

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

Date: Thursday, July 9, 2020

Time: 9:30 AM

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

Due to the efforts to contain the spread of COVID-19 there will be no public access to the Council Chamber. The meeting will be live streamed on <http://www.peelregion.ca/>

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Christine Thomson at christine.thomson@peelregion.ca.

Agendas and reports are available at www.peelregion.ca/council

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1. CALL TO ORDER

2. INDIGENOUS LAND ACKNOWLEDGEMENT

3. DECLARATIONS OF CONFLICTS OF INTEREST

4. APPROVAL OF MINUTES

4.1 June 25, 2020 Regional Council meeting

5. APPROVAL OF AGENDA

6. CONSENT AGENDA

7. DELEGATIONS

7.1 Samir Adkar, Director, Electricity Networks and Indigenous Policy Branch, Ministry of Energy, Northern Development and Mines and Ahmed Maria, Director, Transmission Planning, Independent Electricity System Operator

Providing an Overview of the Northwest Greater Toronto Area (GTA) Transmission Corridor Identification Study and Updates on Progress to Date (Related to 15.1)

8. COVID-19 RELATED MATTERS

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

(Oral)

Presentation by Dr. Lawrence Loh, Medical Officer of Health

8.2 Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

(Related to 19.1)

8.3 Use of Non-Medical Masks and Face Coverings in Enclosed Public Spaces

(To be distributed when available)

9. COMMUNICATIONS

9.1 Doug Ford, Premier of Ontario

Email dated June 25, 2020, Advising of the Launch of an Independent Commission to Determine the Impact of COVID-19 on Long-Term Care Homes in Ontario (Receipt recommended)

9.2 Caroline Mulroney, Minister of Transportation

Letter dated June 29, 2020, Announcing the Region of Peel's Allocation of Provincial Funding for the Public Transit Health and Safety Measures During the COVID-19 Emergency (Receipt recommended)

10. STAFF PRESENTATIONS

10.1 Region of Peel Affordable Housing Incentives Pilot Program

(Related to 10.3 and By-law 49-2020)

Presentation by Naheeda Jamal, Acting Manager, Policy Development, Regional Planning and Growth Management; and, Nick Michael, Partner, N. Barry Lyon Consultants

10.2 Progress Update on Community Safety and Well-being Plan

(For information)

Presentation by Brian Laundry, Director of Strategic Planning and Performance
(Presentation to be distributed when available)

10.3 Development Charge Interest Rate Policy – Bill 108

(Related to 10.1 and By-law 21-2020)

Presentation by Stephanie Nagel, Treasurer and Director of Corporate Finance

11. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

12. COMMUNICATIONS

12.1 Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs

Letter dated June 23, 2020, Responding to a Letter from Regional Chair Iannicca Regarding the Proposed *Bill 156 – Security from Trespass and Protecting Food Safety Act, 2020* (Resolution 2020-163) (Receipt recommended)

13. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

13.1 Encroachment Agreement – 6933 Tomken Road (Derry Road East) – City of Mississauga, Ward 5 – Owner: Catholic Cemeteries & Funeral Services – Archdiocese of Toronto

(Related to By-law 50-2020)

13.2 Proposed License Agreement – West Side of Airport Road, North of Thamesgate Drive – City of Mississauga, Ward 5 – Licensee: Malton Business Improvement Area

(Related to By-law 51-2020)

13.3 Supply and Hosting of Jacobs Time Manager Scheduling Solution

13.4 Report of the Diversity, Equity and Anti-Racism Committee (DEAR-2/2020) meeting held on June 18, 2020

- 13.5 Report of the Government Relations Committee (GRC-2/2020) meeting held on June 18, 2020
- 13.6 Report of the Regional Council Policies and Procedures Committee (PPC-2/2020) meeting held on June 30, 2020

(To be distributed when available)

14. COMMUNICATIONS

15. ITEMS RELATED TO PUBLIC WORKS

- 15.1 Northwest Greater Toronto Area Transmission Corridor Identification Study Update
(Related to 7.1)
- 15.2 Preventative Maintenance and As-Required Repairs for Equipment Located at the Peel Curing Facility in Caledon

16. COMMUNICATIONS

- 16.1 Nando Iannicca, Regional Chair

Letter dated June 23, 2020, Providing a Copy of a Letter to the Minister of Small Business and Red Tape Reduction in Support of the Retail Council of Canada's Efforts in Making Off-Peak Delivery a Permanent Program (Receipt recommended)

17. ITEMS RELATED TO HEALTH

18. COMMUNICATIONS

19. ITEMS RELATED TO HUMAN SERVICES

- 19.1 Community Investment Program 2019 Update
(For information) (Related to 8.2)
- 19.2 Canada Mortgage and Housing Corporation Solutions Lab – Region of Peel Participation
(For information)
- 19.3 Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel

20. COMMUNICATIONS

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

22. NOTICE OF MOTION/MOTION

- 22.1 Mental Health and Policing
(As requested by Councillor Damerla)

23. BY-LAWS

Three Readings

- 23.1 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 10.3)
- 23.2 By-law 49-2020
A by-law to govern the provision of municipal housing project facilities and to repeal By-law 41-2003. (Related to 10.1)
- 23.3 By-law 50-2020
A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 5 (Derry Road East), City of Mississauga. (Related to 13.1)
- 23.4 By-law 51-2020
A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 7 (Airport Road), City of Mississauga. (Related to 13.2)

24. IN CAMERA MATTERS

- 24.1 Proposed Property Acquisition – City of Mississauga, Ward 9
(A proposed or pending acquisition or disposition of land by the municipality or local board)
- 24.2 Expropriation Proceedings – Airport Road Widening – EXP-20043.00 – Mayfield Road to King Street – Town of Caledon, Ward 2
(A proposed or pending acquisition or disposition of land by the municipality or local board)
- 24.3 Update on the Chief Administrative Officer (CAO) Recruitment Process
(For information) (Personal matters about an identifiable individual, including municipal or local board employees) **(To be distributed when available)**
- 24.4 Changes to Employment Services in Peel
(For information) (Labour relations or employee negotiations)

24.5 Regional Official Plan Amendment 32

(Advice that is subject to solicitor client privilege, including communications necessary for that purpose)

24.6 Closed Session Report of the Regional Council Policies and Procedures Committee (PPC-2/2020) meeting held on June 30, 2020

(To be distributed when available)

25. BY-LAWS RELATING TO IN CAMERA MATTERS

25.1 BY-law 52-2020

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

27. ADJOURNMENT



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

June 25, 2020

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

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

1. CALL TO ORDER

Regional Chair Iannicca called the meeting of Regional Council to order at 9:34 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton. The Regional Chair attended in-person. Members of the Committee and staff participated electronically

2. INDIGENOUS LAND ACKNOWLEDGEMENT

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

Regional Chair Iannicca recognized Pride 2020, noting that the Rainbow Flag would be raised at various Region of Peel facilities until the end of July.

3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

4. APPROVAL OF MINUTES**4.1 June 11, 2020 Regional Council meeting****Resolution Number 2020-454****Moved by** Councillor Mahoney**Seconded by** Councillor McFadden*That the minutes of the June 11, 2020 Regional Council meeting be approved.***Carried****5. APPROVAL OF AGENDA****Resolution Number 2020-455****Moved by** Councillor Damerla**Seconded by** Councillor Crombie*That the agenda for the June 25, 2020 Regional Council agenda include a delegation from Andrew Whitemore, Chief Planner and Commissioner of Planning and Building, City of Mississauga, regarding the Peel 2041 Regional Official Plan Review and Municipal Comprehensive Review, to be dealt under Delegations - Item 7.6;**And further, that the agenda for the June 25, 2020 Regional Council meeting be approved, as amended.***Carried**

Councillor Damerla advised that she would be providing a motion to be dealt with at the July 9, 2020 Regional Council meeting regarding mental health and policing.

6. CONSENT AGENDA**Resolution Number 2020-456****Moved by** Councillor Palleschi**Seconded by** Councillor Downey*That the following matters listed on the June 25, 2020 Regional Council Agenda be approved under the Consent Agenda: Items 9.1, 9.2, 9.3, 9.4, 9.5, 11.3, 11.4, 15.1, 17.1, 18.1, 18.2, 19.1, 19.2, 19.3, 20.1, 20.2, 20.3, 24.1, 24.2, 24.3, 24.4.*

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

Abstain (1): Councillor Damerla

Absent (1): Councillor Parrish

Carried

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA**9.1 Inspector Garant, Ontario Provincial Police, Caledon Detachment**

Communication dated June 3, 2020, Regarding an Update on Caledon Ontario Provincial Police (OPP) Traffic Enforcement During the COVID-19 Emergency (Receipt recommended) (Related to 7.1) **(As requested at the May 28, 2020 Regional Council meeting)**

Resolution Number 2020-457

Received

9.2 Steve Clark, Minister of Municipal Affairs and Housing

Letter dated June 4, 2020, Regarding Urgent Federal Action to Provide Immediate Funding for Reliable Broadband Access Across Ontario (Receipt recommended)

Resolution Number 2020-458

Received

9.3 Steve Clark, Minister of Municipal Affairs and Housing

Letter dated June 12, 2020, Announcing the Termination of the Temporary Suspension of the Planning Act Timelines During the Declared Emergency Effective June 22, 2020 and the Continued Use of Electronic and Virtual Channels as Appropriate to Make Representations on Planning Matters (Receipt recommended)

Resolution Number 2020-459

Received

9.4 Robyn Kurtes, Director, Environmental Policy Branch, Ministry of the Environment, Conservation and Parks

Email dated June 12, 2020, Regarding the Delayed Implementation of the new Excess Soil Regulation and Regulation Amendments to Exempt Temporary Health and Residential Facilities from Needing a Record of Site Condition (Receipt recommended)

Resolution Number 2020-460

Received

9.5 Karen Redman, Chair, Mayors and Regional Chairs of Ontario of Single Tier Cities and Regions (MARCO)

Letter dated June 12, 2020, Providing a Copy of a Letter Sent to the Prime Minister of Canada and the Premier of Ontario, Requesting Implementation of the Emergency Operating Fund as Supported by the Federation of Canadian Municipalities (Receipt recommended)

Resolution Number 2020-461

Received

11.3 Update on Watermain and Sanitary Sewer Upgrades in Downtown Brampton, City of Brampton, Wards 1, 3, 4 and 5

Resolution Number 2020-462

Moved by Councillor Palleschi

Seconded by Councillor Downey

That the Region of Peel proceed with the construction of water and wastewater works and road improvements in the City of Brampton's Downtown core;

And further, that staff be authorized to enter into a cost sharing agreement with the City of Brampton related to design and construction fees for the replacement of water, wastewater and road infrastructure in downtown Brampton;

And further, that the contract (Document 2012-571P) for Engineering Services for Watermain and Sanitary Sewer Construction and Streetscaping in Downtown Brampton, City of Brampton with CH2M Hill Canada Limited be extended in the estimated amount of \$1,470,000 for a revised total contract amount of \$6,699,807.80 (excluding applicable taxes), under Capital Projects 11-2380, 15-1303 and 18-1380, in accordance with Procurement By-law 30-2018, as amended;

And further, that authority be granted to the Director of Procurement, to approve further increases to the contract for additional engineering services that may be required to the limit of the approved capital budget, in order to achieve the completion of the project.

And further, that a copy of the report of the Interim Commissioner of Public Works, titled "Update on Watermain and Sanitary Sewer Upgrades in Downtown Brampton, City of Brampton, Wards 1, 3, 4 and 5" be provided to the City of Brampton.

Carried

11.4 Report of the Waste Management Strategic Advisory Committee (WMSAC-2/2020) meeting held on June 18, 2020

Resolution Number 2020-463

Moved by Councillor Palleschi

Seconded by Councillor Downey

That the report of the Waste Management Strategic Advisory Committee (WMSAC-2/2020) meeting held on June 18, 2020, be adopted.

Carried

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

3. APPROVAL OF AGENDA

Resolution Number 2020-464

That the agenda for the June 18, 2020 Waste Management Strategic Advisory Committee meeting be amended to deal with In Camera Matters – Items 8.1 and 9.1, immediately following the Approval of Agenda;

And further, that the agenda for the June 18, 2020 Waste Management Strategic Advisory Committee meeting be approved, as amended.

Approved

Items 8.1 and 9.1 were dealt with.

8. IN CAMERA MATTERS

Resolution Number 2020-465

That the Waste Management Strategic Advisory Committee proceed “In Camera” to consider items relating to the following:

- *Update on Waste Management Programs (Oral) (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)*
- *Letter from the Minister of the Environment, Conservation and Parks (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)*

Approved

Resolution Number 2020-466

That Waste Management Strategic Advisory Committee move out of “In Camera”.

Approved

8.1 Update on Waste Management Programs

(Oral)

(A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

Resolution Number 2020-467

Received

Resolution Number 2020-468

That direction given “In Camera” to the Interim Commissioner of Public Works and the Director of Waste Management as set out in the Oral In Camera Update titled “Update on Waste Management Programs (Oral) (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)” be approved, and voted upon in accordance with Section 239(6) (b) of the Municipal Act, 2001, as amended.

Approved

9. COMMUNICATIONS

9.1 Letter from the Minister of the Environment, Conservation and Parks

(A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

Resolution Number 2020-469

Referred to Public Works

5. REPORTS

5.1 Transition of the Blue Box Program to Full Producer Responsibility – June 2020 Update: Preferred Transition Year

Presentation by Norman Lee, Director of Waste Management

Resolution Number 2020-470

Received

Resolution Number 2020-471

That October 1, 2024 be the Region of Peel's provisionally preferred date to transition the blue box program from municipal control to producer control to coincide with the end of the Region's blue box collection and processing contracts, as described in the report of the Interim Commissioner of Public Works, titled, "Transition of the Blue Box Program to Full Producer Responsibility – June 2020 Update: Preferred Transition Year";

And further, that the Region express an interest in providing blue box collection services post transition on behalf of and under contract to producers, subject to negotiation of mutually agreeable terms;

And further, that subject to reaching an agreement with producers on business terms satisfactory to the Commissioner of Public Works and on legal terms satisfactory to the Regional Solicitor for the provision of blue box collection services from January 1, 2023 until at least September 30, 2024, the Region of Peel's preferred transition be changed to January 1, 2023;

And further, that the Director of Waste Management be designated as the key contact for any follow-ups on this subject matter;

And further, that a copy of this resolution and the subject report be sent to the Association of Municipalities of Ontario and the Ministry of the Environment, Conservation and Parks.

Approved

Resolution Number 2020-472

That the Region of Peel strongly supports that the Producer Responsibility Regulation for Blue Box designate schools, parks and public spaces as eligible sources of collection in line with Special Advisor David Lindsay's recommendations to the Provincial government;

And further, that a copy of this resolution be provided to the Town of Caledon, the City of Mississauga, the City of Brampton, Dufferin-Peel Catholic District School Board and Peel District School Board, and the Ministry of the Environment, Conservation and Parks;

And further, that the local municipalities be requested to support the designation of parks and public spaces as eligible sources of collection.

Approved

5.2 Update on Waste Management Programs

(Oral)

Presentation by Norman Lee, Director of Waste Management

Resolution Number 2020-473

Received

Resolution Number 2020-474

That staff be directed to report back to a future Waste Management Strategic Advisory Committee meeting with further information related to a mixed waste pilot for multi-residential garbage, including information on how a pilot fits into the Region of Peel's long-term waste management strategy, including timing, scope, costs, risks, outcomes, and options for procurement.

Approved

15.1 Increase to Housing Services Technology Capital Budget

Resolution Number 2020-475

Moved by Councillor Palleschi

Seconded by Councillor Downey

That the Housing Services Technology Capital budget 19-5032 be increased by \$400,000 from working fund reserves to develop a technology solution to support the management of the Housing System.

Carried

17.1 Contract Extension for Peel 2041 Municipal Comprehensive Review Environmental Screening and Scoped Subwatershed Study

(Related to 10.2)

Resolution Number 2020-476

Moved by Councillor Palleschi

Seconded by Councillor Downey

That additional funding of \$224,600 for a total budget of \$1,356,600 (excluding applicable taxes) from Development Charges Reserve R3580 be provided to Capital Project 19-7730 to cover adjustments to the scope of work for the Scoped Subwatershed Study component of the Settlement Area Boundary Expansion Study to address additional population and employment growth allocated to Peel by the Province as expected by June 2020;

And further, that the contract (Document 2019-145P) for the Settlement Area Boundary Expansion - Environmental Screening and Scoped Subwatershed Study, between the Region of Peel and Wood Environment and Infrastructure Solutions, a Division of Wood Canada Limited, be extended in the estimated amount of \$307,600 (excluding applicable taxes) for a total contract commitment of \$1,194,459 (excluding applicable taxes) to complete the above referenced study under Capital Project 19-7730, in accordance with Procurement By-law 30-2018, as amended.

Carried

**18.1 Amanda Fusco, Manager, Legislative Services and Acting Town Clerk,
Town of Caledon**

Letter dated May 28, 2020, Providing a Copy of a Town of Caledon Resolution Regarding Official Plan Review and Aggregate Policies (Receipt recommended) (Related to 10.2 and 18.2)

Resolution Number 2020-477

Received

18.2 Steve Clark, Minister of Municipal Affairs and Housing

Letter dated June 16, 2020, Regarding the Proposed Changes to “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the Provincial Consultation Period ending July 31, 2020 (Receipt recommended) (Related to 10.2 and 18.1)

Resolution Number 2020-478

Received

19.1 Procurement Activity Report – T1 January 1 to April 30, 2020

(For information)

Resolution Number 2020-479

Received

19.2 Federal Gas Tax Funding Accelerated for 2020

(Related to By-law 47-2020)

Resolution Number 2020-480

Moved by Councillor Palleschi

Seconded by Councillor Downey

That the Region of Peel's By-law 4-2019 be amended to reflect the accelerated Federal Gas Tax payment for the 2020 fiscal year and the proposed lump sum allocation and transfer to the Cities of Mississauga and Brampton and the Town of Caledon described in the report of the Commissioner of Finance and Chief Financial Officer, titled "Federal Gas Tax Funding Accelerated for 2020";

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

Carried

19.3 Report of the Debt Issuance Committee (DEBT-1/2020) meeting held on June 11, 2020

Resolution Number 2020-481

Received

20.1 Chris Fonseca, Regional Councillor, City of Mississauga, Ward 3

Email dated June 8, 2020, Regarding Form Emails Received from Region of Peel Residents Requesting a Call to Action for Peel Regional Police (Receipt recommended) (Related to Item 7.1, 20.2 and 20.3)

Resolution Number 2020-482

Received

20.2 Blessing Adereti, Region of Peel Resident

Email dated June 9, 2020, Regarding a Call to Action – Defund Police (Receipt recommended) (Related to Item 7.1, 20.1 and 20.3)

Resolution Number 2020-483

Received

20.3 Allan Thompson, Mayor, Town of Caledon

Email dated June 23, 2020, Forwarding an Email from Ravneet Nagra, Brampton Resident, Requesting a Public Investigation into the Death of Ejaz Chaudhry and to Defund Police (Receipt recommended) (Related to Item 7.1, 7.2 and 20.2)

Resolution Number 2020-484

Received

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

24.1 Payment of Compensation Pursuant to the Expropriations Act, R.S.O. 1990, c. E.26, The Gore Road Widening (EXP-13091.05) Castlemore Road to North of Beamish Court – City of Brampton, Ward 10

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

Resolution Number 2020-485

That The Regional Municipality of Peel enter into a Final Compensation Agreement with Amrik Nagra, as Owner, in accordance with the terms set out in the in camera report to Regional Council at its meeting on June 25, 2020 titled “Payment of Compensation pursuant to the Expropriations Act, R.S.O. 1990, c. E.26, The Gore Road Widening (EXP-13091.05) Castlemore Road to North of Beamish Court – City of Brampton, Ward 10”, for the full and final settlement and the Owner providing a release of all claims arising from the expropriation of the following interests in land:

- *Fee Simple interest in the lands described as Part of Block E and Part of Lot 1, Registered Plan 1002, City of Brampton, Regional Municipality of Peel, designated as Part 1 on Expropriation Plan PR2520973 and Part of Lot 1, Registered Plan 1002, City of Brampton, Regional Municipality of Peel, designated as Parts 2, 3 and 4 on Expropriation Plan PR2520973; and,*
- *Temporary Easement interest in the lands described as Part of Lot 1, Registered Plan 1002, City of Brampton, Regional Municipality of Peel, designated as Part 5 on Expropriation Plan PR2520973.*

And further, that the funds be financed from Capital Project 07-4030.

Carried

24.2 Proposed Property Acquisition – Dixie Road Widening – PF-08073.12 – North of Countryside Drive to North of Mayfield Road – City of Brampton, Ward 9 and Town of Caledon, Ward 2

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

Resolution Number 2020-486

That the Regional Municipality of Peel, as Purchaser, enter into an Agreement of Purchase and Sale with Rishi Sharma, as Vendor, in accordance with the terms set out in the in camera report to Regional Council at its meeting on June 25, 2020 titled “Proposed Property Acquisition – Dixie Road Widening – PF-08073.12 – North of Countryside Drive to North of Mayfield Road – City of Brampton, Ward 9 and Town of Caledon, Ward 2”, and on legal terms satisfactory to the Regional Solicitor, for the purchase of:

- *A fee simple interest in the lands described as Part of Lot 17, Concession 4 East of Hurontario Street, City of Brampton (formerly Township of Chinguacousy), Regional Municipality of Peel, designated as Parts 1 and 2*

on draft reference plan 20-B7471_RP prepared by Young & Young Surveying Inc.;

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

And further, that the funds be financed from Capital Project 11-4020.

Carried

24.3 Appointment of the Region of Peel's Medical Officer of Health

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

Resolution Number 2020-487

That Dr. Lawrence Loh be appointed as Medical Officer of Health for the Region of Peel effective June 25, 2020 subject to approval of the Minister of Health and Long- Term Care pursuant to section 64 of the Health Protection and Promotion Act, R.S.O. 1990 Chapter H.7;

And further, that the Commissioner of Health Services be authorized to finalize the necessary documents in accordance with normal policy.

Carried

24.4 Closed Session Report of the Waste Management Strategic Advisory Committee (WMSAC-2/2020) meeting held on June 18, 2020

Resolution Number 2020-488

Received

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE:

7. DELEGATIONS

7.1 Nishan Duraipapp, Chief of Police, Peel Regional Police

Presenting an Overview and Status Report Regarding Provincial Adequacy Regulations and Traffic Enforcement During the COVID-19 Emergency (**As requested at the May 28, 2020 Regional Council meeting**) (Related to 9.1, 20.1, 20.2 and 20.3)

Resolution Number 2020-489

Received

Councillor Parrish arrived at 10:18 a.m.

Nishan Duraipapp, Chief, Peel Regional Police (PRP), stated that during his first nine months as Police Chief, he reviewed the current opportunities and service

abilities that are responsive to the needs of the community. Based on the assessments and priorities, as of June 1, 2020, PRP reorganized its entire structure and he identified the 2020 Chiefs Management Group that will assist in modernizing community policing operations.

The Chief provided an overview of PRP's workload trends noting increased demands related to mental health assistance, violent crimes, motor vehicle collisions, intermittent partner violence, and commercial robberies.

He highlighted the demand and significance of mental health occurrences that PRP responds to; on average 16 to 17 calls per day. The number of hours spent with mental health patients is significant and this issue has not traditionally been the responsibility of the police. The Chief emphasized that the *Mental Health and Addictions Act* legislates and authorizes police officers to attend and transport individuals in a mental health crisis to a hospital or a place for mental health care. He stated that the Crisis Outreach Assessment Support Team (COAST) and the Mobile Rapid Crisis Response Team (MRCRT) work in partnership with crisis workers from the Canadian Mental Health Association (CMHA). However, there are only two police cars deployed for COAST and MRCRT in the morning and afternoon which is minimal deployment for the population of the Region of Peel. The COAST and MRCRT receive program funding through CMHA. The Pre-charge Mental Health Diversion Program is a new pilot program that will evaluate and help divert individuals with mental health issues and addictions from the court stream.

The Chief summarized the impacts and changes on business processes and police calls as a result of COVID-19, including traffic enforcement, street racing and aggressive driving enforcement.

Nishan Duraiappah placed emphasis on the Community Safety and Well-Being Framework that will be used as a lens for all activities in many organizations within the Region of Peel.

The Chief provided an overview of PRP future focuses, noting that PRP will be bringing forward to the Peel Police Services Board an Equity, Diversity and Inclusion Strategy, as well as a Human Rights Strategy to address systemic racism.

The Chief provided information on grant funding and base funding received from the Province and stated that he has tasked the organization seek further efficiencies. He noted that the Community Safety and Well-Being Framework includes collaborating with stakeholders which may reduce demand on PRP resources. He stated that the traditional way of policing is not self-sustaining and he is committed to reviewing other ways of providing community safety.

In response to a question from Councillor Fortini regarding the ability to identify stolen vehicles when parking tickets are issued, Chief Duraiappah responded that he would take this back to his team to see if there is a mechanism that could be implemented with municipal by-law enforcement.

Councillor Saito noted that the provincial government will have budget challenges as a result of COVID-19 and she questioned what would happen if provincial grants are no longer available. The Chief responded that provincial funding

represents 3 per cent of the overall PRP budget and that the sustainability of the funding is regularly reviewed.

In response to a question from Councillor Santos regarding an update on the domestic violence campaign, the Chief responded that it will be addressed through a sub-group as part of the Community Safety and Well-Being Framework. Nancy Polsinelli, Interim Chief Administrative Officer, stated that a report and presentation will be forthcoming at the July 9, 2020 Regional Council meeting and will provide further information

Council recessed at 12:10 p.m.

Councillor Fortini departed

Council reconvened at 12:24 p.m.

7.2 Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation (CVC)

Presenting the CVC Mid-year Budget Report and 2021 Budget Planning

Resolution Number 2020-490

Received

Deborah Martin-Downs, Chief Administrative Officer (CAO), Credit Valley Conservation (CVC), highlighted CVC's 2019 accomplishments related to general levy projects, watershed projects and infrastructure projects and she described how CVC's digital transformation enabled continuity of service to residents during the COVID-19 pandemic. With respect to the 2021 budget, the CAO informed that provincial funding impacts are not yet known.

Councillor Ras noted that the COVID-19 pandemic has demonstrated the value of greenspace and the need to continue to build and protect the natural environment. Councillor Ras congratulated CVC staff for being recognized as one of Canada's greenest employers.

In response to a question from Councillor Dasko, Deborah Martin-Downs advised that CVC staff were able to continue planting at the Jim Tovey Lakeview Conservation Area throughout the pandemic.

7.3 John MacKenzie, Chief Executive Officer, Toronto and Region Conservation Authority (TRCA)

Presenting the TRCA Mid-year Budget Report and 2021 Budget Planning

Resolution Number 2020-491

Received

John MacKenzie, Chief Administrative Officer (CAO), Toronto and Region Conservation Authority (TRCA) highlighted TRCA 2020 projects in the areas of watershed, climate, infrastructure and water risk management and described TRCA's work in specific areas within the Region of Peel. The CAO provided an update on planning for TRCA's 2021 budget.

Councillor Innis stressed the importance of communicating to upper levels of government as they develop stimulus packages as municipalities cannot afford to be responsible for funding 60 per cent of projects.

The Regional Chair undertook to write a letter, on behalf of Regional Council and signed by the Chairs of the CVC and TRCA Board of Directors, to convey concerns regarding the share of local contributions to stimulus projects.

In response to a question from Councillor Groves, John MacKenzie confirmed that Conservation Authority staff are considering how to best connect existing trails.

7.4 Keddone Dias, Executive Director, Lakeshore Area Multi-Service Project (LAMP) Community Health Centre

Highlighting Achievements to Improve the Oral Health of Low Income Seniors through the Region of Peel's Seniors Dental Program and the Transition to the New Ontario Seniors Dental Care Program (Related to 7.5 and 13.1)

Resolution Number 2020-492

Received

Keddone Dias, Executive Director, Lakeshore Area Multi-Service Project (LAMP) Community Health Centre, advised that East Mississauga Community Health Centre (EMCHC) is a community based, non-profit charitable organization that creates greater access to health resources in the community and provides health care services, health promotion programs, and community support services. EMCHC has served 4,137 individual clients in the Region of Peel's dental program and the Ontario Seniors Dental Care Program. Currently, there are 911 clients registered and waiting for treatment through the provincial program and the Region of Peel has started a waiting list. In order to increase capacity, EMCHC is temporarily borrowing space from other on-site programs.

7.5 Laura Guerrero, Chief Executive Officer, WellFort Community Health Services

Highlighting Achievements to Improve the Oral Health of Low Income Seniors through the Region of Peel's Seniors Dental Program and the Transition to the New Ontario Seniors Dental Care Program (Related to 7.4 and 13.1)

Resolution Number 2020-493

Received

Laura Guerrero, Chief Executive Officer, WellFort Community Health Services, advised that WellFort is a non-profit, values based organization that provides health promotion and prevention programs, primary and oral health care and works with local residents and other agencies to increase community capacity. WellFort has provided dental treatment to 2,617 individuals through the Region of Peel's Seniors Dental Program and to 353 individuals through the Ontario Seniors Dental Care Program. New intakes have been booked until February

2021 and a capital project will increase capacity by two additional procedure rooms.

Item 13.1 was dealt with.

13.1 Ontario Seniors Dental Care Program Update

(Related to 7.4 and 7.5)

Resolution Number 2020-494

Moved by Councillor Groves

Seconded by Councillor Parrish

That the Region of Peel Public Health move forward with the Ontario Seniors Dental Care Program as outlined in the report from the Commissioner of Health Services and the Interim Medical Officer of Health, titled "Ontario Seniors Dental Care Program Update".

In Favour (21): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Groves, Councillor Innis, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Kovac

Absent (2): Councillor Fortini, and Councillor Ras

Carried

Councillor Groves raised concern for seniors who cannot access dental programs because their income is just above the cut-off amount to qualify for the provincial seniors dental program. Dr. Lawrence Loh, Medical Officer of Health undertook to discuss the issue with provincial staff, noting that there are challenges with any income threshold and that advocacy has been previously conducted on this issue.

Councillor Saito suggested that the Region of Peel advocate for a sliding scale to be used for seniors whose income falls above the program threshold; the program would pay a percentage of the cost and the client would pay the difference. Alternatively, Councillor Saito suggested that the Region of Peel could consider implementing such a system to ensure seniors receive the dental care they require.

In response to a question from Councillor Saito, Paul Sharma, Director, Chronic Disease and Injury Prevention, advised that ten full time staff are required to provide ministry mandated program administration, ensure access to services and to work with community health service providers. Staff may also be utilized to operate a dental bus to ensure seniors can travel to appointments.

Councillor Saito noted that as the program evolves, the administrative burden should lessen and she suggested that consideration be given to hiring contract staff instead of full time.

7.6 Andrew Whittemore, Chief Planner and Commissioner of Planning and Building, City of Mississauga

Regarding the Peel 2041 Regional Official Plan Review and Municipal Comprehensive Review – Technical Analysis, Draft Policies and Policy Directions Update (Related to 10.2)

Resolution Number 2020-495

Received

Andrew Whittemore, Chief Planner and Commissioner, Planning and Building, City of Mississauga, stated that the provincial growth plan requires a minimum of 50 per cent of all new growth in the Region to be achieved through infill; therefore, the City of Mississauga plays an important role in the Region of Peel's ability to meet that target and for enabling the City of Brampton and Town of Caledon to advance their respective planning visions. The City of Mississauga requests that the Region of Peel prioritize the Major Transit Station Area (MTSA) planning process as Mississauga's Growth Management regime focusses on directing new infill growth to transit corridors.

City of Mississauga Planning staff feel that the Region should prioritize its inclusionary zoning policy, along with the MTSA process. Andrew Whittemore outlined concerns that the housing policies are based on ideal need and the practical implementation at the local level, without accompanying financial support, would be challenging. A Regional policy framework is needed to emphasize the importance of open space and parkland by private developers to support healthy, infilled communities.

Mississauga staff are concerned about managing growth in a sustainable manner and carefully managing the fiscal impacts of growth in each of the local municipalities and recommend that a detailed analysis of the costs associated with each be provided to Regional Council. The Regional Official Plan needs to contain a very strong growth management vision with an emphasis on smart growth; optimizing existing infrastructure and creating a built form density that promotes an efficient land use from a servicing perspective. More financial analysis is also recommended for a range of growth scenarios and different densities.

Item 10.2 was dealt with.

10.2 Peel 2041 Regional Official Plan Review and Municipal Comprehensive Review – Technical Analysis, Draft Policies and Policy Directions Update

(Related to 17.1, 18.1 and 18.2)

Presentation by Adrian Smith, Interim Chief Planner and Director, Regional Planning and Growth Management and Naheeda Jamal, Acting Manager, Policy Development, Regional Planning and Growth Management Division

Adrian Smith, Interim Chief Planner and Director, Regional Planning and Growth Management and Naheeda Jamal, Acting Manager, Policy Development, presented an update on the Peel 2041 Regional Official Plan (ROP) and Municipal Comprehensive Review (MCR). Adrian Smith highlighted significant

changes to provincial policy direction, including the 2017 Growth Plan, the 2019 Growth Plan and the new 2020 Provincial Policy Statement which have required changes to the 2041 workplan.

The provincial government has provided three growth scenarios for consideration (low, reference and high). Staff will be considering the implications of each scenario for the Region of Peel and consulting with key stakeholders in order to provide comments on the scenarios by the July 31st deadline.

Naheeda Jamal noted that the report listed as Item 10.2 on the June 25, 2020 Regional Council agenda recommends proceeding with public consultations in Fall 2020 with emphasis on draft policies and policy directions related to employment, Major Transit Station Areas (MTSA), housing, transportation, Greenlands system, waste management, and indigenous engagement and cultural heritage. Each policy area is supported by detailed background information that is available on the Region of Peel website. Naheeda Jamal reviewed the key directions for each area that contribute towards the overall objectives around complete communities and community for life.

Staff continue to implement the 2041 workplan and remain on track to meet provincial deadlines and are researching a variety of remote access formats for the public consultations planned for the Fall, recognizing that in person participation will be limited. Staff will continue engagement with agencies, stakeholders, indigenous communities and local municipal staff over the summer months.

Resolution Number 2020-496

Moved by Councillor Innis

Seconded by Councillor Parrish

That further public consultations be undertaken on the draft technical analysis, draft policies, draft settlement area boundary technical inputs, and proposed policy directions as outlined in the report from the Interim Commissioner of Public Works and Interim Chief Planner and Director, Regional Planning and Growth Management, titled "Peel 2041 Regional Official Plan Review and Municipal Comprehensive Review – Technical Analysis, Draft Policies and Policy Directions Update";

And further, that public consultation planned regarding the Peel 2041 Regional Official Plan Review and Municipal Comprehensive Review incorporate a variety of participation options including remote access active consultation, and that any in-person participation be managed appropriately based on professional health advice, including advice from Peel Public Health regarding physical distancing;

And further, that a copy of the draft Regional Official Plan policies be forwarded to the Ministry of Municipal Affairs and Housing, City of Brampton, Town of Caledon, City of Mississauga, Conservation Authorities and other municipalities adjacent to the Region of Peel, and to the appropriate agencies for their review and comment.

In Favour (22): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente
 Abstain (1): Councillor Groves
 Absent (1): Councillor Fortini

Carried

Councillor Innis requested that Region of Peel staff work with staff from the Town of Caledon to coordinate public meetings regarding the Region of Peel and Town of Caledon Official Plans.

Adrian Smith responded to questions from members regarding the 2041 planning horizon and the potential for a longer planning horizon; the need to work on MTSAs and the need for clear financial information; and, the Region of Peel's support for local municipal housing policies;

Councillor Parrish placed the following motion:

Whereas the Regional Official Plan sets the vision for growth where and how growth will occur;

And whereas, a fiscal impact assessment is being prepared as part of the Settlement Area Boundary Expansion Study;

And whereas, Regional Council promotes a smart and sustainable growth pattern;

And whereas, Regional Council can establish density targets for new greenfield areas;

Therefore be it resolved, that a growth management policy be prepared which articulates a land use vision focusing on compact, mixed use communities that optimize existing hard and soft infrastructure;

And further, that the Financial Impact Study not only examine the location of development but also include a fiscal assessment of possible development densities above the provincial minimum; the density assessment should consider the long-term operating and capital costs and revenues for hard and soft services.

Councillor Innis requested friendly amendments to the first and fourth clause, and an additional clause to note that the work described in the motion be undertaken with input from local municipal staff. The amendments were accepted by the mover and seconder of the motion.

Councillor Downey expressed concern that the motion placed by Councillor Parrish is contrary to a previous resolution of Regional Council regarding established density targets.

Councillor Palleschi expressed concern that Councillors from the City of Brampton and Town of Caledon had not had the opportunity to discuss the

motion with local municipal planning staff and he requested that the motion be deferred to a future meeting.

Councillor Innis requested that staff review previous resolutions of Council to confirm that the motion is not contrary to a previous motion, prior to its consideration by Regional Council at a future meeting.

Resolution Number 2020-497

Moved by Councillor Downey

Seconded by Councillor Innis

That section 4.2.12 of Procedure By-law 56-2019, as amended, be waived in order that the June 25, 2020 Regional Council meeting continue past 3:30 p.m.

Carried

Councillor Groves moved to call the question which carried by a two-thirds majority vote.

Resolution Number 2020-498

Moved by Councillor Palleschi

Seconded by Councillor Downey

That the following motion be deferred to a future meeting of Regional Council:

“Whereas the Regional Official Plan sets the vision for growth within the Region of Peel;

And whereas, a fiscal impact assessment is being prepared as part of the Settlement Area Boundary Expansion Study;

And whereas, Regional Council promotes a smart and sustainable growth pattern;

And whereas, Regional Council can establish density targets for new greenfield areas and intensification areas;

Therefore be it resolved, that a growth management policy be prepared which articulates a land use vision focusing on compact, mixed use communities that optimize existing hard and soft infrastructure;

And further, that the Financial Impact Study not only examine the location of development but also include a fiscal assessment of possible development densities above the provincial minimum; the density assessment should consider the long-term operating and capital costs and revenues for hard and soft services;

And further, that this work be done with input from the local municipalities.”

In Favour (12): Councillor Brown, Councillor Damerla, Councillor Dhillon, Councillor Downey, Councillor Innis, Councillor Medeiros, Councillor Palleschi, Councillor Ras, Councillor Santos, Councillor Starr, Councillor Thompson, and Councillor Vicente

Opposed (11): Councillor Carlson, Councillor Crombie, Councillor Dasko, Councillor Fonseca, Councillor Groves, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Parrish, Councillor Saito, and Councillor Sinclair
Absent (1): Councillor Fortini

Carried

8. COVID-19 RELATED MATTERS

8.1 Update on Region of Peel COVID-19 Demobilization and Recovery Plan

(For information)

Remarks by Nancy Polsinelli, Interim Chief Administrative Officer

Resolution Number 2020-499

Received

Nancy Polsinelli, Interim Chief Administrative Officer, noted that although the Region of Peel is beginning to implement recovery from the COVID-19 pandemic, crisis response is still being maintained in some areas such as Long Term Care and Public Health. While 80 per cent of Regional operations remained functional, the short-term recovery phase will focus on resuming a limited number of service activities that were paused or modified as part of the emergency response. It will also include measures to prepare all Regional buildings for safe, but limited, levels of reoccupation by the public and employees.

With 40 per cent maximum capacity in buildings to reduce risk of COVID-19 transmission, the Region will have an employee Remote First approach to working in the foreseeable future. The Region will gradually begin to recall staff who have been redeployed based on community priorities.

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

(Oral)

Presentation by Dr. Lawrence Loh, Interim Medical Officer of Health

Resolution Number 2020-500

Received

Dr. Lawrence Loh, Medical Officer of Health, noted that the Region of Peel entered Stage 2 of the provincial framework for re-opening, coinciding with the COVID-19 pandemic moving into the tail of the first wave in Peel. Dr. Loh emphasized that COVID-19 is still circulating in the community which means continued vigilance is required, and that the beginning of Stage 2 is not a return to pre-COVID lives, but rather a move towards a new normal where the "Core Four" behaviours of physical distancing, masking, hygiene, staying home and

getting tested when sick remain crucial to reducing the risk of transmission in the community.

Dr. Loh advised that Public Health will continue contact tracing and isolation processes, outbreak investigations, surveillance, and infection prevention work to track and address COVID-19 in the Region of Peel. Enforcement, communications, and coordination efforts will also continue to keep the community and partners informed and ensure that testing and treatment capacity continues to be available for the community.

Dr. Loh noted that the continuing and growing crisis in certain U.S. jurisdictions is of vital interest to the Peel community given its employment profile which includes the airport and a significant transport and logistics industry that continues crucial supply chain connections to the U.S. Peel Public Health staff are having discussions with provincial counterparts to determine how to proactively ensure that spread does not follow people in the community whose work may bring them across the border.

In response to questions from Councillor Crombie, the Medical Officer of Health advised that Stage 3 of the recovery framework would only happen if conditions such as continued reduction of cases and appropriate system capacity allow. It will likely require maintaining public health measures with the gradual lifting of some restrictions. The four core behaviours of distancing, hygiene, wearing masks when distance cannot be maintained and getting tested when sick, would still need to be observed. Dr. Loh would consider mandating the wearing of masks based on trends and context in the community; however, he continues to strongly recommend the use of non-medical masks when people are unable to maintain distance. He advised that while Medical Officers of Health may issue orders mandating the use of masks, the preference would be for a provincial mandate to ensure consistency.

Councillor Thompson highlighted the need for clarification of masking recommendations especially as it relates to the potential for businesses to be held responsible for an outbreak.

In response to a question from Councillor Saito, Dr. Loh advised that the province plans to continue to provide pop-up testing sites at least through July and are also discussing other modalities, such as family physicians, if the number of COVID-19 cases continue to decline. He also confirmed that hours of operations are being extended as possible in discussion with partners at Ontario Health Central Region.

Several Members of Regional Council congratulated Dr. Loh on his appointment as Medical Officer of Health.

Councillor Ras departed at 3:45 p.m.

8.3 COVID-19 and Provincial Funding Plans - Financial Impacts on Early Years and Child Care

Resolution Number 2020-501

Moved by Councillor Brown

Seconded by Councillor Thompson

That, given the impact of COVID-19, the Region of Peel advocate to the Ministry of Education to delay the implementation of a 50 per cent mandatory cost sharing of administrative funding for child care until January 1, 2022;

And further, that the Region of Peel advocate to the Province that the decision regarding the use of funding for salaries and wages for child care providers during the emergency closure period be made effective May 1, 2020 and not applied retroactively to March 15, 2020.

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

Abstain (1): Councillor Groves

Absent (1): Councillor Fortini

Carried

8.4 COVID-19 Response for Community Housing Providers

Resolution Number 2020-502

Moved by Councillor Starr

Seconded by Councillor Dasko

That the Commissioner of Human Services, or the Director of Housing Services, be authorized to administer additional discretionary subsidy payments to community housing providers of up to \$7 million, as outlined in the report from the Commissioner of Human Services, titled "COVID-19 Response for Community Housing Providers".

In Favour (21): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Groves

Absent (2): Councillor Fortini, and Councillor Ras

Carried

8.5 Improving Housing Outcomes - Advocacy in a Time of Pandemic

Resolution Number 2020-503

Moved by Councillor Innis

Seconded by Councillor Thompson

That the Region of Peel seek enhanced operational and capital funding from the federal and provincial governments to improve housing affordability outcomes in Peel;

And further, that the Region of Peel seek additional funding from the federal and provincial governments to mitigate and manage the negative impacts of the COVID-19 crisis upon the homeless, those at risk of homelessness, and the community housing sector in Peel;

And further, that the Region of Peel seek legislative and policy changes at the federal and provincial levels to increase local autonomy and improve housing affordability outcomes in Peel;

And further, that the priorities outlined in Section 2 and Appendix I of the report from the Commissioner of Human Services, titled "Improving Housing Outcomes – Advocacy in a Time of Pandemic" define the Region of Peel's housing and homelessness advocacy efforts at the federal and provincial levels of government;

And further, that housing be included in Regional advocacy for improved cost-sharing funding arrangements with other levels of government that addresses the unique levels of demand in Peel;

And further, that additional funding for legal aid be included in Regional advocacy in the event that protections currently in place to protect tenants from eviction, are ended.

In Favour (20): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Parrish, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (2): Councillor Groves, and Councillor Palleschi

Absent (2): Councillor Fortini, and Councillor Ras

Carried

Councillor Vicente requested that advocacy for legal aid funding be included in the motion, in the event that protections currently in place to protect tenants from eviction are terminated.

9. COMMUNICATIONS

These items were dealt with under the Consent Agenda.

10. STAFF PRESENTATIONS**10.1 Peel Art Gallery, Museum and Archives Annual Report**

(For information)

Presentation by Rene Nand, Manager, Community Engagement and Visitor Experience

Resolution Number 2020-504

Deferred to a future meeting of Regional Council

11. ITEMS RELATED TO PUBLIC WORKS**11.1 Eglinton Crosstown West Light Rail Transit Extension – Project Update**

(For information)

Resolution Number 2020-505

Moved by Councillor Innis

Seconded by Councillor Fonseca

That the Regional Chair write a letter, on behalf of Regional Council, to the Chair of Metrolinx to convey the importance to the Region of Peel of the Eglinton Crosstown West Light Rail Transit Extension.

In Favour (20): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Parrish, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (2): Councillor Groves, and Councillor Palleschi

Absent (2): Councillor Fortini, and Councillor Ras

Carried

11.2 Servicing Update of Groundwater-Based Drinking Water Systems

(For information)

Resolution Number 2020-506

Received

12. COMMUNICATIONS

Nil

13. ITEMS RELATED TO HEALTH**13.2 Responding to the Mental Health and Addictions Needs in Peel****(Referred from the June 11, 2020 Regional Council Meeting)****Resolution Number 2020-507****Moved by Councillor Santos****Seconded by Councillor Saito**

That the advocacy as outlined in Section 4 (Key Priorities for Action) in the report from the Acting Commissioner of Health Services, titled “Responding to the Mental Health and Addictions Needs in Peel” be endorsed;

And further, that the Region of Peel request that the Province immediately approve and implement the new population-based funding formula for children and youth mental health services;

And further, that the Region of Peel request the Province to immediately establish and implement the same population-based funding formula for adult mental health and addictions services;

And further, that the Region of Peel continue to engage the Province to ensure that appropriate funding is provided for the additional system pressures that have resulted from COVID-19;

And further, that staff work with community partners to develop a targeted awareness and advocacy campaign that illustrates the experiences of children, youth and adults who face challenges accessing mental health and addictions services to support advocacy efforts for equitable funding for services in Peel;

And further, that the Regional Chair, on behalf of Regional Council, write a letter to the Minister of Health, and the Associate Minister of Mental Health and Addictions, to advocate for implementation of the population based funding formula;

And further, that a copy of the subject report be forwarded to the Minister of Health, Associate Minister of Mental Health and Addictions, President and CEO of Ontario Health, Transitional Regional Lead for Ontario Health (Central Region) and CEO for the Central, Central West, Mississauga Halton and North Simcoe Muskoka Local Health Integration Networks, local Members of Parliament, local Members of Provincial Parliament and local municipalities in the Greater Toronto and Hamilton Area.

In Favour (20): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Parrish, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (2): Councillor Groves, and Councillor Palleschi

Absent (2): Councillor Fortini, and Councillor Ras

Carried

14. COMMUNICATIONS

Nil

15. ITEMS RELATED TO HUMAN SERVICES

This item was dealt with under the Consent Agenda.

16. COMMUNICATIONS

Nil

17. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

This item was dealt with under the Consent Agenda.

18. COMMUNICATIONS

These items were dealt with under the Consent Agenda.

19. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

These items were dealt with under the Consent Agenda.

20. COMMUNICATIONS

These items were dealt with under the Consent Agenda.

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

Councillor Parrish expressed concern regarding the number of significant issues included on the June 25, 2020 Regional Council agenda and the duration of the meeting. She requested that the matter be referred to the Regional Council Policies and Procedures Committee, including consideration of scheduling weekly Regional Council meetings.

22. NOTICE OF MOTION/MOTION

Nil

23. BY-LAWS

Three Readings

Resolution Number 2020-508

Moved by Councillor Parrish

Seconded by Councillor Downey

That the by-law listed on the June 25, 2020 Regional Council agenda, being By-law 47-2020, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried

23.1 By-law 47-2020

A by-law to amend By-law 4-2019, being a by-law to allocate federal gas tax revenue funds to the City of Brampton, the City of Mississauga and the Town of Caledon for the year 2019, 2020, 2021, 2022 and 2023. (Related to 19.2)

24. IN CAMERA MATTERS

These items were dealt with under the Consent Agenda.

25. BY-LAWS RELATING TO IN CAMERA MATTERS

Nil

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL**Resolution Number 2020-509**

Moved by Councillor Kovac

Seconded by Councillor Saito

That By-law 48-2020 to confirm the proceedings of Regional Council at its meeting held on June 25, 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 Regional Clerk, and the corporate seal be affixed thereto

Carried

27. ADJOURNMENT

The meeting adjourned at 4:42 p.m.

Regional Clerk

Regional Chair

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2020/07/09	MEETING NAME Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2020/07/02

NAME OF INDIVIDUAL(S)
**ENDM - Samir Adkar
IESO - Ahmed Maria**

POSITION(S)/TITLE(S)
Director, Electricity Networks and Indigenous Policy Branch and Director, Transmission Planning

NAME OF ORGANIZATION(S)
Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System operator (IESO)

E-MAIL cisca.mcinnis@ontario.ca	TELEPHONE NUMBER (647) 262-0759	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
The Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO) are undertaking a joint study to identify a corridor of land to be protected for a future transmission infrastructure in the GTA West region if and when the need arises.

Representatives from ENDM and IESO will provide an overview of the NWGTA Transmission Corridor Identification Study and updates on progress to date.

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

Greater Toronto Area West Electricity Planning Delegation to Peel Council

Ministry of Energy, Northern Development and Mines
Independent Electricity System Operator (IESO)

July 9, 2020

Objectives

- To provide an update on electricity planning activities for GTA West (Halton/Peel) region*
- To provide an overview of Northwest GTA (NWGTA) Transmission Corridor Identification Study
- Next steps

*Appendix contains detailed information about the regional electricity planning process

Electricity Needs Related to the NWGTA Corridor

- Electricity infrastructure serving northern Brampton, southern Caledon, and Halton Hills must be further developed in order to supply the future.
- Continued urban growth and expansion in Peel and Halton Regions is expected to exceed the capability of the existing electricity system infrastructure to supply the growth.
- The timing of the need for transmission infrastructure and the exact nature of the infrastructure required will depend on the timing and location of development in Halton, Peel and York regions
- Regional electricity planning in the Peel/Halton Region is currently underway by the IESO.
- The need for transmission along this corridor will continue to be studied as part of the current cycle of regional electricity planning, particularly related to needs, timing, and other potential solutions for the partial or complete development within the corridor.

Peel/Halton – Areas with Anticipated Needs

- Station Capacity Needs
- System Capacity Needs
- Restoration/Security Needs
- End-of-life Needs



More details on anticipated needs and the planning approach taken can be found in the Scoping Assessment Outcome Report at:
<http://www.ieso.ca/en/Sector-Participants/Engagement-Initiatives/Engagements/Regional-Planning-GTA-West>

Joint Study

- The IESO and the Ministry of Energy, Northern Development and Mines (ENDM) have initiated a joint study to identify land to be protected for a future transmission corridor that is adjacent to a future transportation corridor to ensure that the longer-term needs can be accommodated if and when they arise.
- The outcome of the study will be a recommendation on land to be preserved for future transmission infrastructure and protected from development for other purposes.
- Any future electricity transmission development in the area would be subject to Environmental Assessment Act requirements and other applicable regulatory approvals, including through the Ontario Energy Board.
- ENDM anticipates developing and considering options to protect the relevant corridor lands after the study is complete.

Guiding Principles

- Proposed principles will be used to help guide our decisions as we narrow the study area to a final corridor.
 - Co-locate with other linear infrastructure
 - Plan for the most cost-effective outcome
 - Minimize impacts to natural heritage, agricultural and hydrological features consistent with provincial policies
 - Minimize impacts on built up areas
 - Provide flexibility for the future

Benefits of Early Corridor Identification

Early identification and protection of infrastructure corridors has many benefits for growing communities:

- It supports well-planned communities by ensuring electricity transmission infrastructure can be built to support growth.
- It minimizes impacts to the environment by preserving environmentally viable routes for infrastructure. In the absence of a preserved corridor, development may push electrical infrastructure into ecologically sensitive areas that could otherwise have been avoided.
- It preserves economically-viable routes. In the absence of a preserved corridor, transmission would cost significantly more to build because of the need to take indirect routes or to be undergrounded through built up areas. A reserved corridor could lower infrastructure development costs, leading to savings for local electricity ratepayers.
- It provides certainty to municipal planners, landowners and developers as they plan for growth.

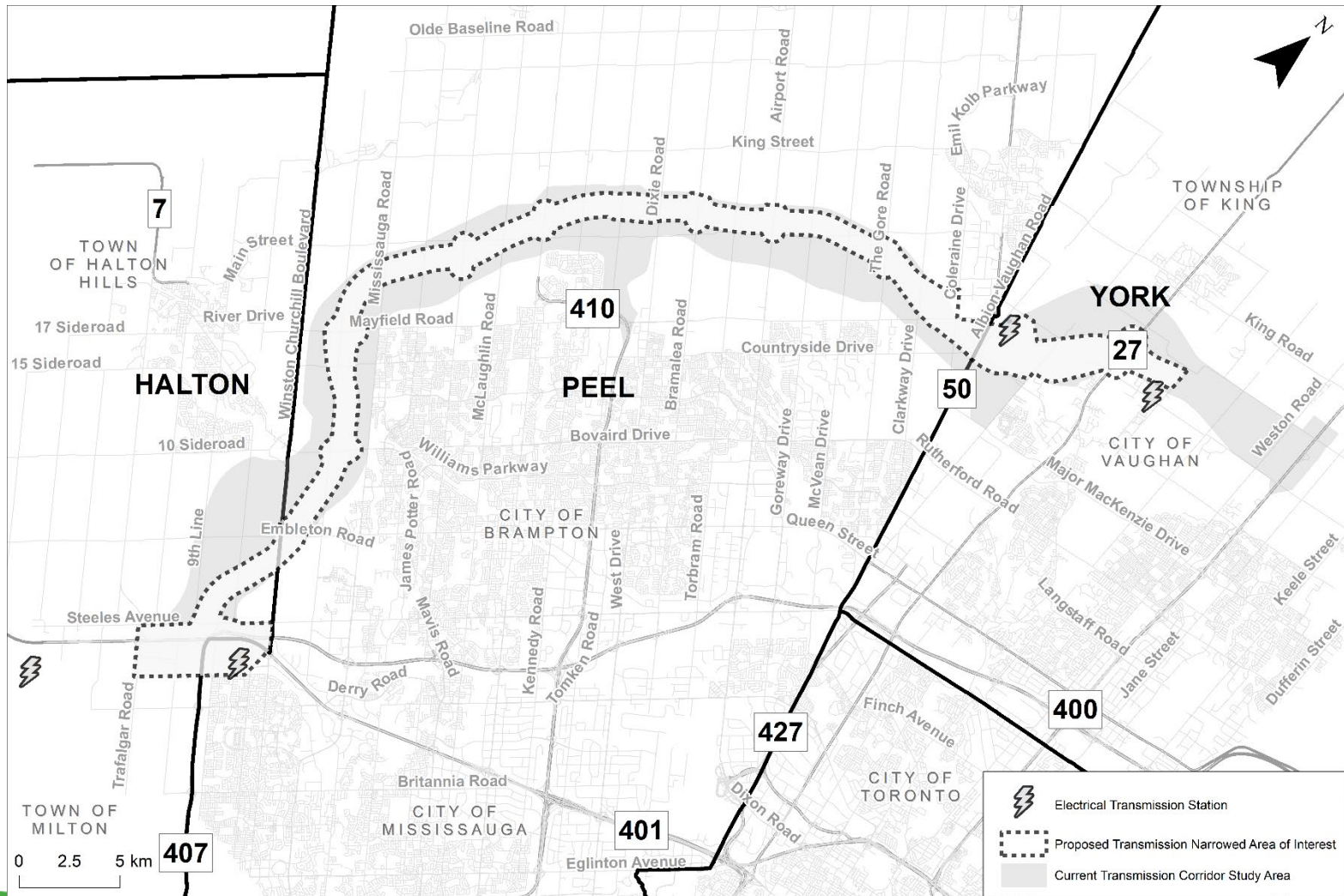
The Study Area

- Provincial policy supports the co-location of linear infrastructure which has the potential to mitigate the impact on surrounding agricultural land and environmentally sensitive areas.
- Planning underway by the Ministry of Transportation (MTO) related to the Greater Toronto Area West Transportation Corridor offers an opportunity to consider co-location.
- The starting point for the transmission study, announced in June 2019, was the Ministry of Transportation's 2015 Focused Analysis Area ("2015 FAA"). The transmission corridor study was expanded to include additional land south of the Highway 407/Highway 401 interchange to enable connection to existing electrical infrastructure.

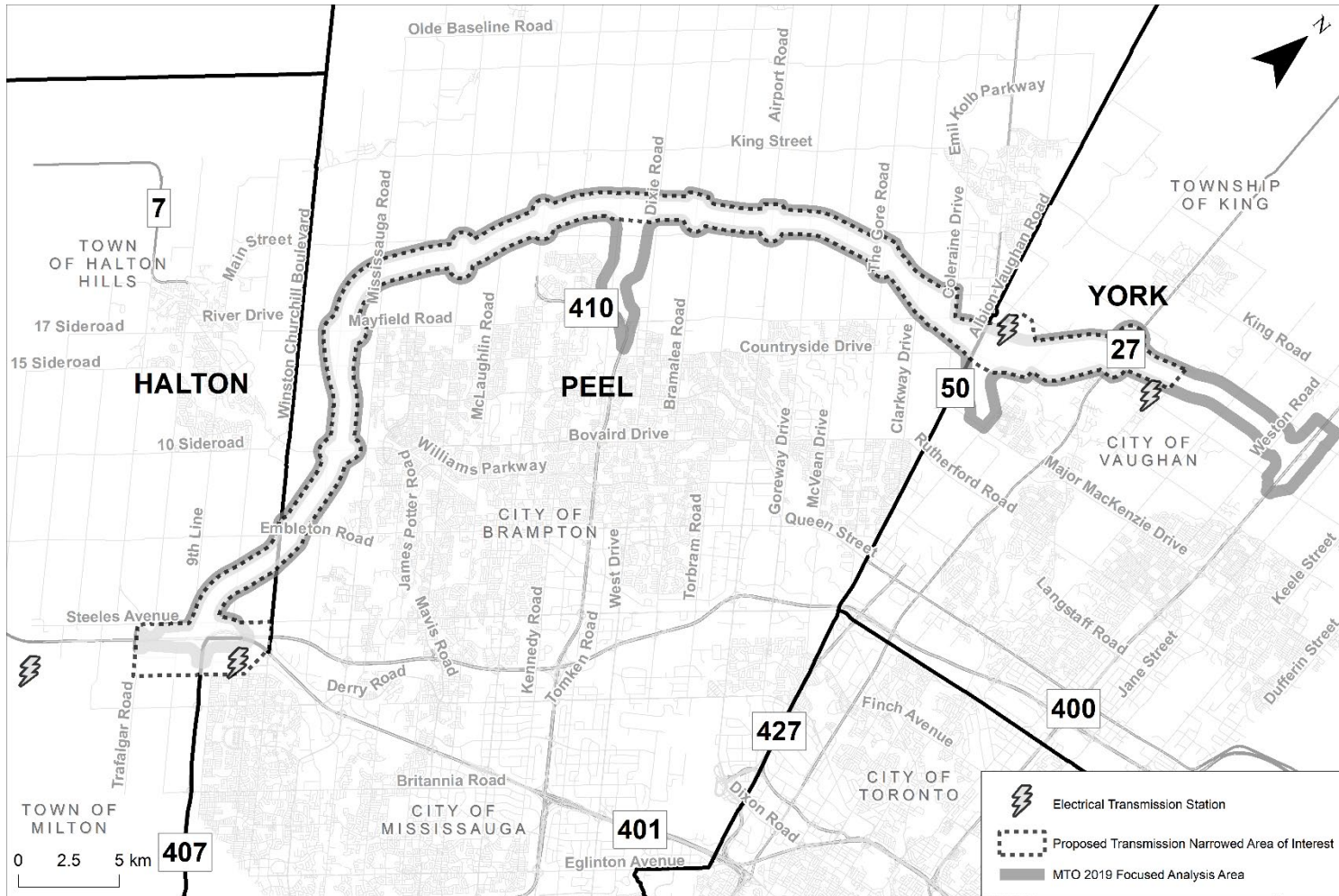
Proposed Narrowed Area of Interest

- A narrowed area of interest has since been proposed. The narrowed area largely corresponds to the corridor identified by MTO in 2019 for the GTA West Highway Environmental Assessment with some differences.
 - Retained two areas important to connect to existing infrastructure
 - Removed areas only relevant to transportation infrastructure

Proposed Narrowed Area of Interest



Proposed Narrowed Area of Interest Compared with MTO's 2019 FAA



Proposed Revision to the Narrowed Area of Interest

- ENDM and IESO recently sought feedback on the proposed transmission study area, as well as input on the guiding principles we will consider in conducting the study.
- We heard from municipalities about the impact of the proposed transmission corridor to the Ninth Line Lands, Meadowvale Business Center Corporate Park and nearby Lisgar GO station in the 401/407 interchange area.
- Based on this feedback, a revised approach that mitigates impacts on existing and planned developments while retaining a reasonable area for future study, including the potential to cross the 401/407 interchange to the east or west, is proposed.
- We also continue to review feedback on other areas including the Brampton-Caledon Airport, Brampton's Heritage Heights community and Caledon's Mayfield West Secondary Plan Area.

Next Steps

- ENDM and IESO are reviewing the comments received on the corridor's narrowed area of interest.
- As we focus on particular areas, engagement will continue.
- Since co-location of infrastructure is one of the objectives of the study, we are aiming to align the transmission study with milestones related to MTO's Environmental Assessment for the transportation corridor.
- We expect to be able to confirm our narrowed area of interest shortly after MTO has confirmed the 2019 FAA, currently expected in Summer 2020.
- Email NWGTATransmissionCorridor@ontario.ca to receive future communications or to ask questions.

THANK YOU

APPENDIX

What is Regional Planning?

- A process for identifying and meeting the unique electricity needs of a region
- Ensures a reliable supply of electricity to Ontario's communities
- Considers a wide range of options including conservation, generation, transmission and distribution and other innovative resources
- Continual process resulting in 20-year outlooks, but assessed every five years at a minimum

Context and Considerations for NW GTA Region

Peel/Halton Integrated Regional Resource Plan

- Lead by the IESO
- Involves forecasting, needs identification, timing and options analysis for a local area (GTA West)

NW GTA Corridor Study

- Joint study with the IESO and Ministry of Energy, Northern Development and Mines
- Identify land to be protected for a future transmission corridor to ensure that the longer-term needs can be accommodated if and when they arise

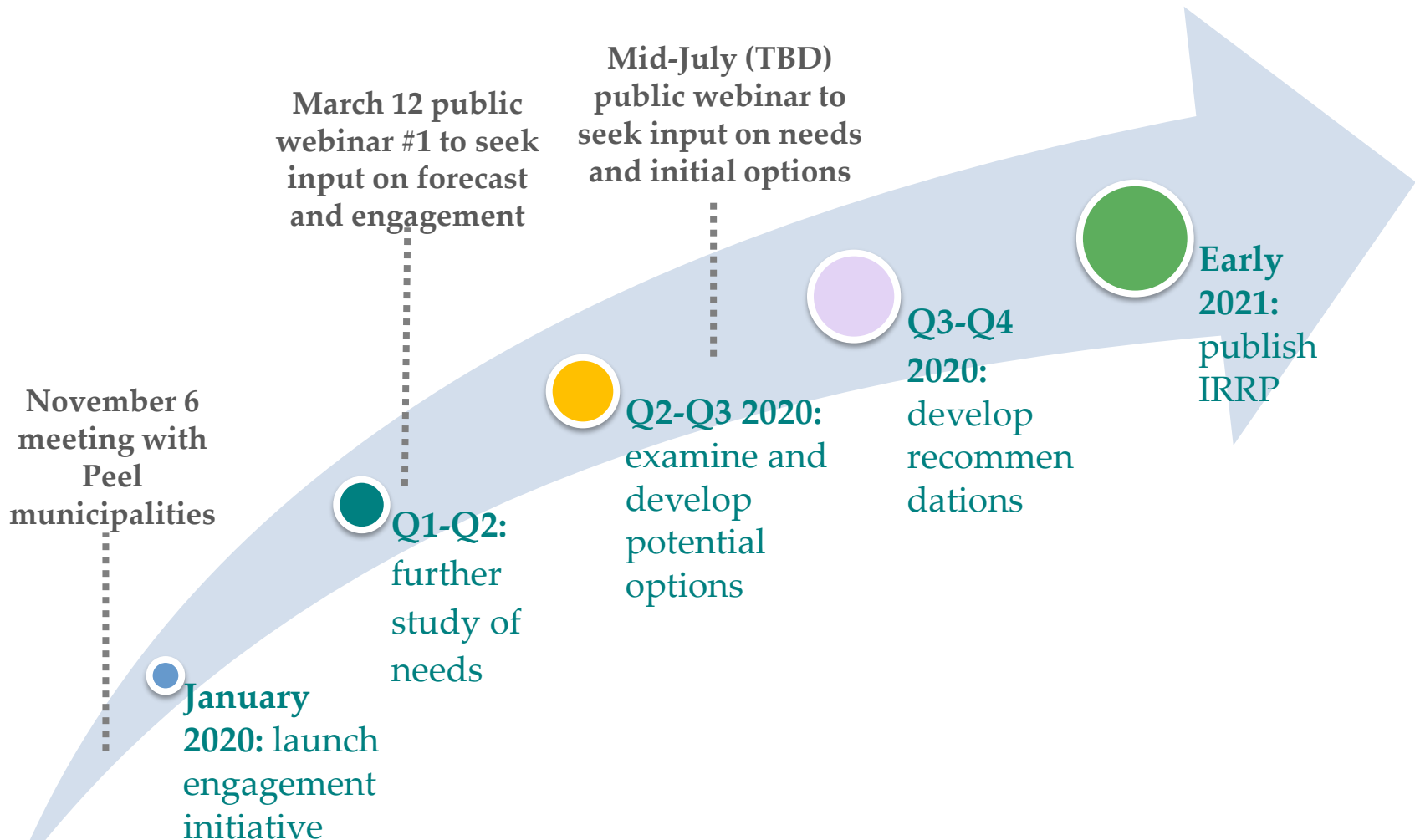


If/when a need materializes and transmission is recommended

Detailed Transmission Engineering & Design + Environmental Assessment

- Lead by the transmitter selected for the project
- Includes detailed considerations such as tower design, conductor selection, potential underground sections, etc.
- EA process will have significant engagement to determine 'environmental criteria' such as the proximity to an airport and apply mitigation measures

Peel/Halton IRRP High Level Timeline



REPORT TITLE: Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the recommendations as outlined in the report from the Commissioner of Human Services titled “Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts” be endorsed and implemented.

REPORT HIGHLIGHTS

- With the onset of the emergency phase of the COVID-19 pandemic in March 2020, the Community Investment Program (CIP) pivoted. This was done to assist Peel’s not-for-profit sector to adapt their service delivery models so that the most vulnerable populations could continue to have access to the necessities of life.
- On May 14, 2020 in a report to Council, it was noted that to best support Peel’s not-for-profit sector during the medium to long-term strategy phases of COVID-19, staff would need to review and realign the Community Investment Program’s 2020 funding streams.
- In June 2020 staff conducted a Community Investment Program Recovery Planning survey to 71 currently funded agencies to identify organizational capacity, funding impacts, and gaps that Peel’s not-for-profits will face during the next phase of the pandemic.
- Community Investment Program Recovery Planning survey findings reveal 99 per cent of all 2020 CIP funded not-for-profits are open and have modified their operations. The most significant concern among agencies was financial impacts as they pertain to technology, staffing, program delivery, training and support.
- To support Peel’s not-for-profit agencies and better assist the with the medium and long-term phases of the pandemic, the Community Investment Program will need to provide flexibility with the existing 2020 grants and going forward, and realign the 2020 Change and Capacity Fund as per the specified delegated authority of the Commissioner of Human Services and Director responsible for the Community Investment Program (Document Execution By-law 32-2017, as amended).

DISCUSSION

1. Background

With the onset of the emergency phase of the COVID-19 pandemic in March 2020, the Community Investment Program pivoted direction. This was done to assist Peel’s not-for-profit sector to adapt their service delivery models so that the most vulnerable populations could continue to have access to the necessities of life during the pandemic. On May 14, 2020 in a Regional Council report, titled “Community Agencies in Receipt of COVID-19 Funding”, it was noted that to best support Peel’s not-for-profit sector during the medium to

Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

long-term strategy phases of COVID-19, staff would need to review and realign the Community Investment Program's 2020 funding streams.

2. 2020 Community Investment Program Supports Peel's Most Vulnerable

The July 9, 2020 companion report on today's agenda titled "Community Investment Program 2019 Update," states that in 2019 the Community Investment Program supported 107 not-for-profit agencies, that provided 843 programs and services that reached 735,440 residents in Peel. The Community Investment Program aligns to the Region's 2015-2035 Strategic Plan.

In December 2019, Regional Council approved the 2020 Community Investment Program budget of \$7,735,122. The goal of the Region's Community Investment Program is to enable a strong and sustainable not-for-profit sector that meets the needs of Peel's most vulnerable residents and advances community impact.

Below is a breakdown of the Community Investment fund budget for 2020; 73 per cent of funding has been allocated:

Table 1: 2020 Community Investment Program Funds

Fund	2020 Budget	Status
Core Fund	\$5,207,722	100% allocated
Transitional Fund	\$ 500,000	100% allocated
Change Fund	\$1,000,000	\$910,968 available for reallocation to focus on COVID-19 Post Recovery Efforts
Capacity Fund	\$ 400,000	\$375,000 available for reallocation to focus on COVID-19 Post Recovery Efforts
Small Capital Fund	\$ 311,400	\$135,275 available to be released in fall 2020 "no change in focus"
Agriculture Fund	\$ 16,000	To be released in fall 2020 "no change in focus"
Social Enterprise	\$ 300,000	Deferred to 2022
Total	\$7,735,122	

- a) **Core Fund** – This fund supports core management positions and operational costs for not-for-profits to maintain service delivery. Total funding is up to 30 per cent of the agency's annual expenses with a \$100,000 maximum. The fund application cycle opens once every two years. The Core fund supported 67 agencies and has seen a 20 per cent (additional 11 agencies) increase from 2019 to 2020 and further, it supports 198 staffing positions and core operational infrastructure. The 2020 Core funded not-for-profits represent the following Peel sectors: children, youth and families; Mental Health and Addictions; multiservice and community programs; Employment and income supports; Domestic Violence and crisis supports; Disabilities; Capacity building (Housing and Homelessness; Newcomer/Settlement and Food Security).

Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

- b) **Transitional Fund** - This one-year fund, was endorsed by Council in May 2019 to support 13 agencies that would experience a loss or reduction of funding with the implementation of the new enhanced 2020 Community Investment Program.

3. Community Investment Program Funding for COVID-19

The Community Investment Program has played a key role in enabling the response by Peel's not-for-profit sector during COVID-19. In addition, the Community Investment team has worked collaboratively with the local municipalities, the United Way of Greater Toronto, Provincial and Federal funders, Community Foundations and other Regional Community Investment Programs (City of Toronto, Hamilton, Halton, York, Durham) to collectively respond to the impacts faced by the not-for-profit sector.

To support and address urgent and emerging issues during the pandemic, Community Partnerships has been co-leading a regional Community Response Table (CRT) with Health Services. The Community Response Table is comprised of representatives from more than 90 community agencies, not-for-profit agencies, school boards and the local municipalities. Eighty-three per cent of the Community Response Table participants are receiving funding through the Community Investment Program.

In March 2020, a survey was administered to the Community Response Table participants to better understand how Peel community agencies are being impacted by COVID-19 and identify how best to meet their needs. The survey results demonstrated the following: 57 per cent of respondents are facing immediate program closures and 39 per cent had staff working remotely, with 15 per cent having to lay off or plan to lay off staff. Fifty-three per cent of organizations identified loss of essential revenue through fee-based services, loss of donations, and planned fundraising events that will be cancelled.

On March 26, 2020, Regional Council approved funding of \$1,000,000 establishing a COVID-19 Emergency Fund through the Community Investment Program. Given the demand for funding, on April 9, 2020, Regional Council approved a motion (Resolution Number 2020-356) authorizing staff to process applications above the initial \$1,000,000 allocation.

On April 23, 2020 Regional Council granted staff the authority to enter into agreements with the Federal and Provincial governments to administer \$11,835,021 of funding as per the program directives and in response to local needs. To reflect both the broader scope of programs and services that are eligible under this new funding, the COVID-19 Emergency Fund was renamed the COVID-19 Community Fund. As of June 24, 2020, the Region has flowed \$3,002,655 to 116 agencies through the COVID-19 Community Fund.

4. The Community Investment Program (CIP) Recovery Planning Survey

In June 2020 staff conducted a Community Investment Program Recovery Planning survey to 71 funded agencies to better understand their current organizational capacity, impact of changes to funding and gaps they anticipate throughout the recovery phases of the pandemic. Some of the findings are summarized below.

- a) **Service Delivery.** COVID-19 has impacted the way the not-for-profit sector in Peel is delivering programs and services. Eighty-two per cent of CIP funded not-for-profits remained open but modified their operations to align with Public Health COVID-19 guidelines. Peel agencies adjusted their service delivery models quickly by canceling face to face and group services, restricting access to offices for clients and staff,

Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

transitioning client programs and service to online platforms, providing personal protective equipment to essential staff and, proactively altering physical spaces.

Ninety-two per cent of CIP funded not-for-profits have adapted their in-person programs and services to online and remote formats to reach clients. Fifty-three per cent of respondents are having to develop new programs and services with limited funding while 33 per cent have had to cancel programs due to lack of demand or limitations due to unbudgeted infrastructure expenses. Eighty per cent of the respondent's other funders (provincial, federal and private) have maintained existing agreements, relaxed funding restrictions and/or extended reporting deadlines, and allowed changes to funding requirements as a result of COVID-19.

- b) **Financial Impacts.** Sixty-one per cent of the respondents accessed emergency funds through multiple funding channels from other levels of government, the United Way of Greater Toronto, community foundations and private companies. However, as the pandemic enters the recovery phase, agencies will be facing unique challenges with funding, revenue, and unbudgeted expenses. Sixty per cent of CIP funded agencies has seen a decrease in revenue, with a 50 per cent increase in expenditures since the onset of COVID-19. Thirty-one per cent of respondents have not made any staffing changes due to COVID-19; and 88 per cent of agencies had to either lay off staff, reduce hours and/or redeploy staff to address COVID-19 priorities.

Among agencies, financial impacts were identified as one of the highest concerns, especially as they plan for recovery. When asked how the Region of Peel can best support the not-for-profit sector, the following funding needs were identified:

- i. Provide financial assistance to ensure stability and timely distribution of existing 2020 CIP funding streams, increase flexibility with the use of existing grants/contribution agreements, increase funding available for COVID-19 related expenses/bridge funding to the "next normal", including space stabilization, technology and loss of earned income.
- ii. Provide financial assistance for unbudgeted technology expenses; Peel's not-for-profits is seeking critical information about online tools that are accessible, efficient and effective and can meet their needs. Respondents expressed the need for funding to support IT infrastructure that previously did not exist, new upgrades, and privacy resources for staff and clients.
- iii. Provide financial assistance for capacity building to help agencies adapt based on Public Health guidelines and long term (re)visioning at the organizational and sector levels.
- iv. Provide capacity building for human resources, legal and risk mitigation issues.

5. Reallocation of 2020 CIP Funding Streams During Pandemic Recovery and Rebuild Phases

When polled, CIP funded agencies were fairly optimistic about their organization's ability to recover from COVID-19. In response to the challenges that have been documented by Peel's not-for-profit sector, and to ensure agencies are properly supported staff recommend the following:

- a) Reallocation of the remaining funding (\$1.285M) in the 2020 Capacity Building and Change Funds, to support agencies during the medium- and long-term phases of the pandemic.

Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

- i. **Capacity Building Fund** – reduce the maximum amount awarded from \$60,000 to \$30,000 to provide more reach to support and strengthen infrastructure with a focus on COVID-19 priorities related to Adaptive, Operational and Financial Capacity.
 - ii. **Change Fund** - adjust funding availability from two years to one year; reduce the maximum amount awarded from \$200,000 to \$50,000 to provide more reach. The fund will empower communities and not-for-profit groups to stabilize, rebuild and reconvene during the medium and long-term phases of COVID-19.
 - iii. **Core and Transitional Fund** - allow agencies currently funded for Core and Transitional funding to amend funding to better align with their COVID-19 funding needs.
- b) Further, as a result of the pandemic, defer the start of the Social Enterprise two-year pilot to 2022. The pilot was created to assist community agencies to develop social enterprise initiatives that provide work opportunities for individuals facing employment barriers. For example, selling goods and services in the open market and reinvesting the money back into local businesses that better serve the community. At this time, it is believed that capacity is limited in the sector to undertake broad new initiatives.
- c) Staff will return to Council in 2021 with a summary report of all funding stream allocations through a 2020 Community Investment Program Update.

6. Agencies Not Funded Through the 2020 CIP Funding Streams

Agencies that have not been funded through the 2020 Community Investment Program funding streams, can continue to apply for financial assistance through the COVID-19 Community Fund. The fund remains available to assist the not-for-profit sector in modifying their operations to adapt to the medium and long-term phases of the pandemic. The fund is open to any agency that is incorporated as a not-for-profit organization, located in the Region of Peel and serving vulnerable residents.

RISK CONSIDERATIONS

Due to the pandemic, agencies are experiencing unbudgeted infrastructure expenses to adapt to new service delivery models. By not allowing agencies to be flexible with current 2020 grants to realign to COVID-19 expenses, there may be closures or the curtailing of essential programs and services, ultimately affecting our most vulnerable populations.

FINANCIAL IMPLICATIONS

As noted, the Community Investment Program will need to support Peel not-for-profit agencies during the medium and long-term phases of the pandemic and provide flexibility within the existing 2020 grant budget of \$7,735,122, with no net impact.

CONCLUSION

Peel's not-for-profit sector has demonstrated resiliency by continuing to provide essential programs and services in unique and collaborative ways to vulnerable residents during this pandemic. The Community Investment Program will continue to support the not-for-profit sector, helping agencies to adapt, strengthen organizational infrastructure and their capacity to deliver programs and services in new ways.

Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts

For further information regarding this report, please contact Sonia Pace, Director, Community Partnerships, ext. 380, Sonia.pace@peelregion.ca

Authored By: Arlene Coventry-Bauer, Manager of Community Capacity and Investment

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 that reads "Nancy Polsinelli". The signature is written in a cursive style with a large initial 'N' and a distinct 'P'.

N. Polsinelli, Interim Chief Administrative Officer

RECEIVED

June 25, 2020

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Doug Ford <Premier.Correspondence@ontario.ca>

Sent: June 25, 2020 9:39 AM

To: Iannicca, Nando <nando.iannicca@peelregion.ca>

Subject: An email from the Premier of Ontario

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

Dear Mr. Iannicca:

Thank you for your letter about supporting long-term care homes in Ontario. I appreciate hearing your views and concerns.

As you know, this July our government will launch an independent commission to determine the impact of COVID-19 on long-term care homes in Ontario. Details of the commission are now being finalized, including the terms of reference, membership, leadership of the commission and reporting timelines.

The challenges long-term care homes have faced during this pandemic are not unique to Ontario, yet we are the first jurisdiction in North America to voluntarily and proactively launch this kind of review. Our independent and non-partisan commission will prioritize transparency through public hearings, public deputations and public input. Further, we are committed to the report being public. By having a commission, we are ensuring we are taking a responsible and transparent approach, so we can take quick and decisive action. We owe it to the families of those in long-term care homes to provide a safe environment for their loved ones today and into the future.

Our priority is protecting the health and well-being of Ontarians, especially long-term care residents who are among Ontario's most vulnerable. Together, along with partners like the Region of Peel, we will build a system that works in the best interest of residents and the people that work so hard to keep them safe.

Thanks again for writing to me.

Doug Ford

Premier of Ontario

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

**Ministry of
Transportation**

Office of the Minister

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

**Ministère des
Transports**

Bureau de la ministre

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



Monday, June 29, 2020

RECEIVED
June 29, 2020

107-2020-2482

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Mr. Nando Iannicca
Regional Chair
Regional Municipality of Peel
chair@peelregion.ca

Dear Mr. Iannicca:

Since first learning of COVID-19, Ontario has taken decisive action to contain the spread of this new virus.

The health and well-being of public transit passengers and employees is a top priority, and Ontario's public transit systems are critical to supporting the economy and getting people where they need to go.

The province is providing \$15 million to municipalities across the province to support enhanced cleaning of their public transit systems and help reduce the transmission of COVID-19. This funding will assist with the municipality's public transit health and safety measures. I am pleased to advise you of your funding allocation.

The Regional Municipality of Peel will be eligible to receive an allocation of up to \$8,999 for enhanced cleaning.

In the coming days, we will be forwarding the program details to the primary contact for the Gas Tax Program.

If you have any questions regarding the program, please contact Jamie Pearce, Director, Strategic Investments & Programs Branch, at MTO-Transit_Cleaning_Funding@ontario.ca.

Sincerely,

Caroline Mulroney
Minister of Transportation

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

REPORT TITLE: Region of Peel Affordable Housing Incentives Pilot Program

**FROM: Andrew Farr, Interim Commissioner of Public Works
Janice Sheehy, Commissioner of Human Services**

RECOMMENDATION

That the Affordable Housing Incentives Pilot Program as set out in the joint report of the Interim Commissioner of Public Works and the Commissioner of Human Services, titled “Region of Peel Affordable Housing Incentives Pilot Program”, be endorsed;

And further, that Municipal Housing Facility By-law 41-2003 be repealed;

And further, that a new Municipal Housing Facility By-law be presented for enactment in accordance with section 110 of the *Municipal Act, 2001* as amended, and shall be effective on the date of enactment;

And further, that the Commissioner of Human Services and the Director, Housing Development Office, be authorized to approve and execute funding agreements, together with such further ancillary documents necessary for the Pilot Program, on financial terms satisfactory to the Chief Financial Officer and on legal terms satisfactory to the Regional Solicitor.

REPORT HIGHLIGHTS

- In April 2018, Regional Council approved the Peel Housing and Homelessness Plan, 2018-2028, including “Strategy Three: Provide Incentives to Build Affordable Housing,” which focuses on coordinating land use planning tools and providing financial incentives to increase affordable housing developed by the private and non-profit sectors.
 - Regional staff collaborated with the local municipalities and other stakeholders to develop the Affordable Housing Incentives Pilot Program (the “Pilot Program”), which utilizes the one-time preliminary funding approved through the 2019 Regional budget, and is designed to incorporate other senior level and local municipal funding sources and incentives as they become available.
 - The Pilot Program is designed to incentivize middle income affordable rental housing, which was identified as a need through the Region’s Peel Housing and Homelessness Plan, Housing Needs Assessment and local municipal housing strategies.
 - The Pilot Program will supplement other Regional affordable housing initiatives including the Region’s own affordable housing development program outlined in the Housing Master Plan and potential implementation of new inclusionary zoning legislation.
 - A new Region of Peel Municipal Housing Facility By-law is required to implement the Pilot Program (including a repeal of previous By-law 41-2003).
 - Results of the Pilot Program will be evaluated and, if successful, will be utilized to further refine and implement a longer-term affordable housing incentive program.
-

Region of Peel Affordable Housing Incentives Pilot Program

DISCUSSION

1. Background

The Region of Peel is facing a rental housing crisis. At a vacancy rate of 1.2 per cent, and with limited rental stock being added to the market each year, potential Peel renter households face significant challenges to finding appropriate, affordable housing.

In April 2018, Regional Council endorsed the Peel Housing and Homelessness Plan 2018-2028 (the “Plan”), which introduced five strategies to help Peel residents get and keep housing, including Strategy Three: Provide Incentives to Build Affordable Housing. This strategy focuses on coordinating land use planning tools and incentives to increase affordable housing developed by the private and non-profit sectors. The strategy includes the immediate action to bring forward a framework for an affordable housing incentives-based program.

The Region retained N. Barry Lyon Consultants Ltd. (“Consultants”) to work with staff to develop the Affordable Housing Incentives Pilot Program (the “Pilot Program”). The work undertaken by the Consultants included a financial assessment, case study/best practices report, and direction for the design and implementation of the Pilot Program.

Through this report, staff seek Regional Council endorsement of the Pilot Program and approval of the updated Regional Municipal Housing Facility By-law that is required to implement the program.

2. Affordable Housing Incentives Pilot Program

a) Pilot Program Objectives

The primary objective of the Pilot Program is to increase Peel’s supply of rental housing that is affordable to middle income households with annual earnings of \$61,600 to \$110,500, with a focus on increasing supply of larger, family sized rental units. The program as designed would address an identified Regional and local municipal need and supplement the Region’s existing housing programs that focus on low income households (e.g. shelter services, rent supplements and housing allowances).

As a Pilot Program, the Region also aims to evaluate the conditions and results of the program, and to propose refinements in an annual report to Regional Council before proceeding with subsequent rounds. Through the evaluation process, the Pilot Program is intended to serve as a tool to better understand how to support affordable housing in Peel.

The long-term vision for the Pilot Program is a comprehensive approach to affordable housing that incorporates various forms of incentives from all levels of government – this is referred to as “stacking” of incentives. Regional staff worked closely with the local municipalities to ensure that the program would be flexible enough to allow for additional funding and incentives from Regional, local municipal, and other sources as they become available, and will continue to work towards a broader coordinated program.

Region of Peel Affordable Housing Incentives Pilot Program

b) Stakeholder Engagement, Financial Assessment and Best Practices

The design of the Pilot Program was informed by research undertaken by the Consultants and through ongoing collaboration with the local municipalities. Further, Regional staff engaged with private and non-profit developers through consultation sessions held in September 2019 and May 2020, to ensure the Pilot Program reflects key industry insights and applicable feedback. The Pilot Program was revised to reflect key industry insights, including support for a streamlined Regional/local municipal approach, additional information requested regarding administration of rental units, and recommended evaluation criteria to be considered such sustainable features.

The financial assessment supported a focus on middle income rental housing for the Pilot Program, following analysis of the funding required to subsidize housing of various forms in locations throughout Peel. The assessment suggested that depending on the location of the project and other variables, between \$31,000 and \$142,000 per unit would be required to incentivize housing of this type. With the preliminary funding for the Pilot Program made available through the 2019 Regional budget process, this equates to between 20-80 affordable units, or one to two housing projects.

The case study/best practices review analyzed incentives programs from other Ontario municipalities, including the City of Toronto, York Region, and City of Peterborough. This review provided insights into development, design and implementation of the Region's program. One key output of this review was the recommendation that the Region utilize a municipal capital facility by-law under the *Municipal Act, 2001*, as amended, rather than a Community Improvement Plan to implement the program.

Additional details regarding funding and implementation through a municipal capital facility by-law are provided in subsequent sections of this report, and the supporting research and analysis is available on the Region's Housing Policy webpage.

c) Pilot Program Design

The Pilot Program as proposed would support the development of middle income affordable rental housing by providing incentives to build affordable units. In each round, private and non-profit developers would submit applications that include development plans and justification for the level of incentives being requested. Once applications are received, Regional staff recommend a 3-stage application review process (Table 1).

All applications would be assessed using base eligibility criteria in Stage 1, which includes a requirement that the incentivized units are primarily larger unit sizes (2 and 3+ bedrooms), and that the entire building be operated as rental for the duration of the funding agreement. This ensures that successful projects contribute to an increase in Peel rental supply generally, in addition to the middle income affordable units, as compared to providing the incentivized rental units within a condominium building. The eligibility requirements were established to ensure that financial incentives are carefully targeted, and that the program is supporting the development of housing units that would not otherwise be produced by the market.

Applications that meet the base eligibility criteria would advance to Stage 2, where applications would be competitively scored based on preferred criteria, including deeper levels of affordability and proximity to amenities and areas of housing need. Using the

Region of Peel Affordable Housing Incentives Pilot Program

scores established in Stage 2, a committee of Regional and local municipal staff would undertake a review in Stage 3 to make final recommendations on the most appropriate and effective allocation of funds to achieve housing objectives. An outline of the Pilot Program eligibility and review process is provided in Appendix I.

Table 1: Pilot Program Application Review Process

Stage 1: Base eligibility	Stage 2: Preferred criteria	Stage 3: Committee review
Applications must meet the base eligibility criteria to be considered for incentives	Applications that meet the base eligibility criteria will be scored on the preferred criteria.	Applications and scoring will be reviewed by committee.
<p>Affordability threshold: Affordable units must be affordable to middle income households (at or below 170% of CMHC median market rent (MMR) by unit size (number of bedrooms) and local municipality; (approx. \$2700/month for a 3-bedroom unit, or \$2,050/month for a 1-bedroom unit).</p>	<p>Preferred criteria:</p> <ul style="list-style-type: none"> • Affordability below 170% MMR • Duration of affordability • Proximity to amenities • On-site features • Development timing • Value for money 	<p>A committee of Regional and local municipal senior staff will review the applications and make a recommendation on the most appropriate allocation of funds.</p> <p>Regional staff would report annually to Regional Council.</p>
<p>Tenure: All units must be rental tenure.</p>		
<p>Duration of Affordability: Affordable units must be maintained as affordable for a minimum of 25 years.</p>		
<p>Affordable unit suite mix: Affordable units must be comprised of mostly 2 and 3+ bedroom units.</p>		

d) Municipal Housing Facility By-law

While the Pilot Program was originally envisioned as a Community Improvement Plan, the best practices review supported the use of an alternative tool – a municipal capital facility by-law. Under section 110 of the *Municipal Act, 2001*, as amended, with a municipal capital facility by-law, municipalities may enter into agreements to support a range of municipal capital facilities, including affordable housing. A municipal capital facility by-law is also being used by the City of Toronto for its successful Open Door Affordable Housing Program.

The use of the municipal capital facility by-law is preferable to a Community Improvement Plan for several reasons:

- Flexibility – a municipal capital facility by-law can be updated with Council approval, whereas a Community Improvement Plan requires a public meeting and additional *Planning Act* requirements;
- Appeal rights – a municipal capital facility by-law cannot be appealed to the Local Planning Appeal Tribunal, and there is limited potential for legal challenge;
- Administration – many updates to the Pilot Program will not require an update to the municipal capital facility by-law.

Region of Peel Affordable Housing Incentives Pilot Program

The use of this tool also enables the local municipalities to provide incentives through the Region's program, as additional local municipal funding and incentives become available.

The Region's current Municipal Housing Facility By-law (41-2003) must be replaced in order to implement the Pilot Program and to maximize its benefit from relevant updates to the *Municipal Act, 2001* and regulations. Certain sections of the existing By-law are outdated and too restrictive, for example, the definition of affordable rental housing, and other sections must be added, such as the section supporting local municipal participation. The proposed changes will not affect existing programs or agreements.

e) Pilot Program Funding and Incentives

In its initial round, the Pilot Program would utilize the \$2.5 million in funding approved through the 2019 Regional budget process to provide capital grants to private and non-profit developers to support middle income affordable rental housing. As noted, the preliminary funding would be able to incentivize 20-80 affordable units, or one to two housing projects.

Staff is prepared to implement the Pilot Program with its current funding, however given the minor number of units that may be incentivized, there is a risk of limited interest and therefore insights from the evaluation of the first round. Recognizing this, it has been identified that additional funding of \$5 million would enable a more substantial and comprehensive evaluation of the Pilot Program and could be sourced from working reserves rather than from the 2021 tax rate while the program is being evaluated. Staff is considering options for a budget request as part of the 2021 Regional budget to further support the Pilot Program, while recognizing that some flexibility is required given the uncertainty regarding the financial impacts of the COVID-19 pandemic on potential funding sources.

Related to Regional funding and incentives for rental housing, the Pilot Program would be supported by the proposed zero per cent Regional development charge deferral interest rate policy for rental and non-profit housing required under Bill 108. For more information, a report titled "Development Charge Interest Rate Policy – Bill 108" is on the July 9, 2020 Regional Council agenda.

In addition to Regional funding, as noted, the objective is to ultimately achieve a comprehensive program that includes "stacking" of incentives to provide a streamlined suite of tools and incentives to support affordable housing development. As middle-income housing is a priority for both the Region and local municipalities, the Pilot Program offers an opportunity to collaboratively advance key housing objectives.

The following are examples of additional incentives that may be considered by the local municipalities as the program is implemented:

- Relief of planning application and building permit fees for the affordable units
- Relief from cash-in-lieu of parkland requirements
- Relief of development charges for the affordable units
- Exempt new affordable rental housing from local property tax for the affordability period
- Tax Incremental Grants for the affordable units
- City/town-owned land at discounted or no cost
- Reduced parking ratio
- Waive parkland cash-in-lieu for the affordable units

Region of Peel Affordable Housing Incentives Pilot Program

- Fast-tracking approvals
- Local municipal capital grants

Regional staff looks forward to ongoing engagement with the local municipalities through implementation to broaden the Pilot Program to include additional local municipal funding and incentives as they become available, as well as greater local municipal participation in the administration of the program.

Further, applicants would have the opportunity to seek out additional sources of funding, such as funding provided through programs offered by senior levels of government. Regional staff intends to integrate these funding sources into the program where possible to provide a seamless process for developers.

f) Implementation and Approval

Based on the review of best practices, an annual Request for Proposal procurement process is recommended to implement the Pilot Program. This will allow for more predictable administration of the program including delivery of funding.

Through this report, staff request that the Commissioner of Human Services and the Director, Housing Development Office, be delegated Council's authority to approve and execute funding applications for the Pilot Program, on financial terms satisfactory to the Chief Financial Officer and on legal terms satisfactory to the Regional Solicitor. Individual by-laws will be required to enable the agreements for each approved project, and staff propose annual reporting to Regional Council on the status of the Pilot Program.

RISK CONSIDERATIONS

As a new Regional initiative there is uncertainty regarding the outcomes the Pilot Program will be able to achieve, given current conditions including available funding and incentives. To mitigate this risk, staff engaged with industry stakeholders throughout the process, and will continue to do so through implementation.

Further, staff will monitor the uptake and insights resulting from the implementation of the Pilot Program, which will inform any changes that may be recommended to refine and improve the program in the future. Staff will also continue to engage with the local municipalities to support the incorporation of additional funding and incentives through the program.

FINANCIAL IMPLICATIONS

The Pilot Program is anticipated to facilitate the development of between 20-80 housing units, or one to two residential projects, fully utilizing the existing \$2.5 million budget. However, to meaningfully incentivize affordable housing and evaluate the potential of the Pilot Program, additional funding would be beneficial. It has been identified that additional funding of \$5 million would enable a more substantial and comprehensive evaluation of the Pilot Program and could be sourced from working fund reserves.

Recognizing the financial impacts and uncertainty arising from the COVID-19 pandemic, staff will consider opportunities to propose additional funding, through the upcoming budget process, in order to appropriately test program design and the viability of the Pilot Program as implemented. As described in the report, staff will monitor the uptake and results from the

Region of Peel Affordable Housing Incentives Pilot Program

implementation of the Pilot Program, to assess, revise criteria if required and evaluate impact, which will inform additional funding requests in the future.

CONCLUSION

The Affordable Housing Incentives Pilot Program is a new opportunity to support the development of middle income affordable rental housing in Peel. Pending endorsement of the Pilot Program as described in this report, Regional staff will continue developing the administrative components of the Pilot Program, with anticipated launch by the Housing Development Office in 2021.

APPENDICES

Appendix I – Affordable Housing Incentives Pilot Program Overview

For further information regarding this report, please contact Adrian Smith, Acting Chief Planner and Director, Regional Planning and Growth Management, ext. 4047, adrian.smith@peelregion.ca; Aileen Baird, Director, Housing Services, ext. 1898, aileen.baird@peelregion.ca; or Steven Dickson, Director, Housing Development Office, ext. 4323, steven.dickson@peelregion.ca.

Authored By: Madison Van West, Acting Principal Planner, Regional Planning and Growth Management

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.



N. Polsinelli, Interim Chief Administrative Officer

Region of Peel Affordable Housing Incentives Pilot Program

Eligibility and Review Process

Introduction

The Region of Peel Affordable Housing Incentives Pilot Program (“Pilot Program”) was created as part of the implementation of Peel Housing and Homelessness Plan, 2018-2018; specifically Strategy Three: Provide Incentives to Build Affordable Housing. Strategy Three focuses on coordinating land use planning tools and incentives to increase affordable housing developed by the private and non-profit sectors.

After undertaking research and analysis, the Pilot Program was designed to provide capital grants to successful applicants to support the development of new middle income affordable rental housing in Peel. As a pilot, the Region intends to review the program annually and refine as needed to ensure affordable housing objectives are being achieved.



Application Review Process

Applicants submit detailed project information to the Region of Peel, using the formal application materials provided by the Region. Applications are reviewed in 3 stages.

Stage 1: Eligibility Criteria

These criteria must be met in order for an application to be considered to receive incentives.

Applicant Organization

- May be private or non-profit developer, or a partnership
- Must have experience with residential housing development and operating rental housing, or have partners with expertise

Affordability

- Affordable rents must be no more than 170% of median market rent for the local municipalities as determined by the Canadian Mortgage and Housing Corporation, by bedroom type
- Units must be maintained as affordable for a minimum of 25 years

Project Details

- Must be located within the Region of Peel
- Must be entirely operated as purpose-built rental
- Must be a minimum of 5 rental units
- Must provide the following suite mix for the affordable units provided (some flexibility for more 2 and 3+ bedroom units):
 - Bachelor: 0% of affordable units
 - 1 Bedroom: 15% of affordable units
 - 2 Bedroom: 50% of affordable units
 - 3+ Bedroom: 35% of affordable units

If Stage 1 criteria are met...

Stage 2: Preferred (Scored) Criteria

Applications are competitively scored against these criteria to determine whether they further promote specific Regional objectives. Applications that meet some or all of these criteria will be scored higher.

Affordability

- Depth of affordability (below 170% of median market rent)
- Duration of affordability (longer than 25 years)

Development Timeline

- Stage of development process (projects closer to building permit will be scored higher)

Value for Money

- Quantifying the added benefit provided by a project as proposed to support evidence-based decision making

Location

- Projects near transit, grocery stores, parks, schools, community centres/libraries, growth areas or areas of housing need (scored higher based on proximity)

On-site Features and Services

- Amenities on site
- Accessible units above building code minimums
- Energy efficient/sustainable features

Stage 2 scoring is calculated...

Stage 3: Committee Review

A committee of Regional and local municipal staff reviews all applications that have advanced to make a final recommendation for successful projects. This review will consider current Regional and local municipal housing objectives as established in Council priorities, housing strategies, official plans and other relevant planning documents.

Committee reviews and successful projects are recommended.



Successful Projects: Agreements, Terms and Funding

Following the approval of successful projects, applicants will enter into contribution agreements with the Region that outline the terms of the commitment.

Contribution Agreements

Agreements entered into with successful applicants will include the following:

- Amount of Regional incentives to be provided
- Number of units, affordable rental rates, duration of affordability
- Requirements for tenant income verification by organization
- Requirements for organization annual reporting
- Non-conformity terms and process
- Other terms and conditions as required

Capital grants will be provided at building permit issuance.

Interaction with other planning tools:

Projects required to provide affordable units through other planning mechanisms (e.g. Section 37, rental replacement by-laws, inclusionary zoning, etc.) are not eligible to receive incentives through the Pilot Program for those units required under existing tools, however additional affordable units above what is already required would be eligible to receive incentives.



Proposed Affordable Housing Incentives Pilot Program & Municipal Housing Facilities By-law

July 9, 2020
Region of Peel Council

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Background

- Regional staff, working with the local municipalities and NBLC, developed the Region of Peel Affordable Housing Incentives Pilot Program (“Pilot Program”)
- Advanced as part of Strategy 3 of the Council endorsed Peel Housing and Homelessness Plan, 2018-2028 (PHHP), “Provide Incentives to Build Affordable Housing”
- Immediate action under Strategy 3: Bring forward a framework for an incentives based program



Program Overview

Objective: Increase supply of affordable middle income rental housing (for households with annual earnings between \$61,600 and \$110,500); with a focus on larger, family-sized units

- Supplements existing Regional housing programs and services that target deeper affordability needs
- As a Pilot, the conditions of the program can be tested, evaluated and revised over time
- Pilot Program allows for “stacking” of incentives to enable additional incentives from other levels of government, including local municipal participation and contributions from Federal and Provincial governments

Supporting Analysis: Financial Assessment & Business Case

- Reviewed sites throughout Peel to identify “subsidy gap” for ownership and rental housing
- Depending on location and other variables, between \$31,000 and \$142,000 per unit is required to incentivize middle income affordable rental units
- Addressing ownership housing and lower income households needs is more costly to incentivize
- Analysis included review of other forms of incentives and funding available for local municipalities and senior levels of government
- **Analysis supports the focus on middle income affordable rental**

Supporting Analysis: Best Practices

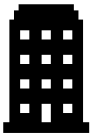
- Reviewed the use of Community Improvement Plans (“CIPs”) and municipal capital facilities by-laws/agreements to provide incentives for housing development
- Reviewed incentives programs from Ontario municipalities including City of Toronto, York Region, City of Peterborough, Region of Waterloo, City of Cambridge
- Insights provided for program design considerations and requirements
- **Analysis supports use of municipal capital facilities by-law to implement the Pilot Program**

Program Design: Eligibility

Requirements must be met:



- May be mix of affordable and market units, however only affordable rental units are eligible for incentives
- Affordable rents must be 170% of MMR or lower (middle income affordable; up to \$2050/month for a 1 bedroom, up to \$2700 for a 3 bedroom)
- Rents must remain affordable for a minimum of 25 years



- Building must be entirely operated as rental for the duration of the agreement
- Affordable units must be primarily 2 and 3+ bedroom units



- Private or non-profit developers may apply, or apply in partnership
- Successful organizations must conduct income verification at occupancy and unit turnover

Program Design: Preferred Criteria & Committee

Preferred criteria:



- Deeper affordability (below 170% of MMR)
- Longer duration of affordability (beyond 25 years)



- Proximity to transit, amenities, growth areas, areas of housing need
- Amenities on site; accessible features; sustainable features



- Value for money analysis

Committee:



- Committee of Regional and local municipal staff review all applications and scoring and make recommendations
- **Staff seeking delegated authority to approve applications, with annual report to Regional Council**

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Consultation and engagement

- Local municipal collaboration throughout the process
- Stakeholder engagements involving private and non-profit developers:
 - September 2019
 - May 2020
- Revised program based on feedback

Program Funding

- Prepared to implement with current \$2.5 million in funding approved through the 2019 Regional budget process, however additional funding would support a more feasible and comprehensive evaluation of the Pilot Program
- Continue working towards stacking of Federal, Provincial and local municipal incentives



Municipal Housing Facilities By-law

- Best practices review supported the use of a municipal capital facilities by-law under the *Municipal Act, 2001*
- Existing Regional Municipal Housing Facilities By-law (41-2003) must be replaced to:
 - Update definition of affordable housing
 - Ensure local municipal participation in the Pilot Program is referenced
 - Align with updates to the *Municipal Act, 2001* and regulations

Next Steps

- Pending Regional Council endorsement, the Housing Development Office will prepare for a 2021 Pilot Program launch
 - Evaluation framework
 - Program materials
 - Staffing
 - Administration
- Staff will continue working with the local municipalities to support additional incentives and greater municipal collaboration in program implementation

Questions?

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For Information

REPORT TITLE: Progress Update on Community Safety and Well-being Plan

FROM: Cathy Granger, Acting Commissioner of Health Services

OBJECTIVE

To provide an update on the Community Safety & Well-being (CSWB) plan development and share preliminary results from the community engagement.

REPORT HIGHLIGHTS

- Peel's Community Safety & Well-being (CSWB) Plan is being developed collaboratively with community partners to create a sustainable and long-term plan for Peel residents.
 - CSWB planning tables have developed shared goals, priorities and action steps for the initial areas of focus: family violence, systemic discrimination and mental health and addictions.
 - Due to COVID-19, in-person community consultations were shifted into a digital strategy launched in May to seek perspectives from youth, families/caregivers and service providers on plan development.
 - The community engagement findings and collaborative input from community partners will inform the final CSWB Plan to be shared with Regional Council in the fall.
 - Regional support and resources for implementation are key considerations as CSWB partners move from planning to implementation.
-

DISCUSSION

1. Background

Peel's Community Safety & Well-being (CSWB) Plan is a legislated requirement under the *Police Services Act, 1990* and is a Term of Council Priority. The Plan is being developed collaboratively with community partners to create a sustainable and long-term plan for residents. The report titled "Region of Peel Community Safety and Well-being Plan Development Update" was shared with Regional Council on February 13, 2020 and provided an overview of the legislative requirements, plan development progress and the current organizational structure.

The vision for the CSWB Plan is "*Peel is a safe, inclusive and collaborative community where all residents thrive.*" Initial areas of focus for the plan were identified as family violence, mental health & addictions and systemic discrimination with an emphasis on youth (aged 12-24) across all areas of focus. The first iteration of the plan will follow a four-year time frame and will be refreshed and updated to reflect the emerging needs in the community.

Progress Update on Community Safety and Well-being Plan

The Ministry of the Solicitor General's Community Safety & Well-being Planning Framework is being applied to develop a comprehensive approach to mitigate harm and promote safety and well-being along the four domains of intervention (see Appendix I):

- **Social Development:** Addresses underlying causes of social issues through upstream approaches that promote and maintain individual and community wellness;
- **Prevention:** Applies proactive strategies to known and identified risks that are likely to result in harm to individuals or communities if left unmitigated;
- **Risk Intervention:** Identifies and responds to situations of acutely elevated risk and mobilizes immediate interventions before an emergency or crisis-driven response is required; and,
- **Incident Response:** Requires intervention by first responders such as police, paramedics, and other crisis-driven services in the human services sectors.

Other key approaches to advance this collaborative work and identify shared priorities include taking a social determinant of health lens to understand factors that contribute to community safety & well-being and applying an equity lens across all areas of focus.

The System Leadership Table (SLT) is a multisectoral advisory group convened to work together to develop the Plan. SLT is co-chaired by Interim CAO, Nancy Polsinelli and Peel Regional Police Chief Nishan Duraiappah and is made up of legislatively required members including police services, local municipalities, education, health, and community & social service providers. The Extended Leadership Table (EXLT) is an additional table created to ensure important perspectives of community members, content experts and elected officials are included in the development of the Plan. Chair Iannicca and Councillors Pat Saito, Michael Palleschi and Johanna Downey sit on the EXLT. Planning, coordination and other supports are provided by the Secretariat. Appendix II provides an overview of planning tables including SLT, EXLT and the Action Tables.

2. Plan Progress

a) Impact of COVID-19 and CSWB

On April 14, 2020, the Province extended the State of Emergency and allowed the Solicitor General to extend deadlines for municipalities to prepare and adopt their CSWB Plan. In Peel, our partners have agreed to move forward with plan development and stay the course for the January 2021 deadline. The priority areas of mental health and addictions, family violence and systemic discrimination continue to be pressing needs in Peel during the pandemic and the collaborative work to address system gaps through the CSWB Plan will support long-term efforts.

For example, through Peel's newly established Community Response Table and the CSWB Family Violence Action Table, stakeholders working in areas of violence against women and family violence have come together to strategize on how to support families who may be experiencing abuse or are at increased risk of abuse during the COVID-19 pandemic. This has led to rapid responses to address immediate needs during the crisis and recovery phases such as developing supports for those navigating the court system during the pandemic and creating outreach material targeted to women who may feel unsafe in their home. These responses can also inform improvements in service delivery in the longer term.

Progress Update on Community Safety and Well-being Plan

b) Community engagement

As a result of the COVID-19 pandemic, in person consultations were cancelled and the community consultations shifted to a digital strategy that was launched in May. Community engagement with service providers, youth and families/caregivers were completed for each area of focus by consultants. Consultations sought perspectives on each area of focus including gaps and challenges in Peel and ideas on potential solutions. To complement the general consultation sessions, there was also targeted outreach conducted with existing youth groups and service provider networks. Youth consultations were co-designed and facilitated by youth ambassadors. In total 91 youth participated in youth consultation sessions, 75 people participated in family consultation sessions and 219 service providers participated in provider consultation sessions.

The following key themes have emerged from the consultations completed to date:

- **Interconnectedness:** Recognizing the interconnectedness of systems to create a responsive and collective vision to support our communities. There is a need for greater levels of collaboration that can lead to more co-planning and data sharing amongst sectors across Peel.
- **“No wrong door” approach:** Youth and families are expressing the need for a no wrong door approach so youth can process experiences at a variety of different places and with many people.
- **Whole community approach to addressing issues:** There is a need for continuous conversation and engagement with the community to contribute to the development, implementation and evaluation of the plan. There can be a lot of stigma around the areas of focus (systemic discrimination, mental health & addictions and family violence) so opportunities to engage with faith/spirituality communities & grassroots organizations to continue to acknowledge the issues and understand needs and informal supports available at a community level are important.
- **Accountability and transparency:** The need for accountability to undertake action and implement change as well as considering how to be transparent with findings and share learnings back with the community.
- **Engaging youth in ‘normalizing’ conversations and addressing stigma:** Schools and other youth spaces in the community can be leveraged to have safe spaces for dialogue and address stigma around the three areas of focus. The diverse experiences of youth and how they connect to these issues emphasizes the importance of co-creating messages and considering how to adapt these messages for different communities.

Preliminary findings validate the CSWB Plan approach to continue to explore ways to engage residents in the planning and implementation phases. The final consultation findings with recommendations will be shared with CSWB planning tables as they finalize the CSWB Plan components.

Progress Update on Community Safety and Well-being Plan

3. Elements of the CSWB Plan

a) Areas of Focus

Action Tables for Family Violence, Mental Health & Addictions and Systemic Discrimination have met 6 times since November 2019 to determine shared goals and priorities, advise on the community engagement and identify key strategies and activities for the implementation phase. Action table members sought to address system gaps in Peel, focus on what could be achieved collectively that couldn't be done individually, leverage progress on existing initiatives, and consider strategies across the four domains of intervention (social development, prevention, risk intervention and incident response).

Key enablers across all areas of focus include:

- Advocacy to other levels of government to increase resources and advance community safety & well-being in Peel;
- Communication and engagement with community partners and residents on plan development, implementation and sustainability; and,
- Shared measurement to continue to monitor progress and measure success.

Advocacy for funding increases in community services across Peel will be a global goal across all areas of focus. Based on preliminary discussions, the following draft goals and possible activities have been identified for each area of focus. Action tables will finalize key activities and strategies using input from the community engagement and they will identify key outcomes and performance measurement of activities in consultation with members of the Data, Monitoring and Evaluation action table.

i. Family Violence

Draft Goal 1: Create and strengthen Peel's pathways to safety.

- Systems mapping of existing pathways to safety from family violence in Peel in order to provide an overview of the range of services and holistic supports available to victims of abuse in the community and to identify gaps.
- Improving data collection practices across the violence against women (VAW) sector to gain a better understanding of the local situation in Peel.
- Learning from the coordinated response efforts during the COVID-19 pandemic to support individuals at risk of family violence.

Draft Goal 2: Increase awareness and public education of family violence.

- Developing a public education and awareness campaign to raise awareness of family violence as a community issue where every individual has a role to play in protecting vulnerable residents. This is aligned with Council's resolution passed on February 13, 2020 to develop a public education and awareness campaign to highlight the issue of domestic violence.

ii. Systemic Discrimination

Draft Goal 1: Publicly review, develop and sustain anti-oppressive and equity practices and policies among System Leadership Table partners.

Progress Update on Community Safety and Well-being Plan

- Reaffirming commitment to diversity, equity and inclusion among partners at the SLT.
- Building education and awareness of anti-oppression and equity for senior leaders.
- Creating opportunities for meaningful engagement of people with lived experience in the design and implementation of CSWB activities.
- Building organizational capacity in equity and inclusion and publicly reporting on progress among partners at the SLT.

The recent demonstrations on anti-racism and concerns of anti-Black racism in the Peel community further support the need to take immediate action on systemic discrimination and continue to create opportunities for community dialogue and have mechanisms for accountability and transparency.

Draft Goal 2: Implement effective data practices in order to assess impact and respond to inequities.

- Piloting the collection of sociodemographic data with a group of System Leadership Table organizations and developing data sharing mechanisms. This could include partnering with organizations that are already collecting sociodemographic data in order to identify common questions, data standards and data sharing processes.

iii. **Mental Health & Addictions**

Draft Goal 1: Promote mental wellness and positive relationships among youth and families.

- Working with existing youth initiatives and youth serving organizations in Peel to foster supportive environments for marginalized youth to form connections and develop skills.

Draft Goal 2: Improve access to mental health and addictions services and supports for youth by simplifying pathways and coordinating response.

- Transforming care pathways for young people (aged 16-25 years) who need access to mental health and addictions services and supports including an understanding of both informal and formal pathways to care.
- Developing Peel Situation Table(s) to mitigate risk for crisis situations where individuals in crisis could be redirected to other supports such as housing or mental health services.

Recent deaths involving police and individuals with mental health challenges in Peel and Toronto have reinforced the need for upstream solutions so that community members can access the support they need.

b) **CSWB Indicator Framework**

The Data, Monitoring and Evaluation table is developing a “Community Safety and Well-Being Indicator Framework”, consisting of a set of population-level indicators organized

Progress Update on Community Safety and Well-being Plan

into domains (i.e., broad concepts related to CSWB such as health, safety, living standards, education, etc.). This framework will illustrate to the community and partner organizations the multidimensional approach applied to defining community safety and well-being and provide baseline data that can be used to describe and understand the current context in Peel as it relates to CSWB. This can ultimately inform and guide future focus areas and activities of the plan.

Data for these indicators will be presented in a future comprehensive statistical report that will outline how each concept influences CSWB, how data for Peel compares to other geographies (e.g. Ontario), as well as how it changes over time and across different sub-populations. The Data, Monitoring and Evaluation table are currently in the process of defining and carefully selecting domains and indicators for inclusion in the framework based on Peel's CSWB Plan Vision, results of the community engagement process, and a set of established selection criteria.

4. Next Steps

Over the summer, the community engagement findings and collaborative input from community partners will inform the final CSWB Plan and recommendations for implementation. The CSWB Plan will be presented to Regional Council for endorsement in the fall.

RISK CONSIDERATIONS

Promoting community safety and well-being and mitigating risks in the community requires a coordinated and sustained multi-sectoral approach. The Region has a legislative responsibility to coordinate the development, implementation and monitoring of the CSWB Plan. Continued resources will be required to support completion of the plan and facilitate implementation of priorities under each of our areas of focus. In addition to the coordination and facilitation role of the secretariat, staff resources are needed to support or lead early implementation activities already underway, such as the family violence awareness campaign.

CONCLUSION

The Community Safety and Well-Being Plan presents a unique opportunity for the Region of Peel and community partners to work together to address systems gaps and design a sustainable and coordinated approach. Ultimately collaborative action will support advancing the safety, connectedness and well-being of all Peel residents.

APPENDICES

Appendix I – Community Safety and Well-being Planning Framework

Appendix II – Community Safety and Well-being Plan Organizational Structure

For further information regarding this report, please contact Brian Laundry, Director, Strategic Policy & Performance, Ext. 2514, brian.laundry@peelregion.ca.

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Progress Update on Community Safety and Well-being Plan

Reviewed and/or approved in workflow by:

Department Commissioner and Division Director.

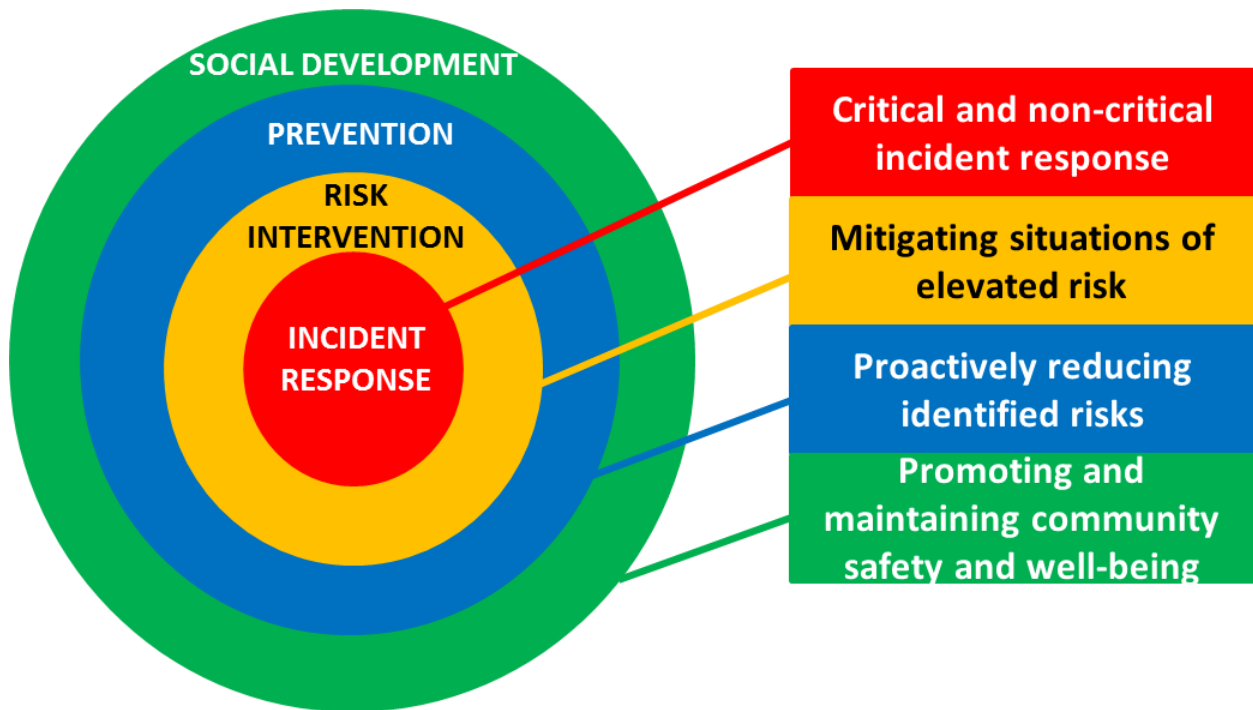
Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink that reads "Nancy Polsinelli". The signature is written in a cursive style with a large initial "N" and "P".

N. Polsinelli, Interim Chief Administrative Officer

Appendix I
Progress Update on Community Safety and Well-being Plan

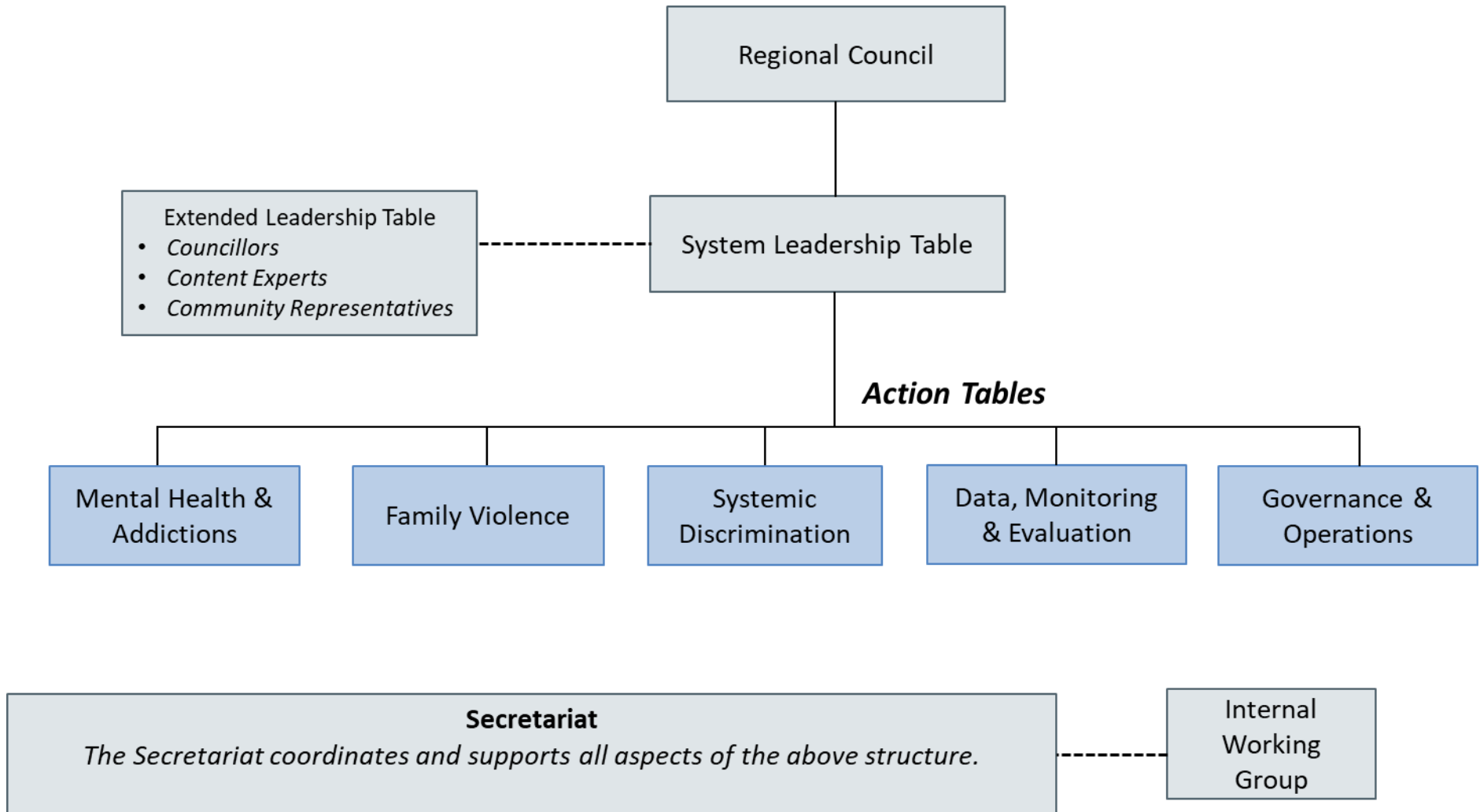
Community Safety & Well-being Planning Framework



Source: Ministry of the Solicitor General. Community Safety and Well-Being Planning Framework, Booklet. 2018. Available from:
<https://www.mcscs.jus.gov.on.ca/english/Publications/MCSCSSOPlanningFramework.html#Section2>

Appendix II
Progress Update on Community Safety and Well-being Plan

Community Safety & Well-being Plan Organizational Structure and Action Tables



**APPROVED AT REGIONAL COUNCIL
March 12, 2020**

8.2 Development Charge Interest Rate Policy – Bill 108

Resolution Number 2020-188

Moved by Councillor Parrish
Seconded by Councillor Starr

That the report titled “Development Charge Interest Rate Policy – Bill 108” listed on the March 12, 2020 Regional Council agenda be deferred for three months for further discussion between staff from the Region of Peel and local municipalities;

And further, that staff report back prior to the July 9, 2020 Regional Council meeting.

Carried

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

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 instalments, 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 1st and August 1st 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 3rd, 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

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

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY

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

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY

- 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;

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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.

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: DEVELOPMENT CHARGE INTEREST RATE POLICY

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

CATEGORY: FINANCIAL MANAGEMENT

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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 \(link to be updated\)](#)

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



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

EFFECTIVE DATE:	Provided by issuer
RESPONSIBILITY:	Finance Department, Financial Policy and Development Financing

DRAFT



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

**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
As permitted under Section 26.2 of the DCA DC Freeze Interest Rate	5.5%
As permitted under Section 26.1 of the DCA DC Deferral Interest Rate	0.0%

Development Charge

Interest Rate Policy

Regional Council Meeting

July 9, 2020



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

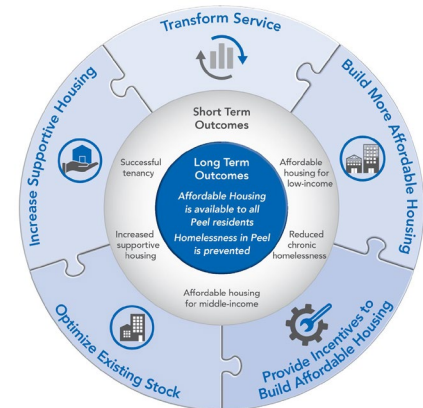
- ❑ **The report titled “Development Charge Interest Rate Policy – Bill 108” was deferred from the March 12, 2020 Regional Council agenda to a future Regional Council meeting by July 9, 2020.**

- ❑ **Ongoing Collaboration and Engagement**
 - Three focus group meetings were held prior to March 12 amongst Finance staff from the Region and the local municipalities.
 - Since March 12 three Inter-Municipal Working Group meetings have been held with local municipalities’ staff across multiple disciplines.

- ❑ **Outcomes :**
 - ✓ General agreement on rate setting rationales and principles for DC Freeze
 - ✓ Local municipal staff support the proposed regional DC freeze interest rate of 5.5%
 - ✓ The Region has responsibilities for funding Affordable Housing (primarily Social Housing)
 - ✓ Local Municipal and Regional policy for DC deferral interest rates may differ

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.



Legislation Changes: DC Freeze and Deferral



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 (6 annual installments)
- Institutional development (6 annual installments)
- Non-profit housing development (21 annual installments)

Policy Principles and Objectives



- Growth Pays for Growth
- Financial Risk Management
- Advance and Support Council Priorities
- Predictability
- Non-Punitive
- Ease of Administration

Proposed DC Freeze Interest Rate

Section 26.2(3) of the DCA

- “Where...applies, the municipality may charge interest on the development charge, at a rate not exceeding the prescribed maximum interest rate, **from the date of the application referred to in the applicable clause to the date the development charge is payable.**”



DC Freeze Interest Rate

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



To recover additional costs associated with the DC freeze

Interest rates effective immediately and retroactively as of January 1st, 2020.

Rental Housing Need in Peel

- ❑ 32% of all households cannot secure housing that costs less than 30% of their income
- ❑ About 25% of all households in Peel are renters
- ❑ Rental vacancy rate is 1.2% and new purpose-built rental stock has only increased by 2.1% (800 units 2011—2019)
- ❑ Variety of built forms are needed to contribute to a healthy future rental stock
- ❑ Regional housing program would be supported by financial tools available through the Development Charges Policies

Snapshot – Other Regional Municipalities

Neighbouring Regional Municipalities	DC Deferral
York	0% deferral rate per York Deferral Policy
Halton	0% deferral rate per Halton Deferral Policy
Waterloo	Work-in-progress
Durham	10.3-24 Work-in-progress

Proposed DC Deferral Interest Rate Policy

Section 26.1(7) of the DCA

- “A municipality may charge interest on the instalments required...**from the date the development charge would have been payable in accordance with section 26 to the date the instalment is paid, at a rate** not exceeding the prescribed maximum interest rate.”



DC Deferral Interest Rate

- Proposed rate of **0%** per annum
 - Mandatory DC Payment Agreement
-
- **To support increased affordable housing supply**
 - **Not all eligible developments are considered as affordable housing units**
 - **The Act contemplates one single rate**

- ❑ Work with local municipalities to implement new policies
- ❑ Monitor and evaluate effectiveness of program
- ❑ Review policy with each Development Charge By-law review
- ❑ Amend policy as necessary to ensure ongoing effectiveness of program
- ❑ Interest rates updated periodically

**Ministry of Agriculture,
Food and Rural Affairs**

Office of the Minister

77 Grenville Street, 11th Floor
Toronto, Ontario M7A 1B3
Tel: 416-326-3074
www.ontario.ca/OMAFRA

**Ministère de l'Agriculture, de
l'Alimentation et des Affaires rurales**

Bureau du ministre

77, rue Grenville, 11^e étage
Toronto (Ontario) M7A 1B3
Tél. : 416 326-3074
www.ontario.ca/MAAARO



June 23, 2020

Nando Iannicca
Regional Chair and Chief Executive Officer
Region of Peel
nando.iannicca@peelregion.ca

RECEIVED
June 24, 2020
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Iannicca:

Thank you for your letter regarding the proposed Bill 156—Security from Trespass and Protecting Food Safety Act, 2020, that I tabled at Queen's Park on December 2, 2019, and which received Royal assent on June 18, 2020. I appreciate the strong support that I have received from municipalities across Ontario, like yours, on such an important piece of legislation.

I know that our farmers care deeply about the welfare of their animals and demonstrate the highest commitment to safeguarding animal health and welfare.

I introduced Bill 156 to address the concerns about the health, safety and security of farmers, their families, their employees, their animals and our food supply. The proposed bill recognizes the unique risks that illegal trespassing on farms and in agri-food processing facilities, as well as interference in livestock transport, can cause. Bill 156 seeks to reduce those risks by providing a strong deterrence against such activities.

We believe farmers should feel safe in their own home. We don't believe that people should gain entry to private property under duress or using false pretences.

Through the introduction of this bill, we continue to demonstrate our commitment to the health and safety of our agri-food sector, farm animal welfare and food safety for all Ontarians. I was pleased that we were able to make amendments to this legislation to make it stronger and work better for our farmers and rural communities.

.../2



Good things grow in Ontario
À bonne terre, bons produits

Ministry Headquarters: 1 Stone Road West, Guelph, Ontario N1G 4Y2
Bureau principal du ministère: 1 Stone Road West, Guelph (Ontario) N1G 4Y2

12.1- 1

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

Again, thank you for your support. I look forward to continuing to work with communities across the province to support our farmers and the agri-food sector.

Sincerely,

A handwritten signature in black ink, appearing to read "Ernie Hardeman". The signature is fluid and cursive, with a large initial "E" and a long horizontal stroke at the end.

Ernie Hardeman
Minister of Agriculture, Food and Rural Affairs

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

The Honourable Ernie Hardeman
Minister of Agriculture, Food and Rural Affairs
Ministry of Agriculture, Food and Rural Affairs
ernie.hardeman@pc.ola.org

Thursday, March 5, 2020

Subject: Bill 156, Security from Trespass and Protecting Food Safety Act, 2020

Dear Minister Hardeman:

On behalf of Region of Peel Council, I am writing to convey Council's support of Bill 156, Security from Trespass and Protecting Food Safety Act, 2020, which you introduced in the Ontario Legislature in December 2019 and is currently at second reading.

The Region of Peel supports Bill 156 as it has recently come to the attention of Regional Council about the growing threats, intimidation and health and safety risks facing Ontario farms. We have learned how undesirable individuals and activist groups have been trespassing onto farms, sometimes under false pretenses, seizing private property, and threatening the health and safety of employees, livestock and crops. The increasingly unsafe actions of these once peacefully protesting individuals and groups are putting stress on Ontario farmers, their families and employees and leaving the food system at risk through the breach of biosecurity protocols.

In light of this increasingly serious situation for our agricultural community, the introduction of Bill 156 is welcomed. It is a necessary piece of legislation that, if passed, will give farmers the legal means to protect their farms, families, and employees from intimidation and keep the province's food supply safe, while also ensuring the right to lawful protest.

Thank you for listening to the needs of our farming community and bringing this Bill forward. I encourage its prompt passage following proper consideration of the Ontario Legislature.

Kindest personal regards,



Nando Iannicca
Regional Chair and Chief Executive Officer
Regional Municipality of Peel

cc. Tom Dolson, President, Peel Federation of Agriculture.

REPORT TITLE: Encroachment Agreement – 6933 Tomken Road (Derry Road East) – City of Mississauga, Ward 5 – Owner: Catholic Cemeteries & Funeral Services – Archdiocese of Toronto

**FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
Andrew Farr, Interim Commissioner of Public Works**

RECOMMENDATION

That the encroachment of an existing chain link fence and existing trees on Regional Road 5 (Derry Road East), adjacent to the property known municipally as 6933 Tomken Road, Mississauga, be permitted in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and Catholic Cemeteries & Funeral Services – Archdiocese of Toronto;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit an existing chain link fence and existing trees to encroach within the widened limits of Regional Road 5 (Derry Road East).

DISCUSSION

Catholic Cemeteries & Funeral Services – Archdiocese of Toronto is the owner (the “Owner”) of the lands municipally know as 6933 Tomken Road, located on the southeast corner of Regional Road 5 (Derry Road East) and Tomken Road in the City of Mississauga.

The Owner submitted a Site Plan Application (SP-19-015M) and, as a condition of site plan approval and pursuant to the Region’s Official Plan, the Owner is required to gratuitously dedicate lands to The Regional Municipality of Peel (the “Region”) for road widening along Regional Road 5 (Derry Road East).

As a result of the gratuitous dedication of lands, an existing chain link fence and existing trees (the “Encroachment”) would now be located within the widened limits of Regional Road 5 (Derry Road East) and the Owner has requested the Region to permit the Encroachment to remain. Pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into an Encroachment Agreement with the Region to permit the Encroachment to remain within the widened limits of Regional Road 5 (Derry Road East) as shown on Appendix I.

The Owner shall be responsible for all maintenance, costs and liability associated with the Encroachment. The Region will permit the Encroachment to remain in whole or in part until such

Encroachment Agreement – 6933 Tomken Road (Derry Road East) – City of Mississauga, Ward 5 – Owner: Catholic Cemeteries & Funeral Services – Archdiocese of Toronto

a time that the lands are required by the Region for the purposes of improvement or widening of Regional Road 5 (Derry Road East).

Regional Staff have no objections to the Encroachment within the widened limits of Regional Road 5 (Derry Road East).

APPENDICES

Appendix I – Location Sketch

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

Authored By: Pino Simonetta
ENC-19218

Reviewed and/or approved in workflow by:

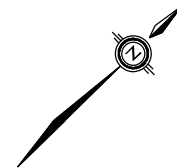
Department Commissioners, Division Directors and Legal Services.

Final approval is by the Chief Administrative Officer.



N. Polsinelli, Interim Chief Administrative Officer

Appendix I



Encroachment Agreement

Address - 6933 Tomken Road (Derry Road East)

City of Mississauga, Ward 5

Owner: Catholic Cemeteries & Funeral Services - Archdiocese of Toronto



REPORT TITLE: Proposed License Agreement – West Side of Airport Road, North of Thamesgate Drive – City of Mississauga, Ward 5 – Licensee: Malton Business Improvement Area

**FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
Andrew Farr, Interim Commissioner of Public Works**

RECOMMENDATION

That The Regional Municipality of Peel enter into a License Agreement with Malton Business Improvement Area, in a form satisfactory to the Regional Solicitor, to allow the installation and encroachment into the Regional road allowance of a public art and gateway sign on the west side of Airport Road, north of Thamesgate Drive, Mississauga;

And further, that the Commissioner of Public Works or their delegate be authorized to approve the final design drawings for the signage to be located within the Regional road allowance;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to enter into a License Agreement with Malton Business Improvement Area to permit a public art and gateway sign on the west side of Airport Road, north of Thamesgate Drive, in the City of Mississauga.

DISCUSSION

The Malton Business Improvement Area (Malton BIA) approached the Region of Peel (the Region) to install new public art and gateway signage to be located within the Regional road allowance on the west side of Airport Road, just north of Thamesgate Drive, in the City of Mississauga as shown on Appendix I. The new signage will be installed in the same location as the existing gateway signage.

As the Malton BIA is a non-profit organization supporting the Malton community, it is being recommended that the Region not charge the Malton BIA an annual license fee for the space being occupied by the new public art and gateway signage.

The steel signage will be approximately six feet six inches wide by 16 feet high (6'6" W x 16' H) with a concrete footing for the base as shown on the attached Appendix II. The signage will be illuminated, and any utility costs will be the Licensee's responsibility.

Proposed License Agreement – West Side of Airport Road, North of Thamesgate Drive – City of Mississauga, Ward 5 – Licensee: Malton Business Improvement Area

The initial design drawings were circulated to Public Works staff and no objections were received. The Region is currently waiting for updated design drawing showing all electrical requirements to be approved by Public Works.

The details of the License Agreement are as follows:

LICENSOR:	The Regional Municipality of Peel
LICENSEE:	Malton Business Improvement Area
LOCATION:	West side of Airport Road, north of Thamesgate Drive, Mississauga
COMMENCEMENT DATE:	August 1, 2020
LICENSE TERM:	Five years
OPTION TO EXTEND:	Continuous one-year extensions
LICENSE FEE:	No annual fee
SIGN RESPONSIBILITIES:	Licensee is solely responsible for all costs related to insurance, construction, installation, maintenance and repairs
UTILITIES:	All utility charges will be the Licensee's responsibility
TERMINATION CLAUSE:	Mutual termination upon 30 days written notice

FINANCIAL IMPLICATIONS

The Region is not responsible for any costs associated with insurance, design, purchase, installation, maintenance or removal of the signage.

Any securities associated with the License Agreement will be deposited to Cost Centre 330 account 17326.

APPENDICES

- Appendix I – Location Sketch
- Appendix II – Signage Design Drawings

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

**Proposed License Agreement – West Side of Airport Road, North of Thamesgate Drive –
City of Mississauga, Ward 5 – Licensee: Malton Business Improvement Area**

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

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

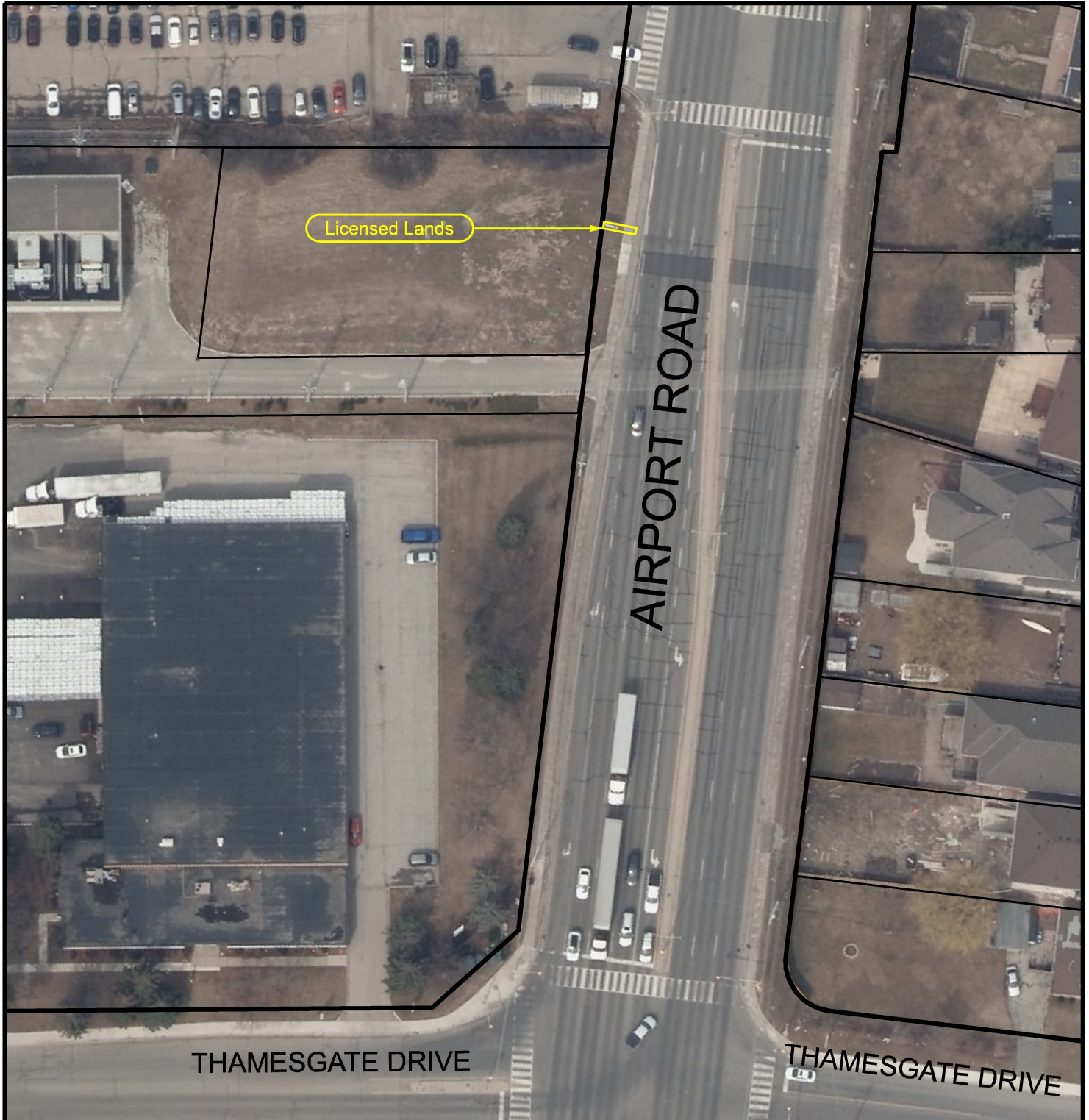
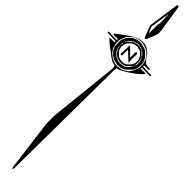
Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, reading "Nancy Polsinelli". The signature is written in a cursive style with a large initial "N" and "P".

N. Polsinelli, Interim Chief Administrative Officer

Appendix I

Proposed License Agreement - West side of Airport Road,
North of Thamesgate Drive - City of Mississauga, Ward 5
Licensee: Malton Business Improvement Area



Appendix II

Proposed License Agreement - West side of Airport Road,
North of Thamesgate Drive - City of Mississauga, Ward 5
Licensee: Malton Business Improvement Area



1 A.1 - Gateway ID Large (Reflections) - Day time Render
Scale NTS



2 A.1 - Gateway ID Large (Reflections) - Night time Render
Scale NTS

REPORT TITLE: Supply and Hosting of Jacobs Time Manager Scheduling Solution

**FROM: Sean Baird, Commissioner of Digital and Information Services
Cathy Granger, Acting Commissioner of Health Services**

RECOMMENDATION

That a contract (Document 2020-507N) for the supply and hosting of Jacobs Time Manager scheduling solution be awarded to Interdev Technologies in the estimated amount of \$370,000, exclusive of applicable taxes, for a contract period of 12-months pursuant to Procurement By-law 30-2018, as amended;

And further, that authority be granted to renew the Contract on an annual basis for ongoing maintenance, support, upgrades and additional licenses for the lifecycle of the solution in the estimated annual amount of \$148,000, exclusive of applicable taxes, subject to satisfactory performance, price and approved budget, and on business terms satisfactory to the Commissioner of Digital and Information Services and the Commissioner of Health Services and on legal terms satisfactory to the Regional Solicitor.

REPORT HIGHLIGHTS

- Peel Regional Paramedic Services (PRPS) has been using the Jacobs Time Manager solution scheduling tool hosted on the Region's server since PRPS joined the Region of Peel.
- As a result of COVID-19, Peel Regional Paramedic Services, Long Term Care and Public Health have been struggling to operate their respective scheduling services.
- To meet the scheduling challenges, it is estimated that Health Services spends in excess of \$500,000 per year on additional staffing resources to meet their scheduling demands.
- To help address the scheduling challenges of COVID-19, an initiative to move to an externally hosted version of the JBS Time Manager solution hosted by Interdev Technologies is required.
- The implementation of the JBS Time Manager scheduling tool will be on an interim solution until the corporate Enterprise Resource Planning solution is available.

DISCUSSION

1. Background

Since Joining the Region, Peel Regional Paramedic Services has been using the JBS Time Manager scheduling solution to facilitate staff scheduling. Today, Long Term Care and Public Health use a highly manual scheduling process supported by Microsoft Excel spreadsheets. As a result of COVID-19, Peel Regional Paramedic Services (PRPS), Long

Supply and Hosting of Jacobs Time Manager Scheduling Solution

Term Care (LTC) and Public Health (PH) have been struggling to operate their respective scheduling services. For Peel Regional Paramedic Services, scheduling staff must work from Regional facilities as the current solution does not provide the required functionality and performance to allow for an effective remote work environment. For Long Term Care and Public Health, the lack of a scheduling tool makes service delivery extremely labour intensive, challenging, and prone to errors.

The complexities of scheduling within Health Services:

- 1200 Long Term Care staff in five Long Term Care facilities
- 780 Paramedic Services staff operating out of four Paramedic Reporting Centers
- 500 Public Health staff
- Multiple collective agreements in Long Term Care, Paramedic Services and Public Health
- 24/7 operations
- Legislative staffing requirements

To meet the scheduling challenges it is estimated, that Health Services, spends more than \$500,000 per year on additional staffing resources to meet their scheduling demands.

To help resolve these issues and plan for future impacts of COVID-19, an initiative to move to an externally hosted version of the JBS Time Manager solution by Interdev Technologies needs to be undertaken. This initiative is meant to be an interim solution until the new Enterprise Resource Planning (ERP) solution has been implemented for the organisation. Additionally, moving to the Interdev Technologies hosted solution will allow all staff access to web-based self-service functionality thereby increasing the efficiency of filling open shifts and the ability to have scheduling staff initiate automated call-out functionality to facilitate shift coverage. In addition, the Interdev solution provides 24/7 technical support as they work 20 out of 24 hours per day in some locations.

This request consists of:

1. Moving the current Peel Regional Paramedic Services JBS Time Manager scheduling solution to an Interdev Technologies hosted environment.
2. Configuration and implementation of the Interdev Technologies hosted JBS Time Manager scheduling solution to deliver scheduling functionality for Long Term Care.
3. Configuration and implementation of the Interdev Technologies hosted JBS Time Manager scheduling solution to deliver scheduling functionality for Public Health.

The Region of Peel has been using Interdev Technologies since 2015 for the hosting of the Paramedic Services electronic Patient Care Record (ePCR) and is the sole hosting provider for the JBS Time Manager solution. Additionally, Interdev Technologies currently hosts the JBS Time Manager solution for several peer paramedic services and long-term care services. The knowledge and experience of Interdev Technologies will aid in the move to a hosted JBS Time Manager environment in the seamless manner for Health Services.

2. Procurement Process

This is a non-competitive procurement process and requires Regional Council approval. The process to award this contract is in compliance with the Procurement By-Law.

Supply and Hosting of Jacobs Time Manager Scheduling Solution

In Accordance with Procurement By-Law 30-2018, section 5.2.1 and Amending By-Law 4-2020, which authorizes the award of direct negotiation procurements for goods and services that are reasonably available from only one source by reason of the scarcity of supply in the market or the existence of exclusive rights held by any vendor, or the need for compatibility with goods and services previously acquired and there are no reasonable alternatives or substitutes.

Interdev Technologies is the only vendor who can currently host the JBS Time Manager scheduling solution in a web-based format which provides real time access to relevant data required to schedule staff.

FINANCIAL IMPLICATIONS

There are sufficient funds for the 2020 Capital Cost Centres: GW20510 (PRPS), CE00005 (LTC), 15-5306 (Public Health). Future licensing costs will be covered through operational efficiencies.

For Public Health and Long-Term Care, it is expected that efficiencies achieved through the replacement of labour intensive manual processes and the avoidance of errors related to those manual processes will be realized in the short term, however full operational cost savings and efficiencies, will not be understood or realized until each of the Health Services divisions has had sufficient time to implement and adopt the full solution.

Approval is requested for the implementation of an interim JBS Time Manager scheduling solution by Interdev Technologies, for Health Services, in the estimated amount of \$370,000, exclusive of applicable taxes.

Approval for the annual renewal of an interim JBS Time Manager scheduling solution is requested for the lifecycle of the solution or until the corporate Enterprise Resource Planning solution has been implemented, in the estimated total annual amount of \$148,000, exclusive of applicable taxes.

CONCLUSION

The web-based solution for the hosting of the JBS scheduling solution for Paramedic Services, Long Term Care and Public Health will streamline the demand for multiple manual processes and adjustments required in the current state. The solution will also reduce user error as most of the current application is a manual process.

The accurate scheduling of staff for these three critical areas is important and informs the accurate payment of staff and assuring resources are in place each and every day to service the needs of our residents.

For further information regarding this report, please contact Ray Wallace, D&IS Business Partner, IT Solutions, ext. 2853, ray.wallace@peelregion.ca

Authored By: Ray Wallace, D&IS Business Partner, IT Solutions

Supply and Hosting of Jacobs Time Manager Scheduling Solution

Reviewed and/or approved in workflow by:

Department Commissioners and Division Directors.

Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, reading "Nancy Polsinelli". The signature is written in a cursive style with a large initial "N" and "P".

N. Polsinelli, Interim Chief Administrative Officer



**THE REGIONAL MUNICIPALITY OF PEEL
DIVERSITY, EQUITY AND ANTI-RACISM COMMITTEE
MINUTES**

Members Present:	T. Awuni D. Damerla R. Deo G.S. Dhillon J. Downey	N. Iannicca J. Kovac S. McFadden R. Rokerya R. Santos
Staff Present	N. Polsinelli, Interim Chief Administrative Officer S. Baird, Commissioner of Digital and Information Services K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services S. VanOfwegen, Commissioner of Finance and Chief Financial Officer 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 L. Loh, Interim Medical Officer of Health A. Macintyre, Deputy Clerk and Manager of Legislative Services J. Jones, Committee Clerk S. MacGregor, Legislative Assistant

1. CALL TO ORDER

The Region of Peel Diversity, Equity and Anti-Racism Committee met on June 18, 2020 at 9:30 a.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON. The Committee Chair attended in-person. Members of the Committee and staff participated electronically.

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

3. APPROVAL OF AGENDA

RECOMMENDATION:

That the agenda for the June 18, 2020 Diversity, Equity and Anti-Racism Committee include a letter from the Black Community Action Network (BCAN) of Peel, listed as Item 6.1;

And further, that the agenda for the June 18, 2020 Diversity, Equity and Anti-Racism Committee meeting be approved, as amended.

4. DELEGATIONS

4.1 Seema Taneja, Taneja Consulting Inc. and Sharon Douglas, S.M.D. Consulting Inc.

Regarding Equity and Equity Based Approaches to Further Understand and Create Impact for Equity Seeking Groups Across Peel
(Related to 5.1)

Received

RECOMMENDATION:

That the Committee endorses the delegation's calls to action as presented and outlined below:

Whereas to gain the benefits of diversity, equity and inclusion, serious investment in organizational transformation is required and a commitment to an intentional and deliberate focus on equity is mandatory for change to happen;

Therefore be it resolved, that Regional policies, procedures and practices be reviewed through an integrated Anti-Racism lens, including a component on Anti-Black racism;

And further, that those tasked with the responsibility of leading this work be given the support and authority to make change happen;

And further, that milestone markers be built in for accountability, transparency and consequences;

And further, that the system be re-built on the principles of social justice, equity and equitable outcomes.

And further, that equity-based data, with respect to the characteristics of program users, be collected and made available to community organizations working to address equity matters and to support the creation of targeted interventions and preventative programs that can safeguard communities from crisis driven programming.

Sharon Douglas, S.M.D. Consulting Inc., stated that equity is a legal responsibility articulated, supported and mandated by the Canadian Human Rights Charter of Rights and Freedoms, the Federal Employment Equity Act and the Ontario Human Rights Commission; and, that advancing matters of equity is also a moral responsibility. She noted that the Region of Peel is responsible for a large, diverse community and an equity lens will provide access and inclusion for all groups, creating a sense of belonging and participation in the community.

Seema Taneja, Taneja Consulting Inc., stated that community organizations working to address equity matters require equity-based data to better understand and serve their clients and to better respond to recommendations being developed through Peel's Community Safety and Well-being Plan. She noted that collection of data, with respect to the characteristics of program users, is a

vital tool in designing equitable and effective services that will meet the unique needs of clients. She further stated that data may also indicate members of the community who are not accessing services, which will allow for the examination of inequities that exist in services, practices, policies and outreach strategies. She highlighted that while the existence of robust population level survey data has helped to identify many forms of inequities in sectors such as health, housing, and employment education, there is a lack of standardized and routinely collected social, demographic data at the program level.

Seema Taneja noted that the collection and dissemination of desegregated data could support the creation of targeted interventions and preventative programs that would safeguard our communities from crisis driven programming; this is aligned with the Community Safety and Well-being provincial document that speaks to the need for more focus on upstream programs and approaches that can lessen the burden on costly downstream interventions.

Councillor Santos requested that the delegation's calls for action be endorsed by Regional Council. She further requested that consideration be given to increasing the frequency of Diversity, Equity and Anti-Racism Committee meetings to deal with the Anti-Black Racism crisis. Staff undertook to report back to the Committee on potential meeting dates.

In response to a statement from Member Deo regarding institutionalized racism affecting hospital funding in Peel, Cathy Granger, Acting Commissioner of Health agreed that the gap in healthcare funding is an urgent issue and Council is advocating strongly for equitable funding in the Region of Peel.

5. REPORTS

5.1 Equity Related Issues Impacting Racialized and Vulnerable Communities

(For information) (Related to 4.1)

Received

5.2 Update on the Region of Peel's Diversity and Inclusion Strategy

(For information)

Received

5.3 Update on Community Safety and Well-being Plan

(For information)

Received

5.4 Multicultural Media Strategy

(For information) (Related to 5.5)

Received

In response to a request from Councillor Santos, Lisa Duarte, Director, Marketing and Communications, confirmed that staff will translate Regional public messages into the top five languages within Peel before providing the information to ethnic media outlets; to facilitate the ease and timeliness of media distribution.

5.5 Improved Access to Translated Material

(For information) (Related to 5.4)

Received

6. COMMUNICATIONS

Nil

6.1 Sophia Brown Ramsay, Black Community Action Network of Peel (BCAN)

Letter dated June 18, 2020, Providing Recommendations for the Effective Implementation of Calls to Action to Combat Racial Injustice (Referral to Corporate Services recommended)

Received

RECOMMENDATION:

Whereas, the Council of the Region of Peel passed a motion on June 11 affirming its commitment to address systemic discrimination by supporting policies and programs that address the inequities that the Black community and other marginalized groups continue to experience within Peel;

Now therefore be it resolved, that implementation of the four calls to action (as approved by Regional Council on June 11, 2020, and outlined in the letter from BCAN, dated June 18, 2020) be based on foundational core values and principles including race equity, sustainability, continuous learning and accountability, co-design and shared responsibility, community capacity-building, and innovation;

And further, that the Region of Peel conduct an inventory of internal organizational activities related to anti-Black racism in order to ensure future implementation efforts maximize the potential for efficiencies and synergies and avoid duplication with current scope of work;

And further, that the calls to action (first, second and third) be implemented in a comprehensive and integrated way, through the development of a multi-sectoral, community-based initiative to address the social determinants of anti-Black racial health inequities;

And further, that the model for such an initiative should incorporate principles of co-design, involving shared responsibility for service planning and resource allocation (similar to the Human Trafficking Service Provider Table);

And further, that the initiative prioritizes equitable funding and sustainable capacity-building of Black-focused organizations, and builds on synergies with existing initiatives in the Region, including but not limited to the United Way of Peel Region's Black Youth School Success Initiative and BCAN's System Leaders Roundtable;

And further, that implementation of the fourth call to action involve extensive consultation and co-design with stakeholders of the Black community in order to ensure public education efforts accurately and sensitively reflect the issues of anti-Black racism;

And further, that public education strategies use a range of innovative social marketing approaches (for example web-based campaigns, documentaries, arts, special events, community town halls, 21st century community talk shows) and involve various stakeholders, including the private sector and allies.

The four calls to action referenced in the BCAN letter and included in the motion approved by Council on June 11, 2020, are listed below:

- engaging Black communities to address racial inequities related to COVID 19
- providing funding to mental health/housing/harm reduction programming to support marginalized groups including the Black community through Peel funded programs
- ensuring Black led/Black serving social agencies in Peel are funded equitably through the Regional funding mechanisms
- requesting that the local municipalities collaborate with the Region to carry out anti-racism public education

Councillor Santos requested that the recommendations for effective implementation of Regional Council's motion approved on June 11, 2020, as outlined in the BCAN letter dated June 18, 2020, be endorsed by Regional Council.

Councillor Santo also noted that the Region of Peel should take a lead role in solidarity with the Black community.

7. OTHER BUSINESS

Nil

8. IN CAMERA MATTERS

Nil

9. NEXT MEETING

The next meeting of the Diversity, Equity and Anti-Racism Committee is scheduled for Thursday, October 15, 2020 at 11:00 a.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Jill Jones, Committee Clerk at jill.jones@peelregion.ca.

10. ADJOURNMENT

The meeting adjourned at 10:34 a.m.



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

Members Present: P. Brown
B. Crombie
S. Dasko
G.S. Dhillon
J. Downey
J. Innis

N. Iannicca
M. Palleschi
K. Ras
R. Santos
A. Thompson
P. Vicente

Members Absent: A. Groves

Staff Present	N. Polsinelli, Interim Chief Administrative Officer S. Baird, Commissioner of Digital and Information Services K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services S. VanOfwegen, Commissioner of Finance and Chief Financial Officer P. O'Connor, Regional Solicitor A. Smith, Interim Chief Planner	A. Farr, Interim Commissioner of Public Works J. Sheehy, Commissioner of Human Services C. Granger, Acting Commissioner of Health Services A. Macintyre, Deputy Clerk and Manager of Legislative Services S. Valteau, Committee Clerk S. MacGregor, Legislative Assistant
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1. CALL TO ORDER

The Region of Peel Government Relations Committee met on June 18, 2020 at 11:00 a.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON. The Committee Chair attended in-person. Members of the Committee and staff participated electronically

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

3. APPROVAL OF AGENDA

RECOMMENDATION:

That the agenda for the June 18, 2020 Government Relations Committee meeting, be approved.

4. DELEGATIONS

Nil

5. GOVERNMENT RELATIONS UPDATE

Discussion led by Keith Medenblik, Manager, Strategic Public Policy and External Relations

Received

Councillor Crombie arrived at 11:14 a.m.

Keith Medenblik, Manager, Strategic Public Policy and External Relations, provided an overview of the Region's key Council endorsed advocacy priorities and themes, the Provincial and Federal COVID-19 response priorities, emerging trends, as well as, key priorities for the 2020 Virtual Association of Municipalities of Ontario (AMO) Annual Conference.

Councillor Ras inquired if, in light of the new virtual environment, there would be opportunities for meetings with Ministers to be held outside the confines of the AMO structure. Keith Medenblik responded that meetings could be requested in advance of the conference and would depend on the Ministers' availability.

Councillor Santos suggested starting social media campaigns regarding Region of Peel priorities leading up to the conference, using personal stories from residents to advocate for Peel's fair share of funding for services.

Councillor Innis inquired as to whether Councillors could start advocating now using WebEx technology to meet with MPPs to discuss Region of Peel key priorities.

Nancy Polsinelli, Interim Chief Administrative Officer, indicated that Communications staff could provide information regarding a social media campaign and utilizing WebEx to conduct virtual meetings with MPPs.

Councillor Brown suggested that staff compile data regarding COVID-19 response costs, if funding from upper levels of government has not been resolved prior to the Conference. Councillor Innis requested that the data be made available to all Members of Regional Council.

6. REPORTS

6.1 2020 Virtual Association of Municipalities of Ontario (AMO) Annual Conference

RECOMMENDATION:

That the approach outlined in the report titled "2020 Virtual Association of Municipalities of Ontario (AMO) Annual Conference," be endorsed.

6.2 Update on the Region's Advocacy Priorities

(For information)

Received

7. COMMUNICATIONS

7.1 May 2020 MP/MPP Advocacy Update

(Receipt recommended)

Received

7.2 Nancy Polsinelli, Interim Chief Administrative Officer,

Providing a Copy of the Region of Peel COVID-19 Response Submission to the Standing Committee on Health
(Receipt recommended)

Received

7.3 Nando Iannicca, Regional Chair

Letter dated March 18, 2020, to the Premier of Ontario Regarding the Continuity of Council Decision-Making During the Province-Wide State of Emergency with Respect to COVID-19
(Receipt recommended)

Received

7.4 Nando Iannicca, Regional Chair

Letter dated March 23, 2020, to the Premier of Ontario Regarding Personal Protective Equipment (PPE) Supply Shortage during COVID-19 Pandemic
(Receipt recommended)

Received

7.5 Nando Iannicca, Regional Chair

Letter dated March 28, 2020 to the Premier of Ontario Regarding the Size of Gatherings during COVID-19
(Receipt recommended)

Received

7.6 Nando Iannicca, Regional Chair

Letter dated April 20, 2020, to the Minister of Transport and the Minister of Finance Regarding Support for Canada's Airports Facing Severe Financial

Impact of COVID-19
(Receipt recommended)

Received

7.7 Nando Iannicca, Regional Chair

Letter dated May 5, 2020, to the Premier of Ontario Providing a Copy of a Region of Peel Resolution Regarding Advocacy for Long Term Care Funding
(Receipt recommended)

Received

7.8 Nando Iannicca, Regional Chair

Letter dated May 8, 2020, to the Prime Minister of Canada Regarding the Urgent Need for Direct Funding to Municipalities Struggling with COVID-19
(Receipt recommended)

Received

7.9 Nando Iannicca, Regional Chair

Letter dated May 8, 2020, to the Minister of Municipal Affairs and Housing Regarding a Follow-up to the Region of Peel Submission on the Proposed Community Benefits Regulations
(Receipt recommended)

Received

7.10 Nando Iannicca, Regional Chair

Letter dated May 28, 2020, to the Associate Minister of Mental Health and Addictions Regarding the Peel Community Mental Health and Addictions Roundtable (Receipt recommended)

Received

8. OTHER BUSINESS

Nil

9. IN CAMERA MATTERS

Nil

10. NEXT MEETING

The next meeting of the Government Relations Committee is scheduled for Thursday, October 15, 2020 at 11:00 a.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Sabrina Valleau, Committee Clerk, at sabrina.valleau@peelregion.ca.

11. ADJOURNMENT

The meeting adjourned at 11:47 a.m.

REPORT TITLE: Northwest Greater Toronto Area Transmission Corridor Identification Study Update

FROM: Andrew Farr, Interim Commissioner of Public Works

RECOMMENDATION

That the comments outlined in the report of the Interim Commissioner of Public Works, titled “Northwest Greater Toronto Area Transmission Corridor Identification Study Update”, be endorsed;

And further, that a copy of the subject report be forwarded to the Ontario Ministry of Energy, Northern Development, and Mines; the Independent Electricity System Operator; the Ontario Ministry of Transportation; the City of Brampton, Town of Caledon, City of Mississauga, York Region, and Halton Region.

REPORT HIGHLIGHTS

- On June 19, 2019, the Province of Ontario resumed the Greater Toronto Area (GTA) West Transportation Corridor Environmental Assessment (EA) Study, cancelled the Northwest GTA Corridor Identification Study, and initiated a new study called the Northwest GTA Transmission Corridor Study (Transmission Corridor Study).
 - The objective of the Transmission Corridor Study is to identify an appropriate corridor of land adjacent to the GTA West Transportation Corridor for use by future linear electrical transmission infrastructure.
 - Regional staff are supportive of the early identification and protection of this corridor to meet the Region’s future electricity demands, which are anticipated to grow as electrification for heating, transportation and conventional uses in the Greater Toronto and Hamilton Area (GTHA) increases and future growth.
 - The study area of the Transmission Corridor Study largely coincides with the Focused Analysis Area for the GTA West Transportation Corridor EA and Provincial staff have identified that the two studies will proceed in parallel to one another.
 - On March 23, 2020, the project team for the Transmission Corridor Study proposed a Narrowed Area of Interest and five guiding principles for corridor identification through the Province’s Environmental Registry.
 - Regional staff have reviewed and responded to the proposal in consultation with local municipal staff by the June 8, 2020 submission deadline and are recommending that Council endorse the staff comments enclosed in this report.
-

DISCUSSION

1. Background

On June 19, 2019, the Province of Ontario announced that the Ministry of Transportation has resumed the GTA West Transportation Corridor EA Study, from the point at which it was suspended in 2015. In addition, the announcement noted that the Northwest GTA Corridor

Northwest Greater Toronto Area Transmission Corridor Identification Study Update

Identification Study had been cancelled, and that a new study called the Northwest GTA Transmission Corridor Identification Study (Transmission Corridor Study) had been initiated to identify an appropriate corridor of land adjacent to the GTA West Transportation Corridor for use by future linear transmission infrastructure, if and when the need arises.

The Transmission Corridor Study is being undertaken by the Ministry of Energy, Northern Development, and Mines and the Independent Electricity System Operator and the study area at that time largely coincided with the Ministry of Transportation's 2015 Focused Analysis Area for the GTA West Transportation Corridor Study EA. Provincial staff have confirmed that the two studies will proceed in parallel to one another and project milestones for both studies will be coordinated.

On March 23, 2020, the Transmission Corridor Study Team proposed a Narrowed Area of Interest for the study which largely coincided with the Ministry of Transportation's Draft 2019 Focused Analysis Area that was released in September 2019 for the GTA West Transportation Corridor Study. Five guiding principles for corridor identification were also proposed through the Province's Environmental Registry.

On April 22, 2020, staff from Province met with Regional and local municipal staff to introduce the project, proposed Narrowed Area of Interest, and proposed guiding principles. In order to conduct a thorough review of the proposal, and provide detailed and coordinated comments, Regional and local municipal staff requested more time to provide comments and subsequently the submission deadline was extended to June 8, 2020.

Regional staff reviewed the proposed Narrowed Area of Interest and the guiding principles for the Transmission Corridor Study in consultation with local municipal staff and submitted comments to the Province by the June 8th deadline.

Regional staff are supportive of the early identification and protection of this corridor to meet the Region's future electricity demands, which are anticipated to grow as electrification for heating, transportation and conventional uses in the GTHA increases, and as a result of future growth.

This report provides Regional Council with an overview of staff's comments, seeks endorsement of the comments, and provides an overview of the key impacts of this study to the Region of Peel.

2. Overview of the Province's Environmental Registry Proposal for the Transmission Corridor Study

The following provides an overview of the Province's proposed Narrowed Area of Interest and Guiding Principles for Corridor Identification.

a) Proposed Narrowed Area of Interest

In keeping with their commitment to progress the Transmission Corridor Study in parallel to the GTA West Transportation Corridor EA Study, the Province proposed a Narrowed Area of Interest which largely coincides with the Draft 2019 Focused Analysis Area that was released by the GTA West Project Team in September 2019 for public consultation.

Northwest Greater Toronto Area Transmission Corridor Identification Study Update

Appendix I depicts a map that overlays the Transmission Corridor Study's proposed Narrowed Area of Interest and the GTA West Transportation Corridor's Draft 2019 Focused Analysis Area and the key differences are as follows:

- The proposed Narrowed Area of Interest extends beyond the Draft 2019 Focused Analysis Area near the Highway 401/407 interchange area to connect to existing electrical infrastructure located in the Parkway Belt West Planning Area
- The proposed Narrowed Area of Interest does not include the lands connecting the GTA West Transportation Corridor to Highway 410 and Highway 427.

b) Proposed Guiding Principles for Corridor Identification

In addition to a Narrowed Area of Interest, the Transmission Corridor Study Team also proposed five guiding principles to support the identification of a corridor and have indicated that balance among the principles will be required in implementing the study:

1. Co-locate with other linear infrastructure
2. Plan for the most cost-effective outcome
3. Minimize impacts to natural heritage, agricultural and hydrological features consistent with provincial policies
4. Minimize impacts on built up areas
5. Provide flexibility for the future

3. Regional Staff Comments and Key Impacts to Peel Region

Regional staff have reviewed the proposal in consultation with local municipal staff and together are supportive of the early identification and protection of this corridor to meet the Region's future electricity demands, which are anticipated to grow as electrification for heating, transportation and conventional uses in the GTHA increases with future growth. However, given that the study area largely coincides with the GTA West Transportation Corridor EA, there are a number of similar land use planning and infrastructure implications to Peel.

It will be important that planning for the proposed corridor includes protection of agricultural lands, the natural heritage system and water resources along with consideration for climate change mitigation and adaptation. Potential impacts on the Region's existing and planned infrastructure assets must also be addressed. The table below provides a high level overview of some of the key comments and potential impacts in Peel by local municipality. Regional staff's complete submission can be found in Appendix II:

Municipality	Summary of Comments
<p>Town of Caledon</p>	<ul style="list-style-type: none"> • The Ministry of Transportation is currently considering alternative options for the Coleraine interchange depicted in the Technically Preferred Route for the GTA West Transportation Corridor. The Transmission Corridor Study team is encouraged to work with the Ministry of Transportation on the alignment of the two corridors in this area. • As a part of the Region's Official Plan Review, Regional staff are undertaking a Settlement Area Boundary Expansion (SABE) Study to determine appropriate locations for the additional residential and

Northwest Greater Toronto Area Transmission Corridor Identification Study Update

Municipality	Summary of Comments
	<p>employment lands in the Town of Caledon to accommodate growth to 2041, a number of which are impacted by the proposed Narrowed Area of Interest. As the Narrowed Area of Interest is generally co-located with the GTA West Focused Analysis Area, the Region has planned the SABE study and other development activity to recognize that this area is protected from development however it is recommended that the study team maintain (or decrease) the current extent of the Narrowed Area of Interest.</p> <ul style="list-style-type: none"> • The proposed Narrowed Area of Interest is near the Brampton-Caledon Flying Club and may impact the airport's existing and future operations. The airport is significant to the Town of Caledon's future plans for economic development and land use and the study team is encouraged to engage the airport throughout the study process to mitigate and reduce any potential impacts to their existing or future operations.
<p>City of Brampton</p>	<ul style="list-style-type: none"> • The City of Brampton is currently undertaking secondary planning for Heritage Heights (secondary plan areas 52 & 53) which is being planned to accommodate an urban, mixed use, and connected community. The study team is encouraged to work with Regional and local municipal staff to preserve as much developable land in this area as possible while ensuring compatibility with future land uses. • In northeast Brampton, the Highway 427 Industrial Area (Secondary Plan 47) is being planned to accommodate a significant amount of Peel's industrial employment land needs and impacts to developable lands should also be minimized in this area.
<p>City of Mississauga</p>	<ul style="list-style-type: none"> • The proposed Narrowed Area of Interest impacts the Ninth Line lands and the Lisgar GO Station Major Transit Station Area. The amount of land required for the transmission corridor in this area should be minimized in order to preserve the developability of the community and employment lands.

RISK CONSIDERATIONS

The early identification and protection of lands to meet the Region's future electricity demands is essential as electrification for heating, transportation and conventional uses in the Greater Toronto and Hamilton Area increases. While staff support the Transmission Corridor Study, there are significant impacts to a number of land use and development planning initiatives across the three municipalities in the Region of Peel.

CONCLUSION

Council endorsement of the comments enclosed in this report will formulate the Region's position on the study, provide staff guidance, and provide the framework for any future advocacy positions or Official Plan policies, if and when required.

Northwest Greater Toronto Area Transmission Corridor Identification Study Update

APPENDICES

Appendix I – Proposed Narrowed Area of Interest for the Transmission Corridor Study

Appendix II – Regional Staff's Comments on Transmission Corridor Study

For further information regarding this report, please contact Tina Detaramani, Manager, Sustainable Transportation & Strategic Initiatives, Ext. 4420, Tina.Detaramani@peelregion.ca.

Authored By: Richa Dave, Principal Planner, Sustainable Transportation & Strategic Initiatives

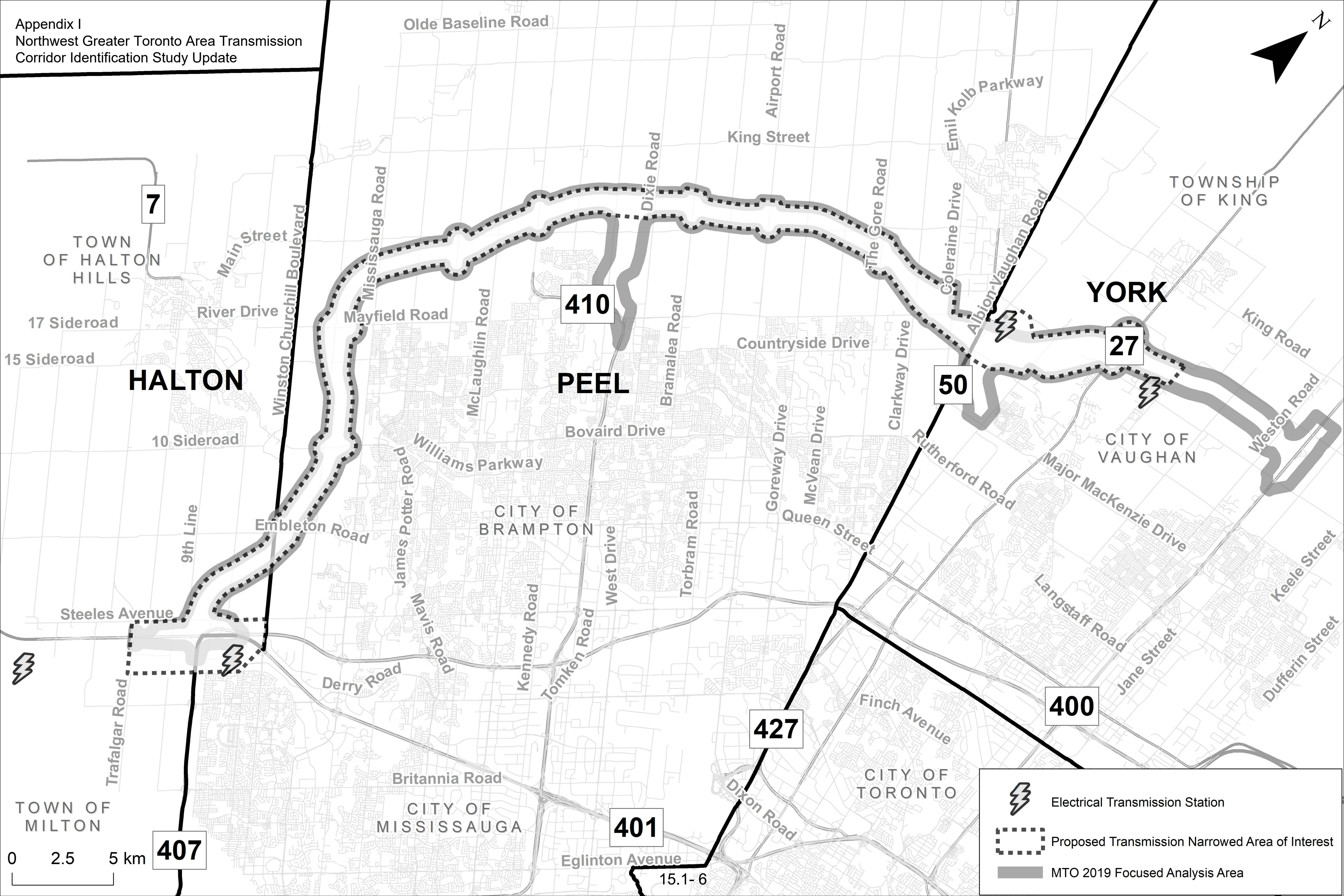
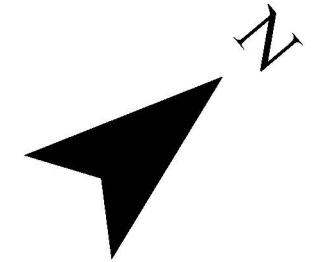
Reviewed and/or approved in workflow by:


Department Commissioner, Division Director and Financial Support Unit.


Final approval is by the Chief Administrative Officer.




N. Polsinelli, Interim Chief Administrative Officer



 Electrical Transmission Station

 Proposed Transmission Narrowed Area of Interest

 MTO 2019 Focused Analysis Area



June 5, 2020

Ministry of Energy, Northern Development and Mines,
77 Grenville St, 6th Floor
Toronto, ON, M7A 2C1

**Re: Proposal to identify and protect a corridor of land for future infrastructure
in the Greater Toronto Area (ERO #19-1503)**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Regional staff appreciate the opportunity to comment on the Ministry of Energy, Northern Development and Mines and the Independent Electricity Systems Operator's proposed guiding principles and narrowed area of interest for the Northwest GTA Transmission Corridor Identification Study.

The comments in the enclosed submission are from Regional staff and are subject to endorsement by Region of Peel Council. Regional staff will be reporting to Council on the Transmission Corridor Study in July 2020, and endorsement of staff's comments as well as the provision of further comments to the Province may occur at that time.

Regional staff support early identification and protection of this corridor to meet the Region's future electricity demands, which are anticipated to increase as a result of electrification (for heating, transportation and conventional uses) and future growth. Regional staff have grouped the comments into three broad categories:

1. Comments on Guiding Principles
2. Comments on the proposed narrowed study area
 - a. Current Region of Peel planning initiatives impacted by future transmission corridor
 - b. Protection of Region's agricultural lands, natural heritage system and water resources, and climate change mitigation and adaptation
 - c. Region's existing and planned infrastructure assets
3. Local municipal impacts, planning initiatives and opportunities for coordination

Regional staff anticipate working with the Ministry and the IESO to advance this study and the further narrowing of the area of interest (NAI) as the study team moves forward with identifying the route and required width for the transmission corridor. Should you have any questions regarding the Region of Peel's submission or for more information, please contact Richa Dave at Richa.Dave@peelregion.ca.

Sincerely,

Adrian Smith

Chief Planner and Acting Director, Regional Planning and Growth Management

Enclosure:

Appendix II
Northwest Greater Toronto Area Transmission Corridor
Identification Study Update



- Encl. 1 – Region of Peel Submission
- Encl 2 – Settlement Area Boundary Expansion Focused Study Area Map
- Encl 3 – Settlement Area Boundary Expansion Update Report

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca



Region of Peel Submission

Region of Peel staff comments on the proposal to identify and protect a corridor of land for future electricity infrastructure in the Greater Toronto Area (ERO #19-1503)

Proposal to Identify a Transmission Corridor in Northwest GTA

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

Regional staff appreciate the opportunity to comment on the Ministry of Energy, Northern Development and Mines (“the Ministry”) and the Independent Electricity Systems Operator’s (“IESO”) proposed guiding principles and narrowed area of interest (NAI) for the Northwest GTA Transmission Corridor Identification Study (Transmission Corridor Study).

The comments in this submission are from Regional staff and are subject to endorsement by Region of Peel Council. Regional staff will be reporting to Council on the Transmission Corridor Study in July 2020, and endorsement of staff’s comments as well as the provision of further comments to the Province may occur at that time.

Regional staff support early identification and protection of this corridor to meet the Region’s future electricity demands, which are anticipated to increase as a result of electrification (for heating, transportation and conventional uses) and future growth. Regional staff have reviewed the proposal in consultation with local municipal staff and offer the comments below for the Ministry and the IESO’s consideration. The comments are grouped into three broad categories:

1. Comments on Guiding Principles
2. Comments on the proposed narrowed study area
 - i. Current Region of Peel planning initiatives impacted by future transmission corridor
 - ii. Protection of Region’s agricultural lands, natural heritage system and water resources, and climate change mitigation and adaptation
 - iii. Region’s existing and planned infrastructure assets
3. Local municipal impacts, planning initiatives and opportunities for coordination

1. Comments on Guiding Principles

While Region of Peel staff are generally supportive of the guiding principles, we offer the following comments for the study team’s consideration:

Guiding Principle	Regional Comment
<p>Principle #1: Co-locate with other linear infrastructure</p>	<p>Co-location of the transmission corridor and the GTA West Transportation Corridor is essential to the current and long-range planning exercises being undertaken in the Region of Peel. In addition to co-locating the transmission corridor with the GTA West Transportation Corridor, it is suggested that this principle be broadened to include strong consideration of co-locating commuter rail service and public transit, and active transportation infrastructure with the transmission corridor, while having regard to safety.</p>

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

Guiding Principle	Regional Comment
<p>Principle #2:</p> <p>Plan for the most cost-effective outcome</p>	<p>While cost-effectiveness is a necessary consideration, it should not outweigh aspects of good planning, including compatibility with future built-up areas. While one solution may offer the most cost-effective outcome, alternative solutions, such as underground routing, may provide more economic gain from a development and land use perspective and significantly benefit or minimize impacts to a surrounding planned or existing community. As such, it is suggested that this principle be reconsidered to ensure that cost alone is not the sole factor for dismissing an alternative or technology that could result in good planning outcomes.</p>
<p>Principle #3:</p> <p>Minimize impacts to natural heritage, agricultural and hydrological features consistent with provincial policies</p>	<p>It is recommended that the Transmission Corridor Study team align Principle 3 with policy 3.2.5.1 c) and d) of the Growth Plan, 2019, which gives priority to avoiding impacts, and if avoidance is not possible to minimize and mitigate impacts to the agricultural and natural heritage systems.</p> <p>The Region of Peel Official Plan, which implements the policies of the Greenbelt Plan, identifies and protects a Regional Greenlands System that is composed of core areas, natural areas and corridors, and potential natural areas and corridors. Policy 2.3.2.6 c) of the Regional Official Plan permits essential infrastructure, subject to it being demonstrated there are no reasonable alternative locations outside of the core areas of the Greenland System. If impacts to the Greenland System cannot be avoided, the impacts should be minimized and mitigated through restoration or enhancement to the greatest extent possible.</p> <p>To address these policy objectives, it is recommended that Principle 3 be expanded to specifically maintain, restore or enhance critical north-south corridors that link the Greenbelt to Lake Ontario. These include, at a minimum, the Credit River, Etobicoke Creek, the West Humber River and other valley and stream corridors of the Greenland System and associated headwater tributaries.</p>
<p>Principle #4:</p> <p>Minimize impacts on built up areas</p>	<p>In addition to minimizing impact on existing built up areas in or around the study area, it is recommended that this principle be expanded to also minimize impacts to future built up areas and consider municipal planning exercises and objectives that are currently underway. It is also suggested that this principle be broadened to minimize impacts on any planned</p>

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

Guiding Principle	Regional Comment
	<p>transportation infrastructure that would be required to support future development.</p> <p>In addition to minimizing impacts to built up areas, cultural heritage, planned developments and airports, the study team should also consider minimizing impacts to current and future sensitive receptors and land uses while minimizing impacts to developable lands and ensuring community connectivity.</p>
<p>Principle #5:</p> <p>Provide flexibility for the future</p>	<p>This principle speaks to providing flexibility for the future anticipated infrastructure requirements and technology types. The Region is in the process of updating existing and developing new Regional Official Plan policies that supports the reduction of greenhouse gas emissions as well as the mitigation and adaptation to climate change. This includes Regional alignment with recent updates to the Provincial Policy Statement, 2020 [i.e. 1.1.3.2 c) & d), and 1.8] and the Growth Plan, 2019 [i.e. 2.2.1.4 f) and 4.2.9 b)], which integrates policies related to climate change mitigation and adaptation as well as policy direction on energy, including energy conservation, energy efficiency, and energy diversity using renewable and alternative energy systems, as well as district energy, to support the achievement of complete sustainable communities.</p> <p>As part of the Settlement Area Boundary Expansion (SABE) study, a policy framework will be developed to implement low-carbon energy alternatives and alternative and renewable energy systems, including district energy, into the future Secondary Plan process in the Town of Caledon.</p> <p>The Region of Peel is also a member of the City of Brampton’s Community Energy and Emissions Reduction Plan (CEERP) Task Force and supports the Task Force in their recognition that the Heritage Heights community represents the best opportunity to achieve a net-zero emissions community through implementation of the CEERP. The proposed Transmission Corridor Route and narrowed area of interest (NAI) overlaps lands in the southern part of the Town of Caledon and through the City of Brampton’s Heritage Heights community where planning for low-carbon communities are being considered.</p> <p>As such, opportunities exist to ensure that the future infrastructure and energy requirements for planned communities in this area facilitate, are</p>

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

Guiding Principle	Regional Comment
	<p>supportive of, and do not preclude and the integration of renewable and alternative energy systems, including district energy.</p> <p>While considering flexibility for the future, it should also be noted that future climate change projections for the Region of Peel indicate more frequent and severe extreme weather events. As such, it is recommended that this principle be broadened to include reference to incorporating climate change adaptation measures for transmissions infrastructure to be resilient to extreme weather – extreme heat, wind, flooding, and ice storms.</p>

2. Comments on the proposed narrowed study area

i. Current Region planning initiatives impacted by future transmission corridor

The Region of Peel has several planning initiatives underway that are impacted by the Transmission Corridor Study and future transmission corridor. These are outlined below.

a. Region of Peel Official Plan Review

The Region is in the midst of the Municipal Comprehensive Review (MCR), known as the Peel 2041 Official Plan Review. Considering that the outcome of the Transmission Corridor Study will be a recommendation on land to be preserved for future transmission infrastructure and protected from development, it is essential that the impacts on planned and future developments, agriculture, natural heritage, and water resources in Peel are understood.

b. Impacts on Planned Communities and Existing Built-up Areas

The proposed NAI impacts a number of planned and existing built up areas in the Region of Peel and local planning initiatives.

Ninth Line Lands

In the City of Mississauga, the proposed NAI extends beyond the GTA West Transportation Corridor Focused Analysis Area (FAA). This further impacts the future community and employment lands known as “Ninth Line.” Regional Council has approved Ninth Line to be included in the urban boundary through Regional Official Plan Amendment 33, which is now being reviewed by the Ministry of Municipal Affairs and Housing. The lands around the Lisgar GO station are within the NAI and are a planned Major Transit Station Area (MTSA) being

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

assessed through the Region's MTSA study. Further information on the [profile for the station](#), including its development potential, can be found on the Peel 2041 [MTSA webpage](#). It is recommended that the NAI, the eventual transmission corridor and transformer station minimize the amount of land needed in Ninth Line and around the Lisgar GO MTSA, in order to preserve the developability of the community and employment lands.

Heritage Heights

In Brampton, the NAI extends north-south across a significant area, particularly through the future Heritage Heights Community (Secondary Plans 52 and 53). There is a plan for approximately 43,000 people and 20,000 jobs to be accommodated there as per the Brampton Official Plan policies for Northwest Brampton. The Region's municipal allocation and land needs assessment work includes 300 net hectares of employment lands to be accommodated in Heritage Heights to support the achievement of its growth forecasts to 2041; therefore, preserving as much developable land as possible in the area is very important. It will also be important that the corridor be configured in such a way as to maximize the potential of a fully urban, mixed use, dense and connected community on the surrounding lands in accordance with Provincial and Regional planning policy. This would apply to other future community lands that may be crossed by the corridor such as in Caledon.

City of Brampton Secondary Plan Area 47

At the northeast corner of Brampton, the Highway 427 Industrial Area (Secondary Plan 47) is also being planned to accommodate a significant amount of Peel's industrial employment land needs. It is recommended that the IESO consult with the City of Brampton on the developing vision and secondary plan for Heritage Heights and the Highway 427 Industrial Area to limit negative impacts on the community structure and developability.

c. Impacts on the Future Settlement Expansion to Accommodate Growth to 2041

As part of the Region's Peel 2041 municipal comprehensive review, a Settlement Area Boundary Expansion (SABE) Study is being undertaken to determine the appropriate location(s) for the additional community (residential) and employment lands in the Town of Caledon to accommodate growth to 2041. The study commenced in October 2019 and is being undertaken in four phases, with a draft SABE area to be presented by end-of 2020, and a final Regional Official Plan amendment scheduled for adoption by the end of 2021. Approximately 40,000 people and 20,000 jobs need to be accommodated on new designated greenfield area through the SABE.

Based on the land needs assessment and forecasting work undertaken to date, approximately 550 hectares (ha.) of land is required to accommodate future residential growth and between 550 and 750 ha. of land is required to accommodate future employment growth for a maximum total of approximately 1,300 ha. Staff have been advised that the Province is currently reviewing Schedule 3 of the Growth Plan which may result in a land need greater than 1,300 ha.

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

A focused study area (see attached map) has been established and technical studies are currently being prepared on the focused study area which will inform the selection of the SABE area. Further information on the study can be found the [Peel 2041 SABE Study webpage](#), and in [Appendix IV to a February 27, 2020 update report](#) to Regional Council (also attached).

It is recommended that the study team maintain (or decrease) the current extent of the NAI. As the NAI is generally co-located with the GTA West FAA, the Region has planned the SABE study and other development activity to recognize that this area is protected from development. A significant amount of technical work has been completed in the study based on the current extent of the FAA and NAI, so any increase to the lands covered would require reconsideration in the study and further limit possible SABE areas.

The study team should pursue any possible means to avoid the transmission corridor bisecting the SABE area, as the substantial width required for overhead technologies would fragment the new community and possibly require additional lands to be designated to accommodate the balance of the growth. If it is necessary that the transmission corridor coincides with the SABE area, the study team should pursue technologies and solutions that minimize adverse impacts to the built form.

ii. Protection of Region's agricultural lands, natural heritage system and water resources, and climate change mitigation and adaptation

The policies of the Region's Official Plan are intended to protect the Region's agricultural lands, natural heritage system and water resources, and mitigate and adapt to the effects of climate change. As such Regional staff offer the following comments.

a. Agricultural Lands Protection

The Regional Official Plan identifies a Prime Agricultural Area on Schedule B. This area generally has a Canada Land Inventory (CLI) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning they have few constraints for agricultural production. The lands support a diversity of farm types and have specialized farm investments, such as greenhouses, grain storage, livestock facilities and wineries.

Currently, the majority of lands in the southern part of the Town of Caledon and on the east and west side of the City of Brampton have soils which are rated as CLI Class 1. The proposed NAI overlaps with these prime agricultural lands.

The policies in the Regional Official Plan protect the Prime Agricultural Area for long-term use of agriculture as a natural resource of importance to the economic viability of the Region and protect from incompatible activities and land uses that would limit agricultural productivity or efficiency.

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

To address these policy objectives, the Region recommends a thorough investigation and evaluation of the impacts of the proposed NAI on the Prime Agricultural Area be conducted as a component of the study. Relevant agricultural evaluation criteria could include:

- minimizing fragmentation of individual farm operations,
- considering opportunities to route the transmission corridor on lower priority agricultural soils, and
- avoiding removal of farm infrastructure and individual farm buildings.

Where avoidance of Prime Agricultural Area is not feasible, mitigation measures should be determined in order to minimize the impacts to adjacent farm operations. Mitigation of impacts should include, but not be limited to, sale of surplus land to consolidate viable farm parcels, maintaining access and movement for farm equipment, maintaining surface drainage away from fields and addressing stormwater management. As identified in Provincial policy, an agricultural impact assessment will be required for any future environmental assessments.

b. Natural Heritage and Water Resources

It is recommended that impacts to areas with the greatest concentration of natural heritage, particularly the areas within the Greenbelt Plan, be avoided. Careful consideration should be given to protecting, maintaining and enhancing the quantity and quality of water resources during the study.

c. Climate Change

The Region's Climate Change Master Plan includes actions that support transformation to low carbon and resilient communities. Electrification (for heating, transportation and conventional uses) could be a strategy to reduce greenhouse gas emissions, thus ensuring appropriate and reliable sources, transmission and distribution is critical. A similar, broader regional transition towards electrification to meet community GHG emissions reduction targets has the potential to significantly increase the peak electricity demand; it is unclear if the study will account for this potential driver of increased electricity demand and implications to transmission corridor size. Considering future displacement of fossil fuels may result in needing electrical transmission corridors twice as wide as present design rules suggest, the challenge of acquiring sufficiently wide transmissions corridors in urban areas is significant.

However, the future of the electrical sector is evolving, and planning should appropriately reflect the growing diversity in generation, transmission and distribution. As such, the Climate Change Master Plan aligns with Community Energy Planning initiatives of local municipalities, which prioritize the transition toward diversified and decentralized energy systems. This can include low carbon, local electrical and thermal energy options that have the added benefit of fewer power losses and increase resiliency in the systems due to limited energy transmission infrastructure exposure to extreme weather events. With this context, how is the study considering a future with higher electricity demand but also increased access to micro-grids

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

(e.g. local renewable electricity generation) and district heating that would not necessarily require extensive transmission infrastructure?

iii. Region's existing and planned infrastructure assets

The proposed NAI impacts a substantial number of the Region's existing and planned infrastructure assets including water and wastewater, transportation, and Public Sector Network (PSN) infrastructure. The study team is encouraged to work with Regional staff to minimize impacts to Regional infrastructure and throwaway costs to the Region through coordination.

a. Water and Wastewater Infrastructure

Detailed maps of existing and proposed water and wastewater infrastructure have been provided to the study team for early consideration in the study process and throughout the study. The location and type of routing (underground or above ground) of the transmission corridor will directly impact the Region's infrastructure in this area. Regional staff request the project team engage the Region in discussions early in the study process to minimize impacts and throw away costs through coordination.

b. Transportation Infrastructure

The Region of Peel has a number of active and planned transportation capital projects impacted by the study area and proposed narrowed area of interest. Detailed design drawings have been provided to the study team for early consideration in the study process and throughout the study. Regional staff request that the project team engage with the Region in discussions early in the study process to minimize any potential impacts and throwaway costs through coordination. The following capital projects are either impacted by or in close proximity to the proposed NAI:

- Mississauga Road – Widening from Bovaird Drive to Mayfield Road
- Mississauga Road – Widening from Mississauga Road to Winston Churchill Blvd
- Highway 50 – Widening from Castlemore Road to Mayfield Road
- Mayfield Road – Widening from Highway 50 to Coleraine Drive
- Mayfield Road – Widening from Airport Road to west of The Gore Road
- Dixie Road – Widening from Countryside Drive to North of Mayfield Road
- Airport Road – Widening from north of Mayfield Road to North of King Street
- Bovaird Drive – Widening from Mississauga Road to west of Heritage

In addition to the Region's transportation capital projects, the Region and the City of Brampton are conducting two coordinated Municipal Class EA Studies for new and improved arterial roads within the Highway 427 Industrial Secondary Plan Area #47 (SP47) which should be considered by the Transmission Corridor Study team in order to avoid or minimize potential negative impacts to the proposed transportation improvements within the SP47 EA Study Area. The

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

Study Area is generally bounded by Castlemore Road to the south, Mayfield Road to the north, The Gore Road to the west and Regional Road 50 to the east. The two coordinated Class EA Studies are identified as Part A and Part B:

- **Part A** is considering a new north-south Regional arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/Regional Road 50 and widening Coleraine Drive to 4 lanes from Mayfield Road to Arterial A2 (including a realignment at the south end to align with the intersection of Arterial A2, west of Regional Road 50). A portion of the proposed NAI encompass portions of the SP47 EA Study Area that include the proposed alignment of A2 and improvements to Coleraine Drive. The proposed A2 alignment and Coleraine Drive improvements are subject to completion of the Class EA Study (tentatively Fall 2020). It should also be noted that the Ministry of Transportation are currently considering alternative options for the Coleraine interchange depicted in the Technically Preferred Route for the GTA West Transportation Corridor. The Transmission Corridor Study team is encouraged to work with the Ministry of Transportation on the alignment of the two corridors in this area.
- **Part B** of the Class EA Study is considering a new East-West arterial from The Gore Road to Arterial A2; and improvements to Clarkway Drive from Castlemore Road to Mayfield Road, and Countryside Drive from west of Clarkway Drive to Regional Road 50 (including possible realignment at Regional Road 50). Sections of the proposed NAI encompass portions of the SP47 EA Study Area that include the proposed improvements to Countryside Drive. The proposed East-West alignment and Part B road improvements, including potential configuration of Regional Roads, are subject to completion of the Class EA Study tentatively scheduled for Fall 2020 / Winter 2021.

Additional information on the above studies can be found on the [City of Brampton's webpage](#).

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

3. Local municipal impacts, planning initiatives and opportunities for coordination

In addition to the above comments, the Transmission Corridor Study team is also encouraged to consider the following local municipal impacts, planning initiatives and opportunities for coordination.

Local Municipality	Impact, planning initiative or opportunity for coordination
Town of Caledon	<ul style="list-style-type: none"> • Consider the co-location of other necessary utilities along the corridor, including high speed fibre for internet connection. • The Proposed NAI travels through Provincially Significant Employment Zone 15 in Bolton and Town staff are awaiting further direction and policy from the Province to guide the future development of this land. • The proposed NAI is near the Brampton-Caledon Flying Club and may impact the airport’s existing and future operations. The airport is significant to the Town of Caledon’s future plans for economic development and land use and the study team is encouraged to engage the airport throughout the study process to mitigate and reduce any potential impacts to their existing or future operations.
City of Brampton	<ul style="list-style-type: none"> • Consider the co-location of active transportation infrastructure along the corridor • Naturalize the transmission corridor area as much as possible • Work with City staff to minimize impacts to existing and future built up areas including Heritage Heights and Secondary Plan Area 47
City of Mississauga	<ul style="list-style-type: none"> • Work with City staff to minimize impacts to existing and future built up areas including the Ninth Line lands and the Lisgar GO Station MTSA • The proposed NAI impacts the future extension of Argentia Road identified in the City’s Official Plan

Submission on the Proposal to Identify a Transmission Corridor in Northwest GTA

4. Next Steps

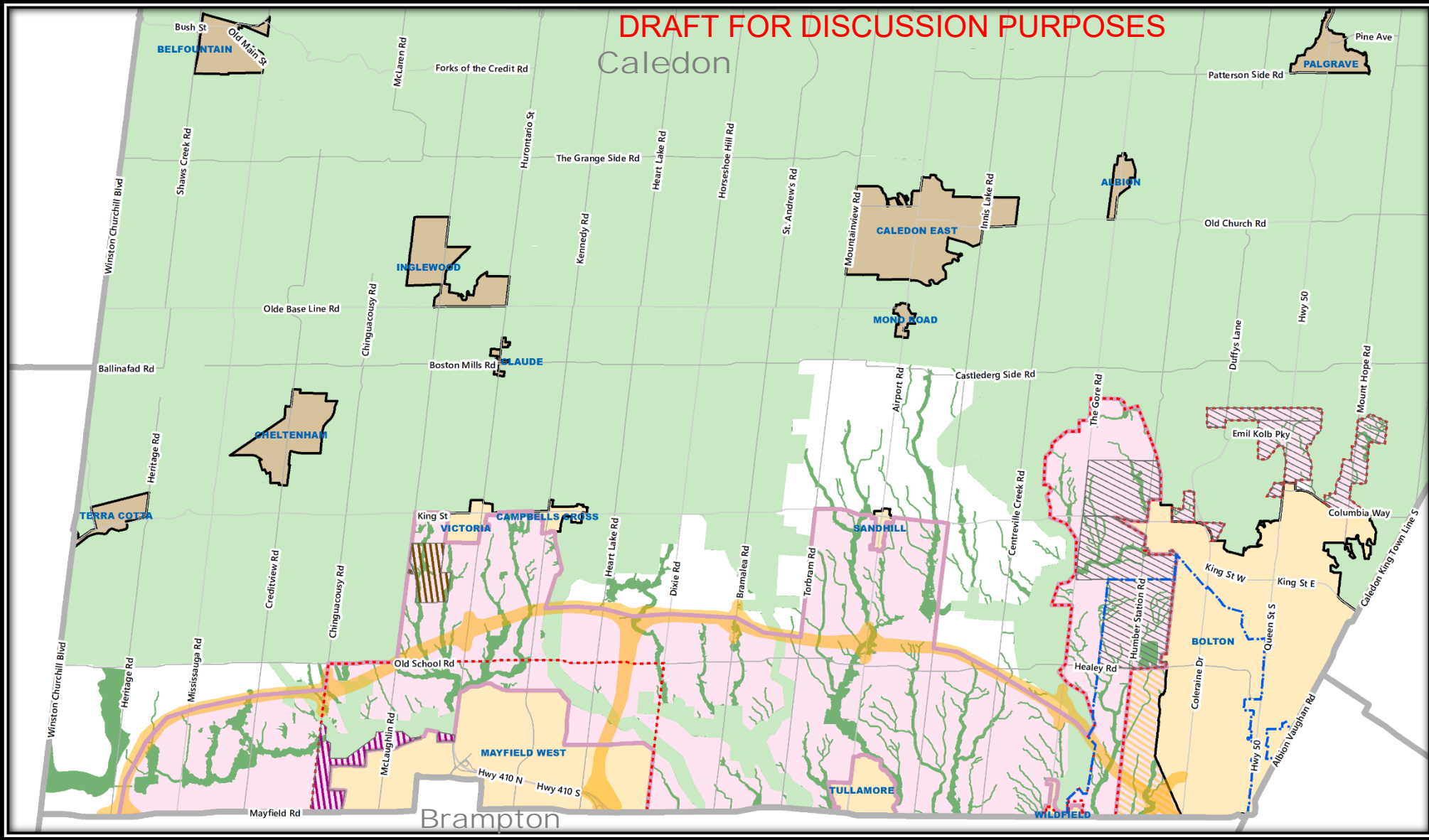
Regional staff look forward to working with the Ministry and the IESO to advance this study and are pleased to note that the study will be proceeding in parallel with the GTA West Transportation Corridor EA Study, particularly as it relates to the timing. A significant amount of developable land in the Region of Peel has been on hold due to the GTA West Transportation Corridor EA Study for several years. Consequently, Regional staff look forward to the further narrowing of the area of interest as the study team moves forward with identifying the route for the transmission corridor and the required width.

Regional staff expect to provide an update on this study to Regional Council in July 2020 and additional comments may be provided following this meeting. Should you like to discuss any of the above comments or have any comments or questions regarding them, please do not hesitate to contact us.

Adrian Smith
Chief Planner
Regional Planning & Growth Management
Region of Peel
Adrian.Smith@peelregion.ca

Richa Dave
Principal Planner
Sustainable Transportation & Strategic Initiatives
Region of Peel
Richa.Dave@peelregion.ca

DRAFT FOR DISCUSSION PURPOSES



FOCUS STUDY AREA (FSA) (2041)

- FSA (Area identified for further study)
- Study Areas (ROP Policy 5.4.3.2.7)
- GTA West Corridor (Technically Preferred Route)
- Municipal Boundary
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- Greenbelt Area (Protected Countryside) (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS)
- Natural Environment High Constraint (Wood Team Data)
- Bolton Residential Expansion Area (Adopted and Under Appeal)
- Bolton Residential Expansion Area (Other Areas Studied)
- Mayfield West (Phase 2 Stage 2 proposed by ROPA 34)
- Provincially Significant Employment Zone
- Brampton Caledon Airport

Approx. size, to scale, of SABE land requirement (~1,300 ha) to 2041

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

Note:

- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
- (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
- (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.



1 cm = 1 km

AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY



Public Works

To: Adrian Smith
Acting Director and Chief Planner
Regional Planning and Growth Management

Date: January 14, 2019

From: Tara Buonpensiero
Principal Planner
Regional Planning and Growth Management

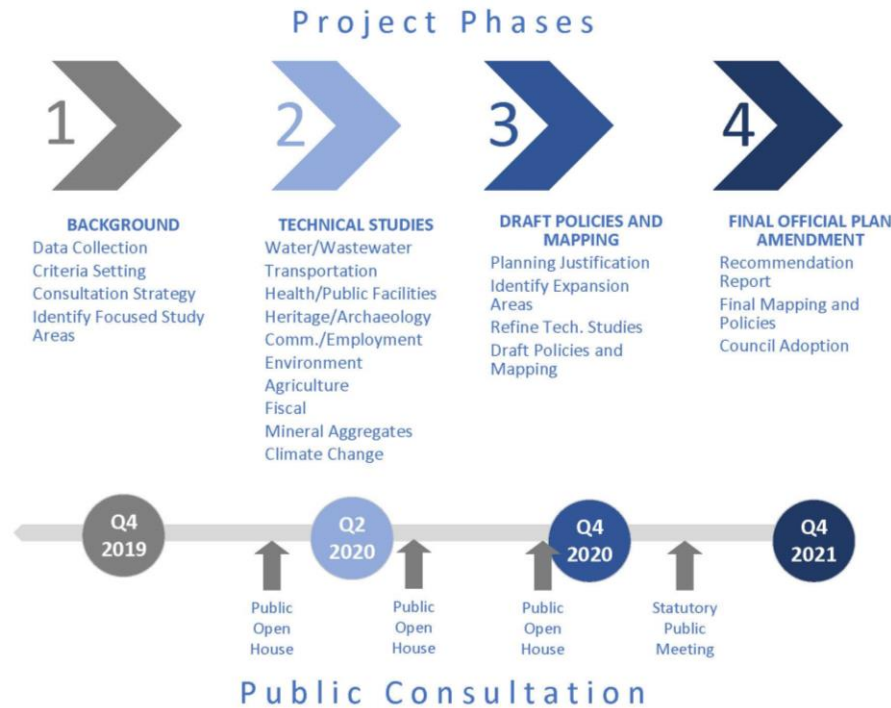
Subject: Settlement Area Boundary Expansion Study Update

The purpose of this memo is to outline the work completed to date on the Region's Settlement Area Boundary Expansion Study and outline the next steps.

Background

The Region's Settlement Area Boundary Expansion Study is being undertaken to determine the appropriate location(s) for the additional community (residential) and employment lands in the Town of Caledon to accommodate growth to 2041. The study is being undertaken by a team of consultants led by Hemson Consulting. The study commenced in October 2019 and is being undertaken in four phases as outlined on Figure 1.

Figure 1: Settlement Area Boundary Expansion Phases and Consultation



Regional staff have been working closely with local municipal staff through preparation of the scope of the study as well as on the work undertaken to date. As the study progresses, draft materials will be provided to local municipal staff and other stakeholders through their participation on the Project Team. Broad consultation with the public and other stakeholders will be undertaken in each phase of the study.

AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY

Public Works

Status of the Settlement Area Boundary Expansion Study

Phase 1 is now complete with the consultant delivering draft evaluation criteria and a draft focused study area.

Draft Criteria to Establish the Focused Study Area

The draft criteria were established based on the results of a workshop that was held in November 2019. Approximately 40 people participated in the workshop including regional staff and stakeholders, including representatives from all three lower-tier municipalities in Peel (Mississauga, Brampton, and Caledon) and consultants who are assisting with the Peel 2041 studies. The draft criteria for establishing the Focused Study Area have been summarized by theme as follows:

- ➔ **Climate Change** – climate change mitigation and adaption as well as community resiliency are overarching principles that will be considered as part of all the supporting technical studies. A specific energy management assessment will be undertaken on the FSA to make recommendations on settlement expansion areas that best support greenhouse gas (GHG) reductions.
- ➔ **Environmental Protection and Natural Resources** – environmental features such as Natural Heritage, Water Resource Systems, Key Hydrological Features, Mineral Aggregates and other matters of importance have been considered in defining the FSA. The FSA will need to be large enough to accommodate future growth, recognizing that some areas cannot be developed due to environmental and natural resource factors.
- ➔ **Agriculture** – the FSA considers the inter-connected elements that create a viable, thriving Agricultural System and allow locations to be tested to avoid, or minimize or mitigate, impact on farmland and agricultural activities.
- ➔ **Growth Management** – the appropriate location of growth and development, including the amount of land needed to accommodate population and employment targets to 2041, have been considered in defining the FSA.
- ➔ **Economic Development** – existing and future employment opportunities, recognizing the influence of broader regional economic trends, have been considered in selecting the FSA.
- ➔ **Infrastructure, Services and Cost of Growth** – the size and location of the FSA considers existing and planned infrastructure and services. Fiscal impacts of growth will assess the ability of the Region to pay for the associated costs in a financially sustainable manner.
- ➔ **Public Consultation** – on the FSA and subsequent phases of the study must allow for meaningful consultation on the SABE with a range of stakeholders, including the general public, First Nations and Métis, and others.

A table outlining the criteria in more detail is attached as Appendix A.

In order to refine the study area from the Focused Study Area to the potential settlement expansion area(s), the criteria will be refined to consider the results of the supporting technical studies.

AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY

APPENDIX IV

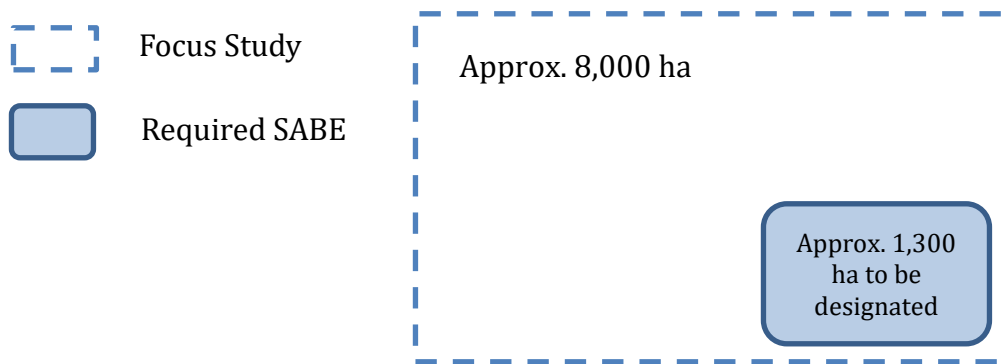
**Region
of Peel**
working with you

Public Works

Draft Focused Study Area

Based on the draft criteria above, a draft of the Focused Study Area has been proposed. As shown on Figure 2, the size of the Focused Study Area is considerably larger than the land area needed to accommodate future growth to 2041.

Figure 2: Area of Focused Study Area Compared to Area of Land Needed to Accommodate Growth from 2031-2041



Based on the land needs assessment and forecasting work undertaken to date, approximately 550 ha of land is required to accommodate future residential growth and between 550 and 750 hectares of land is required to accommodate future employment growth for a total of approximately 1,300 ha. Given the reduced intensification and density targets included in the 2019 Growth Plan, the municipal allocation and land needs assessment is currently being updated. As outlined on Figure 1, Phase 2 of the study includes undertaking several technical studies to inform selection of potential settlement area boundary expansions.

Appendix B of this report shows the draft Focused Study Area.

Next Steps

Three public consultation sessions are planned for the overall Peel 2041 study at the beginning of March 2020. The draft criteria and Focused Study Area will be presented to the public for review and comments at that time. This will conclude Phase 1 of the study.

The consultant team for the Settlement Area Boundary Expansion Study will begin undertaking the Phase 2 technical studies on the Focused Study Area.

Staff will continue to update Council on the results of the public consultation and status of the Settlement Area Boundary Expansion Study throughout the process.

AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY**APPENDIX IV****Appendix A: Draft Criteria used to Identify the Focused Study Area**

Public Works

#	Theme	Criteria Considered when Identifying the Focused Study Area
1	Growth Management	<ul style="list-style-type: none"> a) Must be in Caledon. b) Contain sufficient land to accommodate residential and employment growth to 2041. c) Must be larger than the required settlement boundary expansion area. d) Must be at a scale to allow technical studies to be undertaken at a Regional scale. e) Should make use of the location and capacity in existing and planned infrastructure and public service facilities, including transit services. f) Should enable planning for infrastructure to achieve sustainable development. g) Should include areas that are logical and contiguous additions to existing settlement areas.
2	Infrastructure, Services and Cost of Growth	<ul style="list-style-type: none"> a) Should consider cost and timing of Region's long-term capital development plans. b) Should be at a scale to provide options to avoid areas with high potential to negatively impact quality and quantity of water. c) Should be at a scale to provide options to evaluate and avoid areas where high concentrations of key hydrologic features and areas occur to maximize opportunities to avoid negative impacts. d) Should be at a scale to provide infrastructure options that minimize negative impacts on key hydrologic features and areas. e) Should enable fiscal impact analysis of potential SABE to be undertaken and minimize cost of services while ensuring that growth pays for itself to the extent possible. f) Should allow for existing transit services to be optimized and/or extended to support new development. g) Should consider adjacency of lands to the GTA West Corridor for establishing a boundary. h) Should allow for options to consider planned infrastructure investments.
3	Economic Development and Growth Management	<ul style="list-style-type: none"> a) Should allow new employment lands to be well-connected to existing and planned employment areas in Peel and, more broadly, the regional economy. b) Should allow new employment lands to connect to existing and planned transit services. c) Should allow for connectivity between new employment areas and major transportation infrastructure investments, particularly the GTA West Corridor and existing major goods movement facilities and corridor.

AN OVERVIEW OF THE PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES FRAMEWORK AND IMPLICATIONS FOR THE PEEL SETTLEMENT AREA BOUNDARY EXPANSION STUDY

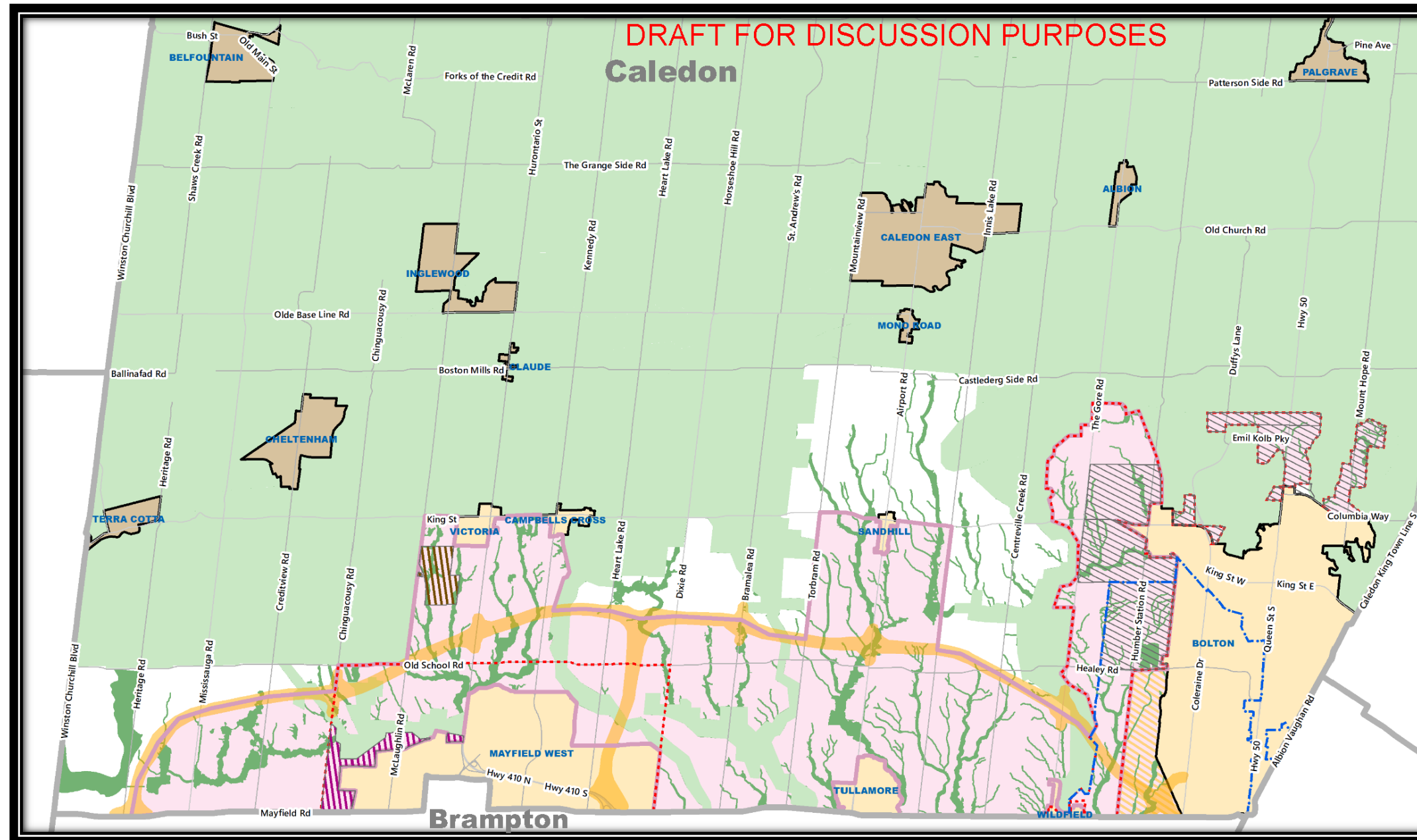
Public Works

#	Theme	Criteria Considered when Identifying the Focused Study Area
4	Environmental Protection and Natural Resources	<ul style="list-style-type: none"> a) Should enable options to avoid, where possible, key hydrologic areas and the Natural Heritage System for the Growth Plan. b) Should enable options that avoid areas with high concentration of significant natural heritage systems, hydrological features that support the water resource system, and natural hazards (as identified by the PPS). c) Should enable options to be evaluated that generally direct development outside significant natural heritage systems, hydrological features that support the water resource system and natural hazards (as identified by the PPS), or if not possible, minimize and mitigate impacts in accordance with Provincial guidelines. d) Should enable options to be evaluated that avoid impact to mineral aggregate resources (as defined by the PPS) which includes the High Potential Mineral Aggregate Resource Areas or areas that would preclude or hinder aggregate extraction within High Potential Mineral Aggregate Resource Areas. e) Should not include any areas within the Greenbelt Area.
5	Agriculture	<ul style="list-style-type: none"> a) Must allow options to be evaluated, prioritized and determined to avoid or minimize and mitigate impact on the Agricultural System, including prime agriculture areas, and avoid fragmented linkages between such areas. b) Must allow for options that avoid, or if avoidance is not possible, minimize and mitigate impact to livestock operations and the agri-food system.
6	Climate Change	<ul style="list-style-type: none"> a) Size and location of FSA must allow Region to adapt to climate change and mitigate/avoid emissions to facilitate zero emissions carbon communities.
7	Public Consultation	<ul style="list-style-type: none"> a) Must allow for meaningful feedback from lower-tier municipalities, other public agencies, First Nations, as well as the general public on size and location of SABLE.



Appendix B: Draft Focused Study Area

Public Works



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

Note:

- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
- (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
- (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.



1 cm = 1 km

REPORT TITLE: Preventative Maintenance and As-Required Repairs for Equipment Located at the Peel Curing Facility in Caledon

FROM: Andrew Farr, Interim Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2019-708N) for preventative maintenance and as-required repairs for equipment located at the Peel Curing Facility in Caledon be awarded to Toromont Industries Ltd., in the estimated amount of \$164,852.50 (excluding applicable taxes) for one 12-month period, under operating Cost Centre WW70340, in accordance with Procurement By-law 30-2018, as amended;

And further, that approval be granted to exercise four optional 12-month periods, subject to satisfactory performance, price and approved budget and escalated in accordance with the terms of the contract;

And further, that approval be granted to increase the subject contract for additional requirements to repair and maintain the equipment, for this and subsequent contract periods based on the contractual arrangements including optional period awards, up to the limit of the approved budget.

REPORT HIGHLIGHTS

- In 2008, the Region of Peel purchased the Gore composting system from W.L. Gore.
- The Region of Peel requires the services of a vendor for the ongoing preventative maintenance and repair of the equipment, located and operating at the Peel Curing Facility in Caledon.
- Per the original purchase, Toromont Industries Ltd. remains the only authorized vendor for maintenance and repair services for the equipment associated with this process.
- The existing contract with Toromont Industries Ltd. expired on May 31, 2020.
- Based on satisfactory service to date and pricing comparable to the previous agreement, staff recommend continuing to work with Toromont.

DISCUSSION

1. Background

In 2008 the Region of Peel purchased a proprietary composting system from W.L. Gore. This system, located at the Peel Curing Facility, contains two specialized pieces of equipment, namely the compost turner and tarp winder. This equipment is required for the processing of compost and are essential to the effective daily operations of the facility.

Preventative Maintenance and As-Required Repairs for Equipment Located at the Peel Curing Facility in Caledon

W.L. Gore is based in Europe and has authorized Toromont Industries Ltd. (“Toromont”) to sell and maintain Gore equipment in North America. Toromont has provided quality preventative maintenance and repair services for this equipment since it was originally procured in 2008.

The existing contract (Document 2014-218N) for preventative maintenance and as-required repairs services for this equipment expired on May 31, 2020.

2. Procurement Process

The recommendation to award to Toromont is pursuant to Section 5.2.1 of the Procurement By-law 30-2018, as amended, which identifies a direct negotiation method of purchasing by reason of scarcity of supply in the market or supplier has exclusive rights or compatibility with existing product.

With the specialized nature of this equipment and the fact that Toromont is the only source for parts, it is not reasonable to contract these services with another vendor. However, reliance on Toromont will reduce later in 2020.

With the compost turner approaching the end of its useful life, a contract was awarded to Ecoverse Industries for the purchase of a new turner. The new turner is expected to be delivered and in operation by October 2020 and will include a preventative maintenance and repair agreement with Ecoverse to service the new piece of equipment going forward.

The annual cost and terms of the agreement for the maintenance services are consistent with the previous contract with Toromont.

RISK CONSIDERATIONS

Failure to properly maintain this equipment increases the likelihood of costly repairs and premature breakdowns which could lead to operational impacts and limit the facility’s ability to produce a quality compost product. Extended periods of equipment malfunction or inoperability can also have potential detrimental impacts to the facility and surrounding area, namely compost that does not meet the Region’s standards or increased odour in the community.

Given Toromont Industries Ltd.’s long-standing history of successfully maintaining this equipment they are best able to ensure the process continues to operate as designed.

FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved operating budget for Cost Centre WW70340 to carry out the report’s direction.

Preventative Maintenance and As-Required Repairs for Equipment Located at the Peel Curing Facility in Caledon

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

Reviewed and/or approved in workflow by:

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

Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, reading "Nancy Polsinelli". The signature is written in a cursive style with a large initial "N" and a long, sweeping underline.

N. Polsinelli, Interim Chief Administrative Officer

Hon. Prabmeet Singh Sarkaria,
Minister of Small Business & Red Tape Reduction
Ministry of Economic Development, Job Creation and Trade
prabmeet.sarkaria@pc.ola.org

June 23, 2020

RECEIVED

June 24, 2020

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

Re: Supporting the Retail Council of Canada's efforts in Making Off-Peak
Delivery a Permanent Program

Dear Minister Sarkaria:

I would like to commend you and your government for your efforts in response to the health crisis during the COVID-19 pandemic.

The Province's timely action to allow all businesses to deliver goods any time of the day has allowed for a timely and consistent movement of essential goods and supplies. The people of Ontario were assured that essential supplies would be available at their drug stores, supermarkets, and other retailers across the province when needed.

On behalf of the Region of Peel, I am writing to support the Retail Council of Canada's efforts to make Off-Peak Delivery a Permanent Program in Ontario.

Peel has long recognized that the regional economy is dependent on a strong goods movement system. However, our goods movement system is facing strong growth pressures and businesses are becoming increasingly challenged with delivering goods and services to the community.

To address these challenges and reduce congestion related emissions, the Region of Peel launched the Off-Peak Delivery Pilot last year in partnership with the University of Toronto, and three businesses – LCBO, Loblaw, and Walmart Canada.

Data collected from Peel's Off-Peak Delivery Pilot have shown that the average truck speed improved by 18.1%, emissions reduced by 10.6% to 15.0%, average service time increased by 11 minutes, and there have been zero noise complaints reported. These results are similar to the findings of the Off-Peak Delivery study conducted by the Ontario Ministry of Transportation and the City of Toronto during the Pan Am Games.

Off Peak Delivery has proven to be an innovative solution to address the challenges faced by the goods movement industry while minimizing the

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

transportation impacts to the environment. Moving forward Peel would like to work with your office to make this program permanent and have a plan implemented prior to the lifting of the Emergency Orders.

We look forward to working with you on this very important issue.

Kindest personal regards,



Nando Iannicca
Regional Chair and Chief Executive Officer
Regional Municipality of Peel

Cc: Hon. Caroline Mulroney, Minister of Transportation
Hon. Steve Clark, Minister of Municipal Affairs and Housing
Hon. Vic Fedeli, Minister of Economic Development, Job
Creations, and Trade
Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural
Affairs

For Information

REPORT TITLE: Community Investment Program 2019 Update

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To provide Regional Council with an update on the 2019 Community Investment Program allocations.

REPORT HIGHLIGHTS

- The Community Investment Program is the only source of funding that invests exclusively in not-for-profit agencies' core operations to strengthen organizational capacity and achieve greater impact on Peel's overall social services system.
 - In 2019, the Community Investment Program included the following funds: Sustainability, Organizational Effectiveness, Collaboration, Small Capital, and Agricultural.
 - As of December 31, 2019, \$6.9 million has been flowed through 107 contracts that provided 843 programs reaching 735,440 (non-unique) residents in Peel.
 - To improve people's lives in their time of need, 2019 Community Investments provided supports to ten essential social service sectors; the top three being Children, Youth, and Families (20 per cent); Food Security (17 per cent); and Multiservice and Community Programs (14 per cent).
-

DISCUSSION

1. Background

In a report titled "Community Investment Program Update" presented to Regional Council on May 9, 2019 (Resolution 2019-418), it was noted that a detailed review of the program had been completed in late 2018. Recommendations highlighted opportunities to align funding streams to a regional priority setting framework, streamline the funding application process and implement agency agreements that strengthen accountability for performance and outcome measures. It was further outlined that these measures would be implemented for the 2020 Community Investment funding streams. Additional information is provided in the companion report on today's agenda titled "Aligning 2020 Community Investment Program to COVID-19 Post Recovery Efforts".

The Community Investment Program provides funding investments to support a strong and sustainable Peel not-for-profit sector that meets the needs of residents and advances community impact. Established in 2013, the Community Investment Program provided \$6.9 million of funding in 2019 to the not-for-profit sector in Peel to support core infrastructure, improved business practices, organizational development, and collaborative partnerships. These investments provide essential funding to Peel not-for-profits that are building community by; providing programs to the most vulnerable; supporting capacity and

Community Investment Program 2019 Update

resources for marginalized and equity-seeking populations; and enabling upstream systems change that addresses complex social challenges.

The 2019 Community Investment Program is comprised of the following funds:

- a) **Sustainability Fund:** Increases the organization's ability to develop, maintain, and improve service delivery over the long term by stabilizing core operational costs. The fund application cycle opens once every two years.
- b) **Collaboration Fund:** Addresses complex social problems by supporting agencies to work collaboratively to achieve collective impact. The fund application cycle opens once per year.
- c) **Organizational Effectiveness Fund:** Strengthens internal business practices of the organization in the areas of governance and leadership, performance measurement, financial management, and organizational planning. The fund application cycle opens once per year.
- d) **Small Capital Fund:** Strengthens an organization's ability to better meet service needs through small capital purchases.
- e) **Agricultural Fund:** Focuses on increased awareness and education of Peel's agricultural community.

Funding allocations are assessed against a scoring matrix by a review committee. For the Sustainability Fund, the review committee is comprised of staff from the Human Services and Health Services departments. For the Organizational Effectiveness and Collaboration Funds, the review committee is comprised of provincial, municipal, and sectorial funding partners.

2. 2019 Final Community Investment Program Allocations

In 2019, the Community Investment Program received 187 applications with a total request for funding of \$15,234,882. As of December 31, 2019, the Community Investment Program has invested \$6.9 million in 107 grant investments.

A breakdown of the allocations from each fund can be found in the chart below.

Table 1: 2019 Community Investment Program Funding Streams

Fund	Total Requested Funding 2019	Total Funding Allocated 2019	Number of Investments 2019
Sustainability	\$10,761,393	\$5,296,096	57
Collaboration	\$ 2,133,305	\$ 913,008	12
Organizational Effectiveness	\$ 1,448,616	\$ 466,154	18
Small Capital	\$ 875,568	\$ 298,634	14
Agriculture	\$ 16,000	\$ 16,000	6
Total	\$15,234,882	\$6,989,892	107

Please refer to Appendix I for the 2019 Community Investment Program Allocations.

Community Investment funding comprises only a small percentage of each organization's overall program revenue. Each grant represents up to 20 per cent of the total revenue of a Community Investment Program funded not-for-profit agency. Organizations leverage the

Community Investment Program 2019 Update

Regions funding allocation to obtain other funding sources from different levels of government, foundations, and private sector funders.

3. 2019 Community Investment Funding Impact

Peel's not-for-profit sector is an integral part of our human services systems continuum and is vital in supporting the needs of Peel residents. The Community Investment Program does not directly fund agency programs or client services, rather it invests exclusively in not-for-profit agencies' core operations. This funding model enables Peel's not-for-profit sector to focus on improving their organizational capacity, which ultimately strengthens and improves an agency's ability to operate and deliver quality programming.

The Community Investment Program aligns with the 2015-2035 Community for Life Region's Strategic Plan "Living" pillar. To improve people's lives in their time of need, 2019 Community Investments provided supports to the following sectors:

- Children, Youth and Families (20 per cent);
- Food Security (17 per cent);
- Multiservice and Community Programs (14 per cent);
- Employment and Income Supports (10 per cent);
- Domestic Violence and Crisis Supports (10 per cent);
- Disabilities (9 per cent);
- Mental Health and Addictions (8 per cent);
- Housing and Homelessness (4 per cent);
- Older Adults (4 per cent); and
- Newcomers/Settlement (4 per cent).

All agencies funded through the Community Investment Program are required to provide verification of expenditures through annual reporting. Progress reports also include program outcomes which enable tracking and measurement of the impact of investments. Data from agency progress reports consistently demonstrate increased organizational capacity and overall positive impacts on the not-for-profit sector.

Please refer to Appendix II, 2019 Community Investment Program Overview, that highlights a few outcomes from the 2019 investments made through the current funding streams: Sustainability Fund, the Organizational Effectiveness Fund, Collaboration Fund, Small Capital Fund, and the Agriculture Fund.

CONCLUSION

The 2019 allocation of Community Investment Program grants in this report represent important investments in supporting the delivery of programs and services, and strengthening organizational infrastructure and capacity in Peel's not-for-profit sector. The core infrastructure, projects, and programs funded are part of a network of Peel's not-for-profits and community agencies working to build vibrant communities.

APPENDICES

Appendix I – 2019 Community Investment Program Allocations
Appendix II – 2019 Community Investment Program Overview

Community Investment Program 2019 Update

For further information regarding this report, please contact Sonia Pace, Director Community Partnerships, Sonia.pace@peelregion.ca

Authored by Arlene Coventry-Bauer, Manager of Community Capacity and Investment

Reviewed and/or approved in workflow by:

Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.

A handwritten signature in black ink, reading "Nancy Polsinelli". The signature is written in a cursive style with a large initial 'N' and a long, sweeping underline.

N. Polsinelli, Interim Chief Administrative Officer

Appendix I Community Investment Program 2019 Update

Sustainability Fund Investments

Key funding areas include senior management positions, occupancy costs, and financial audit services.

Agency	Agency Mandate / Focus	2019 Investment
Active Adult Centre of Mississauga	Supports older adults to remain active, independent, and engaged in their community for better health and well-being	\$58,500
African Community Services of Peel	Provides settlement and integration services and programs to support newcomers	\$61,534
Applewood Centre for Adult Learning	Provides day program supports in the areas of recreation, life skills, socialization and healthy living for young men and women with special needs	\$105,965
Bereaved Families of Ontario - Halton /Peel	Provides support and grief counselling to foster hope, healing, and improved wellness	\$101,649
Big Brothers Big Sisters of Peel	Helps children and youth realize their full potential through mentoring programs	\$74,711
Boys and Girls Club of Peel	Engages at-risk children, youth, and families from low-income communities in impactful, fun activities that support the development of confidence, learning, and positive relationships	\$81,100
Brampton 9235 Outreach Corporation OA Knights Table	Delivers food programs and other interventions to support vulnerable individuals and families impacted by hunger, poverty, and homelessness	\$195,759
BridgeWay Family Centre	Provides free education and support for parents to learn about healthy pregnancy and child development up to 6 years of age	\$64,940
Caledon Community Services	Provides programs related to health and wellness, employment, food security, and newcomer services	\$102,816
Caledon Meals on Wheels	Provides programs and services that enhance nutrition, wellness, and social interaction	\$106,473
Caledon Parent-Child Centre	Provides quality programs for children, parents, and caregivers in Caledon and surrounding areas	\$106,033
Caledon/Dufferin Victim Services	Offers 24/7, one-to-one confidential support to individuals affected by crime and tragic circumstances in the Town of Caledon and the County of Dufferin	\$30,650
Child Development Resource Connection Peel	Provides information and resources, professional learning opportunities, and early years services	\$46,457
Community Environment Alliance of Peel Inc.	Committed to physical and mental wellbeing, food security, and IT waste reduction	\$88,594
Distress Centres of Greater Toronto (previously Spectra Community Support Services)	In and out-bound telephone support for people in crisis, with mental health issues, and those socially and psychologically isolated	\$108,337
Dixie Bloor Neighbourhood Drop-In Centre	Offers wide range of social and recreational services to meet the needs of the Dixie Bloor community and surrounding areas	\$64,750

**Appendix I
Community Investment Program 2019 Update**

Sustainability Fund Investments (continued)

Agency	Agency Mandate / Focus	2019 Investment
DEEN Support Services	Promotes inclusion by offering culturally and spiritually relevant services for families and individuals living with disabilities	\$53,422
Elder Help - Peel	Offers elderly residents consultation, education, fitness activities, and other services in a welcoming environment that fosters independence and community connections	\$102,732
Elizabeth Fry Society of Peel Halton	Dedicated to proactive crime prevention, lower recidivism rates, and successful integration into the community for women and girls	\$75,000
Epilepsy South Central Ontario	Dedicated to enhancing the quality of life for people living with seizure disorder through counseling, education, and support services	\$58,400
Erin Mills Youth Centre	Supports and empowers youth through physical, mental health, and after school programs	\$122,140
Free For All Foundation	Creates sustainable, dynamic, and accessible youth opportunities and programs	\$58,500
Global 180 Student Communications Inc.	Encourages youth to discover purpose through social programs, drop-in centre activities, and mentoring	\$79,244
Grace Place Community Resource Centre	Provides safe, economical, non-judgmental, and accessible programs and meeting space for people and community organizations	\$97,450
Indus Community Services	Provides culturally and linguistically appropriate settlement, social services, health, and educational supports to the immigrant community	\$68,000
John Howard Society of Peel-Halton-Dufferin	Prevents crime through research, community education and promotion of systemic change and restorative services to individuals	\$85,000
Journey Neighbourhood Centre	Brings hope and transformation to the Ardglen / Orenda communities	\$29,973
Learning Disabilities Association of Peel Region	Committed to assisting people with disabilities and their families by providing workshops, programs, courses, and support groups	\$153,228
Malton Neighbourhood Services	Provides settlement and support services in several languages for seniors, youth, and women	\$92,900
MIAG Centre for Diverse Women & Families	Strives to address needs, identify gaps in service delivery, and ensure the active participation of women, youth, seniors, and persons with disabilities	\$137,199
Mississauga Food Bank	Relieves hunger by promoting access to healthy food for people in need and providing 242,000+ meals each month through a network of 41+ agencies	\$87,182
Mississauga Furniture Bank (DBA My Furniture Bank)	Recycles gently used furniture and distributes to individuals in need	\$56,500

**Appendix I
Community Investment Program 2019 Update**

Sustainability Fund Investments (continued)

Agency	Agency Mandate / Focus	2019 Investment
Moyo Health & Community Services (Peel HIV/AIDS Network)	Provides health promotion, education, social and support services for people living with, affected by, and at systemic risk of HIV	\$68,000
Nexus Youth Services	Provides recreational activities, counselling, and one to one support for youth aged 14 to 24	\$100,514
Options Mississauga Print and Office Services	Operates a print and courier social-enterprise charity that employs adults with intellectual disabilities	\$61,525
Peel Children's Aid Foundation	Raises funds to support innovative urgently needed programs and services that are not government funded for Peel Children's Aid	\$36,500
Peel Family Education Centre	Offers workshops, courses, e-Learning, podcasts, parenting perspective tip sheets, and parent-to-parent telephone and text support using Adlerian principles to encourage positive family relationships	\$113,375
Peel Leadership Centre	Supports the not-for-profit sector through knowledge sharing, skill, and capacity building	\$301,499
Peel Multicultural Council	Dedicated to addressing the needs of marginalized communities facing multiple barriers	\$77,609
Peel Senior Link	Offers personal senior's support, home making services, medication management and care coordination support within and around their homes	\$56,260
Polycultural Immigrant and Community Services	Provides support and services to immigrant and newcomer communities	\$16,314
Punjabi Community Health Services	Provides health and social services in addictions, mental health, seniors, parenting, domestic violence, and settlement	\$90,000
Rapport Youth & Family Services	To strengthen the social and emotional well-being of youth and families through counselling and related support services	\$86,000
Reconnect (Family Association for Mental Health Everywhere)	Offers one-to-one and group support for individuals caring for someone with a mental illness	\$43,720
Regeneration Outreach Community	Serves the homeless, those at risk of homelessness, and those living in extreme poverty	\$162,162
RESQ Youth International	Supports marginalized youth through counselling, mediation, mentoring, and life skills training	\$163,997
Safe City Mississauga	Helps reduce criminal opportunity and criminal victimization through their programs and services	\$82,868
Hope 24/7 (Sexual Assault/Rape Crisis Centre of Peel)	Offers psychotherapy services for persons 12 & older who have been impacted by relationship and sexual violence	\$70,374
Sikhs Serving Canada Association	Provides safe, nutritious, and culturally appropriate food to low income families living in L5B and L5C postal codes and the Malton community	\$143,179
The Bridge (Bridge Prison Ministry)	Supports the reintegration of offenders through counselling, support groups, social, and emotional support	\$146,950

**Appendix I
Community Investment Program 2019 Update**

Sustainability Fund Investments (continued)

Agency	Agency Mandate / Focus	2019 Investment
The Dam - Develop Assist Mentor	Partners with youth to create an inclusive community drop-in where all are welcomed, valued, and respected	\$99,840
Story Garden Literacy Centre	Committed to the promotion of reading and fighting illiteracy	\$110,275
Regional Diversity Roundtable	Committed to providing capacity building in diversity, equity and inclusion for not-for-profits	\$99,992
Roots Community Services Inc. (United Achievers)	Provides services, program, and supports that enhances the lives of Black and Caribbean communities	\$133,285
Victim Services of Peel	Provides around-the-clock crisis intervention to support residents affected by crime and tragedy	\$83,782
Vita Centre	Offers support, education, and counselling for pregnant and parenting youth	\$98,700
Volunteer Mississauga Brampton Caledon	Committed to the promotion of meaningful volunteerism	\$94,238
Total		\$5,296,096

Organizational Effectiveness Fund Investments

Agency	Agency Mandate / Focus	2019 Investment
Active Adult Centre of Mississauga	Supports older adults to remain active, independent, and engaged in their community for better health and well-being	\$13,000
Caledon Meals on Wheels	Provides programs and services that enhance nutrition, wellness, and social interaction	\$19,450
Catholic Family Services of Peel Dufferin	Provides counselling to strengthen families and help stop family violence	\$17,000
DEEN Support Services	Promotes inclusion by offering culturally and spiritually relevant services for families and individuals living with disabilities	\$15,000
Distress Centres of Greater Toronto (previously Spectra Community Support Services)	In and out-bound telephone support services for people in crisis, with mental health issues, and those socially and psychologically isolated	\$9,000
Eden Food for Change	Committed to increasing access to food in a dignified manner, encouraging healthy eating, and empowering the community through education, outreach, and advocacy	\$20,000
Elder Help - Peel	Enriches the lives of elderly residents by offering consultation, education, fitness activities, and other supportive services in a welcoming and inclusive environment that fosters independence and community connections	\$29,500
Grace Place Community Resource Centre	Provides and maintains safe, economical, non-judgmental, and accessible program and meeting space for people and community organizations	\$4,500
Interim Place	Provides shelter, support, counselling, and advocacy to help abused women and their children	\$76,477

**Appendix I
Community Investment Program 2019 Update**

Organizational Effectiveness Fund Investments (continued)

Agency	Agency Mandate / Focus	2019 Investment
Luso Canadian Charitable Society	Supports adults living with physical and developmental disabilities by providing information, resources, and programs that facilitate independence, growth, and integration	\$36,658
MIAG Centre for Diverse Women & Families	Strives to address needs, identify gaps in service delivery, and ensure the active participation of diverse communities including women, youth, seniors and persons with disabilities	\$10,000
Mississauga Furniture Bank (DBA My Furniture Bank)	Recycles gently used furniture and distributes to individuals in need	\$25,000
Peel Children's Aid Foundation	Raises funds to support innovative urgently needed programs and services that are not government funded for Peel Children's Aid	\$5,000
Peel Family Education Centre	Offers workshops, courses, e-Learning, podcasts, parenting perspective tip sheets, and parent-to-parent telephone and text support using Adlerian principles to encourage positive family relationships	\$24,000
Peel Senior Link	Offers personal support, home making services, medication management and care coordination support within and around their homes	\$104,700
Punjabi Community Health Services	Provides health and social services in addictions, mental health, seniors, parenting, domestic violence, and settlement	\$19,800
REST Centres (Restoration and Empowerment for Social Transition)	Supports affordable housing, mentorship, counseling, education, life skills and employment training and the operation of social enterprise ventures	\$13,735
Volunteer Mississauga Brampton Caledon	Committed to the promotion of meaningful volunteerism	\$24,625
Total*		\$466,154

*includes agency refund of \$1,291 from 2018

Collaboration Fund Investments

Lead Agency	Collaborative Focus	2019 Investment
Caledon Community Services	The Exchange consists of 14 organizations who share space, capacities, and resources to address agency-specific and broader community challenges. The Exchange is committed to systems transformation by addressing community challenges through a collective impact model. All partners have committed to transform agency-centered programs into collective integrated services within the Exchange, within their own spheres of operations, and within the community. Beyond Human Services, the Exchange is now recruiting businesses, faith groups, and our own municipality into the collaborative.	\$149,967

**Appendix I
Community Investment Program 2019 Update**

Collaboration Fund Investments (continued)

Lead Agency	Collaborative Focus	2019 Investment
Catholic Family Services of Peel Dufferin	Safe Centre of Peel is a 15 member service delivery hub where victims of violence and abuse can access multiple services at a single location. The centre provides a coordinated, integrated, and accessible response to survivors of violence and trauma, in the form of safety planning/needs assessment and risk management; crisis intervention/trauma/abuse counselling; family law legal advice and supports; settlement services; transitional housing and income supports; child welfare and parenting support; and off-site partner referrals such as police, sexual assault supports, shelter, and education.	\$124,900
Elizabeth Fry Society of Peel Halton	The Empowering Young Men program is a well-researched program that considers the vital role males play in ending exploitation. It explores methods of helping males better understand their role in perpetuating and normalizing exploitation to decrease the number of people who patronize and perpetrate sexual harm as well as increase the number of male allies in understanding and challenging it. The curriculum of 6 sessions is offered weekly to groups aged 12-24. CAS, Our Place Peel, and Cuthbert House will co-facilitate the program at their sites to reach the most vulnerable populations (in CAS care, shelters, open custody/detention).	\$92,895
Interim Place	The Enhanced-Gender Based Violence Protocol project is a capacity building collaborative with the objective of strengthening and developing system coordination in the violence against women sector. The first phase established the protocol steering committee and developed the protocol. This second phase will include the implementation and evaluation of this project.	\$86,000
Mississauga Food Bank	This collaborative project supports The Mississauga Food Bank and 8 social service agencies that operate neighbourhood food banks to feed hungry children, seniors, and families across the city. This collaborative project will provide higher quality service to food bank users by establishing new standards for service including but not limited to cold chain management, distribution of food, wait times for clients, intake process, and referrals and then providing training and capacity building initiatives to support the neighbourhood food banks to meet and implement these standards.	\$91,808

**Appendix I
Community Investment Program 2019 Update**

Collaboration Fund Investments (continued)

Agency	Collaborative Focus	2019 Investment
Moyo Health & Community Services (Peel HIV/AIDS Network)	Peel Peer Collaborative brings together agencies interested in or currently engaged in peer work to build a collaborative approach across the region. It will set common standards of practice, definitions, and core competencies, outline the framework and set in place infrastructure for standardized training and support of peer workers and agencies that employ them, and build and advance employment opportunities for peer workers.	\$77,320
Our Place Peel	The Peel Alliance to End Homelessness is a committed group of service providers working to improve the homelessness system of care.	\$86,400
Moyo Health & Community Services (Peel HIV/AIDS Network)	The Integrated Drug Strategy project evolved out of the Peel Harm Reduction (PHRC) coalition of organizations and individuals collaborating to increase awareness of harm reduction principles and practices. This Collaborative addresses a key need identified by the Harm Reduction Committee, which is the development of a four pillar drug strategy for the region in order to provide a framework to help focus resources and coordinate efforts to address substance use.	\$90,140
The Dam - Develop Assist Mentor	This collaborative seeks to address mental health in youth. They are conducting four events; two youth focused train the trainer events and two parent/guardian focused events to promote mental health and well being. They have partnered with Western University to support the train the trainer events and have 15 collaborators.	\$43,000
Peel Newcomer Strategy	The Peel Newcomer Strategy will champion a coordinated and collaborative strategy for the successful engagement of newcomers in the economy and community of Peel.	\$80,756
Total*		\$913,008

*includes agency refund of \$10,178 from 2018

Agriculture Fund Investments

Agency	Agency Mandate / Focus	2019 Investment
Albion Bolton Agricultural Society	Local Agricultural Society which operates the Bolton Truck & Tractor Pull and Bolton Fall Fair	\$5,000
Caledon Agriculture Association	Sponsors local 4-H Clubs promoting Caledon's agri-food producers and the qualities of rural living	\$5,000
Peel 4H Association	Encourages youth to develop self-confidence, a sense of responsibility and learn useful skills in communication, leadership, problem solving, and goal setting through agriculture, food, health, and environmental projects	\$2,000
Peel Federation of Agriculture	Network and information exchange for the Peel agricultural community	\$1,500
Peel Dufferin Plowmen's Association	Hosts annual plowing match	\$1,000
Peel Soil & Crop Improvement Association	Provides education on local farming	\$1,500
Total		\$16,000

**Appendix I
Community Investment Program 2019 Update**

Small Capital Fund Investments

Agency	Agency Mandate / Focus	2019 Investment
Caledon Community Services	Provides health and wellness, employment, food programming, and newcomer programming	\$24,440
The Dam - Develop Assist Mentor	Partners with youth to create an inclusive community drop-in where all are welcomed, valued, and respected	\$12,053
Epilepsy South Central Ontario	Dedicated to enhancing the quality of life for people living with seizure disorder through counseling, education, and support services	\$10,350
Free for All Foundation	Creates sustainable, dynamic, and accessible youth opportunities and programs	\$7,300
Grace Place Community Resource Centre	Provides and maintains safe, economical, non-judgmental, and accessible program and meeting space for people and community organizations	\$30,000
Indus Community Services	Provides culturally and linguistically appropriate settlement, social services, health, and educational supports to the immigrant community	\$28,639
Interim Place	Provides shelter, support, counselling, and advocacy to help abused women and their children	\$21,600
MIAG Centre for Diverse Women & Families	Strives to address needs, identify gaps in service delivery, and ensure the active participation of diverse communities including women, youth, seniors and persons with disabilities	\$12,316
Mississauga Food Bank	Relieving hunger by promoting access to healthy food for people in need and providing 242,000+ meals each month through a network of 41+ agencies	\$17,133
Peel Career Assessment Services Inc.	Helps people with diverse needs, experiencing barriers to employment, displaced workers, underemployed, persons with disabilities, and newcomers	\$30,000
Peel Family Education Centre	Offers workshops, courses, e-Learning, podcasts, parenting perspective tip sheets, and parent-to-parent telephone and text support using Adlerian principles to encourage positive family relationships	\$22,600
Peel Multicultural Council	Dedicated to addressing the needs of marginalized communities that face multiple barriers	\$27,881
Peel Senior Link	Offers personal senior's support, home making services, medication management and care coordination support within and around their homes	\$24,322
Volunteer Mississauga Brampton Caledon	Committed to the promotion of meaningful volunteerism	\$30,000
Total		\$298,634

Community Investment Program (CIP):

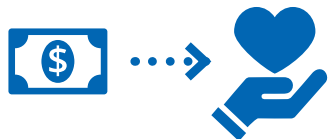
Investing to improve lives in Peel

CIP is the only source of funding that invests exclusively in not-for-profit agencies' core operations, to achieve greater impact on the human service sector in the Peel Region.

2019 CIP Overview



\$6.9 Million Invested



107

agencies funded



843

programs that served residents



735,440

residents reached

Top funding investments by sector

20%

Children, Youth & Families



17%

Food Security



14%

Multiservice & Community Programs



10%

Employment & Income Supports



10%

Domestic Violence and Crisis Supports



9%

Disabilities



8%

Mental Health & Addictions



4%

Housing & Homelessness



4%

Older Adults



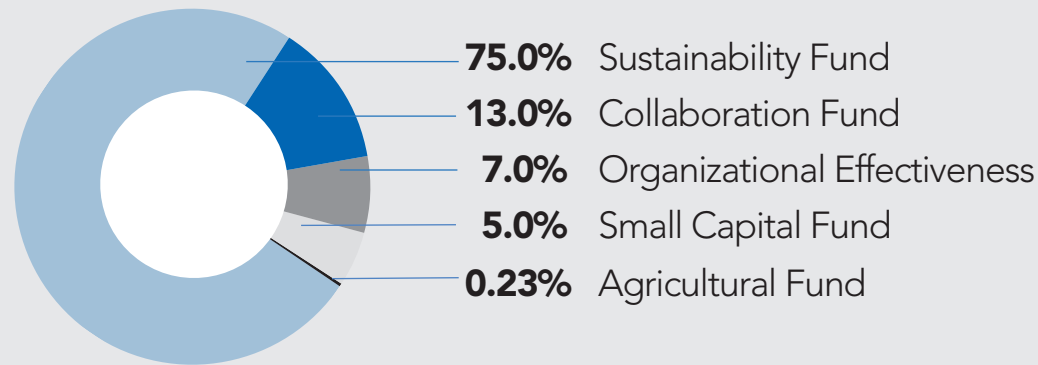
4%

Newcomers/ Settlement



Community Investment Program 2019 Investments

by Funds



Sustainability Fund

Helping agencies deliver the right supports for now and in the future

Total Investment:

\$5,296,096

Knights Table received **\$195,759**

Resulting in stabilizing infrastructure to improve reach in Peel's high needs communities. 2019 the agency served over **138,000 meals**; distributed **1,032,758 pounds** of food **enabled 2,947 volunteers**; and served **16,798 vulnerable individuals** and families.



Collaboration Fund

Encouraging collaborative partnerships to accomplish system level improvements

Total Investment:

\$913,008

The Dam received **\$43,000**

Resulting in a collective of **15 different organizations** (Erin Mills Connect) to build and deliver a mental health and well-being mindfulness-based stress reduction (MSBR) program for Children and Youth in Peel.



Organizational Effectiveness

Helping agencies build strong foundations

Total Investment:

\$466,154

Punjabi Community Health Services received **\$19,800**

Resulting in the development of a 3 year strategic plan, **codesigned** with stakeholders, clients, volunteers and staff which incorporates a **leadership performance**, accountability framework and a **road map** to help guide decisions and resource allocations.



Small Capital Fund

Strengthening agencies to better meet service needs

Total Investment:

\$298,634

Mississauga Food Bank received **\$17,133**

Resulting in small capital support to **increase capacity to meet the growing demand** for fresh food from foodbank clients through ReclaimFresh and AquaGrow programs. The AquaGrow Farms produces **2,500 servings** of fish and **28,000 servings** of produce annually.



Agricultural Fund

Increasing awareness and education of Peel's agricultural community

Total Investment:

\$16,000

Caledon Agricultural Society received **\$5000**

Resulting in support for events that **promote local agricultural education and awareness in Peel.**

For Information

REPORT TITLE: Canada Mortgage and Housing Corporation Solutions Lab – Region of Peel Participation

FROM: Janice Sheehy, Commissioner of Human Services

OBJECTIVE

To provide Regional Council with information regarding the Region of Peel’s participation in the Canada Mortgage and Housing Corporation Solutions Lab.

REPORT HIGHLIGHTS

- The Canada Mortgage and Housing Corporation (CMHC) Solutions Lab funding is one of five funding streams under the National Housing Strategy.
 - The Region of Peel applied for \$207,374 of funding for a Solutions Lab focused on affordable housing options for seniors.
 - In November 2019, the Region was advised our application was approved for a March 2020 start.
 - The Solutions Lab project started in March and will take up to twelve months to complete. Timelines may need to be extended due to the COVID-19 pandemic.
 - The lab process will use participatory, ethnographic and human-centered tools and design principles to define, discover and prototype the delivery of new innovative affordable housing options for seniors in urban and rural settings.
 - A variety of stakeholders, senior’s advocacy groups and seniors themselves will participate in the process.
 - The Solutions Lab process supports two 2018-2022 Term of Council Priorities:
 - Transform Housing Service Delivery
 - Enhance Seniors’ Supports and Services
 - Staff will return to Council with the recommended solutions once the lab process is complete.
-

DISCUSSION

1. Background

The Canada Mortgage and Housing Corporation (CMHC) Solutions Lab funding is one of five funding streams under the National Housing Strategy. Solutions Lab funding is intended to foster and enhance innovation across the affordable housing sector in Canada.

Canada Mortgage and Housing Corporation Solutions Lab – Region of Peel Participation

In July 2019, the Region of Peel applied to CMHC for \$207,374 of Solutions Lab funding. In November 2019, the Region was advised the application was approved for a March 2020 start date.

This report provides Council with information about the Solutions Lab process and the focus of this work.

2. Region of Peel's Solutions Lab

In Peel, seniors comprise approximately 12 per cent of the population and are a highly diverse group. Overall, between 2011-2016 the population of people aged 65 years and older increased at a rate of 30 per cent across the Region.

The Region of Peel's Solutions Lab aims to create new innovative housing solutions for seniors and older adults who live in urban and rural settings. The lab supports two Term of Council Priorities for the 2018-2022 term, namely "Transform Housing Service Delivery" and "Enhance Seniors' Supports and Services".

a) Design Challenge

As part of the Solutions Lab, a design challenge must be proposed for which focused solutions will be sought. The Region of Peel's Solutions Lab design challenge has been defined as:

"How might we enable seniors from diverse backgrounds living in urban and rural settings and system stakeholders to participate in a design process that increases the suite of innovative and diverse affordable housing options available to seniors that promote community inclusion and proactive responses to affordability issues?"

b) Process

The Region's Solutions Lab will focus on:

- Enabling seniors living in urban and rural settings and associated system stakeholders to participate in a design process that will lead to a suite of innovative and diverse affordable housing options available to seniors, which will promote community inclusion and proactive responses to affordability issues facing this priority population group;
- Encouraging and supporting the social and economic inclusion of senior-led households, including low-income households, by enabling the emergence of more inclusive, vibrant and productive housing models and options in rural and urban communities; and,
- Promoting the inclusion of seniors by providing local Peel residents experiencing various housing challenges with the opportunity to participate in a large-scale co-design initiative, leading to new solutions for their community.

The Solutions Lab process has five phases:

1. Definition
2. Discovery

Canada Mortgage and Housing Corporation Solutions Lab – Region of Peel Participation

3. Development
4. Prototype and Test/Delivery
5. Roadmap

Part of the Solutions Lab project requires the funded applicant to work with a CMHC approved consultant who is skilled and experienced in the Solutions Lab process. The Region of Peel is working with SHS Consulting, who is a well-known and long-standing consultant in the area of housing. SHS Consulting has worked with the Region many times in the past to conduct studies, research, and engagement activities that have informed housing strategies.

The Solutions Lab project began in March 2020 and will take up to twelve months to complete, although the current COVID-19 pandemic may affect the project schedule. The lab process will use participatory, ethnographic and human-centered tools and design principles to define, discover and prototype the delivery of new innovative affordable housing options. By incorporating ethnographic research where participants are observed in their real-life environment, unexpected issues can be more effectively identified and resolved as they arise. In addition to the various stakeholders and community agencies who are active lab partners, several public events will be held throughout the lab process to invite ideas and feedback directly from seniors and other members of the community.

Measurements and outcomes for both Term of Council Priorities will be integrated into this work to ensure it captures the collaborative efforts to create new and diverse affordable housing options for both urban and rural seniors living in our community.

FINANCIAL IMPLICATIONS

The \$207,374 of funding approved by CMHC will pay for all costs associated with the Solutions Lab process to run from March 2020 to April 2021, including the costs of working with SHS Consulting Ltd. The 2020 Housing Support budget includes \$141,015 of expenses and revenues associated with this project and the remaining \$66,359 will be incorporated into the 2021 budget with no net impact to the Region.

CONCLUSION

The Canada Mortgage and Housing Corporation Solutions Lab funding is one of five funding streams under the National Housing Strategy. In July 2019, the Region of Peel applied to CMHC for \$207,374 of Solutions Lab funding. In November 2019, the Region was advised our application was approved.

The Region's Solutions Lab supports two Term of Council priorities and aims to create new innovative housing solutions for seniors and older adults. Seniors and system stakeholders will participate throughout the process.

Staff will return to Council with the proposed solutions once the lab process is complete.

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

Canada Mortgage and Housing Corporation Solutions Lab – Region of Peel Participation

Authored By: Laura Tribble, Advisor, Housing Services

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 that reads "Nancy Polsinelli". The signature is written in a cursive style with a large initial 'N' and a long, sweeping underline.

N. Polsinelli, Interim Chief Administrative Officer

REPORT TITLE: **Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

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

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

REPORT HIGHLIGHTS

- *The Ontario Works Act, 1997 (Act)*, requires the appointment of an Administrator of Ontario Works to oversee the administration of the *Act* in Peel Region. This appointment must be made through a resolution of Council.
 - On September 8, 2020, Jacqueline Johnson will be starting her role as the Director of Community Access, which is responsible for the Ontario Works portfolio. She is recommended for appointment as the Ontario Works Administrator.
 - This appointment requires the approval of the Provincial Director of Ontario Works.
-

DISCUSSION

1. Background

Pursuant to Section 43 of the *Ontario Works Act, 1997*, each delivery agent of Ontario Works must appoint an administrator to oversee the administration of this Act and the provision of assistance in the delivery agent's geographic area. Through a ministerial regulation under the Act, the province has designated the Region of Peel as the delivery agent of Ontario Works. The same section of the Act requires that the Provincial Director of Ontario Works approve the appointment of an Ontario Works Administrator.

In order for the Provincial Director of Ontario Works to approve the appointment of an Ontario Works Administrator for Peel Region, Regional Council must appoint a Regional staff person to this position. It is the usual practice that the Director responsible for Ontario Works in Peel be named Administrator of Ontario Works. The duties of the Administrator are as follows:

Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel

1. Receive applications for basic financial assistance from persons residing in his or her geographical area.
2. Determine the eligibility of each applicant for basic financial assistance.
3. If an applicant is found eligible for financial assistance, determine the amount of this assistance and direct its provision.
4. Determine the eligibility for employment assistance and direct its provision.

CONCLUSION

To ensure that Ontario Works Programs are delivered in compliance with legislation, it is recommended that Regional Council approve the appointment of Jacqueline Johnson as the Administrator of the *Ontario Works Act, 1997*.

For further information regarding this report, please contact Janice Sheehy at Ext. 4939, Janice.sheehy@peelregion.ca.

Authored By: Javeria Ather, Program Support Analyst

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

Motion

Agenda Number: 22.1

Date: July 9, 2020

Moved by Councillor Damerla

Seconded by Councillor Downey

Whereas the tragic death of Ejaz Choudry has once again highlighted the shortcomings of how we deal with people living with mental health issues who are experiencing a crisis both here in the Region of Peel and in the Province of Ontario;

And whereas, after every tragic death of a mentally ill person involving a police encounter, there are calls to do better, the focus too often is on improving police response, despite the broad recognition that mental health is not a policing issue and people in mental health crisis require health care;

And whereas, the Police services themselves have repeatedly said, that mental health is not a policing issue;

And whereas, Peel Regional Police (PRP) has seen a 31 per cent increase in Requests for Assistance for Mental Health since 2015;

And whereas, in Peel, an estimated 276,000 residents could experience a mental health and/or substance disorder, yet only one in three receive the treatment that they need;

And whereas, the Region of Peel has committed to advocate for an equitable funding model to enhance supports and improve access to mental health and addictions services in Peel;

And whereas, in recognition of the above, the Canadian Mental Health Association – Peel Dufferin and PRP established a Mobile Crisis Rapid Response Team (MCRRT), which partners a Crisis Worker (Registered Nurse, Registered Social Worker or Occupational Therapist) with a specially trained police officer to respond to 911 calls for those in a mental health crisis;

And whereas, the MCRRTs are an excellent step in the right direction but are not as effective as they can be because:

- a) Police continue to be the authority under the *Mental Health Act* during any intervention and act as de facto leaders; and,
- b) MCRRTs are inadequately funded to respond to the number of mental health crisis calls in Peel so mental health crisis situations continue to be primarily addressed through a police-led response;

And whereas, the time has come to do better by not just focusing on better policing as we have done in the past, but by reducing our reliance on policing to respond to mental health crisis situations and instead empower and enable teams like MCRRTs to respond to and intervene in mental health crisis situations in Peel;

Therefore be it resolved, that the Region of Peel commits, through collaboration and in the spirit of mutual respect between all involved agencies including Peel Regional Police, community safety and mental health agencies, and the Community Safety and Well-Being Tables, to report back to Regional Council with:

- 1) A plan to increase the number of MCRRT units in Peel; and,
- 2) Improvements to the delivery model, including making mental health workers the lead, or at the very least, an equal partner during a joint police and mental health response to a mental health crisis situation, when appropriate;

And further, that the Region of Peel advocate to the provincial government for changes to the *Mental Health Act* that would allow for mental health services to have authority to intervene and act as leaders in mental health crisis situations, when appropriate;

And further, that the Region of Peel advocate to the provincial government for the redeploying of resources saved from reducing reliance on policing to address mental health to MCRRT and other crisis supports or support new resourcing and funding for MCRRT units alongside other crisis measures.

Regional Chair

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.

By-law Number 21-2020

- 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 9th day of July, 2020.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 49-2020

A by-law to govern the provision of municipal housing project facilities and to repeal By-law 41-2003.

WHEREAS The Regional Municipality of Peel (hereinafter referred to as the "Region") is a service manager under the *Housing Services Act, 2011*, S.O. 2011, c. 6, Sched. 1;

AND WHEREAS, the Region has adopted a Housing and Homelessness Plan pursuant to the *Housing Services Act, 2011* (hereinafter referred to as the "HHP") for the purposes of making affordable housing available and to prevent homelessness for all Peel residents;

AND WHEREAS, section 110 of the *Municipal Act, 2001*, S.O. 2001 c. 25 grants municipalities the authority to enter into agreements with private and non-profit sector entities for the provision of Municipal Capital Facilities and to provide financial and other forms of assistance to such entities;

AND WHEREAS, pursuant to Ontario Regulation 603/06, in order to enter into a Municipal Housing Project Facilities Agreement under section 110 of the *Municipal Act, 2001*, council of a municipality must enact a Municipal Housing Facility By-law;

AND WHEREAS, Council passed By-law 41-2003 being the Municipal Housing Facility By-law on July 10, 2003;

AND WHEREAS, Council now wishes to repeal By-law 41-2003 and replace it with a new and updated Municipal Housing Facility By-law in order to facilitate the provision of Affordable Housing in the Region;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

Definitions:

1.

- a) "Act" means the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, and its regulations;
- b) "Affordable Housing" or "Affordable Housing Unit" means affordable housing as described in section 2 of this By-law;
- c) "CMHC" means the Canada Mortgage and Housing Corporation;
- d) "Arm's Length" means arm's length as defined under s. 251 (1) of the *Income Tax Act*, R.S.C. 1985 (5th Supp.) c. 1, as amended;
- e) "Household" means a person or group of persons who occupy the same dwelling and do not have a usual place of residence elsewhere in Canada or abroad. The dwelling may be either a collective dwelling or a private dwelling. The household may consist of a family group such as a census

- family, of two or more families sharing a dwelling, of a group of unrelated persons or of a person living alone;
- f) "Household Income" means the annual income from all sources of all persons who comprise a Household;
 - g) "Housing Project Facility" means a project or part of a project designed to provide or facilitate the provision of residential accommodation, with or without any public space, recreational facilities and commercial space or buildings appropriate thereto as may be determined in a Housing Project Facility Agreement;
 - h) "Housing Provider" means a person with whom the Region has entered into or will enter into a Municipal Housing Project Facilities Agreement;
 - i) "Housing Unit" includes a unit in a Housing Project Facility owned or rented by an occupant;
 - j) "Local Municipality" means any one of The Corporation of the Town of Caledon, The Corporation of the City of Mississauga or The Corporation of the City of Brampton;
 - k) "Median Market Rent" means the median monthly rents by unit type as determined in the annual fall survey of rents for the prior calendar year published by the CMHC. If median market rents are not made available, the average market rents may be used or other rents as determined by the Region;
 - l) "Municipal Housing Project Facility" means the class of municipal capital facilities prescribed by paragraph 18 of section 2 of Ontario Regulation 603/06;
 - m) "Municipal Housing Project Facility Agreement" means an agreement as set out in section 3 of this By-law and described in section 110 of the Act;
 - n) "Rent Supplement Agreement" means an operating agreement under a rent supplement program established or administered by the Region;
 - o) "Unit Type" means the type of Housing Unit by number of bedrooms; and
 - p) "Waiting List" means the Peel Access to Housing centralized waiting list or such other waiting list as may be adopted by the Region for the purposes of implementing the HHP.

Affordable Housing

2. Affordable Housing for the purpose of this By-law and all Municipal Housing Project Facility agreements means either of:
- a) Housing Units offered for rent, for which the monthly rent, which may or may not be inclusive of utilities but which shall be exclusive of parking, telephone, cable and other similar fees, is at or below 170% of the Median Market Rent for the Region of Peel, City of Brampton, Town of Caledon, or City of Mississauga; or
 - b) Housing Units offered for sale, for which the sale price is at or below the maximum house price limit provided annually by the Ministry of Municipal Affairs and Housing (MMAH) for the Region (hereinafter referred to as the "Maximum House Price"). If MMAH does not provide a maximum house price limit for the Region, then the Maximum House Price shall be determined in accordance with a by-law enacted pursuant to section 3 of this By-law.

Municipal Housing Project Facility Agreements

3. Subject to section 4 of this By-law, and in accordance with section 110 of the Act, Council may pass by-laws permitting the Region to enter into Municipal Housing Project Facility Agreements with Housing Providers allowing for the provision of assistance despite section 106 of the Act and to allow for tax and development charge exemptions.

Conditions for a Municipal Housing Project Facility Agreement

4. Notwithstanding anything else in this By-law, prior to entering into a Municipal Housing Project Facility Agreement, the following conditions must be met:
 - a) Council has enacted a By-law authorizing the entering into of the Municipal Housing Project Facility Agreement for the provision of the Municipal Housing Project Facility;
 - b) The Region continues to be designated as a service manager under the *Housing Services Act, 2011*;
 - c) The Municipal Housing Project Facilities Agreement meets the requirements set out in section 8.

Notice

5. Upon passing a By-law referred to in section 3, the Clerk shall give written notice of the By-law to the Minister of Finance pursuant to section 110 (5) of the Act and to persons under section 110 (8) of the Act, if applicable.

Housing Unit Household Eligibility

6. Eligible Households for Housing Units to be provided as part of a Municipal Housing Project Facility will be selected by the Housing Provider through a process consistent with the HHP and all applicable legislation.

Waiting List

7. Unless otherwise provided by a By-law enacted pursuant to section 3 of this By-law, where the Median Market Rent is under 120%, available Affordable Housing Units subject to a Municipal Housing Project Facilities Agreement shall be made available first to eligible Households on the Waiting List. If there are no eligible Households on the Waiting List, a Housing Unit may be made available to an eligible Household that is not on the Waiting List.

Municipal Housing Project Facility Agreement Requirements

8. Municipal Housing Project Facility Agreements for Affordable Housing shall include but shall not be limited to the following terms and conditions:
 - a) A definition of Affordable Housing as found in section 2;
 - b) That all of the Housing Units to be provided as part of the Municipal Housing Project Facility meet the applicable definition of Affordable Housing as set out in section 2;
 - c) A requirement that each unit in the Municipal Housing Project Facility shall fall within the definition of Affordable Housing in section 2;
 - d) The term of the agreement, which shall not be less than twenty (20) years in the case of rental Affordable Housing Units;
 - e) The number of Affordable Housing Units to be provided, which shall not be less than 5;

- f) That public eligibility for the Housing Units to be provided as part of the Municipal Housing Project Facility shall be determined in accordance with section 6;
- g) That each Housing Unit shall be made available to Households in accordance with section 7 of this By-law, if applicable;
- h) A list of the benefits accruing to the Housing Provider under the Municipal Housing Project Facility Agreement, including the monetary value of such benefits;
- i) That the Housing Provider shall only provide Affordable Housing Units to individuals who are at Arm's Length to the Housing Provider, its shareholders, officers, directors and employees;
- j) For Affordable Housing Units offered for rent, the rents to be charged per unit, the method by which the rents may be increased during the term of the agreement and the limits on such increases;
- k) For Affordable Housing Units offered for sale, the sale price;
- l) That the Region may register the Municipal Housing Project Facilities Agreement on title;
- m) Any conditions attached to financial or other assistance given to the Housing Provider, including any such condition or requirements set forth as part of arrangements or obligations assumed by the Region with the federal or provincial government to provide Affordable Housing;
- n) The conditions respecting the sale, transfer, mortgage, encumbrance, or assignment, of any interest in the Municipal Housing Project Facility;
- o) That the Housing Provider shall be required to report annually and submit documentation therefor to the satisfaction of the Commissioner of Human Services for the Region, in the manner specified in the Municipal Housing Project Facilities Agreement;
- p) The consequences if the Housing Provider fails to comply with the terms and conditions of the Municipal Housing Project Facilities Agreement, which may include that the Housing Provider pay to the Region the financial assistance that has been provided to the Housing Provider; and
- q) Other terms and conditions satisfactory to the Region, which may include, but which are not limited to any and all forms of property transactions together with any and all general or specific security as the Region consider necessary and desirable.

Delegated Authority

- 9. Upon Regional Council enacting a By-law in accordance with section 3 of this By-law, and subject to the requirements of any such By-law, authority is delegated to the Commissioner of Human Services for the Region to:
 - a) apply for and enter into agreements with the federal and provincial governments to receive provincial and/or federal financial or other support for the Municipal Housing Project Facility; and
 - b) enter into agreements with Local Municipalities for the purposes of funding, which may include financial or other assistance, from the Local Municipality to the Region to facilitate the delivery of the Municipal Housing Project Facility

on terms consistent with the requirements of this By-law and in a form satisfactory to the Regional Solicitor.

Severability

10. If for any reason any provision, section, sub-section or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Regional Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended.

Short Title

11. This By-law may be cited as the Municipal Housing Facility By-law, 2020.

Former By-law repealed

12. By-law 41-2003 is hereby repealed.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 9th day of July, 2020.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 50-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 5 (Derry Road East), City of Mississauga.

WHEREAS, Catholic Cemeteries & Funeral Services – Archdiocese of Toronto, the registered owner of the lands and premises described as Part of Lot 10, Concession 3 East of Hurontario Street as in TT175820, Save and Except VS390899, VS390913, RO538111, RO875136 and RO959596; City of Mississauga (formerly Township of Toronto) in the Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements upon the public highway (the “Encroachment”);

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 9th day of July 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Catholic Cemeteries & Funeral Services – Archdiocese of Toronto is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 5 (Derry Road East), in accordance with the terms and conditions contained in the Encroachment Agreement attached as Schedule “A” between The Regional Municipality of Peel and Catholic Cemeteries & Funeral Services – Archdiocese of Toronto, and retained in File ENC-19218;
2. That Schedule “A” attached to this By-law is included and shall be considered part of this By-law;
3. That the Encroachment Agreement be executed on behalf of the Regional Corporation by the Regional Clerk;

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 9th day of July, 2020.

Regional Clerk

Regional Chair

ENCROACHMENT AGREEMENT

BETWEEN:

THE REGIONAL MUNICIPALITY OF PEEL
(hereinafter called "the Region")

OF THE FIRST PART

-AND-

CATHOLIC CEMETERIES & FUNERAL SERVICES - ARCHDIOCESE OF TORONTO
(hereinafter called "the Owner")

OF THE SECOND PART

WHEREAS the Owner is the registered owner of the lands being legally described on Schedule "A" attached hereto (hereinafter referred to as the "Owner's Lands");

AND WHEREAS in accordance with site plan SP-19-015M, the Owner has requested the Region to permit an existing chain link fence, and existing trees (hereinafter referred to as the "Encroachment") to encroach upon the widened limits of Derry Road East (Regional Road 5) as shown on drawing number # A100as last revised on February 5, 2020 prepared by MFA Architecture Inc. and retained in file ENC-19218 with the Region (hereinafter referred to as the "Region Road");

AND WHEREAS pursuant to sections 9 and 11 of the *Municipal Act, 2001*, c.25, the Region has agreed to permit the encroachments subject to the terms and conditions herein;

NOW WITNESSETH that in consideration of the mutual covenants and agreements hereinafter set out, the parties agree as follows:

1. The recitals herein are true and accurate.
2. Subject to the provisions hereinafter set out, the Region permits the Owner to have the Encroachment remain in whole or part until such a time as the Region determines at its sole discretion, that the lands are required for the purposes of improvement or widening of the Region Road (hereinafter referred to as the "Term").
3. The Owner agrees to pay the Region the following:

(a) Administration fee (one time)	\$500.00, plus applicable taxes
(b) Registration fee (Registry Office)	\$77.31 , includes applicable taxes
(c) Annual fee (each year throughout Term)	\$300.00, plus applicable taxes
4. The Owner is the owner of the Encroachment.
5. Notwithstanding Section 2, this Agreement may be terminated at any time by either party upon sixty (60) days written notice to the other party. The Owner agrees to remove the Encroachment at the Owner's sole expense within sixty (60) days of any such notice of termination. The Owner shall restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the early termination of this Agreement.
6. At the end of the Term, the Owner shall, at their sole cost and expense, remove the Encroachment and restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the termination of this Agreement.
7. The Owner agrees and covenants that it will bear all costs associated with the Encroachment. The Owner agrees and covenants that the Encroachment is now in a good and workmanlike condition and in compliance with all municipal by-laws and the laws of the Province of Ontario and shall be maintained in a good and workmanlike condition throughout the Term of this Agreement.
8. The Owner agrees not to hold the Region responsible in any way for any loss, accident, or damage or injury to person or persons on the Region Road resulting from the Encroachment. The Region shall not in any event whatsoever be liable or responsible in any way for any kind of liability, suit, claim, demand, fine, action, or proceeding of any kind

for which the Owner, or those for whom they are in law responsible, may become liable or suffer by reason of the Encroachment, including any breach of or non-performance by the Owner of any provision of this Agreement, saving and excepting therefrom the sole gross negligence of the Region, or those for whom it is in law responsible. The Owner agrees to indemnify and save harmless the Region of and from all liabilities, fines, damages, suits, claims, demands, actions, and cost for such actions for which the Region may become liable or suffer by reason of the Encroachment, its use and or removal excepting therefrom the sole gross negligence of the Region, or those for whom it is in law responsible. Without restricting the generality of the foregoing, the Owner shall indemnify and save harmless the Region of and from all damages to persons or properties as a result of such Encroachment and its use and/or removal. This provision shall apply and survive the termination of this Agreement with respect to any act or omission that occurred during the Term of this Agreement.

9. The Owner agrees that there shall not be any addition, vertically, horizontally or otherwise, to the Encroachment. In the event that the Encroachment is being added to or materially altered, it will be relocated within the Owner's Lands. Upon such removal or relocation, this Agreement will be terminated.
10. The Owner further acknowledges and agrees that, in the event the Region exercises its right to enter onto the Region Road or the widened limits thereof for any type of construction, installation, alteration, removal, replacement, reconstruction, repair, maintenance and/or inspection to the Region Road or any of the Regional infrastructure therein the Region shall not be responsible for repairing or replacing the Encroachment and the Owner shall assume any and all costs and responsibilities relating to the replacement of same.
11. Nothing in the Agreement shall be construed to mean that the Region by virtue of this Agreement has assumed the responsibility of such compliance or any compliance with any municipal by-laws. The Owner covenants to fully comply with any order, by-law, law, regulation, and direction of any lawful authority, including the municipal, provincial, or federal governments or their respective agents with respect to the Encroachment.
12. The parties acknowledge and agree that the rights conferred by this Agreement shall be assignable to any purchaser of the Owner's Lands or to any successor corporation of the Owner, with the prior written consent of the Region, which consent will not be unreasonably withheld provided that any such assignee pays to the Region the appropriate fees for encroachments on Regional Roads and further that any such assignee, upon assuming ownership of the Owner's Lands, agrees to assume the obligations of the Owner under this Agreement and provide written notice of such assumption to the Region.
13. In the event that such assignee is a condominium corporation the assignee shall execute the Undertaking and Consent to Registration set out in Schedule "B" herein. The Owner covenants to include full, complete and accurate information within the condominium declaration and disclosure statement as to the obligations contained in this Agreement in accordance with the *Condominium Act, 1998*, S.O. 1998, c.19, as amended.
14. Any notice to be given or document to be delivered to the Owner or the Region shall be sufficiently given or delivered if delivered personally or if sent by facsimile or email transmission or ordinary prepaid mail to the following addresses:

If intended for the Owner, at:

**Catholic Cemeteries & Funeral Services – Archdiocese of Toronto
Central Business office
4950 Yonge Street, Suite 206
Toronto, ON M2N 6K1**

Attention: Larry Martin, Director Facility Development

Fax: (416) 733-9944

and if intended for the Region, at:

**The Regional Municipality of Peel
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9**

Attention: Manager, Real Property and Facility Acquisitions

905-791-7800, Extension 7636

Fax: 905-791-3645

Or to such other address, fax number or email address as either party may from time to time notify the other. Any notice or other communication given by personal delivery shall be conclusively deemed to have been received by the party to which it is addressed on the day of actual delivery thereof, or if given by Fax or email, on the first business day following the transmittal thereof. Any notice sent by prepaid first class mail shall be deemed to have been delivered on the fifth (5th) business day following the date of mailing thereof provided that the postal services have not been interrupted in which case notice shall only be given by personal delivery by Fax or email as aforesaid.

15. The Owner consents to the registration of this Agreement on the title to the Owner's Lands and shall execute any or all such documents for such purposes.
16. The Owner shall obtain and maintain throughout the Term a comprehensive insurance policy with a minimum liability coverage of FIVE MILLION DOLLARS (\$5,000,000) per occurrence, covering the Encroachment to protect the Owner and the Region, and those for whom the Region is in law responsible, from any and all claims for damages, personal injury including death, and for claims from property damage which may arise from the Owner's use and/or removal or in relation to the Encroachment under this Agreement, including the use or maintenance or removal of the Encroachment or any act or omission of Owner's contractors, agents or employees while engaged in the work of placing, maintaining, renewing or removing the Encroachment, and such coverage shall include all costs, charges and expenses reasonably incurred with any injury or damage. The insurance policy shall extend to cover the contractual obligations of Owner as stated within this Agreement, shall be in the name of the Owner and shall name The Regional Municipality of Peel as an additional insured thereunder. The policy shall provide that it cannot be cancelled, lapsed or materially changed without at least thirty (30) days' notice to the Region by registered mail. Evidence of insurance satisfactory to the Region shall be provided prior to the execution of this Agreement, and annually thereafter.
17. This Agreement, when executed by the said parties shall constitute a binding agreement.
18. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
19. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the agreement to the other party with a wet signature, within a reasonable time following the termination of the Declaration of Emergency by the Province of Ontario in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.

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4

IN WITNESS WHEREOF the Owner has on the 4 day of MAY, 2020 affixed its corporate seal attested by the hands of the duly authorized officer(s).

CATHOLIC CEMETERIES & FUNERAL SERVICES - ARCHDIOCESE OF TORONTO

PER: Richard K. Hayes
Name: Richard K. Hayes
Title: President & CEO

I/We have the authority to bind the Corporation.

IN WITNESS WHEREOF The Regional Municipality of Peel has on the _____ day of _____, 20____ affixed its name under the hands of its signing officers in that behalf.

THE REGIONAL MUNICIPALITY OF PEEL

PER: _____
Name: Ava Macintyre
Title: Deputy Regional Clerk

I have the authority to bind the Regional Corporation.

REAL ESTATE TEAM
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9
905-791-7800

Realty File No.: ENC-19218
Legal File No.: P31168
Date: January 22, 2020
Project #: *
Revision Date: April 3, 2020

SCHEDULE "A" – Legal Description

Schedule "A" forms an integral part of this Agreement between The Regional Municipality of Peel and the Catholic Cemeteries & Funeral Services-Archdiocese of Toronto

Legal Description:

PIN: 13281-0008 (LT)

Part of Lot 10, Concession 3 East of Hurontario Street (Formerly Township of Toronto) as in TT175820, Save and Except VS390899, VS390913, RO538111, RO875136 and RO959596; City of Mississauga, Regional Municipality of Peel.

SCHEDULE "B" – Undertaking and Consent to Registration

Schedule "B" forms an integral part of this Agreement between The Regional Municipality of Peel and *****

To: THE REGIONAL MUNICIPALITY OF PEEL (the "Region")

I/WE _____ (the "New Owner")

having received a Transfer/Deed of the lands described in PIN ***** (LT) from *****

(the "Former Owner") HEREBY CONSENT(S) to the registration of:

- I. The Encroachment Agreement (the "Agreement") attached to the said Application made between the Former Owner and the Region, dated the _____ day of _____, 20 _____.

The New Owner, in consideration of the Region hereby agreeing to be bound by and to honour the terms of the said Agreement with respect to the New Owner in the same manner as if the New Owner was an original party thereto, and other good and valuable consideration and the sum of Ten (\$10.00) Dollars now paid by the New Owner to the Region, the receipt of which is hereby acknowledged, the New Owner COVENANTS AND AGREES to be bound by and to be subject to the terms of the said Agreement in the capacity of owner as if the New Owner was an original party thereto.

IN WITNESS WHEREOF this Undertaking has been executed by the New Owner this day of _____, 20 _____.

Print New Owner Name:

Per: _____ c/s

Print Name:

Print Office:

Per: _____ c/s

Print Name:

Print Office:

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 51-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 7 (Airport Road), City of Mississauga.

WHEREAS, the Malton Business Improvement Area has requested permission to maintain and use certain structures or improvements upon the public highway (the "Encroachments");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 9th day of July, 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That the Malton Business Improvement Area is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 7 (Airport Road), in accordance with the terms and conditions contained in the License Agreement attached as Schedule "A" between The Regional Municipality of Peel and the Malton Business Improvement Area, and retained in File ROL-19217;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the License Agreement be executed on behalf of the Regional Corporation by the Regional Clerk;

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 9th day of July, 2020.

Regional Clerk

Regional Chair

LICENSE AGREEMENT
(Signage)

THIS LICENSE AGREEMENT is dated as of the 29th day of May, 2020 (the "Agreement")

BETWEEN:

THE REGIONAL MUNICIPALITY OF PEEL

(the "Licensor")

- and -

MALTON BUSINESS IMPROVEMENT AREA

(the "Licensee")

WHEREAS:

- A. The Licensor is the registered owner of those lands known as Airport Road, in the City of Mississauga, in the Regional Municipality of Peel, as legally described on Schedule "A" attached hereto (the "Lands");
- B. The Licensee has requested permission to install Signage (as hereinafter defined) on a portion of the Licensor's Lands, located on the west side of Airport Road, north of Thamesgate Drive as shown hatched on the sketch attached hereto as Schedule "B" (the "Licensed Lands");
- C. The Licensor is agreeable to licensing the Licensed Lands to the Licensee, subject to the terms and conditions set out in this Agreement.

IN CONSIDERATION of the sum of **Two Dollars (\$2.00)**, the receipt and sufficiency of which is acknowledged and of the mutual covenants herein contained, the parties agree as follows:

1.0 GRANT OF LICENSE

- 1.1 The Licensor hereby grants to the Licensee a limited license to use and occupy the Licensed Lands, for the sole purpose of installing, operating, maintaining and repairing of a six foot six inches by sixteen foot (6'6" x 16') public art and gateway sign as shown on Schedule "C" attached hereto (the "New Signage") and for no other purposes whatsoever.

The Licensor acknowledges that the Licensee will be replacing the existing sign within the road allowance with the New Signage which will be illuminated on the same footprint as the existing sign as shown in the design drawings attached hereto as Schedule "D" (the "Design Drawings").

The Licensee will provide advance notice to the Licensor prior to commencing construction of the New Signage.

2.0 TERM

- 2.1 Subject to the termination provisions set forth herein, the term of this Agreement shall be for **five (5)** years commencing on August 1, 2020 (the "Commencement Date") and thereafter expiring on July 31, 2025 (the "Term").

3.0 OPTION TO EXTEND

- 3.1 Provided the Licensee is not in default under this Agreement and shall have observed and complied with all obligations, restrictions, terms and provisions herein to the satisfaction of the Licensor, the Licensee shall have the option to extend this Agreement for continuous **one (1)** year extension terms to commence

upon the expiration of the original Term or extended term and all of the provisions of this Agreement shall apply to such extended term with the exception of the license fee payable for the extension term which shall be subject to negotiation and mutual agreement by the parties at the time of extension. If the Licensee elects to exercise this option to extend, it shall do so by providing the Licensor with notice in writing of its intention to extend at least **three (3)** months prior to the expiration of the original Term or extended term.

4.0 TERMINATION

4.1 This Agreement shall terminate as follows:

- (a) on the termination date; or
- (b) on any date mutually agreed upon by the parties in writing; or
- (c) by the Licensor or Licensee for convenience at any time during the Term or extension term by giving the other party **thirty (30)** days prior written notice of such termination; or
- (d) where the Licensee is in default of any of its covenants, conditions or obligations contained in this Agreement, the Licensor shall deliver to the Licensee a written notice setting out the nature of the default and providing the Licensee with **ten (10)** days to remedy or cure such default. In the event the Licensee fails to remedy or cure such default to the complete satisfaction of the Licensor within the said **ten (10)** day period, then, at the sole option of the Licensor, this Agreement may be terminated forthwith without any penalty or cost to the Licensor. Notwithstanding any such termination, any obligations of the Licensee which are meant to survive termination shall so survive and continue to bind the Licensee; or

5.0 LICENSE FEES

5.1 During the Term of this Agreement, the Licensee shall pay to the Licensor, an annual license fee of **two (\$2.00) Dollars** plus HST, in advance, on or before the Commencement Date.

5.2 If the Commencement Date is on a day other than the **first (1st)** day of the calendar month, the Licensee shall occupy the Licensed Lands under the terms, conditions and provisions contained in this Agreement, and the pro-rated portion of the monthly License Fee for said month shall be paid on or before the Commencement Date and the Term of this Agreement shall commence on the **first (1st)** day of the month immediately following that in which possession is given.

6.0 SECURITY

Within **five (5)** business days of execution of this Agreement, the Licensee shall deliver to the Licensor a cheque, in the amount of **Two Thousand (\$2,000.00) Dollars** (the "**Funds**") as security for the obligations of the Licensee under this Agreement and, more specifically, for the removal and disposal of the Signage (the "**Licensee's Obligations**"), after which time the Licensor shall arrange to deposit the Funds into its account, in trust. In the event the Licensee does not fulfill its obligations under this Agreement, the Licensor shall be entitled to retain the Funds as payment for the Licensee's Obligations, together with any interest accrued thereon. If the Licensee has fulfilled all of the Licensee's Obligations and any other obligations under this Agreement, then the Licensor shall, at the end of the Term or any extension term, return the Funds to the Licensee, without interest.

7.0 "AS IS - WHERE IS" CONDITION

7.1 The Licensee acknowledges that it has inspected the Licensed Lands and agrees to accept same on an "as is-where is" basis, including but not limited to, title and its physical and environmental condition.

8.0 LICENSEE COVENANTS

8.1 The Licensee covenants and agrees as follows:

- a. to maintain the Licensed Lands in a good state repair and to the full satisfaction of the Licensor, acting reasonably;
- b. not to encumber title to the Licensed Lands in any manner whatsoever, nor permit the registration of any instrument against title, regardless of its nature and effect;
- c. to comply with all laws, by-laws, orders and regulations of all federal, provincial, regional or municipal departments, board, branches, agencies, commissions or other authorities (including, without limitation, suppliers of public utilities) having jurisdiction over the Licensed Lands or other performance of any work on the Licensed Lands;
- d. not to do or permit anything to be done in, at or on the Licensed Lands which may cause or contribute, in the Licensor's opinion, to the destabilization, contamination or erosion of the Licensed Lands, or any part thereof, or which is or may be a health hazard, nuisance or which causes disturbance, damage or interference with the users or occupants of any lands or premises adjoining or in the vicinity of the Licensed Lands;
- e. to arrange and pay for all installations required to provide any service to the New Signage and shall be solely responsible for any future installation, maintenance or repair costs specifically associated with such connections, including monthly hydro charges for the electrical current required to operate the New Signage. The Licensee shall further ensure that all connections for utilities are sufficiently and safely installed overhead or underground in such a manner that they pose no danger nor hinder in any way the Licensor's staff or members of the public from accessing the site or carrying out maintenance to the Licensor Lands.
- f. shall not enlarge, alter or change the Licensed Lands in any manner without the prior written consent of the Licensor, which consent may be arbitrarily withheld or delayed.

9.0 ENVIRONMENTAL

9.1 The Licensee covenants and agrees that it shall not bring or allow to be brought upon the Licensed Lands any substances deemed hazardous under the *Environmental Protection Act of Ontario* (the "Act"), as amended, (the "Hazardous Substances") and that it shall comply with all federal, provincial or municipal laws and regulations from time to time in force relating to Hazardous Substances and the protection of the environment. In the event the Licensee brings or allows to be brought Hazardous Substances onto the Licensed Lands after it has commenced its use and occupation of the Licensed Lands, the Licensee shall, once it becomes aware of any Hazardous Substances, take immediate steps to remove and dispose of all such Hazardous Substances from the Licensed Lands to the satisfaction of the Licensor and all government bodies having jurisdiction, acting reasonably, and in accordance with the Act, and shall indemnify and save the Licensor harmless from any and all liabilities, fines, suits, demands, claims, actions, fees, penalties and charges of any nature and kind brought against or imposed upon the Licensor (including the Licensor's legal costs and disbursements on a substantial indemnity basis) as a result of the presence of any such Hazardous Substances knowingly brought by the Licensee on the Licensed Lands. The parties agree that this clause shall survive the termination of this Agreement and continue to bind the Licensee for a period of **two (2) years**.

10.0 CONSTRUCTION, MAINTENANCE AND REPAIR

- 10.1 Prior to the installation or relocation of the New Signage, including any alterations and/or improvements (save and except routine repairs only), the Licensee must receive the written consent of the Licensor, which consent may be arbitrarily and/or unreasonably withheld. The Licensee's request for such consent shall be in writing and accompanied by a proper description of the contemplated work and specifications, and where appropriate, design drawings. Prior to the commencement of any work, the Licensee shall:
- a. provide plans, specifications, list of materials, construction schedule and any related information requested by the Licensor;
 - b. appoint a specific individual to act as a contact person with the Licensor for all matters relating to the planned work;
 - c. meet with the Licensor to discuss and review the plans for the initial installation work, including but not limited to the final placement of the New Signage and methods of attaching same;
 - d. install the New Signage within the same footprint of the existing signage.
 - e. ensure that the work is carried out at such times as are approved by the Licensor and that the work does not interrupt or interfere with the use of the Licensed Premises by the Licensor or the public.
- 10.2 All work shall be conducted and completed in accordance with the approved Design Drawings to the satisfaction of the Licensor. The Licensee undertakes and agrees that it will construct, maintain repair, replace, adjust or remove any of the work that is deemed to be a hazard, deficient or otherwise inconsistent with the safe use of the road allowance and in accordance with sound engineering practice and all applicable laws, policies, guidelines, standards and municipal by-laws, policies, guidelines, standards and Road Occupancy Permits, as applicable;
- 10.3 The Licensee is working with Alectra for a suitable supply of electrical power to connect to the New Signage. The Licensee acknowledges that written approval of the Licensor is required for the electrical design prior to any work commencing for the New Signage. The cost of all services shall be borne entirely by the Licensee.
- 10.4 The Licensee shall maintain the Licensed Lands in a good state of repair and without limiting the generality of the foregoing, in accordance with all municipal and governmental laws, by-laws, rules, orders and regulations governing same.
- 10.5 The Licensee acknowledges that the Licensor shall not bear any responsibility for any damage occurring to the existing signage or New Signage on the Licensed Lands during any maintenance activity (including snow removal) undertaken by the Licensor on or in the vicinity of the Licensed Lands.
- 10.6 The Licensee acknowledges and agrees that any consent received from the Licensor shall in no way reduce or otherwise affect the requirement that the work be performed in accordance with all applicable federal, provincial and municipal laws and regulations.
- 10.7 Notwithstanding any rule of law or equity, the New Signage shall at all times remain the personal property of the Licensee notwithstanding that the same may be affixed or amerced to the freehold or any structure and shall at any time and from time to time be severable and removable in whole or in part by the Licensee.

11.0 RIGHT TO ENTER

- 11.1 For the purpose of carrying out its remedies under this Agreement or at law, the Licensee hereby grants the Licensor the right and easement to enter upon the

Licensed Lands, by its employees, agents and contractors and their vehicles, equipment, supplies and materials and the Licensee shall execute such further assurances as the Licensor may deem necessary to provide such right and easement across the Licensed Lands.

12.0 NO IMPROVEMENTS

12.1 The Licensee shall not erect or construct any structures, obstructions or any other improvements on the Licensed Lands with the exception of the New Signage. The parties hereto acknowledge and agree that the New Signage shall not become a fixture but shall be and remain the property of the Licensee.

13.0 TAXES & UTILITIES

13.1 The Licensee shall pay any taxes, rates, fees or assessments which may be charged or imposed during the Term or any extension term, by an authority upon or in respect of the privileges hereby granted. For greater clarity, the Licensee shall only pay those taxes, rates, fees or assessments, or portions thereof, only if such costs have been assessed as a direct result of the Licensee's use of the Licensed Lands.

13.2 The Licensee and Licensor acknowledge that the New Signage will be illuminated and requires an electrical power supply and that utilities are to be invoiced directly to the Licensee during the Term or any extension term.

13.3 The Licensee will be responsible for any stormwater charges associated with the signage, if any.

14.0 INSURANCE

14.1 The Licensee covenants that it shall take out and keep in full force and effect throughout the Term and any extensions thereof:

(a) Commercial General Liability insurance in respect of the Licensed Lands and the operations of the Licensee therein against claims for bodily injury including death and personal injury, death, property damage, contractual liability, non-owned automobile liability, and employer's liability, indemnifying and protecting the Licensor and the Licensee, including their respective elected officials, officers, employees, volunteers, agents, contractors or invitees to the inclusive limit of not less than **Two Million Dollars (\$2,000,000.00)** or such other amount as the Licensor may in its discretion determine from time to time. Such insurance shall specifically state by its wording or by endorsement that:

(i) The Licensor is included as an additional insured under the policy; and

(ii) The policy shall have provisions for cross liability and severability of interests as between the Licensor and the Licensee.

(b) All Risk Property insurance on a replacement cost basis covering the Licensee's property, equipment, and other such property in the care, custody and control of the Licensee.

14.2 Such policies shall not be terminated, cancelled or materially altered unless written notice of such termination, cancellation or material alteration is given by the insurers to the Licensor at least **thirty (30)** business days before the effective date thereof.

14.3 Upon execution of this Agreement and thereafter on each anniversary date of this Agreement during the Term or extension term, as the case may be, the Licensee shall deliver to the Licensor's Manager of Real Estate, a certificate of

insurance to evidence the insurance required under this Agreement. The certificate must be mailed to the following address:

The Regional Municipality of Peel
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9
Attention: Manager of Real Estate
Telephone: (905) 791-7800 Ext. 7636
Facsimile: (905) 791-3645

15.0 INDEMNITY

- 15.1 The Licensee shall indemnify, defend and save harmless the Licensor, including its elected council members, directors, officials, officers, servants, representatives, employees, volunteers, agents, contractors, or invitees from and against any loss, cost and expense incurred by the Licensor because of any demand, action or claim brought against the Licensor as a result of any loss of or damage to property, personal injury or death, or any other losses or damages, both direct or indirect, including such other costs and expenses, howsoever and whatsoever incurred, suffered or sustained by the Licensor by the result of the Licensee's use of the Licensed Lands, or by anyone else permitted on the Licensed Lands by the Licensee or by anyone for whom in law the Licensee is responsible, including any losses or damages which have been caused or contributed to by any negligence, breach of the *Occupiers' Liability Act* or breach of statutory duty on the part of the Licensor or on the part of anyone for whom the Licensor is in law responsible, by their presence upon the Licensed Lands, the condition or state of repair of the Licensed Lands and the breach of any of the provisions of this Agreement by the Licensor, including, but not limited to, any form of environmental damage caused by or attributable to the action or inaction of the Licensee, save and except for any environmental contamination which was caused prior to the execution of this Agreement, any negligent act or omission of the Licensor, its or their elected council members, officials, directors, officers, servants, representatives, employees, volunteers, agents, contractors or invitees, which causes or contributes to any such injury, damage or loss.

16.0 RISK OF INJURY AND DAMAGE

- 16.1 The Licensee, including its officers, directors, members, guests, servants, employees, agents and contractors and all others having access to the Licensed Lands by reason of their use of the said Licensed Lands and the approaches thereto, shall do so at his, her and their own risk and under no circumstances shall the Licensor be liable for any bodily injury including death and personal injury or psychological trauma and for any property damage, loss or theft suffered by any person, firm or corporation while upon the Licensed Lands or the approaches or appurtenances thereto, it being understood and acknowledged that all such liability, if any, is assumed by the Licensee. The Licensee shall obtain a waiver of subrogation from their insurers, of all rights of recovery under subrogation or otherwise against the Licensor, its elected officials, officers, employees, volunteers, agents, contractors or invitees.

17.0 LIENS

- 17.1 The Licensee shall promptly pay for all materials and services supplied and work done in respect of the Licensed Lands and do all things necessary so as to ensure that no lien or other charge or claim therefore, or certificate of action in respect thereof (any of which is called a "Lien" in this section) is claimed or registered against any portion of the Licensed Lands or against the Licensor's or Licensee's interest therein. If any such Lien is claimed or registered, the Licensee shall cause it to be discharged or vacated at its sole expense within **thirty (30)** days thereafter, failing which the Licensor, in addition to any other right or remedy of the Licensor, may, but shall not be obligated to, cause the Lien

to be discharged or vacated by paying the amount claimed to be due together with any other amounts into court and the amounts so paid and all expenses of the Licensor including, without limitation, legal fees (on a substantial indemnity costs basis) shall be paid by the Licensee to the Licensor forthwith on demand.

18.0 RESTORATION

- 18.1 Upon the expiration of the Term, extension term or any early termination of this Agreement, the Licensee will make no further use of the Licensed Lands. If required by the Licensor, the Licensee shall immediately restore, at its sole cost and expense, the Licensed Lands to a condition as good as prior to the existing sign or New Signage being installed on the Licensor's Lands. No installation shall be abandoned in place including foundations. No temporary abandoning of any equipment, cable, or support mechanism in place will be permitted and will be removed by the Licensee at the Licensee's sole cost and expense.
- 18.2 In the case of the failure of the Licensee to remove its signage and restore the Lands, the Licensor may take such steps as it deems reasonable and necessary to remove the signage and restore the Lands and shall charge the cost of the removal and restoration to the Licensee, which amount shall be payable by the Licensee forthwith upon demand, plus an administration fee of **fifteen percent (15%)**.

19.0 NOTICES

- 19.1 Any demand, notice or communication to be provided hereunder shall be in writing and may be given by personal delivery, by prepaid regular mail or by email or facsimile transmission, addressed to the respective parties as follows:

To the Region: **The Regional Municipality of Peel**
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9
Attention: Manager, Real Estate
Email: lori-ann.thomsen@peelregion.ca
Telephone: (905) 791-7800 Ext. 7636
Facsimile: (905) 791-3645

Copy to its Solicitor: **The Regional Municipality of Peel**
10 Peel Centre Drive, Suite A, 5th Floor
Brampton, ON L6T 4B9
Attention: Senior Legal Counsel
Telephone: (905) 791-7800
Facsimile: (905) 791-6992

To the Licensee: **Malton BIA**
3091 Victory Crescent
Mississauga, ON L4T 1L5
Attention: General Manager
Email: info@maltonBIA.com
Telephone: 905-499-2969
Facsimile: n/a

or to such other address, email or facsimile number as any party may from time to time notify the other. Any demand, notice or other communication given by personal delivery shall be conclusively deemed to have been received by the party to which it is addressed on the day of actual delivery thereof. If given by facsimile or email transmission, on the same day as the date of faxing or emailing provided that a facsimile transmission report is generated and retained. In the case of a demand, notice or communication addressed to more than one party, on the day upon which actual delivery thereof has been completed to all such parties. Any notice sent by prepaid regular mail as aforesaid shall be

deemed to have been delivered on the **fifth (5th)** business day (excluding Saturdays, Sundays and statutory holidays) following the date of mailing thereof provided that postal services have not been interrupted, in which case notice shall only be given by personal delivery or facsimile transmission as aforesaid.

20.0 NO FETTERING OF DISCRETION

20.1 The Licensee acknowledge that this Agreement shall not in any manner fetter the discretion or authority of the Licensor, its elected municipal council or other official under any and all applicable laws, including but not limited to the *Municipal Act, 2001*, *Building Code Act* and the *Planning Act*.

21.0 LEGAL FEES AND EXPENSES

21.1 The Licensee shall be responsible for the full payment of the Licensor's costs and expenses, including legal fees on a substantial indemnity costs basis, in the event the Licensor is required to obtain legal advice or initiate legal proceedings to enforce any of its rights and remedies as herein described.

22.0 ASSIGNMENT AND/OR SUBLICENSING

22.1 This Agreement shall not be assigned by the Licensee without the express written consent of the Licensor, which consent may be unreasonably withheld or delayed.

22.2 The Licensee shall not sublicense the Licensed Lands without the prior written consent of the Licensor, which consent may be unreasonably withheld or delayed.

23.0 ENTIRE AGREEMENT

23.1 This Agreement shall constitute the entire agreement between the parties with respect to the subject matter hereof and supersedes any prior oral or written agreement. There is no representation, warranty, collateral agreement or condition, whether direct or collateral, or express or implied, which induced any party hereto to enter into this Agreement on which reliance is placed by any such party. This Agreement shall be read with all changes of gender or number required by the context.

24.0 TIME OF THE ESSENCE

24.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

25.0 REGISTRATION OF NOTICE

25.1 The Licensee shall not register or attempt to register this Agreement, nor a document giving notice of this Agreement, against title to the Licensed Lands or the Licensor's Lands and that this Agreement does not create an interest in land and is personal to the parties hereto.

26.0 COMPLIANCE WITH LAWS

26.1 The Licensee shall promptly comply at its own cost and expense with all statutes, laws, by-laws, rules and regulations and other requirements of any federal, provincial, municipal or other governmental authority or other competent authority in respect of its use and occupation of the Licensed Lands or any improvement constructed thereon.

27.0 GOVERNING LAW

27.1 This Agreement shall be governed by and construed in accordance with the laws

of the Province of Ontario and the laws of Canada applicable therein.

28.0 SEVERABILITY

28.1 If any provision of this Agreement, or the application thereof to any circumstances, shall be held to be invalid or unenforceable, then the remaining provisions or the application thereof to other circumstances shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.

29.0 SUCCESSORS AND ASSIGNS

29.1 This Agreement shall be binding upon and endure to the benefit of the parties hereto and their respective successors and assigns.

30.0 WAIVER AND FORBEARANCE

30.1 No waiver by any party hereto of any breach by any other party of any of its covenants, agreements or obligations contained in this Agreement shall be or be deemed to be a waiver of any subsequent breach thereof or the breach of any other covenants, agreements or obligations, and notwithstanding any statute to the contrary, any forbearance by any party hereto to seek a remedy for any breach by any other party be a waiver by the party so forbearing of its rights and remedies with respect to such breach or any subsequent breach. The subsequent acceptance of monies by the Licensor shall not be deemed a waiver of any preceding breach by the Licensee of any term, covenant or condition regardless of the Licensor's knowledge of such preceding breach at the time of the acceptance of such monies. All monies and other charges payable by the Licensee to the Licensor hereunder shall be paid without any deduction, set off or abatement whatsoever, and the Licensee hereby waives the benefit of any common law, statutory or other right in respect of abatement or set off in its favor at the time hereof or at any future time.

31.0 OVERHOLDING

31.1 The Licensee has no right to remain in possession of the Licensed Lands after the end of the Term or extension terms. If the Licensee remains in possession of the Licensed Lands after the end of the Term or extension terms with the consent of the Licensor but without entering into a new agreement then, notwithstanding any common law or statutory provisions to the contrary, there shall be no tacit renewal of this Agreement or the Term and the Licensee shall be deemed to be occupying the Licensed Lands as a Licensee from month-to-month (with either party having the right to terminate such month-to-month license at any time on **thirty (30) days'** notice, whether or not the date of termination is at the end of a license period) at a monthly license fee payable in advance on the first day of each month equal to **one hundred and twenty five (125%)** percent of the monthly amount of the License Fee payable during the last Term or extension term and otherwise upon the same terms, covenants and conditions as in this Agreement insofar as these are applicable to a monthly license and, for greater certainty, including liability for all other fees and charges payable under this Agreement.

32.0 HEADINGS

32.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

33.0 GENERAL

33.1 If this Agreement is signed in the name of a corporation, partnership, business, association, club or society, the person or persons signing, represents and

warrants that, in the case of a corporation, the corporation is a corporation in good standing and duly organized under the laws of Ontario, and in any case, that she/he has full authority to sign this Agreement and to bind such organization.

33.2 If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.

33.3 If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the agreement to the other party with a wet signature, within a reasonable time following the termination of the Declaration of Emergency by the Province of Ontario in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.

IN WITNESS WHEREOF the parties hereto have executed this Agreement by their authorized signing officers who have asserted their authority to execute this Agreement.

Dated at the City of Brampton, this ____ day of _____, 2020.

THE REGIONAL MUNICIPALITY OF PEEL

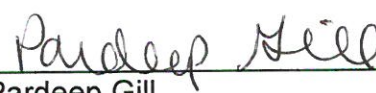
Per: _____
Name:
Title:

I have authority to bind the Regional Corporation

Dated at the City of MISSISSAUGA, this 17th day of JUNE, 2020.

MALTON BUSINESS IMPROVEMENT AREA

Per: 
Name: Sam Kohli
Title: Chair

Per: 
Name: Pardeep Gill
Title: Treasurer

We have authority to bind the Organization

SCHEDULE "A"

Legal Description of the Licensor's Lands

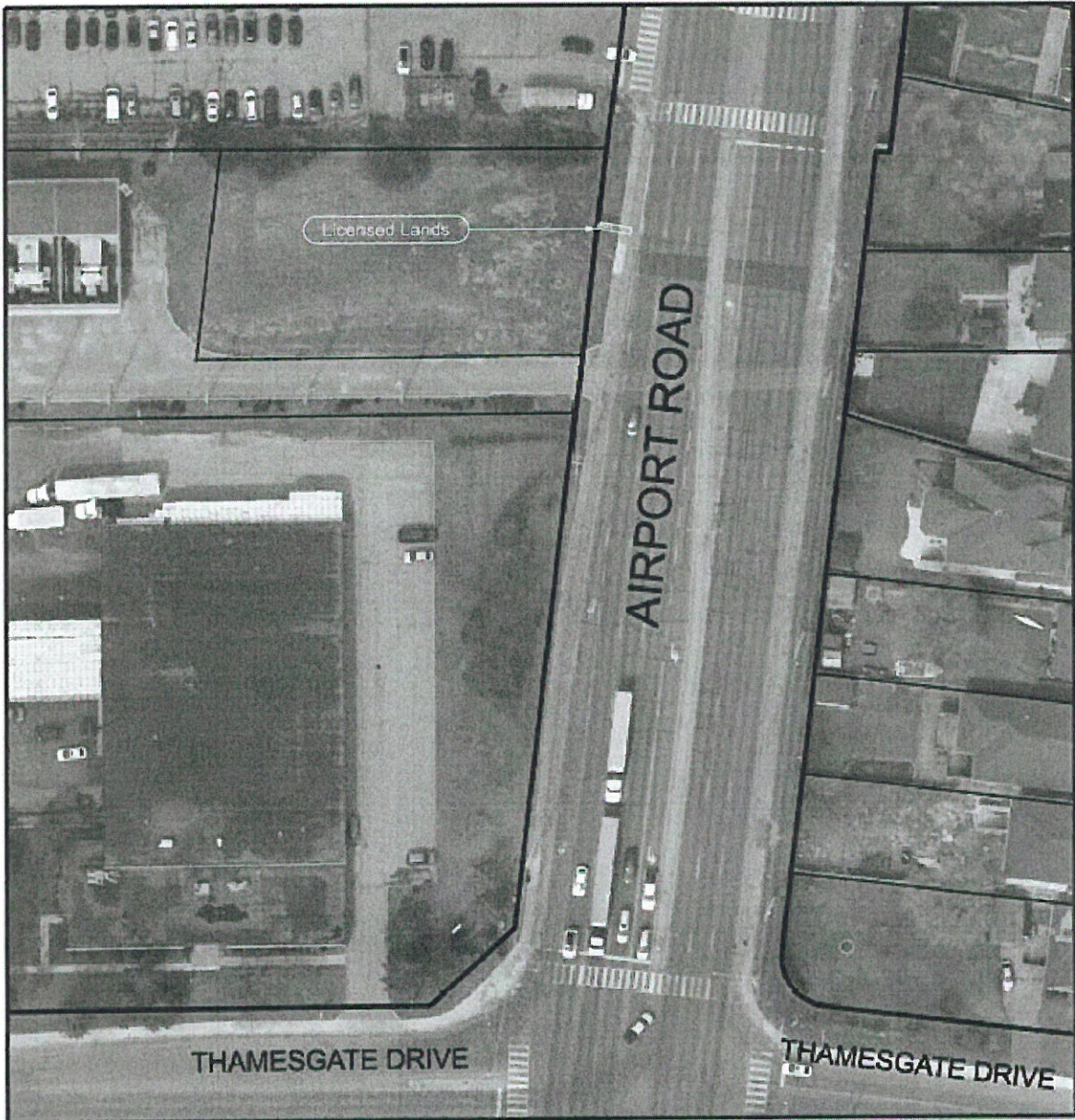
Municipal Address: n/a

PIN: 13269-0597 (LT)

Legal Description: Airport Road also known as Malport Road; Road Allowance between Concessions 6 and 7 lying between the Railway and the south limit of Possum Drive, Plan 578; Part Lots 13 and 14, Concession 7 East of Hurontario Street formerly the Township of Toronto Gore Southern Division as in VS29429 and TT65287; Part Lot 13, Concession 6 East of Hurontario Street formerly the Township of Toronto Gore Southern Division designated as Part 1, 43R-11312, in the City of Mississauga, Regional Municipality of Peel

SCHEDULE "B"

Sketch of the Licensed Lands

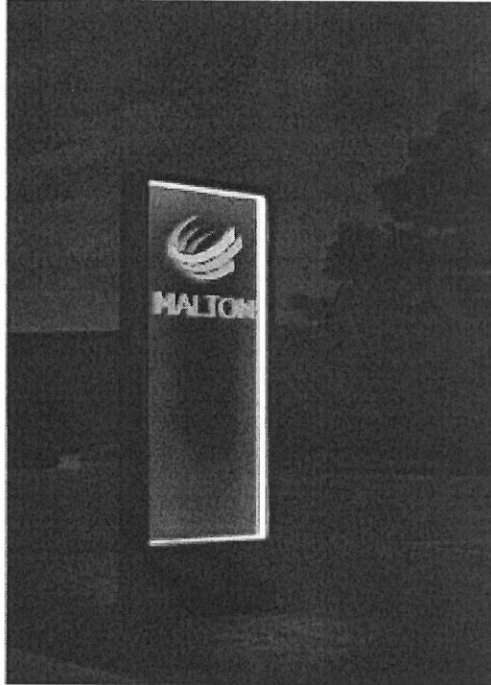


SCHEDULE "C"

Signage Sketch



2.1 - Gateway ID Large Reflectivity - Day time Render
View 010



2.1 - Gateway ID Large Reflectivity - Night time Render
View 010

