Peel, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and identify certain areas within Ninth Line Lands designated as “Core Areas of the Greenlands System” as shown on the attached Schedule A.
5. Schedule B, Prime Agricultural Area, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule B.

**Preliminary Draft Ninth Line Lands ROPA For Review and Discussion**

6. Schedule C, High Potential Mineral Aggregate Resource Areas, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and municipal boundary as shown on the attached Schedule C.
7. Schedule D, Regional Structure, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to identify the lands as “Urban System”, to show Ninth Line Lands in the legend with blue hatching, to remove “\*\*” next to Ninth Line Lands from the legend, and to remove the note which follows, all as shown on the attached Schedule D:

~~\*\*These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

8. Schedule D3, Greenbelt Plan Area Land Use Designations, is amended to include the Ninth Line Lands in the Settlement Areas Outside the Greenbelt Plan, to remove the “Ninth Line Lands\*\*” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D3:

~~\*\*These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

9. Schedule D4, The Growth Plan Policy Areas in Peel, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to show the Ninth Line Lands as a “Designated Greenfield Area”, to remove the “Ninth Line Lands\*\*” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D4:

~~\*\*These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

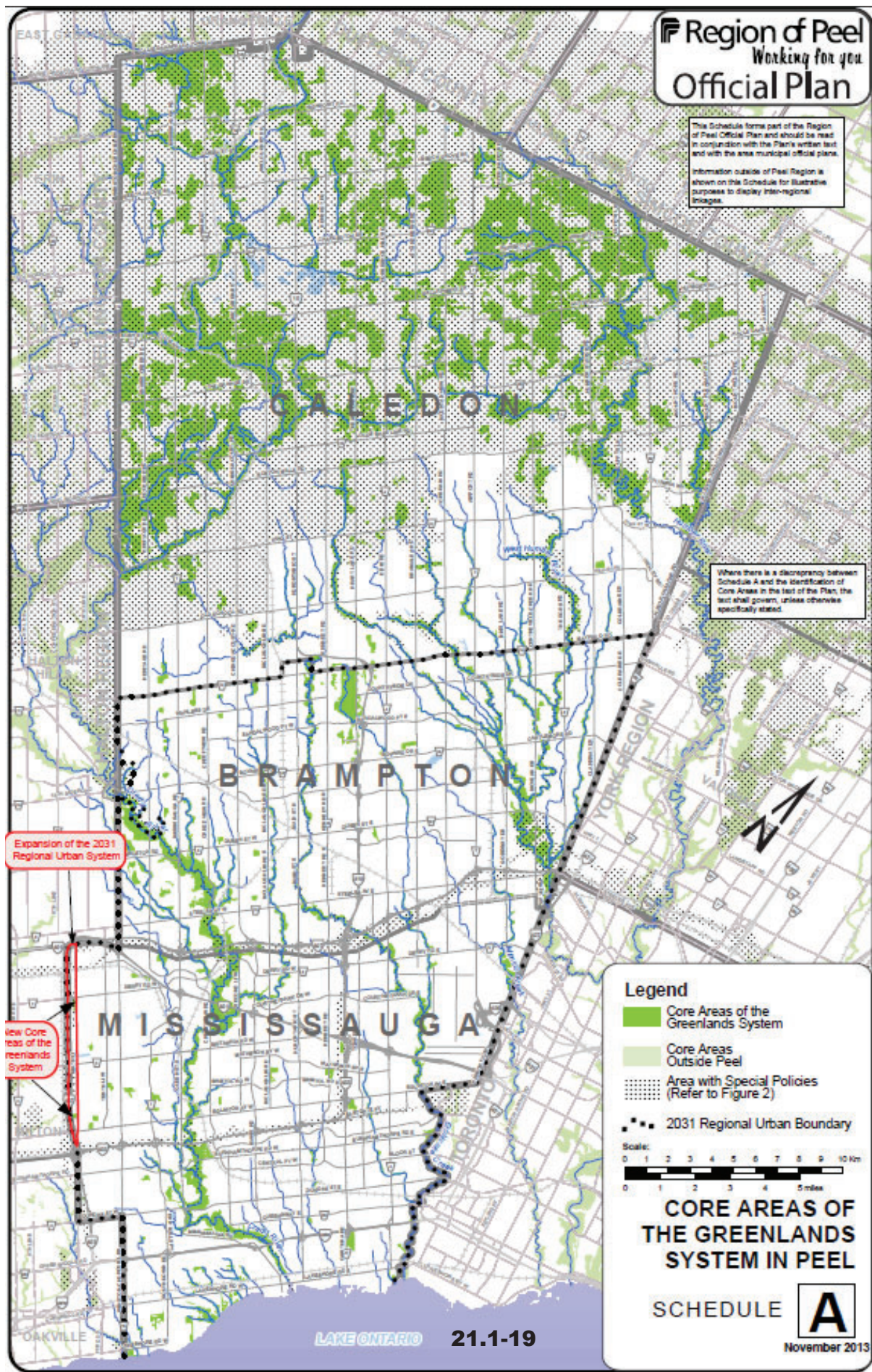
10. Schedule E, Major Road Network, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and municipal boundary, and to extend the “Major Road” designation applicable to Derry Road, Britannia Road and Eglinton Avenue westerly to the Region of Peel/City of Mississauga boundary as shown on the attached Schedule E.
11. Schedule F, Regional Road Mid-Block Right-of-Way Requirements, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, and to extend the Regional Road Mid-Block Right-of-Way Requirements for Derry Road and Britannia Road as shown on the attached Schedule F.

**Preliminary Draft Ninth Line Lands ROPA For Review and Discussion**

12. Schedule G, Rapid Transit Corridors, is amended to include the Ninth Line lands in the 2031 Regional Urban Boundary, and to include the Ninth Line Lands 407 Rapid Transit Corridor as Other Potential Rapid Transit Corridor as shown on the attached Schedule G.
13. Schedule H, Toronto Pearson International Airport Operating Area, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule H.

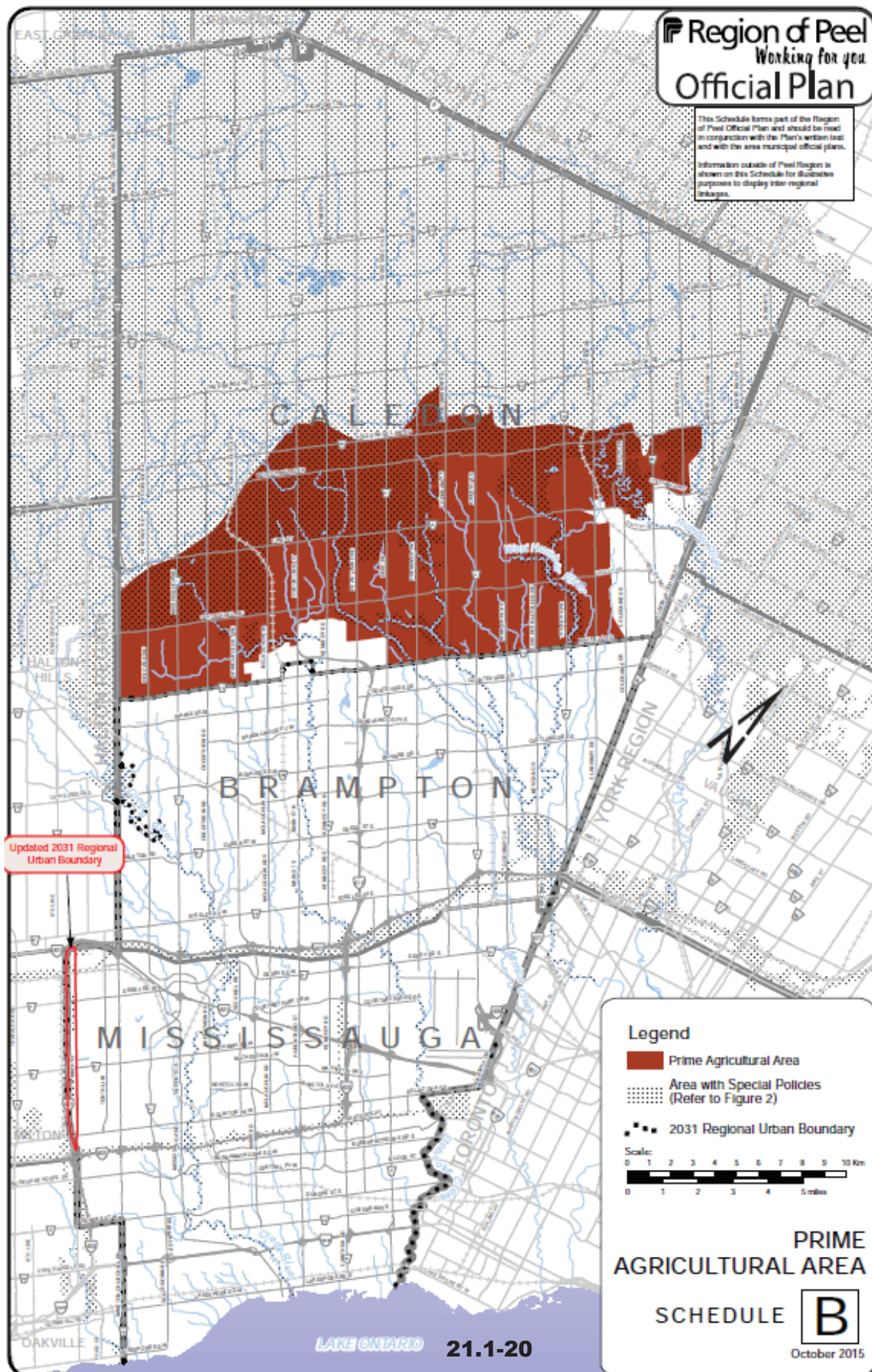


## Preliminary Draft Ninth Line Lands ROPA For Review and Discussion



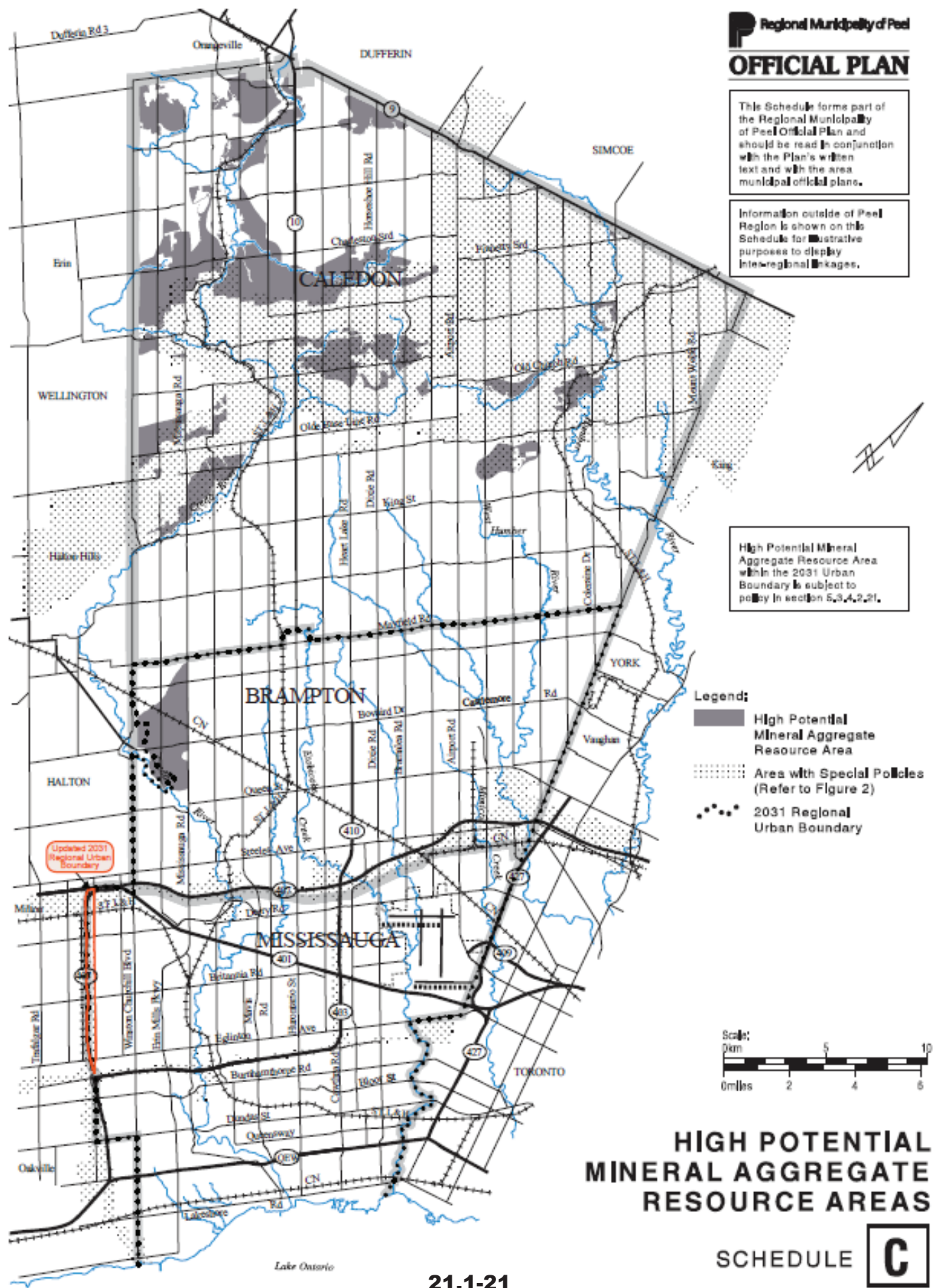


## Preliminary Draft Ninth Line Lands ROPA For Review and Discussion



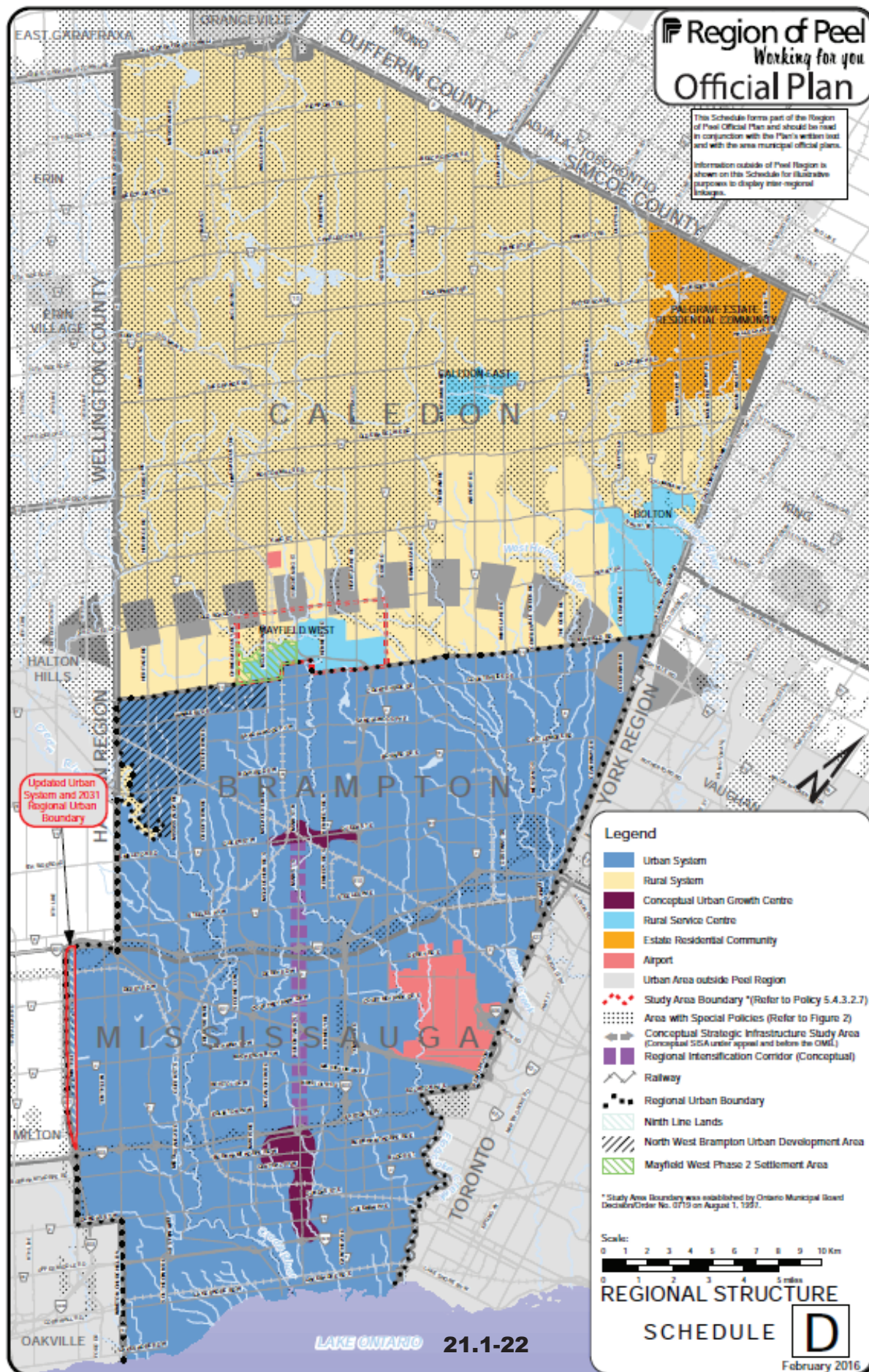


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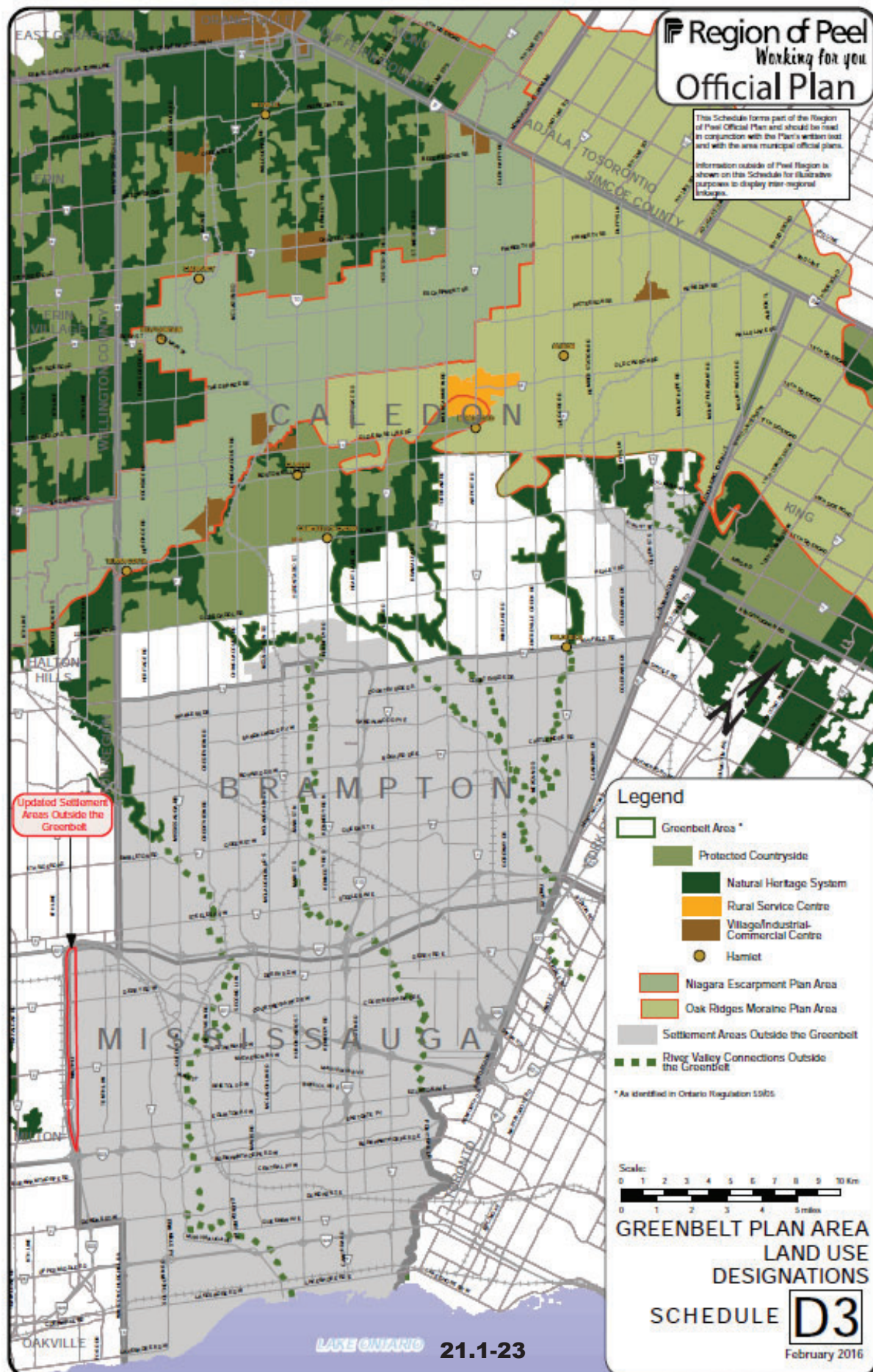


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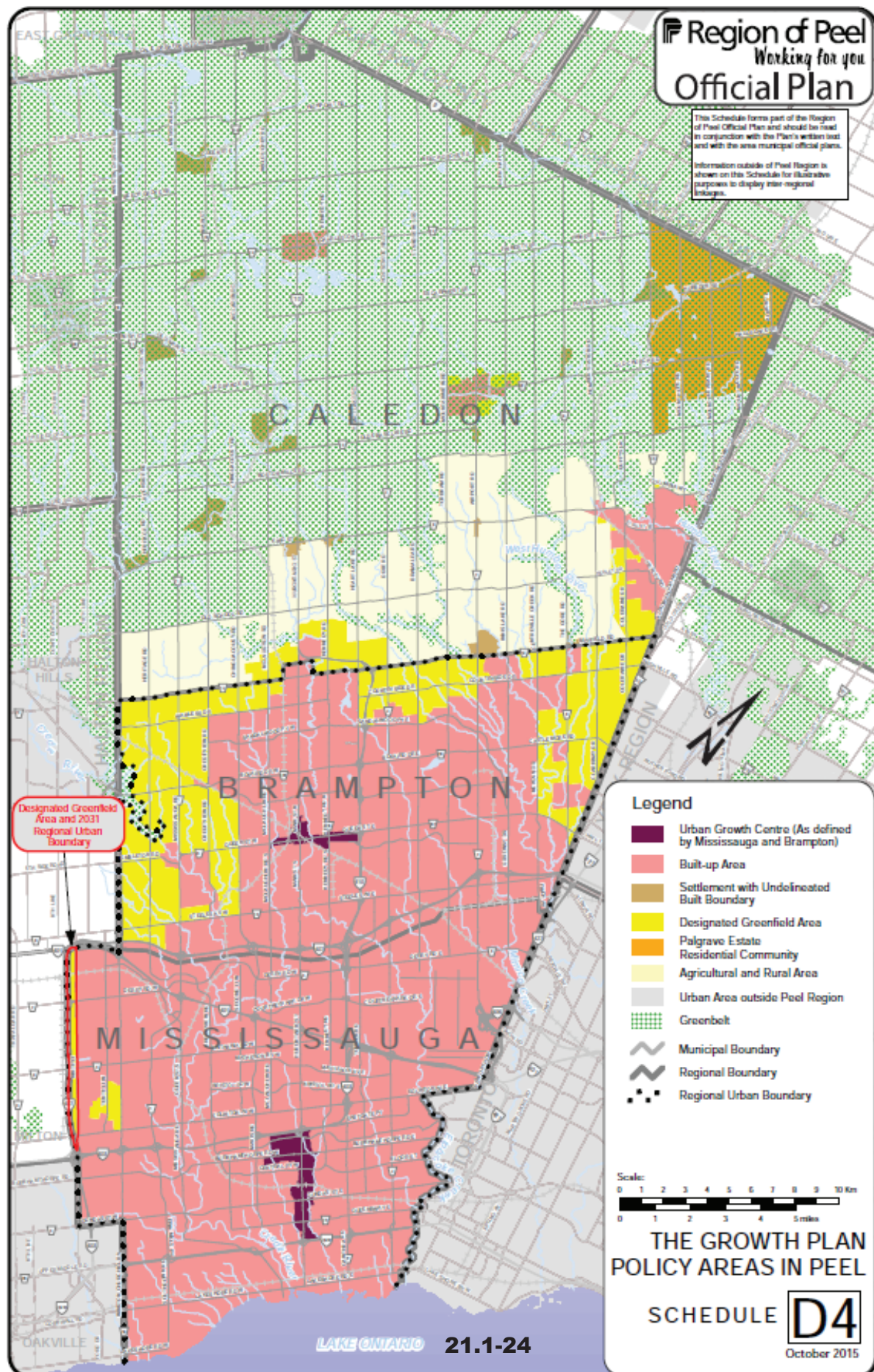


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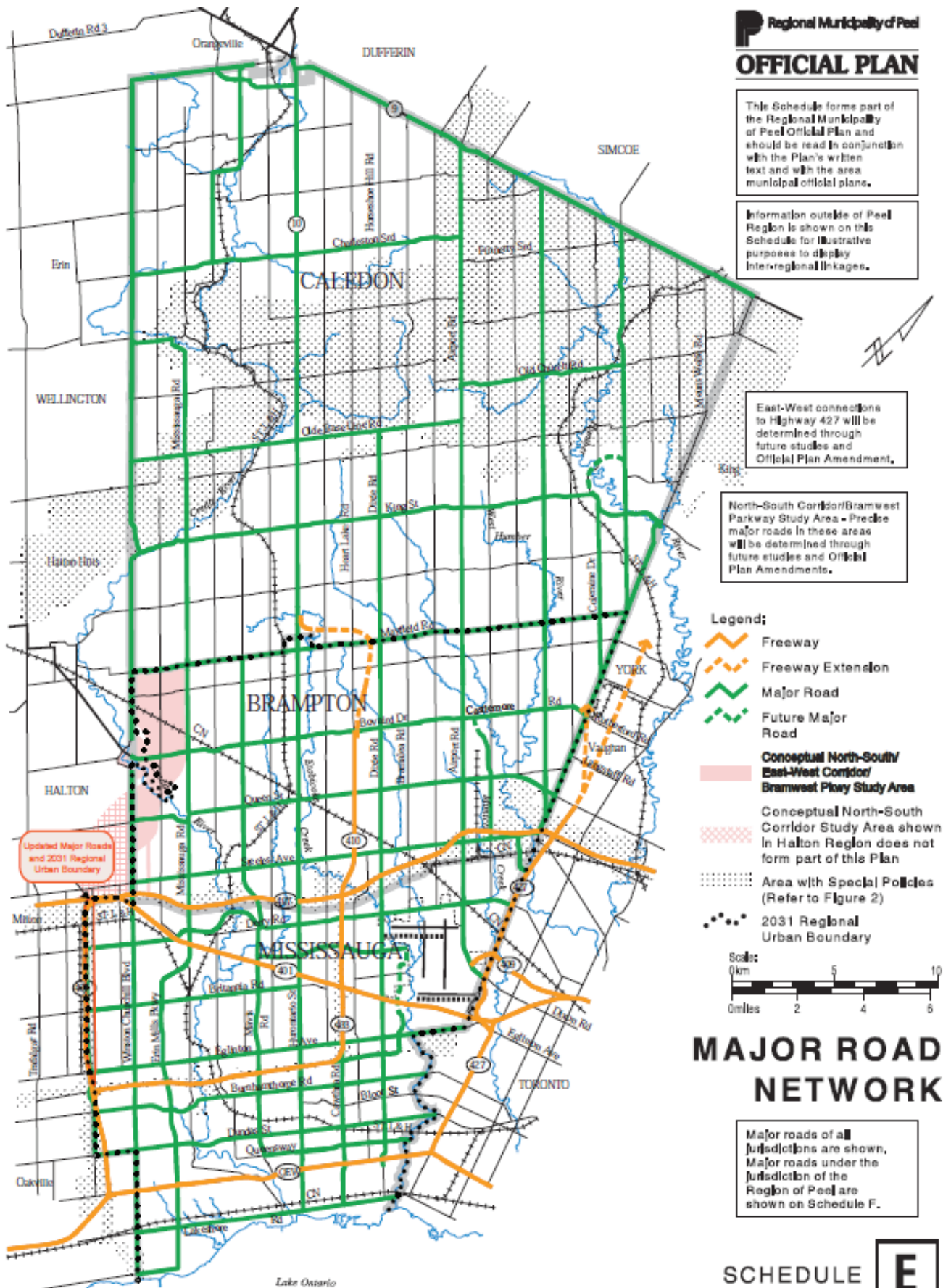


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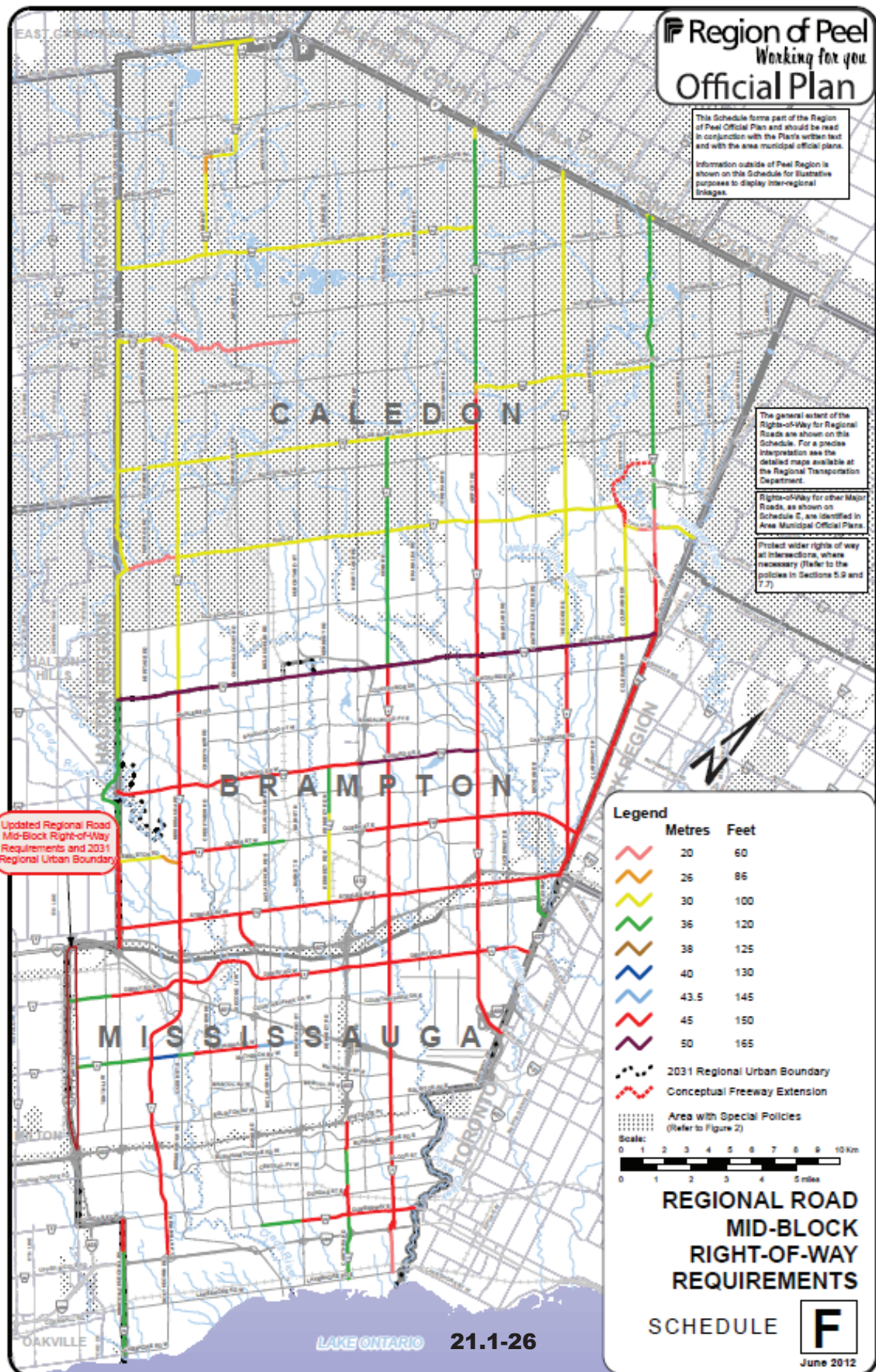


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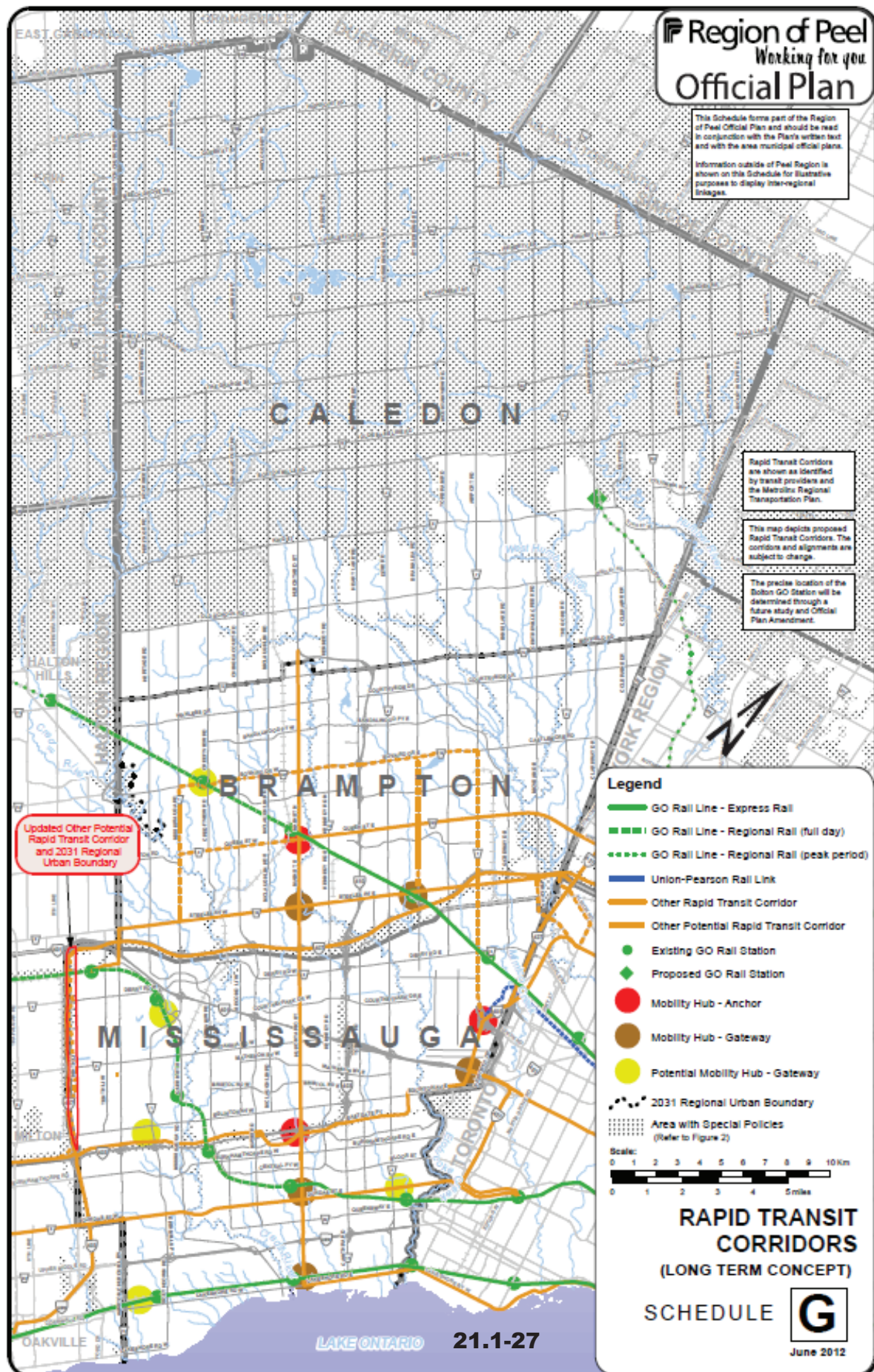


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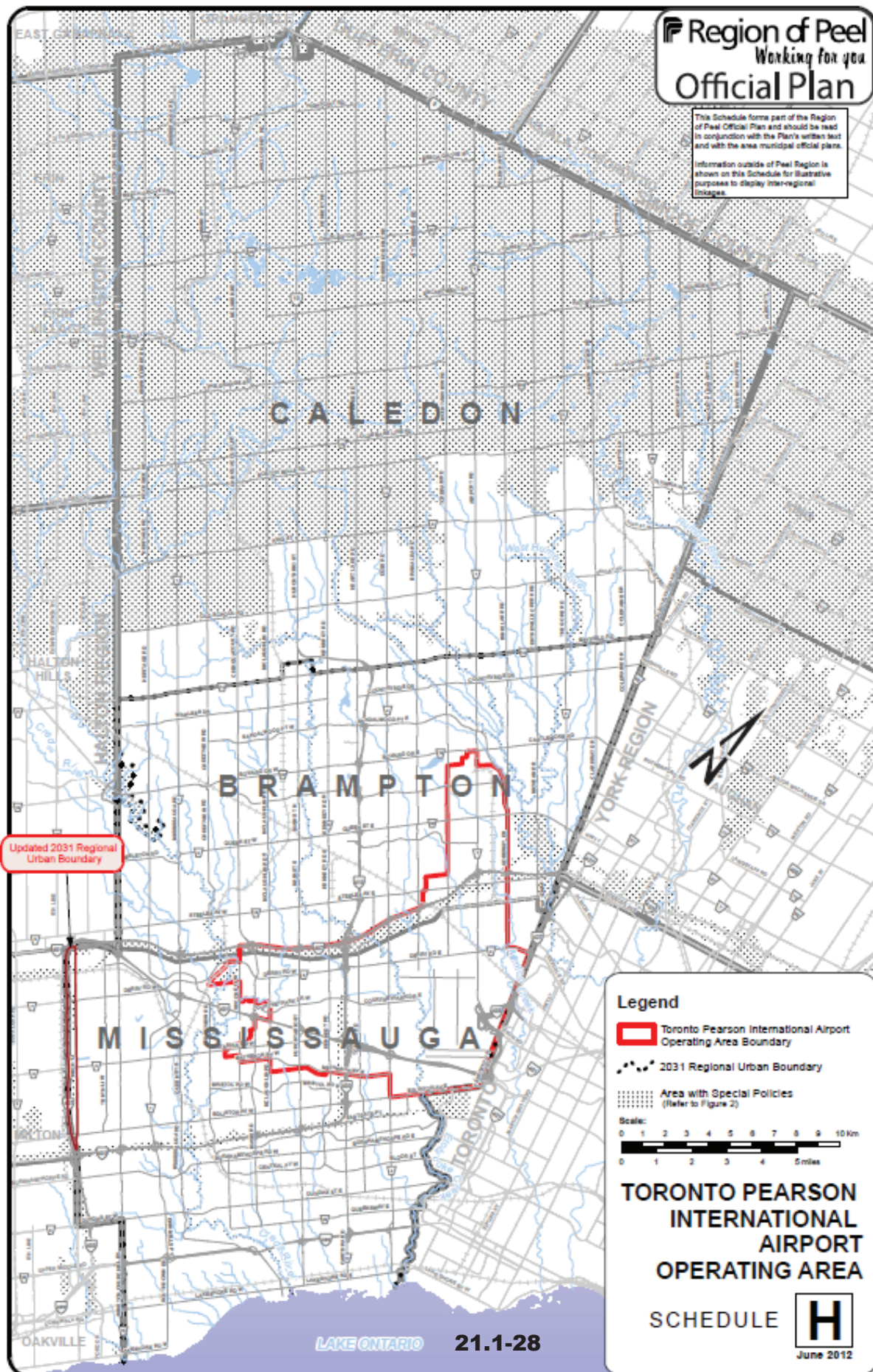


## Preliminary Draft Ninth Line Lands ROPA For Review and Discussion





## Preliminary Draft Ninth Line Lands ROPA For Review and Discussion



THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 19-2020

**A by-law to adopt Amendment Number 34 to the Region of Peel Official Plan in order to expand the Mayfield West Rural Service Centre Boundary to include Mayfield West Phase 2 Stage 2 and establish an updated planning framework.**

WHEREAS in accordance with Sections 17 and 26 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or amendments thereto;

AND WHEREAS, by resolution passed on the 12<sup>th</sup> day of March, 2020, the Council of The Regional Municipality of Peel authorized the adoption of Regional Official Plan Amendment Number 34, which is an amendment to the Region of Peel Official Plan to expand the Mayfield West Rural Service Centre to include Mayfield West Phase 2 Stage 2 and establish an updated planning framework;

AND WHEREAS, the Region of Peel Official Plan as revised by Amendment Number 34 and as it pertains to Amendment Number 34, meets the requirements of Section 26(1)(a), (b) and (c) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Schedule A, attached hereto and forming part of this by-law constitutes and is hereby adopted as Regional Official Plan Amendment Number 34.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12<sup>th</sup> day of March, 2020.

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Deputy Regional Clerk

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Regional Chair

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT  
NUMBER 34

AN AMENDMENT TO ESTABLISH AN  
EXPANSION TO THE MAYFIELD WEST RURAL SERVICE  
CENTRE BOUNDARY TO INCLUDE MAYFIELD WEST PHASE  
2 STAGE 2 AND ESTABLISH AN UPDATED PLANNING  
FRAMEWORK



**THE CONSITUTIONAL STATEMENT**

Part A, THE PREAMBLE, including modifications to the figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text, Schedules and Figures of the Region of Peel, constitutes Amendment Number 34 to the Region of Peel Official Plan.

## **PART A – THE PREAMBLE**

### **1. Purpose of the Amendment**

The purpose of this Amendment is to include the Mayfield West Phase 2 Stage 2 lands in the Mayfield West Rural Service Centre Boundary of the Region of Peel Official Plan.

This Amendment also provides an updated policy framework to guide further planning review on the Mayfield West Phase 2 Stage 2 lands.

### **2. Location**

This Amendment applies to lands in the Town of Caledon as legally described as Part of Lots 18 to 20, Con 1 and 2 W.H.S., bounded by Chinguacousy Road to the west, Etobicoke Creek to the North, Mayfield Road to the south and the existing Mayfield West Phase 2 – Stage 1 community boundary as established by Region of Peel Official Plan Amendment 29 to the southeast (as shown in the Appendices of PART B – THE AMENDMENT).

### **3. Basis**

#### **Places to Grow, 2019: Growth Plan for the Greater Golden Horseshoe**

The Growth Plan 2019, Section 2.2.8 provides the Provincial policy framework for settlement area boundary expansions and outlines criteria to be met for settlement area boundary expansions to occur. The amendment to include the Mayfield West Phase 2 Stage 2 lands within the Mayfield West Rural Service Centre meets the requirements of Section 2.2.8 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community through the extension of street networks, efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas which will benefit the overall Mayfield West Phase 2 settlement area.

The Mayfield West Phase 2 Stage 2 lands are approximately 105 ha of net developable land. The amendment would facilitate a settlement expansion as one of the phases of the Region’s Municipal Comprehensive Review recognizing the unique planning history on the subject lands, and the importance of planning the Mayfield West Phase 2 settlement area as a complete community. The necessary studies to support a settlement boundary expansion have been completed (outlined in more detail a subsequent section of the preamble titled: Mayfield West Phase 2 Stage 2 Status.)

The Region of Peel has undertaken a comprehensive land budget analysis beginning in 2016 which allocated forecasted growth to the local municipalities to 2041. This work has identified a need to plan for an additional 52,000 people and 34,000 jobs between 2031 and 2041 in the Town of Caledon (beyond the 2031 forecast currently included in the Regional Official Plan). This land budget identified a need for a settlement expansion of approximately 1,300 ha (approximately 560 ha of new community land and approximately 740 ha of new employment land). This land budget was endorsed by Regional Council for capital planning purposes in February 2019.

In 2019, the forecast was updated to reflect recent local municipal information and input. These forecasts were prepared based on the land needs methodology provided by the Province and the conclusion resulted in very minimal changes from the October 2017 forecasts for the Region and no change from the 2017 allocation for Caledon specifically. As a result of the reduced density and intensification targets introduced by the 2019 Growth Plan, the forecasts are currently being reviewed again and indicate that Peel can likely exceed minimum Growth Plan density and intensification targets. Even with the minimum Growth Plan targets exceeded, it is anticipated that an additional settlement expansion of approximately 1,300 ha is required to accommodate forecasted growth. Based on the land budget work undertaken to date, it is evident that sufficient opportunities to accommodate growth to 2041 in Peel are not available through intensification and in the existing designated greenfield area.

Policies are included to ensure that lands and associated forecasted growth allocated to Mayfield West Phase 2 Stage 2 are accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review which is currently underway (Peel 2041). The Planning Justification Report concludes that the land needs assessment work undertaken to date has confirmed that additional settlement expansion beyond the 105 hectares of net developable land included in ROPA 34 will be required to accommodate 2041 growth allocations.

#### Region of Peel Official Plan

The Region of Peel Official Plan requires that settlement area boundaries be designated on the basis of a municipal comprehensive review.

The Regional Official Plan includes policies that outline the technical requirements that need to be undertaken to support a settlement area boundary expansion. Staff are satisfied that the required technical studies (outlined in more detail in a subsequent section of the preamble titled: Mayfield West Phase 2 Stage 2 Status) have been prepared and satisfies the policy requirements in the Regional Official Plan.

The Regional Official Plan currently includes policies to guide the future development of Mayfield West Phase 2, including policies that require preparation of a health assessment, the need to protect the GTA West study area, and to consider and implement the results of the Provincial Minimum Distance Separation calculations. These policies will apply to the Stage 2 lands once they are included in the Mayfield West Rural Service Centre.

As mentioned previously, ROPA 34 also includes the policy requirement that the land and associated forecasted growth of Mayfield West Phase 2 Stage 2 is to be accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review (Peel 2041).

#### Mayfield West Phase 2 Stage 2 Status

Beginning in 2008, the technical studies to support a municipal comprehensive review were started to facilitate expansion of the Mayfield West Rural Service Centre Boundary to include the Mayfield West Phase 2 community. In 2014, Regional Official Plan Amendment No. 29 was approved, which is the settlement area expansion for the Mayfield West Phase 2 Stage 1 lands. In order to meet the 2006 Growth Plan population and employment allocations and minimum density targets, about 208 hectares of the total 313 hectares of this master planned community was included in the ROPA 29. The remaining approximately 105 hectares of net developable land was left for a future amendment and additional growth plan population allocation to Peel known as the Stage 2 lands.

ROPA 34 is the Amendment to expand the Mayfield West Rural Service Centre Boundary to include the remaining Mayfield West Phase 2 Stage 2 lands and complete the Mayfield West Phase 2 community. This will result in the completion of street networks, efficient use of infrastructure, and the provision of parks, schools, trail connections and commercial areas to support the overall Mayfield West Phase 2 community.

The following documents demonstrate that the technical policy requirements of the Growth Plan and Regional Official Plan have been met:

- Planning Justification Report
- Comprehensive Environmental Impact Study and Management Plan
- Fiscal Impact of Mayfield West Phase 2 Stage 2 Lands
- Agricultural Impact Assessment
- Environmental Noise and Vibration Impact Assessment
- Transportation Master Plan
- Cultural Heritage Resource Assessment Review

- Water and Wastewater Study
- Archaeological Assessment

### Regional Official Plan Amendment (ROPA) Policy Framework

In addition to inclusion of these lands in the Mayfield West Rural Service Centre, this Amendment is proposing a policy framework to guide the future planning of these lands including addressing matters such as natural heritage, affordable housing, and phasing of development in accordance with transportation improvements as set out in the McLaughlin Road and Spine Road Municipal Class Environmental Assessment.

Proceeding with the expansion of the Mayfield West Rural Service Centre Boundary to include the Phase 2 Stage 2 lands will contribute towards the 2031B and 2041 population and employment forecasts included in the 2017 Growth Plan. Policies are included in the Official Plan through this Amendment requiring that lands and associated forecasted growth allocated to Mayfield West Phase 2 Stage 2 must be accounted for when calculating the lands needed to accommodate growth to the year 2041 through the next municipal comprehensive review (Peel 2041).

Policies also recognize that the developable area for Mayfield West Phase 2 is approximate and may increase or decrease to continue to accommodate the planned forecasts, should the area of natural heritage area required to be protected change as a result of more detailed environmental studies.

The greenfield area density of approximately 71 people and jobs per hectare is planned, which exceeds the minimum density target set out in the 2019 Growth Plan of 50 people and jobs per hectare.

This ROPA also includes Schedule amendments as follows:

Schedule B -	Remove the subject lands from the Prime Agricultural Area
Schedule D -	Include the subject lands to be part of the Mayfield West Rural Service Centre and the Mayfield West Phase 2 Settlement Area
Schedule D3 -	Include the subject lands in the Settlement Areas Outside the Greenbelt
Schedule D4 -	Include the subject lands in the Designated Greenfield Areas

Figure 2 Selected Areas of Provincial Interest is to be amended by including the subject lands in the Rural Settlement Boundary. Section 1.3.3 of the Peel Official

Plan notes that Figures may be changed by Regional Council, without requiring an amendment. Figure 2 will be approved by Regional Council and take effect when the ROPA is in effect.



## **PART B – THE AMENDMENT**

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitutes Regional Official Plan Amendment 34 to the Region of Peel Official Plan.

### **a. Amendments to Text and Schedules – Growth Management**

#### **5.4 THE RURAL SYSTEM**

1. Chapter 5, Regional Structure, Section 5.4.3.2.8 paragraph one and two is amended by deleting them and replacing them with the following:

~~“The Mayfield West Phase 2 Settlement Area within the Rural Service Centre comprises approximately 207.5 hectares (of developable lands) west of Highway 10, north of Mayfield Road and east of Chinguacousy Road, as identified on Schedule D.~~

~~The following special policies shall apply to the Mayfield West Phase 2 Settlement Area:~~

“The Mayfield West Phase 2 Settlement Area within the Rural Service Centre is comprised of lands bounded by Highway 10 to the east, Mayfield Road/municipal boundary to the south, Chinguacousy Road to the west and the Greenbelt to the north, as identified on Schedule D.

The following special policies shall apply to the Mayfield West Phase 2 Settlement Area.”

2. Chapter 5, Regional Structure, is amended by inserting the following Subsection 5.4.3.2.8.3 “Natural Heritage”, Subsection 5.4.3.2.8.4 “Affordable Housing”, 5.4.3.2.8.5 “Land and Forecasted Growth Allocated beyond 2031” and 5.4.3.2.8.6 “Transportation”.

#### **“5.4.3.2.8.3 Natural Heritage**

- a. Prior to the Town of Caledon Council endorsing land uses for secondary plan areas and prior to adopting any official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS

and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority, the Credit Valley Conservation and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to *the Region*, the Town of Caledon, the Toronto and Region Conservation Authority, the Credit Valley Conservation, and in consultation with relevant agencies.

- b. The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.
- c. Minor refinements to the boundary of the community may be incorporated in a local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 313 hectares of developable lands are included.

#### 5.4.3.2.8.4 Affordable Housing

- a. Official plan amendments and secondary plans to implement the settlement area boundary adopted by the Town of Caledon will include policies for the provision of *affordable housing* demonstrating contribution towards the achievement of Regional new housing unit targets. The policies will be developed in consultation with the Region and will consider:
  - i. The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and
  - ii. Identification and conveyance strategy for *affordable housing*, in consultation with the *Region of Peel*.

#### 5.4.3.2.8.5 Land and Forecasted Growth Allocated beyond 2031

- a. Notwithstanding the policies in this Plan referencing a 2031 boundary for the Mayfield West Rural Service Centre, specifically Section 5.4.3.2.2 and

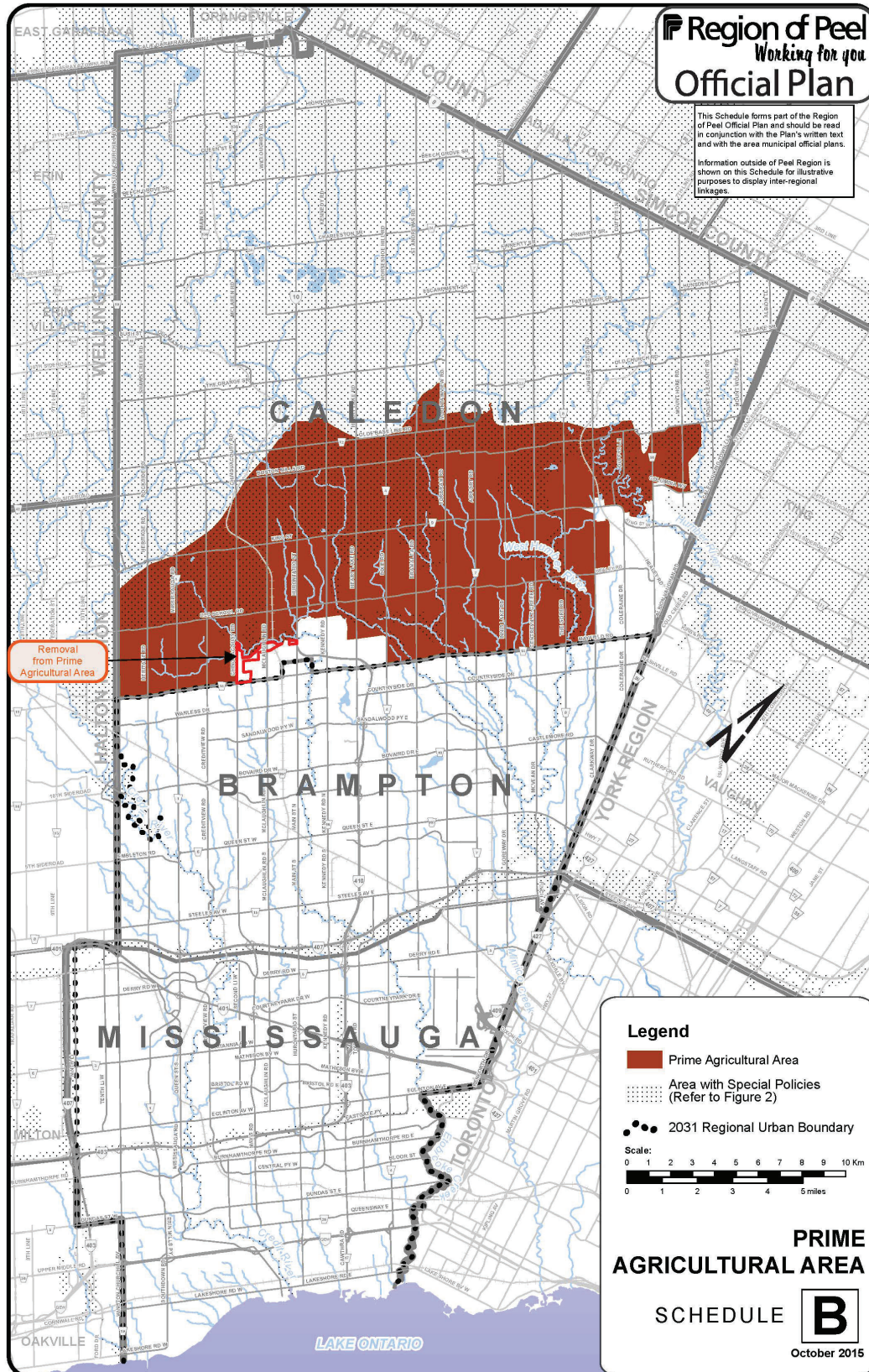
Section 7.10.2.12, approximately 105 ha of land and approximately 7,000 people and 550 jobs will be planned for in the Mayfield West Phase 2 Settlement Area within the 2031 Mayfield West Rural Service Centre. This growth allocation must be fully accounted for in the land needs assessment undertaken in accordance with Growth Plan requirements associated with the next municipal comprehensive review.

5.4.3.2.8.6 Transportation

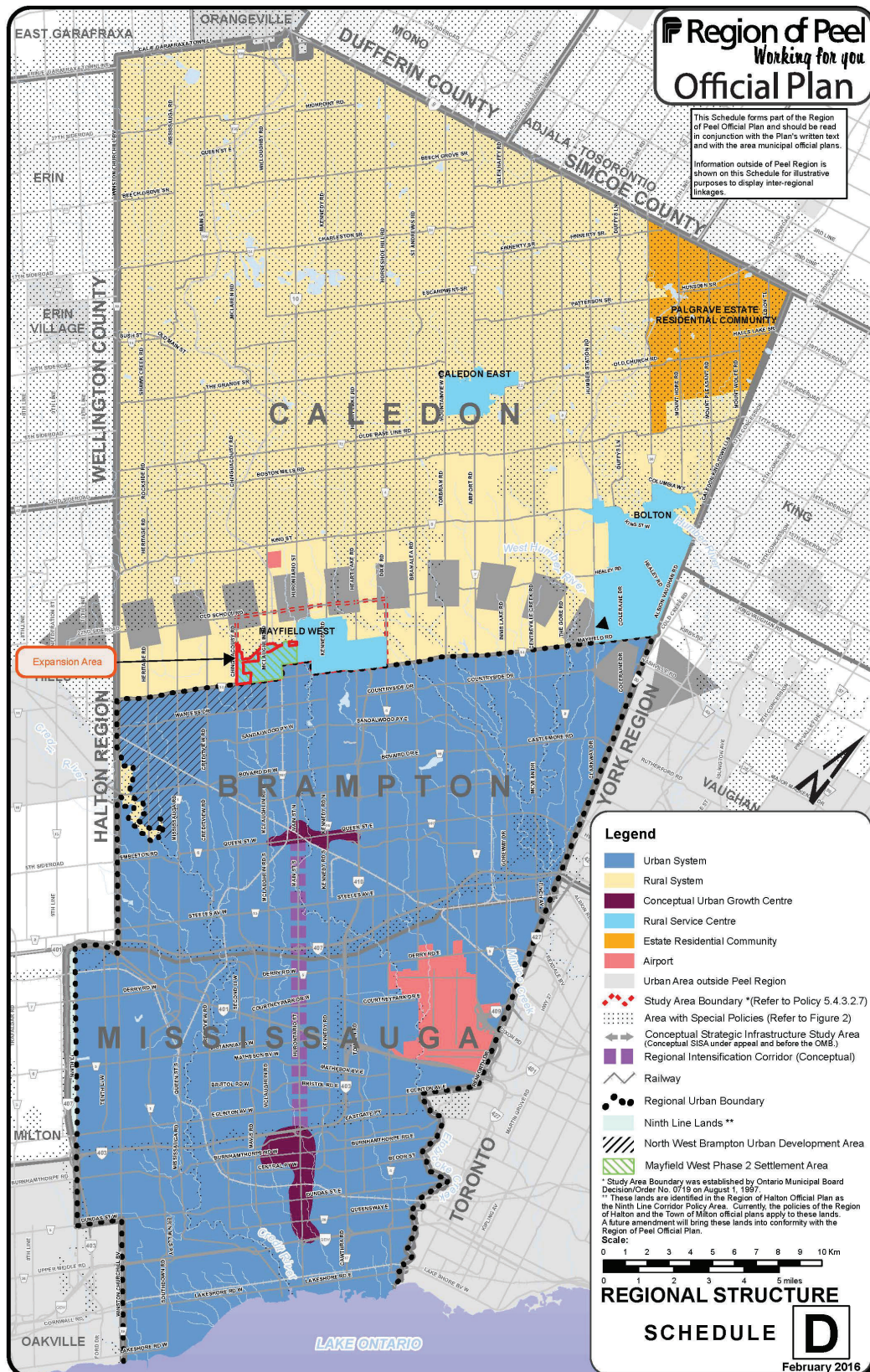
- a. Official Plan Amendments and secondary plans to implement the settlement boundary adopted by the Town of Caledon will include policies to ensure the timely detailed design and construction or improvements of arterials in accordance with the approved EA Study for the widening of the McLaughlin Road and construction of new Spine Road including operational issues related to the intersection of Highway 410 and Valleywood Blvd and provide for further discussions on the emergency access gate from Highway 410 to Snelcrest Drive in consultation with fire/emergency services.”

SCHEDULES

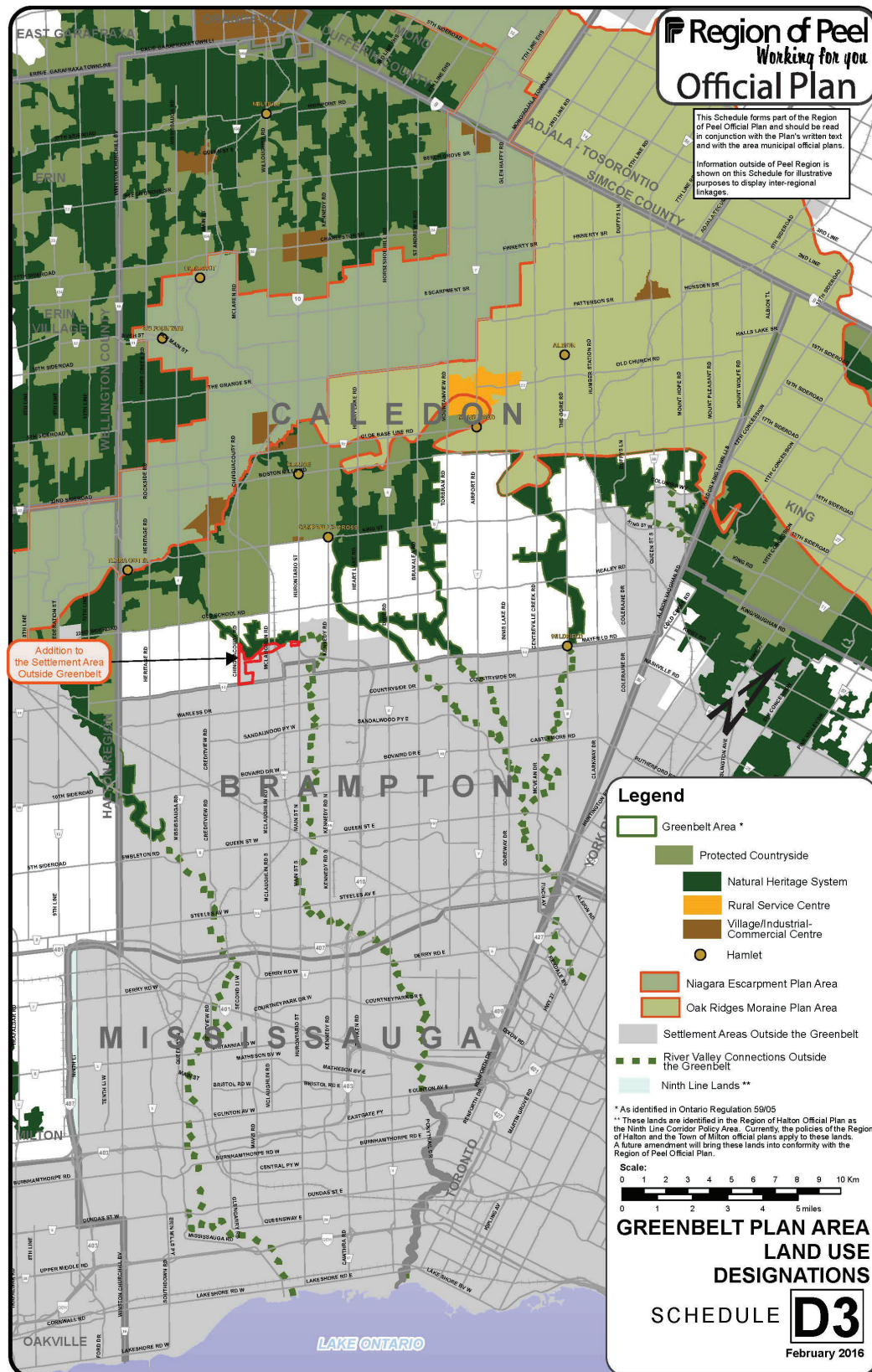
3. Schedule B Prime Agricultural Area is amended by deleting the subject lands from the Prime Agricultural Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.
4. Schedule D Regional Structure is amended by including the subject lands in the Mayfield West Rural Service Centre, identified as the Mayfield West Phase 2 Settlement Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.
5. Schedule D3 Greenbelt Plan Area Land Use Designations is amended by including the subject lands in the Settlement Areas Outside the Greenbelt as shown in the attachment in this Appendix PART B – THE AMENDMENT.
6. Schedule D4 The Growth Plan Policy Areas in Peel is amended by including the subject lands in the Designated Greenfield Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.



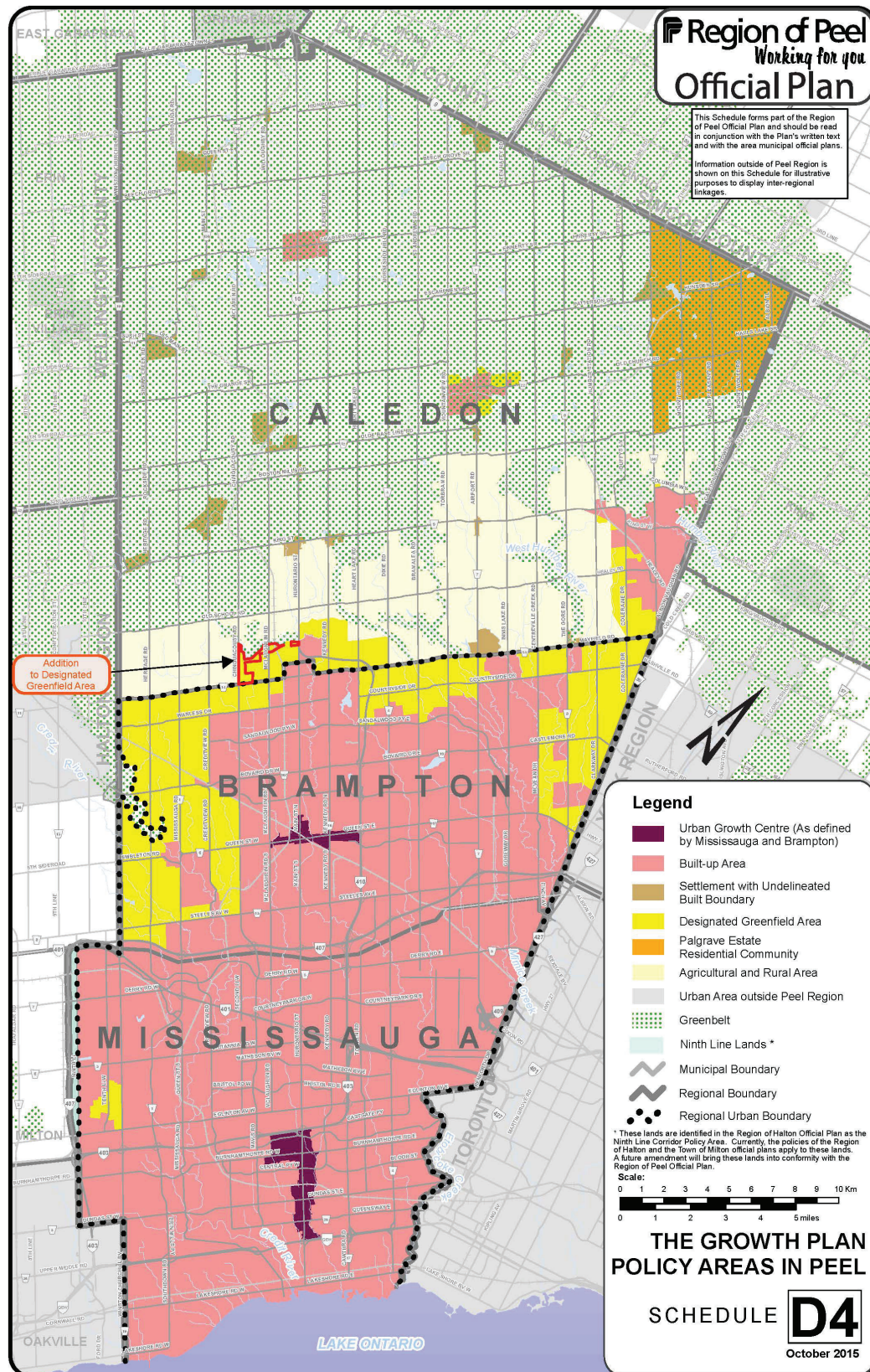




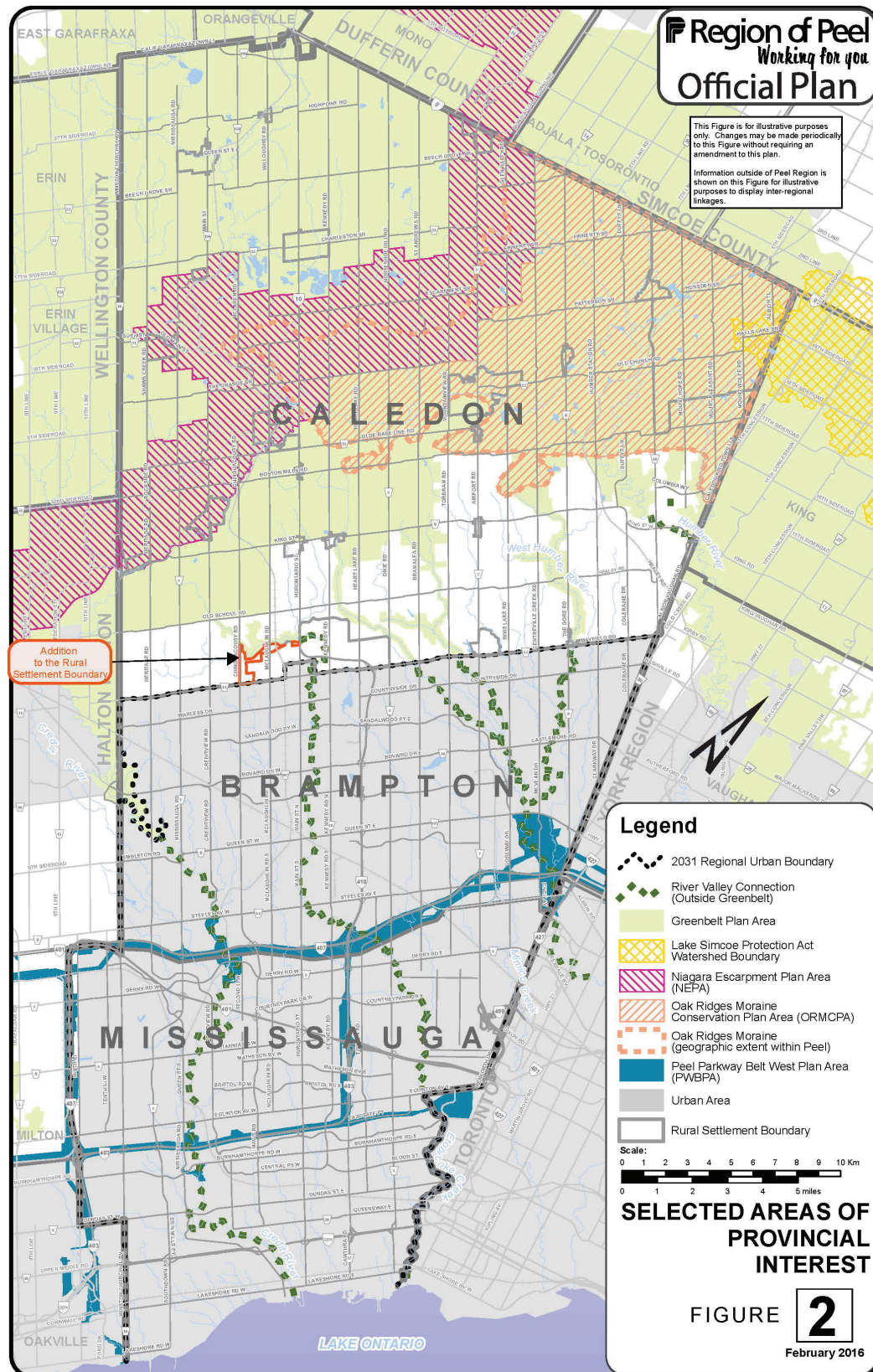












THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 20-2020

**A by-law to authorize the execution of an Agreement attached hereto as Schedule "A" between The Regional Municipality of York and The Regional Municipality of Peel for the maintenance and repair of that portion of Highway 50 forming the boundary between The Regional Municipality of York and The Regional Municipality of Peel and the intersection of Regional Road 9 (King Street) and Albion-Vaughan Road; and to repeal By-law 41-2015.**

Whereas pursuant to Section 28 of the *Municipal Act, 2001*, S.O. 2001, c. 25, The Regional Municipality of Peel (hereinafter referred to as the "Regional Corporation") has jurisdiction over all highways over which it had jurisdiction or joint jurisdiction on December 31, 2002;

And whereas, Highway 50 and the intersection of Regional Road 9 (King Street) and Albion-Vaughan Road was at December 31, 2002, and continues to be, part of the Regional Road System;

And whereas, pursuant to Section 29.1(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, municipalities having joint jurisdiction over a boundary line highway may enter into an agreement under which each municipality agrees to keep any part of the highway in repair for its whole width, and to indemnify the other municipality from any loss or damage arising from the lack of repair for that part, the agreement and a copy of the by-law authorizing the agreement may be registered in the proper land registry office for the area in which the highway is located;

And whereas, By-law 41-2015 passed on June 25, 2015, authorized the Regional Corporation to enter into an agreement with The Regional Municipality of York for the maintenance and repair of that portion of Highway 50 under joint jurisdiction;

And whereas, Highway 50, from the northerly boundary of the intersection with Regional Road 15 (Steeles Avenue) and continuing north to the southerly boundary of the intersection with Regional Road 14 (Mayfield Road) and the intersection of Regional Road 9 (King Street) and Albion-Vaughan Road form part of the boundary between The Regional Municipality of Peel and The Regional Municipality of York;

And whereas, the Council of the Regional Corporation has, by Resolution on the 12<sup>th</sup> day of March 2020, authorized the execution of an agreement with The Regional Municipality of York for the maintenance of the said portion of Highway 50 under joint jurisdiction and the intersection of Regional Road 9 (King Street) and Albion-Vaughn Road effective from the 1<sup>st</sup> day of January, 2019 to the 31<sup>st</sup> day of December, 2028;

AND WHEREAS the Council of the Regional Corporation wishes to repeal By-law 41-2015;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That the Regional Solicitor and the Regional Clerk of the Regional Corporation are hereby authorized to execute under the seal of the Regional Corporation the agreement attached hereto as Schedule "A" between The Regional Municipality of York and The Regional Municipality of Peel for the maintenance and repair of that portion of Highway 50 under joint jurisdiction and the intersection of Regional Road 9 (King Street) and Albion-Vaughn Road;
2. That a copy of the agreement attached hereto as Schedule "A", upon execution by The Regional Municipality of York and The Regional Municipality of Peel, together with a copy of this by-law be registered in the Land Registry Office for the Registry Division of The Regional Municipality of Peel;
3. That By-law 41-2015 is hereby repealed and replaced with this by-law.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12<sup>th</sup> day of March, 2020.

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Deputy Regional Clerk

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Regional Chair

Peel Legal File No.: 19894

**BOUNDARY ROAD AMENDING & EXTENDING AGREEMENT**

**THIS FIRST AMENDING & EXTENDING AGREEMENT** effective as of January 1, 2019 (the "Agreement")

**BETWEEN:**

**THE REGIONAL MUNICIPALITY OF YORK**  
("York")

and

**THE REGIONAL MUNICIPALITY OF PEEL**  
("Peel")

**RECITALS:**

A. York and Peel are adjoining upper-tier municipalities that in accordance with Section 29.1(2) of the *Municipal Act, 2001* previously executed a boundary road agreement dated July 16, 2015 for maintenance and repair over that part of Highway 50 forming the boundary line between Peel and York (the "Original Agreement").

B. The parties wish to amend and extend the Original Agreement.

The parties agree as follows:

1. The recitals contained in this Agreement are accurate and true.
2. The Original Agreement is amended by extending the term for a further ten (10) years, commencing on January 1, 2019 and ending on December 31, 2028.
3. The Original Agreement is amended in the following manner:
  - a. **Definitions – "Highway"** – The definition of "Highway" in Section 1.1 is deleted in its entirety and replaced with the following:

"Highway" means (a) that part of Highway 50 commencing at the northerly boundary of the intersection with Steeles Avenue and continuing north to the northerly boundary of the intersection with Peel Regional Road 14 (Mayfield Road) and Albion Vaughan Road; and (b) the intersection of Albion Vaughan Road with King Street East/ King Road (Peel Regional Road 9 and York Regional Road 11, respectively) and as shown outlined in red on Schedule A and includes all Highway related improvements, including but not limited to: pavement, bridges, culverts, storm sewers, guiderails, Traffic Control Devices, pavement markings, traffic signing and trees but excludes all non-transportation related infrastructure, including water and wastewater systems, that are located in the Highway;"
  - b. **Section 8 – Permits and Development Approvals** - all reference to the City of Brampton are deleted and replaced with "the municipality of competent jurisdiction and planning authority".
  - c. **Schedule "A" – The Highway** shall be deleted in its entirety and replaced with Schedule "A" attached.
  - d. **Schedule "B" – Traffic Control Devices** shall be deleted in its entirety and replaced with Schedule "B" attached.
4. Capitalized expressions used in this Agreement, unless separately defined herein, have the same meaning as defined in the Original Agreement.
5. All other terms and conditions in the Original Agreement remain unchanged with time continuing to be of the essence.

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6. Any future amendments or modifications to the Original Agreement will require a further or subsequent amending agreement signed by both parties.
7. This Agreement extends to and binds the successors and permitted assigns of the parties.
8. The parties agree that this Agreement is governed by the laws of Ontario and all disputes arising in connection with this Agreement shall be determined exclusively by the courts in Ontario.

Authorized by Clause 10 of Report  
10 of the Transportation and Works  
Committee, adopted by Regional  
Council on December 18, 2008

Approved as to form  
and content

EW  
Solicitor

THE REGIONAL MUNICIPALITY OF YORK

  
Wayne Emmerson  
Regional Chair

  
Christopher Raynor  
Regional Clerk

Dated at the City of Brampton, this \_\_\_\_ day of \_\_\_\_\_, 2019.

THE REGIONAL MUNICIPALITY OF PEEL

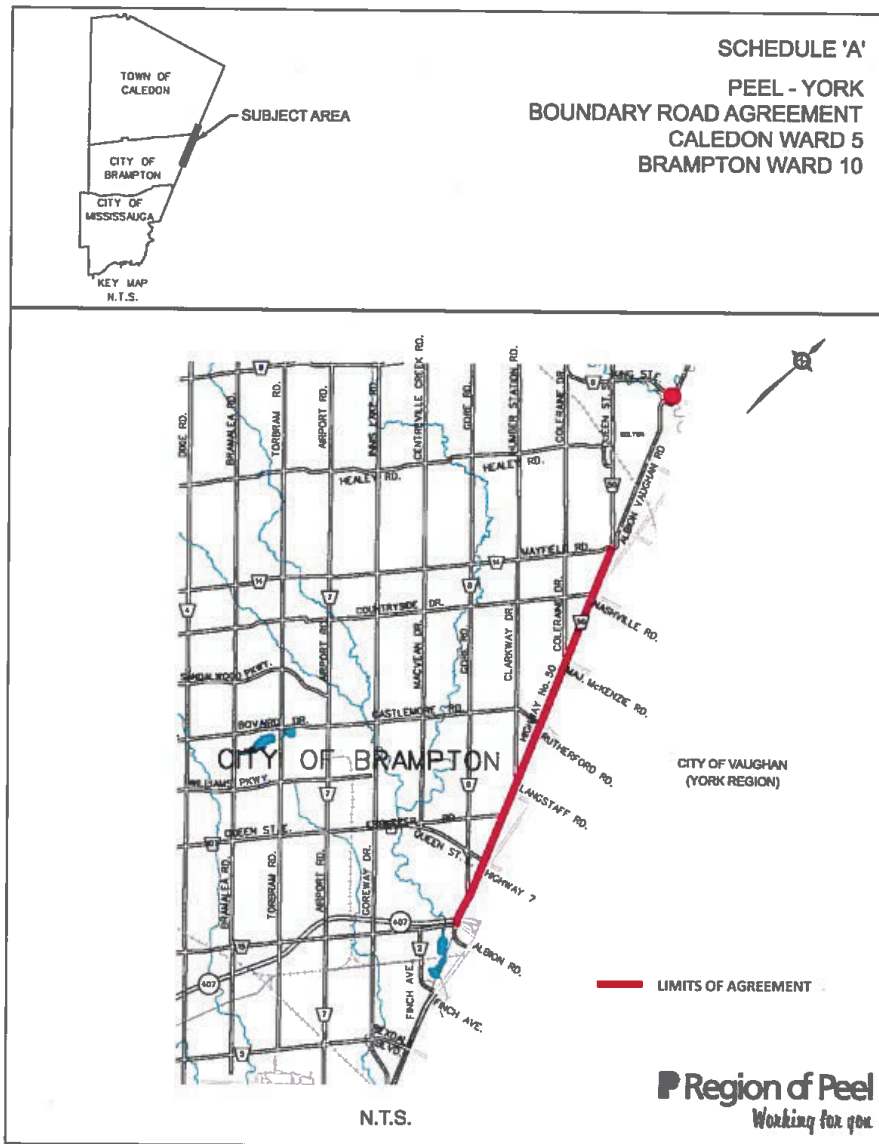
Per: \_\_\_\_\_  
Name: Kathryn Lockyer  
Title: Regional Clerk

*I have authority to bind the Regional Corporation.*



Schedule "A"

Highway



Schedule "B"

Traffic Control Devices

1. Hwy. 50 @ Queen St. East
2. Hwy. 50 @ Fogal Rd.
3. Hwy. 50 @ Ebenezer Road
4. Hwy. 50 @ Langstaff Rd./Cottrelle Blvd.
5. Hwy. 50 @ Trade Valley Drive/Bell Chase Trail
6. Hwy. 50 @ Castle Oaks Crossing
7. Hwy. 50 @ Castlemore Rd./Rutherford Rd.
8. Hwy. 50 @ Sears Entrance/Private Dr.
9. Hwy. 50 @ Cadetta Road
10. Hwy. 50 @ Coleraine Drive/Major Mackenzie Drive
11. Hwy. 50 @ Countryside Dr./Nashville Rd.
12. Hwy. 50 @ Mayfield Rd./Albion-Vaughan Rd.
13. King St. @ Albion Vaughan Rd./Caledon King Town Line

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 21-2020

**A by-law to establish interest rates and impose interest charges on instalment payments of development charges pursuant to Section 26.1 of the *Development Charges Act, 1997* and on development charges determined under the development charge by-law at the date of a site plan or rezoning application pursuant to Section 26.2 of the *Development Charges Act, 1997*.**

WHEREAS pursuant to subsection 26.1(7) of the *Development Charges Act, 1997*, S.O. 1997, c. 27 (the "Act"), The Regional Municipality of Peel (the "Regional Corporation") may charge interest on the instalments for development charges required by subsection 26.1(3) of the Act for rental housing, institutional, and non-profit housing from the date the development charge would have been payable under Section 26 of the Act to the date an instalment is paid;

AND WHEREAS, pursuant to Section 26.2(3) of the Act, the Regional Corporation may charge interest on a development charge determined under the development charge by-law on the date of an application for a site plan approval or for a zoning by-law amendment stipulated in clause 26.2(1)(a) or (b) of the Act, from the date stipulated to the date the development charge is payable; and

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

**Development Charge Interest Rates Imposed**

1. That an interest rate, which may be referred to as the DC Deferral Interest Rate, of zero percent (0%) per annum is imposed pursuant to subsection 26.1(7) of the Act on instalments required by subsection 26.1(3) of the Act, to be applied from the date the subject development charges would, but for subsection 26.1(3) of the Act, have been payable under Section 26 of the Act to the date each instalment is paid.
2. That an interest rate, which may be referred to as the DC Freeze Interest Rate, of five and a half percent (5.5%) per annum is imposed on the development charge determined under section 26.2 of the Act pursuant to subsection 26.2(3) of the Act, to be applied from the date referred to in clause 26.2(1)(a) or (b) of the Act, as applicable, to the date the development charge is payable.
3. Despite Section 2 of this by-law where a building permit for a development has been issued prior to August 1, 2020 by a local municipality for the development in respect of which a development charge is levied, the DC Freeze Interest Rate provided for by Section 2 of this by-law shall be zero percent (0%) per annum.

4. Interest shall be compounded on any unpaid amounts of interest accrued when due. Any arrears of interest or compound interest shall be added to the principle amounts on the payment due date and interest at the rate provided for in this by-law shall be charged on such increased principle amounts.
5. The Regional Corporation may accept one or more payments of development charges at an earlier date than would have been permitted under Section 26.1 of the Act, with interest at the DC Deferral Interest Rate provided for in this by-law accrued from the date that a building permit has been issued for the development which is subject to the payment of development charges.
6. The Chief Financial Officer is authorized to execute development charges payment agreements , to execute agreements under Section 27 of the Act for payment before or after payments would otherwise be payable, and to require any security which he or she deems necessary to the proper implementation or administration of the collection of development charges, upon legal terms satisfactory to the Regional Solicitor and upon business terms satisfactory to the Chief Financial Officer.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12<sup>th</sup> day of March, 2020.

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Deputy Regional Clerk

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Regional Chair