

CHAIR:

N. IANNICCA

MEMBERS:

P. BROWN

G. CARLSON

B. CROMBIE

D. DAMERLA

S. DASKO

G. S. DHILLON

J. DOWNEY

C. FONSECA

P. FORTINI

A. GROVES

J. INNIS

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

R. SANTOS

I. SINCLAIR

R. STARR

A. THOMPSON

P. VICENTE



The Council of the
Regional Municipality of Peel
REVISED AGENDA

Date: Thursday, September 24, 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 limited public access to the Council Chambers, by pre-registration only. Please email regional.clerk@peelregion.ca to pre-register. 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

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

Date: Thursday, September 24, 2020

Time: 9:30 a.m.

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

***Denotes Revised/Additional Items**

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1. CALL TO ORDER
2. INDIGENOUS LAND ACKNOWLEDGEMENT
3. DECLARATIONS OF CONFLICTS OF INTEREST
4. APPROVAL OF MINUTES

4.1 September 10, 2020 Regional Council meeting

5. APPROVAL OF AGENDA
6. CONSENT AGENDA
7. DELEGATIONS

WITHDRAWN

~~*7.1 Lorrie McKee, Director of Public Affairs and Stakeholder Relations, Greater Toronto Airports Authority~~

~~Providing an Update on Toronto Pearson International Airport Arrivals Process (As requested at the September 10, 2020 Regional Council meeting)~~

7.2 Sharon Floyd, Executive Director, Interim Place

Regarding an Increase in Gender Based Violence in Peel During COVID-19 and Raising Awareness for the Virtual Steps to End Violence Against Women Walk, September 27, 2020

7.3 Jason Wiesner, President and Owner, Wiesner Insurance Inc.

Regarding Concerns Over Escalating Mental Health, Addiction and Homelessness in Downtown Brampton and the Negative Impact on Property/Businesses (Related to 7.4 to 7.7 inclusive, 8.2, 16.1 and 16.2)

7.4 Katherine Kennedy, Resident, City of Brampton

Regarding the Need for Immediate Action with respect to Escalating Mental Health, Addiction and Homelessness in the Downtown Brampton Core (Related to 7.3, 7.5, 7.6, 7.7, 8.2, 16.1 and 16.2)

WITHDRAWN

~~*7.5 Ted Brown, Chief Executive Officer and Jenna Dewsbury, Director of Operations, Regeneration Outreach Community~~

~~Regarding the Need for Increased Services for People Experiencing Homelessness, Mental Health Issues and Addiction in the Downtown Brampton Core (Related to 7.3, 7.4, 7.6, 7.7, 8.2, 16.1 and 16.2)~~

- 7.6 Reverend Geoff Ross, Lead Minister, St. Andrew's Presbyterian Church and Richard McMechan, Co-Chair, St. Andrew's Presbyterian Church Property Committee

Regarding the Need for Immediate Action with respect to Escalating Mental Health, Addiction and Homelessness in the Downtown Brampton Core (Related to 7.3, 7.4, 7.5, 7.7, 8.2, 16.1 and 16.2)

- 7.7 Suzy Godefroy, Executive Director and Rick Evans, Director, Downtown Brampton BIA

Regarding Community Services and the Request for Additional Support for the Downtown Brampton Core (Related to 7.3 to 7.6 inclusive, 8.2, 16.1 and 16.2)

8. COVID-19 RELATED MATTERS

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

(Oral)

Presentation by Dr. Lawrence Loh, Medical Officer of Health

- 8.2 Update on COVID-19 Funding for Human Services

(Related to 7.3 to 7.7 inclusive, 16.1 and 16.2)

9. COMMUNICATIONS

- 9.1 John Tory, Mayor, City of Toronto

Letter dated September 15, 2020, Providing a Copy of a Letter to the Minister of Municipal Affairs and Housing, Requesting that Regulation 157/20 under the Emergency Measures and Civil Protection Act be Extended (Receipt recommended)

- 9.2 Andrea Horwath, Leader of the Official Opposition Ontario, NDP

Letter dated September 16, 2020, Providing Comments to Issues Raised at the 2020 Virtual Association of Municipalities Ontario Conference (Receipt recommended)

- *9.3 Richard Stubbings, Assistant Deputy Minister, Public Safety Division, Ministry of the Solicitor General

Letter dated September 19, 2020, Regarding Enforcement and Amendments under the *Reopening Ontario Act, 2020* (Receipt recommended)

10. STAFF PRESENTATIONS

11. ITEMS RELATED TO PUBLIC WORKS

- 11.1 Curbside Waste Collection Contractors' Performance

(For information)

- 11.2 Online Utility Billing Portal

- 11.3 Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6

- 11.4 Stormwater Infrastructure Management Update
(For information)

12. COMMUNICATIONS

13. ITEMS RELATED TO HEALTH

14. COMMUNICATIONS

15. ITEMS RELATED TO HUMAN SERVICES

16. COMMUNICATIONS

- *16.1 D. Cameron Walsh, Board Chair and Deb Bergamin, General Manager, Grace Place Community Resource Centre

Letter dated September 16, 2020, Regarding the Escalation of Mental Health, Addiction and Homelessness in the Brampton Downtown Core (Referral to Human Services recommended) (Related to 7.3 to 7.7 inclusive, 8.2 and 16.2) **(Item now available)**
- 16.2 Christopher Moon, Board Chair and Reverend Lawrence Nyarko, Minister, Grace United Church

Letter dated September 16, 2020, Regarding Outreach for Persons with Mental Health, Addictions, and Homelessness (Referral to Human Services recommended) (Related 7.3 to 7.7 inclusive, 8.2 and 16.1)

17. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

18. COMMUNICATIONS

- 18.1 Joanne Re, Decisions Unit Administrative Staff, Tribunals Ontario/Ontario Land Tribunals, Local Planning Appeals Tribunal (LPAT)

Email dated September 11, 2020, Providing a Copy of the LPAT Decision Regarding Peel Regional Official Plan Amendment 32 (Receipt recommended)
- *18.2 Steve Clark, Minister of Municipal Affairs and Housing

Letter dated September 18, 2020, Regarding Parkland Dedication, Development Charges and the Community Benefits Charges Authority (Receipt recommended) (Related to 19.3)

19. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

- 19.1 2021 Regional Council and Committee Meeting Schedule

- 19.2 Capital Financing Strategy
- 19.3 2020 Development Charge Background Study and By-law Review
(For information) (Related to 18.2)
- 19.4 Report of the Diversity, Equity and Anti-Racism Committee (DEAR-3/2020) meeting held on September 3, 2020

20. COMMUNICATIONS

- 20.1 Christine Massey, Resident, City of Brampton
Email dated September 9, 2020, Regarding a Statement from the Independent Press Gallery that Condemns the Peel Police Arrest of Rebel News Reporter David Menzies
(Receipt recommended)

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

22. NOTICE OF MOTION/MOTION

- 22.1 Public Disclosure of Businesses with COVID-19 Outbreaks
(As requested by Councillor Ras)

23. BY-LAWS

Three Readings

24. IN CAMERA MATTERS

- 24.1 September 10, 2020 Regional Council Closed Session Report
- 24.2 Expropriation Proceedings – East to West Sewer Diversion Project – EXP-20064.00 – City of Mississauga, Wards 5 and 11
(Proposed or pending acquisition or disposition of land by the municipality or local board)
- 24.3 Payment of Compensation Pursuant to the Expropriations Act, R.S.O. 1990, c. E.26, Mayfield Road Widening – EXP-18075.51 – Airport Road to Coleraine Drive – City of Brampton, Ward 10 and Town of Caledon, Wards 2, 4 and 5
(Proposed or pending acquisition or disposition of land by the municipality or local board)
- 24.4 Proposed Property Acquisition – East to West Sewer Diversion Project – EXP-20064.00 – City of Mississauga, Wards 5 and 11
(Proposed or pending acquisition or disposition of land by the municipality or local board)
- 24.5 Appointment of a Permanent Associate Medical Officer of Health
(Personal matters about an identifiable individual, including municipal or local board employees)

- 24.6 Personal Matters About an Identifiable Individual, Including Municipal or Local Board Employees

(Oral)

- *24.7 Local Planning Appeal Tribunal – 187 Deerhurst Drive, City of Brampton, Ward 8
(Litigation or potential litigation, including matters before administrative tribunals; and Advice that is subject to solicitor-client privilege, including communications necessary for the purpose)

25. BY-LAWS RELATING TO IN CAMERA MATTERS

- 25.1 By-law 59-2020

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

27. ADJOURNMENT



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

September 10, 2020

Members Present:	P. Brown G. Carlson B. Crombie D. Damerla S. Dasko G.S. Dhillon J. Downey C. Fonseca P. Fortini A. Groves N. Iannicca J. Innis J. Kovac	M. Mahoney S. McFadden M. Medeiros M. Palleschi C. Parrish K. Ras P. Saito R. Santos I. Sinclair R. Starr A. Thompson P. Vicente
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Staff Present	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. VanOwewegen, 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 M. Hau, Acting Medical Officer of Health A. Adams, Deputy Clerk and Acting Director of Clerk's C. Thomson, Deputy Clerk and Manager of Legislative Services H. Gill, Legislative Specialist R. Khan, Legislative Technical Coordinator
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1. CALL TO ORDER

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

2. INDIGENOUS LAND ACKNOWLEDGEMENT

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

Regional Chair Iannicca announced that Peter Dundas, Director and Chief, Paramedic Services, has been elected by his peers as President of the Ontario Association of Paramedic Chiefs for a two-year term. The Association is a leading voice in the emergency services community and represents leadership from 52 designated delivery agents across Ontario who oversee 8,500 paramedics.

Regional Chair, on behalf of Regional Council, congratulated Peter Dundas on this important and well-deserved appointment, noting that Chief Dundas has been a strong advocate for paramedics and those they serve.

3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

4. APPROVAL OF MINUTES

4.1 July 23, 2020 Regional Council meeting

Resolution Number 2020-650

Moved by Councillor Parrish

Seconded by Councillor Carlson

That the minutes of the July 23, 2020 Regional Council meeting be approved.

Carried

5. APPROVAL OF AGENDA

Resolution Number 2020-651

Moved by Councillor Parrish

Seconded by Councillor Carlson

That the agenda for the September 10, 2020 Regional Council meeting include By-law 19-2020 regarding Regional Official Plan Amendment 34, to be dealt with under By-laws – Item 23.2;

And further, that the agenda for the September 10, 2020 Regional Council meeting be approved, as amended.

Carried

Councillor Fortini arrived at 9:50 a.m.

6. CONSENT AGENDA

Resolution Number 2020-652

Moved by Councillor Palleschi

Seconded by Councillor Starr

That the following matters listed on the September 10, 2020 Regional Council Agenda be approved under the Consent Agenda: Items 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8, 9.9, 9.10, 9.11, 9.12, 9.13, 9.14, 11.1, 13.1, 13.2, 13.3, 13.4, 15.1, 15.2, 15.4, 15.5, 15.6, 16.2, 17.1, 17.3, 17.4, 18.1, 18.2, 18.3, 18.4, 18.5, 18.6, 19.1, 20.1, 20.2, 21.1, 24.1, 24.2, 24.3, 24.5, 24.6.

In Favour (24): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Carried

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

9. COMMUNICATIONS

9.1 Sam Hammond, President, Elementary Teachers' Federation of Ontario

Letter dated August 5, 2020, Requesting the Inclusion of Mandatory Face Coverings for Public Schools (Receipt recommended)

Resolution Number 2020-653

Received

This item was dealt with under the Consent Agenda.

9.2 Terrence Miller, President, Brampton Canadian Association of Retired Persons (CARP)

Email dated August 6, 2020, Providing a Copy of a Letter to the Provincial Government Requesting that Terms of Reference for the Commission of Inquiry for the Review of the Operation of Long Term Care Facilities Include a Requirement to Make Recommendations (Receipt recommended)

Resolution Number 2020-654

Received

This item was dealt with under the Consent Agenda.

9.3 C. Chaar, Executive Correspondence Officer, on behalf of Justin Trudeau, Prime Minister

Email dated August 7, 2020, Providing a Response to the Letter from Regional Chair Iannicca, Regarding Emergency Operating Funds to Ensure Vital Local Services Continue, Including Public Transportation and Emergency Services (Receipt recommended)

Resolution Number 2020-655

Received

This item was dealt with under the Consent Agenda.

9.4 Steve Clark, Minister of Municipal Affairs and Housing

Letter dated August 12, 2020, Announcing that the Ontario Government has Secured Funding from the Federal-Provincial Safe Restart Agreement and Advising of Phase I Municipal Operating Funding to the Region of Peel (Referral to Finance recommended) (Related to 9.5, 9.7 and 9.9)

Resolution Number 2020-656

Referred to Finance

This item was dealt with under the Consent Agenda.

9.5 Steve Clark, Minister of Municipal Affairs and Housing

Letter dated August 12, 2020, Advising of Phase II Funding to the Region of Peel for the Social Services Relief Fund, being a Part of the Federal-Provincial Safe Restart Agreement (Referral to Human Services recommended) (Related to 9.4 and 9.7)

Resolution Number 2020-657

Referred to Human Services

This item was dealt with under the Consent Agenda.

9.6 Steve Clark, Minister of Municipal Affairs and Housing

Letter received August 12, 2020, Providing Information Regarding Funding for the COVID-19 Recovery and the Protecting Tenants and Strengthening Community Housing Act, 2020 (Receipt recommended)

Resolution Number 2020-658

Received

This item was dealt with under the Consent Agenda.

9.7 Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Memo dated August 13, 2020, Regarding Safe Restart Agreement Funding – Update (Receipt recommended) (Related to 9.4, 9.5 and 9.9)

Resolution Number 2020-659

Received

This item was dealt with under the Consent Agenda.

9.8 Nancy Naylor, Deputy Minister, Ministry of Education

Letter dated August 13, 2020, Regarding Before and After School Programs for the 2020-21 School Year (Receipt recommended)

Resolution Number 2020-660

Received

9.9 Shannon Fuller, Assistant Deputy Minister, Early Years and Child Care Division

Letter dated August 14, 2020, Regarding the Federal Safe Restart Funding – September Reopening Plan for Child Care (Receipt recommended) (Related to 9.4 and 9.7)

Resolution Number 2020-661

Received

This item was dealt with under the Consent Agenda.

9.10 Christine Elliot, Deputy Premier and Minister of Health

Letter dated August 21, 2020, Advising of Additional Funding to the Board of Health for Peel Public Health for the 2020-2021 Funding Year (Receipt recommended)

Resolution Number 2020-662

Received

This item was dealt with under the Consent Agenda.

9.11 Christine Massey, Resident, City of Brampton

Email dated August 23, 2020, Regarding Mandatory “COVID-19” Vaccination: Submission to United Nations Human Rights Council (Receipt recommended)

Resolution Number 2020-663

Received

This item was dealt with under the Consent Agenda.

9.12 Steve Clark, Minister of Municipal Affairs and Housing

Email dated August 28, 2020, Regarding Changes to Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe as Part of the Economic Recovery Efforts (Referral to Public Works recommended) (Related to 13.2 and 21.1)

Resolution Number 2020-664

Referred to Public Works

This item was dealt with under the Consent Agenda.

9.13 Michelle Bilek, Canadian Alliance to End Homelessness; and Doug Kwan, Co-Executive Director, Mississauga Community Legal Services

Letter dated September 3, 2020, Regarding the Protection of Vulnerable Residents During a Global Pandemic (Referral to Human Services recommended)

Resolution Number 2020-665

Referred to Human Services

This item was dealt with under the Consent Agenda.

9.14 Christine Massey, Resident, City of Brampton

Email dated September 4, 2020, Regarding Canada's Vido-intervac: No Record of "COVID-19 Virus" Isolation (Anywhere, Ever) (Receipt recommended)

Resolution Number 2020-666

Received

This item was dealt with under the Consent Agenda.

11. ITEMS RELATED TO HUMAN SERVICES**11.1 Ontario Works Electronic Document Management**

Resolution Number 2020-667

Moved by Councillor Palleschi

Seconded by Councillor Starr

That staff be authorized to enter into direct negotiations with Nimble Information Strategies, Inc. in order to implement an Electronic Document Management (EDM) system for Ontario Works client files;

And further, that subject to successful negotiations with Nimble Information Strategies Inc. in establishing firm pricing and contract terms and subject to available budget, the Commissioner of Finance and Chief Financial Officer and the Commissioner of Human Services be authorized to approve the final contract award, in accordance with Procurement By-law 30-2018, as amended;

And further, that approval be granted to extend the contract for four 12-month terms in accordance with the agreement, subject to satisfactory performance and pricing submitted for each contract term;

And further, that the Commissioner of Human Services be authorized to execute the agreement on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

Carried

This item was dealt with under the Consent Agenda.

13. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

13.1 Minister's Zoning Order for Mayfield West Phase 2 Stage 2 and Request to Reconsider Regional Official Plan Amendment 34 (Related to By-law 19-2020)

Resolution Number 2020-668 Two-Thirds Majority

Moved by Councillor Palleschi

Seconded by Councillor Starr

That Resolution Number 2020-201, approved at the March 12, 2020 Regional Council meeting, be rescinded.

Carried

Resolution Number 2020-669

Moved by Councillor Palleschi

Seconded by Councillor Starr

That the Peel Region Official Plan be amended to expand the Mayfield West Rural Service Centre boundary by approximately 105 hectares of net developable lands, to include the Mayfield West Phase 2 Stage 2 lands;

And further, that Regional Official Plan Amendment (ROPA) 34, be declared to meet the requirements of Section 26(1)(a), (b) and (c) of the Planning Act as required by Section 26(7) of the Planning Act;

And further, that ROPA 34, attached as Appendix I to the report of the Interim Commissioner of Public Works, titled "Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan Amendment 34", presented to Regional Council at its March 12, 2020 meeting, be adopted in accordance with Section 17(22) of the Planning Act;

And further, that the by-law to amend the Regional Official Plan be presented for enactment;

And further, that notice of decision of Council's adoption of ROPA 34 be given in accordance with Section 17(23) of the Planning Act;

And further, that a copy of the subject report and the report titled "Mayfield West Phase 2 Stage 2 Settlement Boundary Expansion, Regional Official Plan

Amendment 34” presented to Regional Council at its March 12, 2020 meeting, be provided to the Town of Caledon, and Cities of Brampton and Mississauga;

And further, that a copy of the subject reports and supporting materials be provided to the Minister of Municipal Affairs and Housing for review and approval, in accordance with Section 17(31) of the Planning Act.

Carried

This item was dealt with under the Consent Agenda.

13.2 Comments on Proposed Amendment #1 and Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe

(Related to 9.12 and 21.1)

Resolution Number 2020-670

Moved by Councillor Palleschi

Seconded by Councillor Starr

That the comments on proposed Amendment #1 and Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe, outlined in the report of the Interim Commissioner of Public Works and the Interim Chief Planner and Director, Regional Planning and Growth Management, titled “Comments on Proposed Amendment #1 and Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe”, be endorsed;

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

Carried

This item was dealt with under the Consent Agenda.

13.3 Bill 197, COVID-19 Economic Recovery Act, 2020 - Changes to the Development Charges Act and Planning Act that Affect Previous Changes Made through the Bill 108, More Homes, More Choice Act, 2019

(For information)

Resolution Number 2020-671

Received

This item was dealt with under the Consent Agenda.

13.4 Report of the ROPA 30 Appeals Oversight Committee (R30AOC-3/2020) meeting held on August 13, 2020

Resolution Number 2020-672

Moved by Councillor Palleschi

Seconded by Councillor Starr

That the report of the ROPA 30 Appeals Oversight Committee (R30AOC-2/2020) meeting held on August 13, 2020, be adopted.

Carried

This item was dealt with under the Consent Agenda.

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

7. OTHER BUSINESS

7.1 Motion to Waive the Rules of Procedure Regarding Notice of Meeting

Resolution 2020-673 Two-Thirds Majority

That notice of the August 13, 2020 meeting of the ROPA 30 Appeals Oversight Committee in accordance with sections 4.2.3 a. and 4.2.8 of Procedure By-law 56-2019, as amended, be waived.

Approved

3. APPROVAL OF AGENDA

Resolution 2020-674

That the agenda for the August 13, 2020 ROPA 30 Appeals Oversight Committee meeting be approved.

Approved

4. DELEGATIONS

Nil.

5. REPORTS

Nil.

6. COMMUNICATIONS

Nil.

8. IN CAMERA MATTERS**Resolution 2020-675**

That the ROPA 30 Appeals Oversight Committee proceed “In Camera” to consider items relating to the following:

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

Approved

Resolution 2020-676

That the ROPA 30 Appeals Oversight Committee move out of “In Camera”.

Approved

8.1 Local Planning Appeal Tribunal Hearing - Regional Official Plan Amendment 30

(Oral)

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

Resolution 2020-677

That direction given “In Camera” to Stephen D’Agostino, Counsel on behalf of the Region of Peel be approved, and voted upon in accordance with Section 239(6) (b) of the Municipal Act, 2001, as amended.

Approved

15. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES**15.1 Budget Policy and Reserve Management Policy Compliance Update – June 30, 2020**

(For information)

Resolution Number 2020-678

Received

This item was dealt with under the Consent Agenda.

15.2 Vacant and Excess Land Subclass Reduction Program By-law Amendment

(For information) (Related to By-law 57-2020)

Resolution Number 2020-679

Received

This item was dealt with under the Consent Agenda.

15.4 Report of the Regional Council Policies and Procedures Committee (PPC-4/2020) meeting held on August 20, 2020

Resolution Number 2020-680

Moved by Councillor Palleschi

Seconded by Councillor Starr

That the report of the Regional Council Policies and Procedures Committee (PPC-4/2020) meeting held on August 20, 2020, be adopted.

Carried

This item was dealt with under the Consent Agenda.

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

3. APPROVAL OF AGENDA

Resolution 2020-681:

That the agenda for the August 20, 2020 Regional Council Policies and Procedures Committee meeting, be approved.

Approved

4. DELEGATIONS

Nil

5. REPORTS

Nil

6. COMMUNICATIONS

Nil

7. OTHER BUSINESS

7.1 Press Release Protocols

Resolution 2020-682:

That staff report back to the Regional Council Policies and Procedures Committee with recommendations for establishing a Region of Peel press release policy including proposed format, subject matter criteria, timing of messages, requested quotes, approval process, and development of social media tiles; taking into consideration any policies or procedures at the local municipalities.

Approved

7.2 *Timelines on Referring Council Resolutions to Ministers, Other Persons and Institutions*

Resolution 2020-683:

Received

8. IN CAMERA

Resolution 2020-684:

That the Regional Council Policies and Procedures Committee proceed "In Camera" to consider item 8.1, relating to the following:

- *Chief Administrative Officer (CAO) Recruitment Process (Oral) (Personal matters about an identifiable individual, including municipal or local board employees)*

Approved

Resolution 2020-685:

That the Regional Council Policies and Procedures Committee move out of "In Camera".

Approved

8.1 *Chief Administrative Officer (CAO) Recruitment Process (Oral)*

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

Resolution 2020-686:

Received

15.5 Report from the Committee Clerk Regarding the Regional Council Policies and Procedures Committee meeting held on August 27, 2020 with Respect to the Chief Administrative Officer Recruitment Process

(For information)

Resolution Number 2020-687

Received

This item was dealt with under the Consent Agenda.

15.6 Report from the Committee Clerk Regarding the Regional Council Policies and Procedures Committee meeting held on September 2, 2020 with Respect to the Chief Administrative Officer Recruitment Process

(For information)

Resolution Number 2020-688

Received

This item was dealt with under the Consent Agenda.

16. COMMUNICATIONS

16.2 Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Email dated August 31, 2020, Advising that the Region of Peel is One of Eight Canadian Municipalities to Receive Triple A Credit Rating by Moody's Investors Service (Receipt recommended)

Resolution Number 2020-689

Received

This item was dealt with under the Consent Agenda.

17. ITEMS RELATED TO PUBLIC WORKS

17.1 Update on the Jim Tovey Lakeview Conservation Area, Capital Project 14-3199

(For information)

Resolution Number 2020-690

Received

This item was dealt with under the Consent Agenda.

17.3 Water Meter Hardware and Installation Services for the Water Meter Change Out Program

Resolution Number 2020-691

Moved by Councillor Palleschi

Seconded by Councillor Starr

That staff be authorized to enter into direct negotiations with Neptune Technology Group in order to continue to provide water meter supply services for the residential, commercial, and industrial sector in the Region of Peel;

And further, subject to successful negotiations with Neptune Technology Group in establishing firm pricing and contract terms and subject to available budget,

that the Commissioner of Finance be authorized to approve the final contract award, on legal terms satisfactory to the Regional Solicitor;

And further, that the current agreement with Neptune Technology Group be extended for a six-month extension to June 2021.

Carried

This item was dealt with under the Consent Agenda.

17.4 Detailed Design and Contract Administration for Queen Street West Improvements, Capital Project 05-4045, City of Brampton, Ward 5

Resolution Number 2020-691-1

Moved by Councillor Palleschi

Seconded by Councillor Starr

That the contract (Document 2007-511P) for the detailed design, contract administration and construction inspection services for Queen Street West (Regional Road 6) improvements, between the Region of Peel and AECOM Canada Limited (formerly TSH Engineers, Architects and Planners) be extended to include additional engineering services in the amount of \$250,000 (excluding applicable taxes), for a total contract commitment of \$3,376,960 (excluding applicable taxes), under Capital Project 05-4045, in accordance with Procurement By-law 30-2018, as amended.

Carried

This item was dealt with under the Consent Agenda.

18. COMMUNICATIONS

18.1 Donald A. Wright, Chair, Metrolinx Board of Directors

Letter dated July 31, 2020, Responding to a Letter from Regional Chair Iannicca Regarding Eglinton Crosstown West Light Rail Transit Extension (Resolution 2020-505) (Receipt recommended)

Resolution Number 2020-692

Received

This item was dealt with under the Consent Agenda.

18.2 Art and Elaine Medeiros and Patricia Persaud, Property Owners, City of Brampton, on behalf of the Residents at Newman Court

Petition received August 12, 2020, to Replace the Fence on Newman Court/Bovaird Drive, City of Brampton, Ward 7 (Receipt recommended)

Resolution Number 2020-693

Received

This item was dealt with under the Consent Agenda.

18.3 Jennifer Keyes, Director, Resources Planning and Development Policy Branch, Ministry of Natural Resources and Forestry

Letter dated August 28, 2020, Regarding Amendments to Ontario Regulation 244/97 and the Aggregates of Ontario Provincial Standards under the Aggregate Resources Act (Receipt recommended)

Resolution Number 2020-694

Received

This item was dealt with under the Consent Agenda.

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

Letter dated August 31, 2020, Announcing a Partial Proclamation of the Security from Trespass and Protecting Food Safety Act, 2020 (Receipt recommended)

Resolution Number 2020-695

Received

This item was dealt with under the Consent Agenda.

18.5 Nando Iannicca, Regional Chair, Region of Peel

Letter dated September 4, 2020, Providing a Copy of a Letter to the Ontario Traffic Council Regarding the Current Efforts of the Region of Peel and the Peel District School Board to Explore a Program to Use Automated School Bus Camera System (Receipt recommended)

Resolution Number 2020-696

Received

This item was dealt with under the Consent Agenda.

18.6 Andrew Farr, Interim Commissioner of Public Works

Providing an Update on the School Bus Stop Arm Cameras (Receipt recommended)

Resolution Number 2020-697

Received

This item was dealt with under the Consent Agenda.

19. ITEMS RELATED TO HEALTH**19.1 Peel Regional Paramedic Services Ambulance Service Review and Certification**

(For information)

Resolution Number 2020-698

Received

This item was dealt with under the Consent Agenda.

20. COMMUNICATIONS**20.1 Christine Elliot, Deputy Premier, Minister of Health**

Letter received August 10, 2020, Advising of Revised 2020 Funding for the Land Ambulance Services Grant (Receipt recommended)

Resolution Number 2020-699

Received

This item was dealt with under the Consent Agenda.

20.2 Bill Karsten, Councillor, Halifax Regional Municipality and President, Federation of Canadian Municipalities (FCM)

Letter dated August 12, 2020, Providing a copy of a letter to the Minister of Health Regarding FCM's Support for Limiting the Access and Appeal of Vape Products to Youth and Federal Regulations on Vaping Products (Receipt recommended)

Resolution Number 2020-700

Received

This item was dealt with under the Consent Agenda.

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES**21.1 Summary Note: New Amendment #1 and Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

(Receipt recommended) (Related to 9.12 and 13.2)

Resolution Number 2020-701

Received

This item was dealt with under the Consent Agenda.

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE**7. DELEGATIONS****7.1 Ivona Kluza Shymko and Athina Tagidou, Members of the Applewood Hills & Heights Residents' Committee, Applewood Hills & Heights Residents' Association (AHHRA)**

Regarding the Rat Infestation Problem in the Applewood Area of Mississauga and the Region of Peel (Related to 10.1 and 22.2)

Resolution Number 2020-702

Received

Ivona Kluza Shymko and Athina Tagidou, Members of the Applewood Hills and Heights Residents' Committee, Applewood Hills and Heights Residents' Association, described challenges being experienced by residents in the Applewood Hills and Heights area of central east Mississauga with respect to rats.

Athina Tagidou noted that residents began reporting sightings of rats on their properties around the time that the Region of Peel's Hanlan Watermain Project commenced and representatives of the Association have been in contact with staff in the Health and Public Works departments regarding the issue. To date, over 70 residents have reported experiencing rat issues on their properties.

A virtual meeting was held on August 11, 2020 with residents, the Ward Councillor and Region of Peel staff; however, residents were advised that the Region would not pay for residential rodent control and were advised that a motion would be brought forward to the September 10, 2020 Regional Council meeting.

Ivona Kluza Shymko noted that the affected residents include a number of seniors who are unable to pay the costs of professional pest control companies. She stated that the Region of Peel and City of Mississauga have allowed construction projects to take place without measures being in place to address the impacts of rats being displaced to private property and therefore, in her opinion, should bear responsibility for their removal.

Item 10.1 was dealt with.**10. STAFF PRESENTATIONS****10.1 Update on the Rat Infestation Problem in the Applewood Area of Mississauga and the Region of Peel**

(Oral)

Presentation by Anthony Parente, Acting General Manager, Water and Wastewater; and, Louise Aubin, Director, Health Protection (Related to 7.1 and 22.2)

Resolution Number 2020-703

Received

Anthony Parente, Acting General Manager, Water and Wastewater and Louise Aubin, Director of Health Protection, provided an update on rodents in the Region of Peel and measures undertaken by Region of Peel staff to address community concerns.

Anthony Parente advised that there are five active water and wastewater construction projects in the Applewood area of Mississauga and that in response to resident concerns, staff retained a pest control company to complete resident surveys in the area. Staff also retained an urban rodentologist from the United States to assist with the assessment of the surveys and provide recommendations to staff and advice to the community.

Pest control companies have been retained to install traps on Public Works construction sites in the Applewood area and staff are working with companies to monitor for rodent activity. To date, no rodents have been observed and/or trapped, in the five projects where traps have been installed. Enhanced cleaning and weekly monitoring of construction sites has also been implemented.

Louise Aubin advised that, in response to rodent complaints from residents, staff in Peel Public Health inspect private property for evidence of rats, as well as inspect food premises and enforce the pest control provisions of the Ontario Food Regulations. It is important to note that if rats are present, there is a source of food and harbourage areas and in order to prevent rats, the source of food and water must be eliminated. In responding to rat complaints, Public Health inspectors inspect the property and provide education and advice to the property residents and neighbours, including messaging that rodent control is the responsibility of the homeowner. If necessary, the Public Health inspector would refer the property to the local municipal Property Standards and By-laws staff.

Between 2017 and August 8, 2020, Peel Health received 294 rat-related complaints in residential settings; 138 in Brampton, 10 in Caledon and 146 in Mississauga. The numbers vary from year to year. For example, in Mississauga there was a high of 94 complaints in 2018 and a low of 54 complaints in 2019. So far this year there have been 74 complaints in Mississauga. While rats can transmit disease to humans in occasions, the incidence of reportable rat related diseases in Peel are very low. On recent investigations related to rats, on many

properties, staff have observed bird feeders, fruit trees, vegetable gardens and improper storage of waste; all of which provide a food source for rats.

Item 22.2 was dealt with.

22. NOTICE OF MOTION/MOTION

22.2 Rat Mitigation, Control and Prevention Plan

(Related to 7.1 and 10.1)

Resolution Number 2020-704

Moved by Councillor Ras

Seconded by Councillor Dasko

Whereas the Region of Peel and the City of Mississauga have increasingly been hearing concerns from residents of rodent issues, specifically a significant increase in the rat population, in neighbourhoods, on private property, in public parks and on public property, around construction sites and on the street;

And whereas, the Region of Peel, the City of Mississauga, the City of Brampton and Town of Caledon are growing urban centres with steady projected increases in population growth and development;

And whereas, the Region of Peel, City of Mississauga, City of Brampton and Town of Caledon, through respective regional and municipal infrastructure plans, have approved ongoing residential, commercial and industrial infrastructure projects to address state of good repair, resident and employment capacity, community and neighbourhood building;

And whereas, the urban landscape creates an environment for rats to thrive by providing an ample supply of food, water and shelter; rats have the capacity to burrow underground and live in common public and private spaces, garbage bins, and unmaintained buildings, can squeeze through cracks in foundations, walls, floors and windows;

And whereas, rats can quickly increase in numbers because they are fast breeders and are quick to adapt to the urban environment creating challenges in finding appropriate mitigation strategies;

And whereas, the City of Mississauga Applewood Hills and Applewood Heights and Applewood Acres communities have and are experiencing a significant amount of flooding of public and private property;

And whereas, the City of Mississauga, Region of Peel, Toronto and Region Conservation Authority, and Credit Valley Conservation Authority have and continue to implement measures to address creek, storm water and sewer water flood management in the Applewood Hills and Applewood Heights and Applewood Acres communities and in communities throughout the Region of Peel;

And whereas, the City of Mississauga Applewood Hills, Applewood Heights and Applewood Acres communities have and are experiencing a significant increase in rat sightings on their private properties, in their back and front yards, sightings of burrowing into their home foundations and backyard retaining walls, as well as seeing rats on neighbourhood streets and in public spaces in the community;

And whereas, other cities in the world have modernized strategies to tackle rodent, specifically rat populations, as parallel to increased urbanization;

And whereas, many urban and growing urban cities and regions in Ontario, including City of Toronto, City of Ottawa, Niagara Falls, City of Windsor, City of Oshawa, St. Catharines, and Durham Region have supported strategies to support residents and businesses with rodent, and specifically rat population, including City and Region wide, as well as local neighbourhood/community strategies, including but not limited to funding for rodent control and rebate programs for residents;

And whereas, rats are typically nocturnal animals, however through the COVID-19 pandemic, there have been increased day rat sightings, submitted photos and videos of rat infestation as well as anecdotal other reports of changed behaviour in the urban rat population;

And whereas, history shows that addressing rodent and rat population in urbanized areas is a shared issue, where everyone plays a role in controlling the issue and an integrated and interdepartmental approach to rodent control has seen the greatest success;

And whereas, the Province of Ontario has approved the Region of Peel moving to Stage 3 of the COVID-19 recovery plan and committed to supporting Ontario municipalities and regions through the COVID-19 recovery;

And whereas, the City of Mississauga and Region of Peel Councils have supported municipal and regional COVID-19 recovery plans, noting how pivotal it is to ensure that the vibrancy, health and safety of our residents, businesses and properties are upheld and to support our communities to be resilient, and to “build back better”;

Therefore be it resolved, that the Region of Peel develop a residential rodent control rebate program to assist residential property owners who are experiencing rodent infestation to hire pest control companies to address the immediate need in the Applewood Hills, Applewood Heights and Applewood Acres communities and other communities in the Region of Peel and City of Mississauga that have reported and documented rat infestation, and work with and support the local communities through a local rat prevention strategy including but not limited to an enhanced education campaign to residents and businesses, and control and prevention strategies on both public and private property;

And further, that the Region of Peel work with the Applewood Hills, Applewood Heights and Applewood Acres communities to monitor the effectiveness of the rebate program and local rat prevention strategy to help inform a Region and Local Municipality Wide Interdepartmental Rat Mitigation, Control and Prevention Plan;

And further, that the Region of Peel retain an industry expert rodentologist to collaborate with staff from the Region of Peel, City of Mississauga, City of Brampton and Town of Caledon through an interdepartmental approach of Region of Peel Public Health, Public Works, City and Region Planning, City Transportation and Works, Parks, Animal Services and By-law to investigate rat populations and infestation and, based on findings, report to Regional Council

with a rat mitigation, control and prevention plan that includes strategies on both public and private property and funding implementations on the following:

- a. Develop a mechanism to track rat infestation complaints;*
- b. Develop a baseline rat and rodent population in the Region, in the local Municipalities and in specific Neighbourhood Areas with reported rat infestation complaints;*
- c. Current work being undertaken by the Region and the City of Mississauga and various departments to incorporate preventative rat mitigation strategies, and, where gaps and opportunities exist, consider the following, but not limited to, interdepartmental strategies to implement appropriate control measures:*
 - i. Place bait/traps on all Peel construction sites in the Applewood Hills, Applewood Heights and Applewood Acres neighbourhoods.*
 - ii. Place bait/traps on all active Peel construction sites.*
 - iii. For future Peel construction sites place bait/traps before and after construction to monitor potential changes.*
 - iv. Peel adopt a process that when “retiring” any watermain infrastructure that it be sealed or grouted.*
 - v. Implement Peel Waste Management controls and inspections on current and future Peel construction projects.*
 - vi. Peel Waste Management to continue to monitor waste collection in Applewood Hills, Applewood Heights and Applewood Acres, including multi-residential and commercial properties and, for future, monitor in other identified neighbourhoods reporting rat infestation.*
 - vii. Peel Public Health staff continue to respond and inspect complaints regarding rats and work with City of Mississauga Property Standards staff as required to streamline the process including designating a liaison officer and conducting joint inspections wherever possible.*
 - viii. Peel Public Health to provide recommendations that rodent control be incorporated into construction plans when commenting on EAs (provincial, regional and municipal).*
- d. Develop a mechanism to track rodent, specifically rat infestation, complaints to coordinate the tracking of rodent related request for help through each department;*
- e. Develop a plan to implement proactive baiting during infrastructure construction projects, including, but not limited to:*
 - i. Rat control measures implemented 6 months to a year prior to construction starting.*
 - ii. Rat control monitoring program upon construction completion.*
- f. Develop a plan to include specific rat prevention practices in regular parks maintenance and specific rat prevention practices;*

- g. Modernize and or enhance existing public health and by-law programs and tools to address rodent problems on private property;*
- h. Incorporate inspections for rats into the inspections of abandoned buildings and issue orders to the owners to remedy, at a neutral cost, any infestations if evidence is found;*
- i. That the various City and Regional departments review and report back to Regional Council on proactive baiting, waste management controls, and site inspection cleanliness in relation to:*
 - i. Issuing of demolition permits*
 - ii. Development applications*
 - iii. Building permits*

And further, that Region of Peel staff report back to a future meeting of Regional Council with recommendations on how such a program could be administered, detailing any financial impacts and what monitoring could be put in place to assess its effectiveness.

Referred to Public Works staff for a report to the October 8, 2020 Regional Council meeting

Councillor Fonseca highlighted the need to ensure that residents are provided with support with respect to rodent infestations and that other jurisdictions have developed effective programs to deal with the issue. She stated that the motion listed as item 22.2 would apply to any community in the Region of Peel that is experiencing rodent concerns.

Members discussed the feasibility of implementing a pilot program to provide rebates for pest-control costs that would include both residents and businesses.

Councillor Ras suggested that the motion from Councillor Fonseca be referred to staff for a report to a future meeting with the parameters of a pilot program, including financial implications.

Patrick O'Connor, Regional Solicitor, highlighted considerations for Regional Council with respect to the implementation of a rodent control rebate program, including that the Region is not creating a nuisance which it is obligated to address; the Region's regulatory rule is not primary; and, that the Region does have jurisdiction to do so should it wish to provide a service in connection with the issue. He noted that public nuisance is a matter of local municipal authority, with property standards and animal control being areas of local jurisdiction.

7. DELEGATIONS

7.2 Jotvinder Sodhi and Members of the Homeowners Welfare Association and Concerned Residents of Brampton

Regarding Road and Public Safety

Resolution Number 2020-705

Referred to the Peel Police Services Board

Councillor Dhillon departed at 11:45 a.m. due to personal matters.

Jotvinder Sodhi, on behalf of the Homeowners Welfare Association and Concerned Residents of Brampton, highlighted recent traffic accidents and criminal incidents that have occurred in the City of Brampton and the Region of Peel. He stated the need to ensure there are sufficient police resources and an equal distribution of police stations throughout the Cities of Brampton and Mississauga, as well as the need for additional photo radar cameras and harsher penalties for offenders. Jotvinder Sodhi suggested that more opportunities for public engagement be available with respect to issues of public safety.

In response to a question from Councillor Brown, Jotvinder Sodhi stated that a collaborative effort between local and provincial officials and residents is needed to address matters of public safety.

Council recessed at 11:59 a.m.

Council reconvened at 12:15 p.m.

Item 8.3 was dealt with.

8. COVID-19 RELATED MATTERS

8.3 Update on COVID-19

(Oral)

Presentation by Nancy Polsinelli, Interim Chief Administrative Officer

Resolution Number 2020-706

Received

Nancy Polsinelli, Interim Chief Administrative Officer (CAO), advised that starting September 21, 2020, more employees will be working at Region of Peel worksites, with physical distancing and other safety measures in place, including active self-screening digital technology. For other employees, the Region's Remote First approach will remain until January 1, 2021.

Regional buildings and three Access Peel counters will re-open to deliver in-person services on September 23, 2020. Visitors will continue to be actively screened when entering Regional facilities, and signage, directional decals and clear barriers at service counters will be in place.

Modified in-person Adult Day programming is planned to begin later in the year and EarlyON centres will begin re-opening in September, once safety protocols from Peel Public Health are established and communicated to providers.

To manage the ongoing COVID-19 response and to ensure the Region is ready to ramp up as necessary, the Regional Emergency Operations Centre and partners continue to meet regularly each week.

The Interim CAO thanked Regional Council for its continued support during COVID and acknowledged Region of Peel staff for their exceptional work, compassionate care and perseverance.

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

(Oral)

Presentation by Dr. Monica Hau, Acting Medical Officer of Health

Resolution Number 2020-707

Received

Dr. Monica Hau, Acting Medical Officer of Health, noted that in the last week, there has been a large range in daily COVID-19 case numbers in the Region of Peel and younger age groups continue to make up a large proportion of cases. Since the Stage 2 re-opening, a steady proportion of cases have been community-based and from large social gatherings but there has also been an increasing proportion of cases in the same households and due to travel, as well as a number of workplace outbreaks.

Dr. Hau stressed the importance of everyone continuing to practice the four core behaviours of physical distancing; washing or sanitizing hands; wearing masks; and getting tested and staying home if symptoms are experienced.

The Acting Medical Officer of Health provided an update on the re-opening of schools and Peel Public Health's collaboration with the school boards. Peel Public Health is collaborating with school boards supporting them to follow the Provincial guidance for school reopening. Peel Public Health is hiring and using existing school health nurses to assist schools with infection prevention and control measures and to rapidly investigate cases of COVID-19 in schools and contact those who may have been exposed. Any confirmed cases of COVID-19 in a school will be publicly communicated by the relevant school board that operates the impacted school.

Staff in Peel Public Health have engaged post-secondary institutions to discuss outbreak preparedness on campus, as well as to review their quarantine plans for international students. All international students will be expected to test for COVID-19 prior to release from quarantine in accordance with provincial guidance.

Staff will continue to have conversations with provincial partners about the rising case numbers in Peel and strategize with Regional Council and local municipal staff about the need for any additional public health measures.

In response to questions from Councillor Palleschi, Dr. Hau stated that there are large households within the City of Brampton and once the virus is introduced in a household, it spreads easily. With respect to travel-related cases, they are usually related to international travel. With respect to workplaces, in addition to case and contact and outbreak management, Peel Public Health is working proactively with partners such as the Ministry of Labour to reach out to Peel workplaces to optimize their infection control measures.

Councillor Palleschi requested information on how the Greater Toronto Airports Authority is ensuring infected travelers are not entering the country and adequate quarantine is followed, understanding that this is Federal jurisdiction.

Councillor Palleschi requested that additional information is communicated on how to help residents understand the importance of adhering to the four core behaviours.

Councillor Saito highlighted the need for residents to have easier access to testing, noting that the long wait times are a deterrent for people to get tested. She also noted that while physical distancing and the wearing of masks is promoted while students are in school, large groups of students frequently congregate when not in class.

Councillor Saito requested that there be increased messaging from the Region of Peel regarding the higher risk of exposure when people expand their contacts.

Councillor Crombie stated that it would be helpful if Peel Public Health provided a breakdown of how cases are being transmitted.

In response to a question from Councillor Ras, Dr. Hau indicated that under Provincial legislation there is an obligation to protect the private personal health information of individuals as much as possible. She also advised that naming a workplace where an outbreak has occurred could be identifying in certain instances and have a significant impact on contact tracing efforts as companies may be less likely to cooperate with Public Health if they knew they would be publicly named. If Peel Public Health identifies a risk to the public or an inability to effectively complete contact tracing, public disclosure may occur to notify those potentially exposed. In all cases, companies may choose to disclose COVID-19 cases at their workplace on their own.

Provincially mandated guidelines provide guidelines for school cases to be publicly disclosed and for school boards to have a website where cases are reported.

Councillor Brown noted resident concerns related to travelers who do not self-isolate upon returning to Canada and that there is confusion as to what jurisdiction is responsible for following up on travel related complaints.

The Acting Medical Officer of Health was requested by Councillor Brown to provide members with the quarantine protocols for arriving international students at post-secondary institutions.

Regional Chair Iannicca suggested that representatives from the GTAA be invited to attend a future meeting of Regional Council to present information on the infection control measures implemented at Pearson Airport.

8.2 Update and Management of the Financial Impact of COVID-19

(Oral)

Presentation by Norman Lum, Director, Business and Financial Planning

Resolution Number 2020-708

Received

Norman Lum, Director, Business and Financial Planning, provided an update on the financial impact of the COVID-19 pandemic, noting that it has resulted in a total of \$27.9 million in costs and pressures, to date. The Region of Peel will receive \$17.8 million in Safe Restart Funding for Child Care to adapt to the new COVID environment and \$9.7 million from the Social Services and Relief Fund to support Peel's most vulnerable. Region of Peel staff are currently assessing the impact of these funding announcements.

Projections for increased expenditures, costs avoided and non-COVID driven variances have not materially changed since the Triannual Performance report was presented on July 23, 2020.

9. COMMUNICATIONS

10. STAFF PRESENTATIONS

11. ITEMS RELATED TO HUMAN SERVICES

11.2 My Home Second Unit Renovation Assistance Program Update

(For information)

Resolution Number 2020-709

Received

In response to questions from Councillor Vicente, Janice Sheehy, Commissioner of Human Services advised that staff follow up with homeowners each year to verify eligibility and compliance with the requirements of the My Home Second Unit Renovation Assistance Program. Further, that Region of Peel staff would be pleased to share information with local municipal staff. Loans granted through the program are registered on title and are forgivable at the rate of 1/10 per year. If the home is sold before the loan is completely forgiven, any amount remaining would need to be paid at that time.

12. COMMUNICATIONS

Nil.

13. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

14. COMMUNICATIONS

Nil.

15. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

15.3 Public Sector Network (PSN) Update and Budget

Resolution Number 2020-710

Moved by Councillor Thompson

Seconded by Councillor Vicente

That the Public Sector Network 2020 Operating Budget attached as Appendix II to the report of the Commissioner of Digital and Information Services, titled “Public Sector Network (PSN) Update and Budget”, be approved in accordance with the PSN Partnership Agreement;

And further, that the Director, Information Systems and Technology Services be authorized to execute Alternate Locate Agreements on behalf of the Region of Peel on business terms satisfactory to the Commissioner of Digital and Information Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Director, Information Systems and Technology Services be authorized to execute Shared Structures Agreements on behalf of the Region of Peel on business terms satisfactory to the Commissioner of Digital and Information Services and on legal terms satisfactory to the Regional Solicitor.

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

Absent (1): Councillor Dhillon

Carried

In response to a question from Councillor Thompson, Sean Baird, Commissioner of Digital and Information Services, advised that staff look for opportunities to bury the fibre where possible.

16. COMMUNICATIONS

16.1 Principles Integrity, Integrity Commissioner for the Region of Peel

Letter dated August 12, 2020, Regarding the City of Brampton Integrity Commissioner Report 2020-03 (Direction required)

Resolution Number 2020-711

Moved by Councillor Parrish

Seconded by Councillor Santos

That the communication from Principles Integrity listed as item 16.1 on the September 10, 2020 Regional Council agenda be received;

And further, that the matter of amendments to the Peel Regional Council Code of Conduct that include a process for resolving matters that are under joint responsibility of the Region and local municipalities, be referred to the Regional Council Policies and Procedures Committee.

Carried

Councillor Parrish noted that the Regional Council Policies and Procedures Committee had paused its review of the Regional Council Code of Conduct at the start of the COVID-19 pandemic and will resume in October. She suggested that the communication from the Integrity Commissioner listed as item 16.1 be received and that the matter of amending the Peel Regional Council Code of Conduct that includes a process for resolving matters that are under joint responsibility of the Region and local municipalities, be referred to the Committee.

Councillor Santos stated that the Regional Council Code of Conduct and local municipal Codes of Conduct should include consistent definitions of unbecoming conduct.

17. ITEMS RELATED TO PUBLIC WORKS

17.2 Residential Water and Sewer Line Warranty Protection Program Update

(For information)

Resolution Number 2020-712

Received

18. COMMUNICATIONS

19. ITEMS RELATED TO HEALTH

20. COMMUNICATIONS

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

21.2 Dixie Road Railway Underpass

(Oral)

Resolution Number 2020-713

Received

In response to a question from Councillor Dasko, the Interim Commissioner of Public Works advised that work being done at the Dixie Road Railway Underpass by Enbridge involves the relocation of a gas line. Region of Peel staff have been following up with Enbridge regarding the completion of the work and should the work not progress in the next week, the Region will complete the work and charge the cost to Enbridge. The Region of Peel will then issue a tender for the rehabilitation of sidewalks and slopes around the tracks.

21.3 Ministry of Transportation Work in the Region of Peel

(Oral)

Resolution Number 2020-714**Received**

Councillor Saito raised concern regarding work being done by the Ministry of Transportation that affects access to Regional Roads. The Interim Commissioner of Public Works undertook to follow up with Councillor Saito to discuss the concerns.

22. NOTICE OF MOTION/MOTION**22.1 Waiving of a Service Connection Fee for an Indoor Bocce Court Being Constructed at 125 Pembroke Street, Town of Caledon, Ward 5****Resolution Number 2020-715****Moved by** Councillor Palleschi**Seconded by** Councillor Saito

That the motion listed as item 22.1 on the September 10, 2020 Regional Council agenda be referred to Public Work staff for a report back to Regional Council.

Lost**Resolution Number 2020-716****Moved by** Councillor Groves**Seconded by** Councillor Thompson

Whereas a new indoor bocce court is being constructed in Potts Park at 125 Pembroke Street in Caledon as a community initiative funded by donations;

And whereas, the Region of Peel's current user fee by-law requires a fee of \$1,235 be paid by the applicant for the installation of a new 38 mm water meter

(the "Potts Park Installation Fee") and staff does not have the authority to waive this fee;

And whereas, the indoor bocce court is a neighbourhood led project that will create additional recreational opportunities for residents of all ages that will have community benefits in terms of physical health and mental well being;

And whereas, Regional Council has determined that not requiring payment of the Potts Park Installation Fee is an appropriate measure supportive of the public interest in enhancing the availability of a recreational facility in that public park through a community initiative;

Therefore be it resolved, that payment of the Potts Park Installation Fee of \$1,235 for water meter installation not be required or collected for the indoor bocce court being constructed at 125 Pembroke Street;

And further, that staff be directed to further investigate the implications of amending the Regional User Fees By-law to eliminate or reduce service

connection fees for neighbourhood led projects with community benefits in terms of the health, mental well being and provision of recreational opportunities for the community;

And further, that staff report back to Regional Council with the results of the investigation along with updates to the Development Services Fee Review in 2022, ahead of amending the 2023 Regional User Fees By-law.

In Favour (17): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Medeiros, Councillor Parrish, Councillor Ras, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Opposed (4): Councillor Dasko, Councillor Mahoney, Councillor Palleschi, and Councillor Saito

Abstain (1): Councillor Damerla

Absent (2): Councillor Dhillon, and Councillor McFadden

Carried

Councillor McFadden departed at 2:40 p.m. due to other municipal business.

Councillor Groves advised of community efforts to raise funds for an indoor bocce court and that a donation of \$1 million had been received. She requested that Regional Council waive the water meter installation fee for the property and that staff report to a future meeting with recommended updates to Development Services Fees with respect to fees for neighbourhood-led projects with community benefits.

Councillor Palleschi requested that the motion from Councillor Groves be referred to staff for a report back with details regarding the request and any previous similar requests.

Councillor Saito noted that the City of Mississauga pays service fees for its facilities and suggested that the Town of Caledon pay the water meter installation

fee for the indoor bocce court. Alternatively, Councillor Saito suggested that the fee could be paid through the Councillor's Expense Account.

23. BY-LAWS

Three Readings

Resolution Number 2020-717

Moved by Councillor Kovac

Seconded by Councillor Sinclair

That the by-laws listed on the September 10, 2020 Regional Council agenda, being By-laws 19-2020 and 57-2020, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the Corporate Seal be affixed thereto.

Carried

23.1 By-law 57-2020

A by-law to amend By-law 60-98, a by-law to provide for tax rate reductions for vacant lands, vacant units and farmland awaiting development. (Related to 15.2)

23.2 By-law 19-2020

A by-law to adopt Amendment Number 34 to the Region of Peel Official Plan in order to expand the Mayfield West Rural Service Centre Boundary to include Mayfield West Phase 2 Stage 2 and establish an updated planning framework. (Related to 13.1)

24. IN CAMERA MATTERS**Resolution Number 2020-718**

Moved by Councillor Carlson

Seconded by Councillor Santos

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

- Proposed Property Acquisition in the City of Brampton, Town of Caledon and City of Mississauga (A proposed or pending acquisition or disposition of land by the municipality or local board)

Carried

Resolution Number 2020-719

Moved by Councillor Ras

Seconded by Councillor Medeiros

That Council move out of "In Camera".

Carried

Resolution Number 2020-720

Moved by Councillor Palleschi

Seconded by Councillor Downey

That section 4.2.12 of Procedure By-law 56-2019, as amended, be waived in order that the September 10, 2020 Regional Council meeting continue past 3:30 p.m.

Carried

Councillor Brown departed at 3:00 p.m.

Councillor Crombie departed at 3:02 p.m. due to other municipal business.

Council moved in camera at 3:04 p.m.

Council moved out of in camera at 3:44 p.m.

24.1 July 23, 2020 Regional Council Closed Session Report
Resolution Number 2020-721

Received

This item was dealt with under the Consent Agenda.

24.2 Closed Session Report of the ROPA 30 Appeals Oversight Committee
(R30AOC-3/2020) meeting held on August 13, 2020
Resolution Number 2020-722

Received

This item was dealt with under the Consent Agenda.

24.3 Closed Session Report of the Regional Council Policies and Procedures
Committee (PPC-4/2020) meeting held on August 20, 2020
Resolution Number 2020-723

Received

This item was dealt with under the Consent Agenda.

24.4 Proposed Property Acquisition in the City of Brampton, Town of Caledon
and City of Mississauga

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

Resolution Number 2020-724

Moved by Councillor Sinclair

Seconded by Councillor Dasko

That the revised "In Camera" direction given to the Interim Commissioner of Public Works and the Interim Commissioner of Corporate Services as set out in the In Camera report titled "Proposed Property Acquisition in the City of Brampton, Town of Caledon and City of Mississauga" be approved and voted upon in accordance with section 239(6)(b) of the Municipal Act, 2001, as amended.

In Favour (19): Councillor Carlson, Councillor Dasko, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Damerla

Absent (4): Councillor Brown, Councillor Crombie, Councillor Dhillon, and Councillor McFadden

Carried

24.5 Letter from the Minister of Transportation

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

Resolution Number 2020-725

Referred to Finance and Public Works

This item was dealt with under the Consent Agenda.

24.6 Letter from the Minister of Transportation

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

Resolution Number 2020-726

Referred to Finance and Public Works

This item was 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 2020-727

Moved by Councillor Ras

Seconded by Councillor Starr

That By-law 58-2020 to confirm the proceedings of Regional Council at its meeting held on September 10, 2020, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the corporate seal be affixed thereto.

Carried

27. ADJOURNMENT

The meeting adjourned at 3:48 p.m.

Deputy Regional Clerk

Regional Chair

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MEETING DATE YYYY/MM/DD 2020/09/24	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 2020/09/16
--

NAME OF INDIVIDUAL(S) Sharon Floyd
--

POSITION(S)/TITLE(S) Executive Director

NAME OF ORGANIZATION(S) Interim Place

E-MAIL Sharon@interimplace.com	TELEPHONE NUMBER (905) 403-9691	EXTENSION 2224
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<p>REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)</p> <p>Interim Place is hosting it's first-ever virtual Steps to End Violence Against Women Walk on September 27th 2020. During this time more than even Interim Place is seeking our community and our community leaders support in raising awareness on the issue of Gender-Based Violence in our community and to raise funds at a time when they are critically needed to meet the increasing demands of survivors of violence in our community. The COVID-19 pandemic has exacerbated pre-existing gender inequalities, leading to soaring rates of gender-based violence across the globe and closer to home in Peel Region. Since last years walk 5 women have been murdered by an intimate partner.</p>

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

<p>Note:</p> <p>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).</p> <p>Delegates should make every effort to ensure their presentation material is prepared in an accessible format.</p> <p>Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.</p>
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<p align="center">Notice with Respect to the Collection of Personal Information (Municipal Freedom of Information and Protection of Privacy Act)</p> <p>Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the <i>Municipal Act, 2001</i>, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.</p>

Please complete and return this form via email to council@peelregion.ca

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MEETING DATE YYYY/MM/DD 2020/09/24	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD 2020/09/15
--

NAME OF INDIVIDUAL(S) Jason Wiesner

POSITION(S)/TITLE(S) President/Owner Wiesner Insurance Inc.

NAME OF ORGANIZATION(S) Wieswner Insurance
--

E-MAIL jwiesner@wiesnerinsurance.com	TELEPHONE NUMBER (416) 451-1864	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Concerns over escalating mental health, addition and homelessness in Downtown Brampton and the negative impact that it is having on my property/business located at 140 Main St. N.

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

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Please complete and return this form via email to council@peelregion.ca

From: Jason Wiesner <jwiesner@wiesnerinsurance.com>

Sent: 2020/09/15 12:53 PM

To: council@peelregion.ca

Cc: Santos, Rowena - Councillor <Rowena.Santos@brampton.ca>; Vicente, Paul - Councillor <Paul.Vicente@brampton.ca>; Uppal, Sharon <Sharon.Uppal@brampton.ca>; Williams, Stacey <Stacey.Williams@brampton.ca>; Goodfellow, Carly <Carly.Goodfellow@brampton.ca>; Nagra, Muskan <Muskan.Nagra@brampton.ca>; Carmela Marino <cmarino@wiesnerinsurance.com>

Subject: [EXTERNAL]Request for support of immediate action to deal with escalating mental health, addiction and homelessness in Downtown Brampton

Importance: High

Good afternoon,

I am writing this email to appeal for your support of immediate action to deal with escalating mental health, addiction and homelessness issues in the Downtown Brampton Core.

I am the owner of the property at 140 Main St. N. in Brampton (corner of Main St. N. & Church). I purchased this property in 2010 and undertook significant renovations at great costs in an effort to revitalize this beautiful 168 year old building which is a prominent structure in the City's Core. I am an extremely proud property owner and take great pride in my building which houses my business, Wiesner Insurance.

While I have always been aware that the City has had issues with homelessness and addiction, as most urban centres do, over the past 3 years I have seen an extreme jump in the number of homeless and the intensity of these issues. Without a doubt, 2020 has been the worst year yet. I can only make the assumption that this is the result of the numerous social services located in the immediate vicinity that cater to this segment of society. My property is constantly being used by the homeless to congregate on at various times. This is not limited to just afterhours. We have seen open acts of prostitution, blatant drug use and vandalism. As a result, my property is continuously being littered with empty food containers, garbage, cigarette butts, beer/liquor bottles, broken glass, drug paraphernalia and syringes. These individuals will freely urinate/defecate in my parking lots and pass out on the stairs leading to our entrances. The last 2 calls made to 911 were the result of a person unconscious on our stairs, another face down in the middle of our parking lot. Since the individuals were completely unresponsive, we believed that they were dead. This was quite shocking and stressful for our staff.

We have many staff who, when confronted with someone passed out on the steps to our building are afraid to enter or confront the individual and have to call for assistance. What has become notable is how bold and brazen these individuals are becoming. They have no problem openly injecting and smoking drugs during business hours and many will not move when asked, often just responding with profanity and threats.

Up until now, I have been trying to deal with these issues myself and with the occasional assistance from our hardworking Peel Regional Police but this is becoming overwhelming. In speaking with a police officer who works in my area, he mentioned that one of the offenders has been arrested 27 times since the beginning of July. As soon as the offender is arrested he is released, and right back in our area, sometimes before the officer has even completed the paperwork.

I understand that these services have to be located somewhere but I think there is just too much focused in our area. We have a beautiful, historic downtown core but this is counterproductive to the hard work and effort put forth by our BIA and local business owners. I think it is unfair to locate these services in a community and then just expect the surrounding property owners to bear the cost of dealing with the aforementioned issues without assistance. If the services can't be moved elsewhere, we need help with security, cleanup and vandalism. Failure to take immediate action to address these problems will only drive businesses and people from the city we love.

As a stakeholder, property owner, business owner and employer who is being severely negatively impacted by these issues, I appeal to you for an immediate response. I urge you to have this matter added to the September 24, Regional Council meeting.

I look forward to your prompt reply and hope that relief is forthcoming in a timely fashion.

Respectfully,

Jason Wiesner | President



Wiesner Insurance Inc.
140 Main Street North
Brampton, Ontario L6V 1N8
T 905.451.4205 Ext 26 | F 905.451.9604
jwiesner@wiesnerinsurance.com
www.wiesnerinsurance.com

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2020/09/24	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 2020/09/15
--

NAME OF INDIVIDUAL(S) KATHERINE KENNEDY

POSITION(S)/TITLE(S)

NAME OF ORGANIZATION(S)

E-MAIL [REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Need for Region of Peel to support immediate action with the escalating mental health, addiction and homelessness in the downtown core community
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A formal presentation will accompany my delegation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input type="checkbox"/> Adobe File or Equivalent (.pdf)		
<input type="checkbox"/> Picture File (.jpg) <input type="checkbox"/> Video File (.avi,.mpg) <input type="checkbox"/> Other <input type="text"/>		
Additional printed information/materials will be distributed with my delegation : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Attached		

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Please complete and return this form via email to council@peelregion.ca

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9

Dear Sir or Madam,

My name is Katherine Kennedy and I reside in Downtown Brampton and have for the past twenty years. I am writing to you today on behalf of my family and other concerned neighbours regarding the high number of mental health and addiction services, halfway houses, youth homes and correctional facilities all within one vicinity of the Downtown Brampton core. The large number of these services in one close vicinity has resulted in an increase in people coming from other areas to participate in these programs and has grown the homeless and people with addiction and mental health issues population significantly. With the growing number of people, there has not been enough support to ensure the residents of this community are not endangered and feel safe residing within the same area.

During the past year and a half, we have seen an increase in homeless, those with mental and addiction issues and suspect individuals within the Downtown Brampton area which has resulted in more crime and break-ins in our neighbourhood, which has made the residents feel unsafe. Over the past several months, both our and our neighbour's cars have been broken into and stolen from several times and we've had two break and enters in one week at my parent's house, which resulted in physical assault and theft. This has impacted the personal security and wellbeing of the people in our neighbourhood and we ask the Region of Peel to support immediate action with the escalating mental health, addiction and homelessness in the downtown core community.

Sincerely,
Katherine Kennedy

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2020/09/24	MEETING NAME Regional Council Meeting
--	---

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 2020/09/16
--

NAME OF INDIVIDUAL(S) Rev. Geoff Ross, Richard McMechan

POSITION(S)/TITLE(S) Lead Minister, St. Andrew's Presbyterian Church; Co-Chair of the St. APC Property Committee
--

NAME OF ORGANIZATION(S) St. Andrew's Presbyterian Church, Brampton
--

E-MAIL geoff@standrewsbrampton.ca	TELEPHONE NUMBER (647) 524-1870	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) See attached letter

A formal presentation will accompany my delegation <input type="checkbox"/> Yes <input type="checkbox"/> No		
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input checked="" type="checkbox"/> Adobe File or Equivalent (.pdf)		
<input type="checkbox"/> Picture File (.jpg)	<input type="checkbox"/> Video File (.avi,.mpg)	<input type="checkbox"/> Other <input type="text"/>
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Please complete and return this form via email to council@peelregion.ca

To the Members of the Regional Council and Staff:

I'm writing on behalf of the Session and Congregation of St. Andrew's Presbyterian Church, Brampton that is located at 44 Church Street East; located near the heart of downtown Brampton – north of the YMCA on Union St., 1 block east of Main St.

We believe that, over our 172 year history, that St. Andrew's has been a Church that has sought to love and serve the downtown core of Brampton. For over 20 years we have run a weekly Food Bank for those in the community who struggle with food security – in the months leading up to the COVID19 shutdown, our Food Bank was serving an average of 175 clients a week!

Through the Food bank we have long been a support to those living at or below the poverty line in the downtown Brampton area, a population that faces many struggles and pressures – especially with recent closures of rental properties in the downtown area – with homelessness, drug and alcohol abuse, prostitution, and violence. Again, through the Food Bank, we have seen ourselves as an advocate for those who often have no voice and our congregation is known within this community as a 'friend.' So it is unusual for us to be bringing up issues like this but, over the past year – and, now, especially during the past 6 months with the COVID19 shutdowns – we have seen an increasing number of incidents that have us concerned that the safety of our congregation, volunteers and staff are at risk.

Please know that this is not a request based on 'NIMBY-ism'; nor is this about blaming anyone for the problem. We are deeply concerned about those who have been trespassing (sleeping, camping, drinking, performing sex acts, shooting up, partying, fighting) on our property. We know that there are many social causes and reasons, but it is very clear that they need help beyond what we are equipped to offer – or even the police are able to do: mental health and addictions support for our downtown is very much needed – and not just because of the COVID19 pandemic, but because this is a systemic problem. As a result of these activities, our church volunteers and staff are now required to complete multiple perimeter checks each day to dispose of needles & other drug paraphernalia, and to remove people sleeping on the church property or using its grounds as a washroom.

We are reaching out for your help but in the hope of working together to find a sustainable solution. While we understand that this is a large problem, we believe if we all work together we can create a solution. St. Andrew's Presbyterian Church staff and volunteers are asking the Region of Peel to support immediate action with the escalating mental health, addiction and homelessness in the downtown core community.

Thank you, yours in Christ,



Rev. Geoff Ross.

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2020/09/24	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD September 24, 2020
--

NAME OF INDIVIDUAL(S) Suzy Godefroy - Executive Director & Rick Evans - Downtown Brampton BIA Director
--

POSITION(S)/TITLE(S) Suzy Godefroy - Executive Director and Rick Evans - Downtown Brampton BIA Director

NAME OF ORGANIZATION(S) Downtown Brampton BIA

E-MAIL suzy.godefroy@brampton.ca	TELEPHONE NUMBER (647) 627-5105	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Community Services and the request for additional support for Downtown Brampton from the Region of Peel

A formal presentation will accompany my delegation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt)	<input type="checkbox"/> Adobe File or Equivalent (.pdf)	
<input type="checkbox"/> Picture File (.jpg)	<input type="checkbox"/> Video File (.avi,.mpg)	<input type="checkbox"/> Other <input type="text"/>
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Please complete and return this form via email to council@peelregion.ca



September 16, 2020

Mayor Patrick Brown & Council Members
Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON, L6Y 4R2

Dear Mayor Patrick Brown & Brampton Council Members,

On behalf of the Downtown Brampton BIA (DBBIA) board of directors and the Downtown Brampton Beautification and Safety Team, I am writing to you with regards to safety concerns in the downtown core.

Over the past year, the DBBIA and the City of Brampton have partnered together to try to make some progress with regards to addressing the complex social issues that revolve around community safety. Unfortunately, the DBBIA continues to receive a number of concerns and candid feedback from its' BIA members about the affects of having a number of social services in the downtown.

We understand and respect that this is a multifaceted community issue and want to continue to work with the City of Brampton and the Region of Peel, to find solutions for downtown Brampton residents and businesses.

At this time, we would also like to convey a recent concern from a landlord & business owner, whom has voiced that there seems to be increase in criminal behaviour (selling/using illicit drugs & prostitution) in the downtown. This unsavoury behavior includes loitering and trespassing onto private property at the intersection of Church Street and Main Street North daily.

As you know, the DBBIA has been quite vocal in advocating on behalf of its' membership for a safe downtown and today we are reaching out to Council for additional resources to tackle these issues.

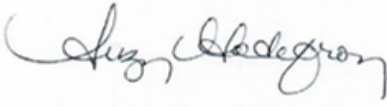
The DBBIA would like to recommend immediate solutions:

- Hire additional security from 10 p.m. – 10 a.m.to monitor illegal activity at Church & Main St. North
- Implement a Downtown Brampton Safety Ambassador Program –as recommended by the DBBIA in the past
- Redirect staff from community services centers to monitor their clients in the downtown
- Have additional resources (funding) to clean the areas affected (needles/sharps/empty bottles etc.)
- Review the status of the social service audit for Downtown Brampton
- Consider addition funding to assist businesses in the additional costs they are incurring for property repairs, security and general clean up on private property.

As a business organization representing approximately 300+ businesses and 140+ property owners, we feel very strongly on the right for our downtown community to be a safe place to visit and have included a letter from an affected business in the DBBIA.

Again, as an organization, we are extremely passionate about the overall safety and community wellbeing in the downtown core and request your assistance in these matters.

Thank you,

A handwritten signature in dark ink, appearing to read "Suzy Godefroy". The signature is fluid and cursive, with the first name "Suzy" written in a larger, more prominent script than the last name "Godefroy".

Suzy Godefroy
Executive Director
Downtown Brampton BIA
suzy.godefroy@brampton.ca
647-627-5105

REPORT TITLE: Update on COVID-19 Funding for Human Services

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the 2020 Housing Support gross revenues and expenditures be increased by \$1,387,165 as a result of additional federal Reaching Home funding;

And further, that the 2020 Housing Support gross revenues and expenditures be increased by \$9,747,382 as a result of additional Social Services Relief Fund Phase Two funding;

And further, that the 2020 Early Years and Child Care gross revenues and expenditures be increased by \$17,841,056 as a result of Safe Restart Funding.

REPORT HIGHLIGHTS

- The Region of Peel has received \$22.9 million in total from the federal Reaching Home and provincial Social Services Relief Fund to support the homeless and other vulnerable groups during the pandemic.
- This emergency funding has allowed and will continue to allow the Region, together with local municipal and community partners to support vulnerable residents in Peel, by meeting basic needs and ensuring access to essential services and supports.
- To date over 144,000 residents have benefitted from these funds.
- These funds have also been used to implement measures that have prevented the spread of COVID-19 amongst the homeless population in Peel.
- Peel has also received \$17.8 million in federal Safe Restart Funding to help the early years and child-care sector adapt to the COVID-19 environment.
- The Safe Restart funding must be spent by child care providers between September and December 2020 and can only be used on specific reopening expenses. It cannot be used to offset financial pressures in 2021 such as the administrative cost download.
- Staff will keep Regional Council informed on how these funds are utilized through the Chief Financial Officer's updates on the management of the financial impacts of COVID-19 and through the regular triannual reporting process.

DISCUSSION

1. Background

On April 23, 2020 Regional Council was advised that the Region of Peel had received \$5.8 million from the federal government's Reaching Home program and \$5.9 million from the provincial government's Social Services Relief Fund. COVID-19 emergency funds were

Update on COVID-19 Funding for Human Services

provided to all Service Managers in Ontario to support the homeless and other vulnerable populations during the pandemic.

On July 23, 2020, Regional Council was advised that the Region of Peel had received an additional \$1,387,165 from the federal government's Reaching Home Program. On August 13, 2020 Regional Council was informed via a memorandum from the Chief Financial Officer that an initial allocation of \$9,747,382 had been received under Phase 2 of the Social Services Relief Fund. In addition, on August 14, 2020 the Region was provided with details of the federal Safe Restart Funding, including an allocation of \$17,841,056 for the Early Years and Child Care sector.

This report provides an update on how these funds have been committed and/or spent to date and the planned response moving forward, including any anticipated Regional financial impacts.

2. Reaching Home and Social Services Relief COVID-19 Funding

As previously reported to Council in April 2020, Reaching Home is a federally funded, community-based program aimed at preventing and reducing homelessness across Canada. The special directives for the emergency fund indicate that the funding is to continue to focus on programs that serve the homeless or those at imminent risk of homelessness during the COVID-19 pandemic. The provincial Social Services Relief Fund was developed to help communities respond to the increased and changing demands for services to the vulnerable, resulting from the COVID-19 pandemic.

The Social Services Relief Fund Phase 2 includes an operating component and two new capital components. The objectives of the funding are to:

- Mitigate ongoing risk for vulnerable people, especially in congregate settings;
- Encourage long-term housing-based solutions to homelessness post-COVID-19; and
- Enhance rent assistance provided to households in rent arrears due to COVID-19.

As a result of this funding, over 66 agencies have been able to remain open and adapt their services to assist over 144,000 residents. In addition, these funds have been used to implement measures that have prevented the spread of the virus amongst the homeless and other vulnerable populations in Peel. Through these efforts, the number of clients in the isolation and recovery programs have remained relatively low. As of August 31, 2020, the isolation program has cared for 253 clients and the recovery program has served 18 COVID-19 positive homeless and other vulnerable clients.

a) Reaching Home

As of the end of August 2020, the initial \$5.8 million Reaching Home allocation has been fully committed, with \$2.4 million spent to date.

On July 23, 2020, Regional Council was advised of an additional allocation of \$1,387,165 from the federal government's Reaching Home Program. The funding will be used to continue to care for Peel's vulnerable population, during COVID-19 including the isolation and recovery programs, physical distancing of shelter clients in hotels, personal protective equipment and cleaning supplies.

Update on COVID-19 Funding for Human Services

The following allocation of funds has been proposed:

Region-Led COVID-19 Response	Description	Phase I		Phase II
		Amount Spent as of August 31, 2020	Total committed	Total planned
Isolation and Recovery Programs	The isolation program serves homeless clients who are suspected of contracting the virus and awaiting test results. The Recovery program serves homeless clients who have tested positive for COVID-19.	\$1.0 million	\$2.5 million	\$0.6 million
Hotels	To prevent/slow the spread of the virus within the shelter system, hotels are used to house approximately 50% of shelter clients. As of the end of August 2020, 225 homeless clients were housed in hotels. This allows physical distancing to be practiced within the shelter system.	\$0.7 million	\$2.0 million	\$0.6 million
Portable Washrooms and Showers, PPE, Cleaning	Funds to rent portable washroom and shower units, personal protective equipment and cleaning supplies for emergency, transitional, supportive and community housing providers.	\$0.4 million	\$1.0 million	\$0.2 million
	Subtotal Region-Led COVID-19 Response	\$2.1 million	\$5.5 million	\$1.4 million
Community Supports	Grants were provided to 20 community agencies in Peel. Details can be found in Appendix I.	\$0.3 million	\$0.3 million	n/a
	TOTAL	\$2.4 million	\$5.8 million	\$1.4 million

b) Social Services Relief Fund

As of the end of August 2020, the \$5.9 million Social Services Relief Fund allocation has been fully committed, with \$3.5 million spent.

On August 13, 2020 Council was informed that the Region of Peel had received an initial allocation of \$9,747,382 under Phase 2 of the Social Services Relief Fund. In order to access these funds, a business case must be submitted to and approved by the province.

Update on COVID-19 Funding for Human Services

The following allocation of funds has been proposed:

Region-Led COVID Response	Description	Phase I		Phase II
		Amount Spent as of August 31, 2020	Total committed	Total planned
Hotels	To prevent/slow the spread of the virus within the shelter system, hotels are used to house approximately 50% of shelter clients. This allows physical distancing to be practiced within the shelter system.	\$1.0 million	\$1.5 million	\$1.5 million
Housing Provider Supports	Funds committed to date have provided supports to community housing providers for additional cleaning and personal protective equipment.	n/a	\$0.7 million	n/a
Rent and/or Utility Arrears	Increase the Housing Stability Fund to support residents who have rental and/or utility arrears as a result of COVID-19 and may be at risk of eviction.	n/a	n/a	\$1 million
Additional services for homeless	Rental space and operating funds to rent space and temporarily operate new drop-in and warming/cooling centres for the street homeless in downtown Brampton and in the area of Dundas and Hurontario in Mississauga.	n/a	n/a	\$1.2 million
PPE and Cleaning Supplies	Funds to cover the costs of food, security, cleaning, personal protective equipment and staffing for the Region-led COVID-19 response not covered by Reaching Home funding.	n/a	n/a	\$0.5 million
Shelter repairs	Funds to install plexiglass and other safety measures within the shelter system to prevent the spread of the virus.	n/a	n/a	\$0.15 million
Shelter acquisition	Funds to support the purchase of a new shelter already approved by Regional Council.	n/a	n/a	\$4.6 million
	Subtotal Region-Led COVID-19 Response	\$1.0 million	\$2.2 million	\$9 million

Update on COVID-19 Funding for Human Services

Community Supports	<p>Funds to date have been spent on grants to 66 community agencies in Peel. Approximately 144,000 residents of Peel have been supported by the funding provided to our community agency partners. These funds have enabled non-profit agencies in Peel to safely deliver their services during the pandemic. The funds have been used for:</p> <ul style="list-style-type: none"> - Food Security (food and gift certificates) - Transportation - Technology software - Virtual mental health programming - Staffing - Supports to isolated seniors - Supports to vulnerable and at-risk children and youth <p>The proposed \$550,000 funding allocation will continue to be used to fund community agencies as they provide essential services.</p> <p>Details can be found in Appendix II.</p>	\$2.5 million	\$3.7 million	\$0.55 million
Admin Funding	Program administration funding	\$0.09 million	\$0.18 million	\$0.2 million
	TOTAL	\$3.5 million	\$5.9 million	\$9.7 million

3. Safe Restart Funding for the Early Years and Child Care Sector

The Government of Canada has committed to providing new funding to help the early years and child care sector adapt to the COVID-19 environment and address the unique needs stemming from the pandemic. On August 14, 2020, the Region of Peel received a memorandum from the Ministry of Education indicating an allocation of \$17.8M in federal Safe Restart Funding.

The Safe Restart Funding supports a shared commitment by all levels of government to ensure that a safe and adequate supply of child-care is available to support the gradual return to work of parents as the economy reopens. This one-time funding will be issued by the Region, as service system manager, to child-care and EarlyON service providers to cover five expense categories:

- the costs of additional personal protective equipment;
- enhanced cleaning;
- additional staff to meet health and safety requirements;
- short term vacancies as operators return to full capacity; and,

Update on COVID-19 Funding for Human Services

- minor capital investments that may be required, in accordance with Ministry or local public health requirements.

The Region of Peel will distribute the federal Safe Restart Funding equitably across more than 150 licensed child-care agencies and seven EarlyON agencies. This will support approximately 46,000 licensed spaces in the early years and child care system in Peel.

Like other temporary COVID-19 funding, the Safe Restart Funding must be spent by providers during a specified period, in this case, September to December 2020. It may not be used by the Region for other purposes such as offsetting other costs or future funding cuts from the province, including the administrative cost download in 2021.

RISK CONSIDERATIONS

COVID-19 funding from both the federal and provincial government has ensured that the homeless and other vulnerable groups within Peel received essential health and social services throughout the pandemic. The funding has also enabled the Region to work with local municipal and community partners to prevent the spread of the virus within the shelter system, while providing necessary supports and medical care to the homeless. The Region of Peel's COVID response has achieved positive outcomes and was profiled nationally as a "bright spot" in Canada and a leading practice by the Canadian Alliance to End Homelessness.

It is anticipated that the funding allocated to the Region of Peel will sustain supports to the homeless and other vulnerable populations to the end of this year. Should the pandemic continue into 2021 and/or should a second wave materialize, existing funds will be insufficient. To mitigate this risk, service models and levels are being reviewed and adjusted where it is feasible to do so. Advocacy to the province is occurring. Staff will continue to closely monitor spending and will keep Council informed of issues if and as they arise.

FINANCIAL IMPLICATIONS

There is no net impact to the budget as a result of this report.

Staff will keep Council informed through the Chief Financial Officer's updates on the management of the financial impacts of COVID-19 and through the regular triannual reporting process.

CONCLUSION

The Region of Peel has received a total of \$22.9 million from the federal Reaching Home and provincial Social Services Relief Fund to support the homeless and other vulnerable groups during the pandemic. This funding has allowed and will continue to allow the Region, together with local municipal and community partners, to support vulnerable residents in Peel, by meeting basic needs and ensuring access to essential social services and supports.

In addition, to help the early years and child-care sector adapt to the COVID-19 environment and address the unique needs stemming from the pandemic, the Region of Peel received an allocation of \$17.8 million in federal Safe Restart Funding.

Staff will continue to closely monitor spending and will keep Council informed of issues if and as they arise.

Update on COVID-19 Funding for Human Services

APPENDICES

Appendix I – Reaching Home Funded Agencies

Appendix II – Social Services Relief Funded Agencies

For further information regarding this report, please contact Aileen Baird, Director, Housing Services, ext. 1898, aileen.baird@peelregion.ca.

Authored By: Kari Buzzelli, Manager, Financial Support Unit & 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.



N. Polsinelli, Interim Chief Administrative Officer

Appendix I
Update on COVID-19 Funding for Human Services

Reaching Home COVID-19 Funding

COVID-19 COMMUNITY FUND - REACHING HOME FUNDING (Approvals as of August 25, 2020)						
	Community Agency	Municipality	Total Funding Approved (includes RH and SSRF)	Reaching Home Funding Approved	Technology/Software	Other Agency Costs
1	MICBA Forum Italia Community Services	Mississauga	\$25,360	\$8,500	X	
2	Forum Italia Non Profit Housing Corporation	Mississauga	\$33,380	\$3,000	X	
3	Governing Council of the Salvation Army in Canada - Peel Shelter & Housing Services, The	Mississauga	\$24,095	\$15,820	X	
4	Peel Career Assessment Services Inc.	Mississauga	\$15,071	\$3,981	X	
5	Mississauga Furniture Bank	Mississauga	\$6,160	\$1,500	X	
6	Free for All Foundation	Brampton	\$22,556	\$2,500	X	
7	Mississauga Food Bank (Collaborative App)	Mississauga	\$275,617	\$19,893	X	
8	Punjabi Community Health Services	Mississauga	\$63,052	\$1,100	X	
9	Volunteer Mississauga Brampton Caledon	Brampton	\$2,890	\$190	X	
10	Bethell Hospice	Caledon	\$2,626	\$416	X	
11	Wellfort Community Health Services	Brampton	\$58,260	\$5,000	X	
12	Moyo Health & Community Services	Brampton	\$40,616	\$16,800	X	
13	DEEN Support Services	Mississauga	\$27,911	\$27,911		X
14	Punjabi Community Health Services	Mississauga	\$9,915	\$9,900	X	
15	Sai Dham Canada	Mississauga	\$60,113	\$3,000	X	
16	Knight's Table	Brampton	\$124,248	\$127,174		X
17	Peel Aboriginal Network	Mississauga	\$114,404	\$4,700	X	
18	Peel Senior Link	Mississauga	\$26,468	\$3,000	X	
19	ISNA Canada	Mississauga	\$182,105	\$15,000	X	
20	Mohawk Park Tennis Club	Mississauga	\$32,680	\$5,580	X	
Funding Totals			\$1,147,527	\$274,965		

Appendix II
Update on COVID-19 Funding for Human Services

Social Services Relief Fund (SSRF)

COVID-19 COMMUNITY FUND - SOCIAL SERVICES RELIEF FUND FUNDING (Approvals as of August 25, 2020)										
	Community Agency	Municipality	Total Funding Approved (includes SSRF and RH)	Social Services Relief Fund Approved	Basic Needs	Transportation	Cleaning Supplies & Services	Staffing	Technology/ Software	Other Agency Costs
1	MICBA Forum Italia Community Services	Mississauga	\$25,360	\$16,860	X		X	X		
2	Forum Italia Non Profit Housing Corporation	Mississauga	\$33,380	\$30,380	X		X			
3	Governing Council of the Salvation Army in Canada - Peel Shelter & Housing Services, The	Mississauga	\$24,095	\$8,275	X	X			X	
4	The Governing Council of The Salvation Army - Community and Family Services	Mississauga	\$40,440	\$40,440	X			X		
5	ICNA Relief Canada	Mississauga	\$50,960	\$50,960	X			X		
6	Jesus Revival For Nation	Brampton	\$16,100	\$16,100	X			X		
7	Overcomer Community Development Center	Brampton	\$20,670	\$20,670	X			X		
8	The Church of the Holy Family	Brampton	\$16,200	\$16,200	X					
9	Bramalea Islamic Cultural Centre	Brampton	\$25,000	\$25,000	X			X		
10	Luso Canadian Charitable Society	Mississauga	\$8,619	\$8,619	X	X	X	X	X	
11	Glorious Women of Wonders Prayer Ministry	Brampton	\$17,650	\$17,650	X			X		
12	Mississauga Dolphins Cricket Association	Mississauga	\$3,000	\$3,000				X		
13	Peel Career Assessment Services Inc.	Mississauga	\$15,071	\$11,090				X		X
14	Afghan Women's Organization	Mississauga	\$28,500	\$28,500	X	X	X		X	
15	Eden Food for Change	Mississauga	\$94,632	\$94,632	X	X	X	X		

Appendix II

Update on COVID-19 Funding for Human Services

16	Sexual Assault/ Rape Crisis Centre of Peel (Hope 24/7)	Brampton	\$1,543	\$1,543		X				X
17	Music Education for the Young at Heart	Mississauga	\$1,000	\$1,000				X	X	
18	Jewels for Jesus Mission Inc.	Mississauga	\$12,200	\$12,200	X				X	
19	Five Save Life	Mississauga	\$24,250	\$24,250	X	X		X		X
20	Peel Family Education Centre	Brampton	\$22,190	\$22,190				X		X
21	Newcomer Centre of Peel	Mississauga	\$6,840	\$6,840	X					
22	Ecosource	Mississauga	\$16,400	\$16,400						X
23	Caledon Meals on Wheels	Caledon	\$8,134	\$8,134	X	X		X		
24	Caledon Community Services	Caledon	\$81,458	\$81,458	X	X	X		X	X
25	Mississauga Furniture Bank	Mississauga	\$6,160	\$4,660			X	X	X	
26	REST	Brampton	\$10,000	\$10,000	X					
27	Free for All Foundation	Brampton	\$22,556	\$20,056	X			X		
28	Mississauga Food Bank (Collaborative App)	Mississauga	\$275,617	\$255,724	X		X	X	X	X
29	Punjabi Community Health Services	Mississauga	\$63,052	\$61,952	X			X	X	
30	Regeneration Outreach Community	Brampton	\$317,355	\$317,355	X		X	X		X
31	Indus Community Services	Brampton	\$24,000	\$24,000	X	X				X
32	Daughters of Zion Outreach Ministries	Brampton	\$21,700	\$21,700	X			X		
33	Epilepsy South Central Ontario	Mississauga	\$74,970	\$74,970				X		
34	Volunteer Mississauga Brampton Caledon	Brampton	\$2,890	\$2,700		X			X	
35	Tetra Society of North America	Mississauga	\$3,000	\$3,000	X					
36	Ontario Parents Advocating for Children with Cancer	Mississauga	\$5,000	\$5,000	X					
37	Muslim Association of Canada	Mississauga	\$39,600	\$39,600	X					
38	Praise Cathedral Worship Centre Inc.	Mississauga	\$23,500	\$23,500	X			X		X
39	Langar Seva Meal & Support Services	Brampton	\$24,300	\$24,300	X			X		

Appendix II

Update on COVID-19 Funding for Human Services

40	Abbeyfield Houses Society of Caledon	Caledon	\$2,960	\$2,960			X		X	X
41	Peel Children's Aid Society	Mississauga	\$7,750	\$7,750	X	X				X
42	Bethell Hospice	Caledon	\$2,626	\$2,210	X				X	X
43	Christ's Chapel International (Overcomer House)	Brampton	\$41,220	\$41,220	X	X		X		
44	Wellfort Community Health Services	Brampton	\$58,260	\$53,260	X	X			X	
45	Quality Continuous Improvement Centre for Learning	Mississauga	\$4,120	\$4,120				X		
46	CMHA Peel Branch	Brampton	\$65,934	\$65,934			X			X
47	Harvest Time United Church of Jesus Christ	Brampton	\$29,098	\$29,098	X	X		X		
48	MonstraARTity Creative Community	Mississauga	\$20,211	\$20,211				X	X	X
49	Moyo Health & Community Services	Brampton	\$40,616	\$23,816	X			X	X	X
50	Laadliyan Association for Celebrating Daughters Corp	Brampton	\$10,800	\$10,800	X			X		X
51	Interim Place	Mississauga	\$21,000	\$21,000	X	X				
52	The Concerned Kids Charity of Toronto	Mississauga	\$22,536	\$22,536		X		X		X
53	YMCA of Greater Toronto (Peel Student Nutrition Program)	Peel	\$84,000	\$84,000	X					
54	The Community Foundation of Mississauga	Mississauga	\$3,320	\$3,320					X	
55	Sai Dham Canada	Mississauga	\$60,113	\$57,113	X	X	X	X	X	
56	Knight's Table	Brampton	\$124,248	\$91,074	X		X	X		
57	Peel Aboriginal Network	Mississauga	\$114,404	\$72,000	X			X	X	X
58	Peel Senior Link	Mississauga	\$26,468	\$23,468			X		X	
59	The Kidney Foundation of Canada	Mississauga	\$17,884	\$17,884	X	X				
60	Food4Kids Mississauga	Mississauga	\$53,685	\$53,685	X					
61	HeartHouse Hospice	Mississauga	\$45,964	\$45,964	X		X	X	X	X
62	ISNA Canada	Mississauga	\$182,105	\$167,105	X	X	X	X	X	
63	African Community Services of Peel	Brampton	\$13,570	\$13,570	X	X				X
64	Community Alliance for Support &	Brampton	\$11,722	\$11,722	X	X		X		

Appendix II
Update on COVID-19 Funding for Human Services

	Empowerment									
65	Mohawk Park Tennis Club	Mississauga	\$32,680	\$27,100			X	X	X	X
Funding Totals			\$2,604,686	\$2,423,828						



John Tory
Mayor

RECEIVED

September 15, 2020

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5

Tuesday, September 15, 2020

Dear Minister Clark,

As you will recall, your Government assisted a number of public sector employers earlier in the pandemic with a regulation which provided them greater flexibility in deploying staff.

The specific matter of Regulation 157/20 under the Emergency Measures and Civil Protection Act was raised at the weekly meeting of the GTHA Mayors and Chairs today and it was agreed that I would write to you on their behalf requesting it be extended. The discussion centered on an extension of at least 30 days and perhaps as long as 60 days. We would further request that you consult with us at that time, before taking any decision to allow these regulations to lapse, as situations could have changed considerably by that time. You will recall that the Toronto City Manager, Chris Murray wrote to Stephen Davidson in the same regard by way of a letter dated August 13, 2020.

The original impetus behind this Regulation, namely to temporarily suspend the provisions of certain collective agreements to which municipalities are parties in order to permit them to more effectively and efficiently redeploy staff in response to the pandemic, is as relevant and necessary today as it was then.

We discussed in the meeting both the fact that there was a fairly broad understanding of the need for this Regulation when it was originally enacted and we believe that continues to be the case. Such an extension would also carry with it the support of the Mayors and Chairs which we would articulate in any manner you would find helpful.

Thank you for your consideration of this request and we stand ready to discuss it with you further should you wish to do so.

Sincerely,

John Tory
Mayor of Toronto

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒

Andrea Horwath



Leader of the Official Opposition
Chef de l'Opposition officielle
MPP / Députée, Hamilton Centre

Queen's Park

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Nando Iannicca
Regional Chair
Region of Peel
10 Peel Centre Dr.
Brampton, ON L6T 4B9

RECEIVED
September 16, 2020
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

September 16, 2020

Dear Chair Iannicca,

Thank you for taking the time, along with Councillor Innis, CAO Nancy Polsinelli and several staff, to join me and my caucus colleagues, MPPs Gurratan Singh, Sara Singh, Kevin Yarde, Jeff Burch and Mike Mantha, in the virtual meeting as part of the 2020 AMO Conference.

I recognize that Peel Region, like all municipalities, struggled to meet the needs of your communities before the pandemic as a result of years of previous provincial cuts and downloads. Unfortunately, it came as no surprise to hear that COVID-19 has caused those challenges to increase significantly. Your delegation also commented that, while the recently announced *Safe Restart Agreement* is an important first step, your council remains concerned for the future.

I, along with my caucus colleagues, have been calling for additional financial supports from both the federal and provincial governments to help municipalities get through this difficult time and we will continue to do that.

For the future, we need a New Deal for municipalities, with increased federal and provincial funding for essential municipal services and infrastructure, including green and social infrastructure such as the mental health services mentioned in our meeting, so municipalities can emerge stronger from the pandemic. We cannot return to the old bad "normal" of underfunded municipal services and infrastructure.

Your delegation also spoke with pride of the success you've achieved through your employment of the "Butterfly Model". As we are all aware, despite years of concerns being voiced about Ontario's long-term sector, its failings have become shockingly evident, especially in for-profit homes. It was good to hear a success story and I'm grateful for the offer to see the model in action and I look forward to doing so when it is safe to visit.

I share your hope that change is coming in long-term care but the fact is we need fundamental change. We need a system that is properly funded to ensure that 4 hours of hands on care per day can be delivered for each person and we need to take profit out of the sector.

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

Andrea Horwath



Leader of the Official Opposition
Chef de l'Opposition officielle
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Please keep in touch with me as well as MPPs Gurratan Singh, Sara Singh and Kevin Yarde with any updates you might have or any assistance we can provide.

Sincerely,



Andrea Horwath
Leader of the Official Opposition Ontario NDP

Cc:

MPP Gurratan Singh (Brampton-East)

MPP Sara Singh (Brampton-Centre)

MPP Kevin Yarde (Brampton-North)

MPP Jeff Burch (Niagara-Centre), Official Opposition Critic for Municipal Affairs.

RECEIVED

September 19, 2020

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK**September 19, 2020****MEMORANDUM TO:** Municipal CAOs/Clerks**SUBJECT:** **Enforcement and Amendments under the *Reopening Ontario Act, 2020***

The Ministry of the Solicitor General (ministry) would like to provide you with information on enforcement of orders and an update on amendments that have been made to the *Reopening Ontario (A Flexible Response to COVID-19) Act, 2020* (ROA) as well as O. Reg. 364/20 (Rules for Areas in Stage 3).

To address ongoing risks and effects of recent increase in COVID-19 cases (see the [Daily Summary of Cases in Ontario](#) for the most recent numbers), and to protect Ontario's recovery and keep people safe across the province, the ministry encourages municipal enforcement personnel, to work collaboratively with all enforcement personnel, including police services, on appropriate enforcement of the orders. This includes considering the importance of issuing tickets under Part I and/or summonses under Part III of the *Provincial Offences Act* (POA), taking into account the severity of the infraction/violation of an order and the Government of Ontario's public health intent to limit the spread of COVID-19. As a reminder, in order to help with enforcement of orders, under O. Reg. 114/20, a police officer or any other provincial offences officer may require an individual to provide the officer with the individual's correct name, date of birth and address if the officer has reasonable and probable grounds to believe that the individual has committed an offence under subsection 10 (1) of the ROA.

O. Reg. 364/20 Amendments

Effective September 19, the new maximum number of people permitted to attend organized public events and social gatherings, except where the event is held at a place operated by a business or organization in accordance with O. Reg. 364/20, is reduced to 10 people indoors (previous limit of 50) and 25 people outdoors (previous limit of 100) in all regions (see attached). This includes functions, parties, dinners, gatherings, BBQs or wedding receptions (but not ceremonies) held in private residences, backyards, parks and other recreational areas.

REFERRAL TO _____

RECOMMENDED _____

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED ☒ _____

Page 1 of 4

Note, the new limits for indoor and outdoor gatherings described cannot be combined to form a new capacity limit. In addition, these new rules do not apply to 'monitored' social gatherings or organized public events; i.e., social gatherings or organized public events held at a place operated by a business or organization in accordance with O. Reg. 364/20. This includes gatherings or events held in staffed businesses and facilities such as cinemas, convention centres, banquet halls, or restaurants, as well as gyms, recreational sporting or performing arts events. This is in recognition of the fact that these facilities and events are mandated to follow very specific public health and safety guidelines to minimize risk and limit any spread of COVID-19.

In addition, an amendment to O. Reg. 364/20 has been made to include new enforcement provisions that would authorize a police officer, special constable or First Nations constable to temporarily close any premises where the officer or constable has reasonable grounds to believe that a gathering or event is in violation of any gathering limits (including those described above). Individuals are required to leave the premises if they have been temporarily closed (unless it is their place of residence). Individuals are not permitted to re-enter the premises on the same day the premises were closed unless a police officer, special constable or First Nations Constable authorizes the re-entry. Individuals who are required to leave the premises, but do not, may be ticketed or charged under the offence provisions of the ROA or charged with obstructing a peace officer under the *Criminal Code of Canada*.

As a reminder, all orders under the ROA are currently extended to October 22, 2020, with the following exceptions:

- The [Education Sector](#) order ended on August 31, 2020.
- The [Limitation Periods](#) order ended and limitation periods and procedural time periods that had been suspended resumed on September 14, 2020.
 - Note that this includes limitation periods related to the POA for commencing a proceeding (e.g. laying an information or filing a certificate of offence).
 - The court retains the discretion to extend POA timelines, other than those for commencing a proceeding, under s. 85 of the POA.

Please note that the following workplaces, businesses or public spaces must remain closed:

- Amusement parks and water parks;
- Buffet-style food services;
- Nightclubs, except to serve food or beverages;
- Overnight camps for children; and
- Saunas, steam rooms, bath houses and oxygen bars.

There may be additional workplaces, businesses or public spaces that are not permitted to open pursuant to municipal by-laws or First Nations by-laws.

For information about other orders that continue to be in effect and enforceable under the ROA, please visit the link to the Act on e-Laws at <https://www.ontario.ca/laws/statute/20r17> and click on the “Regulations under this Act” tab.

We encourage enforcement personnel to continue to monitor www.ontario.ca/alert for information on updates to orders and order expiries/revocations.

Designated Enforcement Personnel

As was the case under the *Emergency Management and Civil Protection Act* (EMCPA), all police officers, First Nations Constables, and special constables may enforce orders that have been continued in effect under the ROA. In addition, the following enforcement personnel are designated to enforce orders that have been continued in effect under the ROA:

- All provincial offences officers designated by a minister of the Crown;
- All municipal law enforcement officers;
- All by-law enforcement officers of a municipality or local board of a municipality;
- All officers, employees or agents of a municipality or local board of a municipality whose responsibilities include enforcement of by-laws, Acts or regulations.

Offences and Penalties

The following offences and maximum penalties are set out under subsection 10(1) of the ROA:

“Every person who fails to comply with a continued section 7.0.2 order or who interferes with or obstructs any person in the exercise of a power or the performance of a duty conferred by such an order is guilty of an offence and is liable on conviction,

- (a) in the case of an individual, subject to clause (b), to a fine of not more than \$100,000 and for a term of imprisonment of not more than one year;
- (b) in the case of an individual who is a director or officer of a corporation, to a fine of not more than \$500,000 and for a term of imprisonment of not more than one year; and
- (c) in the case of a corporation, to a fine of not more than \$10,000,000.”

The orders currently in effect are continued orders under the ROA and any enforcement of orders must be done under the ROA as of July 24, 2020, when the provincial emergency declaration under the EMCPA ended. Enforcement personnel may continue to issue a ticket under Part I of the POA or a summons under Part III of the POA.

A person is guilty of a separate offence on each day that an offence under subsection 10(1) occurs or continues (s. 10(2)). Therefore, a separate charge can be laid for each day an offence occurs or continues.

Despite the maximum fines set out in subsection 10(1), the court that convicts a person of an offence may increase a fine imposed on the person by an amount equal to the financial benefit that was acquired by or that accrued to the person as a result of the commission of the offence (s. 10(3)).

Note that no person can be charged with an offence under subsection 10(1) for failing to comply with or interference or obstruction in respect of an order that has been amended retroactive to a date that is specified in the amendment, if the failure to comply, interference or obstruction is in respect of conduct to which the retroactive amendment applies and the conduct occurred before the retroactive amendment was made but after the retroactive date specified in the amendment (s. 10(4)).

Proposed ROA Amendments

On September 17, 2020, proposed amendments to the [ROA](#) were introduced in order to deter individuals from hosting certain prohibited gatherings by:

- Creating a new offence for hosting or organizing a gathering in residential premises contrary to the size limits established in orders continued under ROA.
- The owner or occupier of premises, if present at the gathering, would be presumed, in the absence of evidence to the contrary, to have hosted or organized the gathering.
- Creating a minimum fine of \$10,000 and following the existing maximum penalties under the ROA (see the Offences and Penalties section below for more information on the existing offence provisions and maximum fines).
- Creating authority for the Lieutenant Governor in Council to prescribe additional types of premises to which the new offence would apply.

The proposed legislative amendments, if passed, would come into force upon receipt of Royal Assent.

Thank you again for your continued support and collaboration during this challenging time.

Sincerely,

Original signed by

Richard Stubbings
Assistant Deputy Minister
Public Safety Division

For Information

REPORT TITLE: Curbside Waste Collection Contractors' Performance

FROM: Andrew Farr, Interim Commissioner of Public Works

OBJECTIVE

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

REPORT HIGHLIGHTS

- Emterra Environmental (Emterra) collects waste from approximately two-thirds of the Region of Peel's curbside customers and Waste Connections of Canada Inc. (Waste Connections) collects from approximately one-third.
 - To ensure continuous improvement, both contractors set aggressive targets to reduce late and missed collections in 2019 and 2020. Although the contractors do not always meet their targets each month, overall, they continue to make improvements in their service delivery year-over-year.
 - In response to the COVID-19 pandemic, the Region of Peel and the collection contractors put emergency response plans and preventive measures in place to ensure that essential waste collection services continued for Peel residents.
 - In 2019 and during the first half of 2020, Emterra and Waste Connections have demonstrated an overall improvement in their performance.
 - Staff continues to monitor and review the performance metrics with both collection contractors, to improve daily operations and ensure a good level of service.
-

DISCUSSION

1. Background

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

As a result of Emterra's ongoing performance issues with late and missed collections, Regional Council supported staff taking action in 2018 to exercise powers within the collection contract to improve performance, including the removal of one or more routes

Curbside Waste Collection Contractors' Performance

(Resolution 2018-572). Effective October 29, 2018, four routes of approximately 1,000 homes (one each on Monday, Tuesday, Wednesday, Thursday) were removed from Emterra's responsibility and taken over by Waste Connections. Since the removal of the four collection routes, there has been an improvement in Emterra's performance. Waste Connections has maintained a good level of service.

At the Region of Peel's request, to ensure continuous improvement the contractors set aggressive targets (monthly and year-over-year) to improve their performance and contract compliance in 2019 and 2020 compared to previous years. Each month, staff review performance metrics with both collection contractors in an effort to improve daily operations and provide all of Peel's residents with a good standard level of service. The parties discuss issues that may have hindered the contractor's achievement of their targets, determine if any additional support is needed from the Region, and identify next steps for improved performance moving forward.

This report provides information on the curbside collection contractors' performance in 2019 and the first six months of 2020 (January to June).

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

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

- Cancellation of the spring battery collection event in April;
- Cancellation of the spring garbage exemption period in June;
- Suspension of bulky item collection (reinstated as of June 29);
- Suspension of cart exchanges (reinstated as of July 6); and,
- Allowance for residents to place two bags of excess garbage without bag tags at the curb for collection during the emergency declaration.

Despite an increase of approximately 11 per cent in organics tonnage, a one per cent increase in garbage tonnage collected in 2020 compared to 2019 and modified collection practices to ensure the safety of workers and residents, both contractors continue to provide a good level of service to Peel's residents. Both contractors continue to provide assistance to quickly address customer service complaints, any concerns received through Councillors and to clean up illegally dumped waste.

At the request of Regional Council, commendation letters were sent to all of the Region's waste collection contractors, thanking them for their outstanding efforts during this unprecedented time by continuing to provide safe and reliable waste collection, and applauding the hard work of their front-line waste collection staff and those supporting their operations to serve the Peel community.

3. Performance Update

The collection contracts require that all waste be collected by 6:00 pm. If waste is collected after 6:00 p.m., it is considered a late collection. If it is not collected on the scheduled

Curbside Waste Collection Contractors' Performance

collection day, it is considered a missed collection. Liquidated damages are applied for late and missed collections.

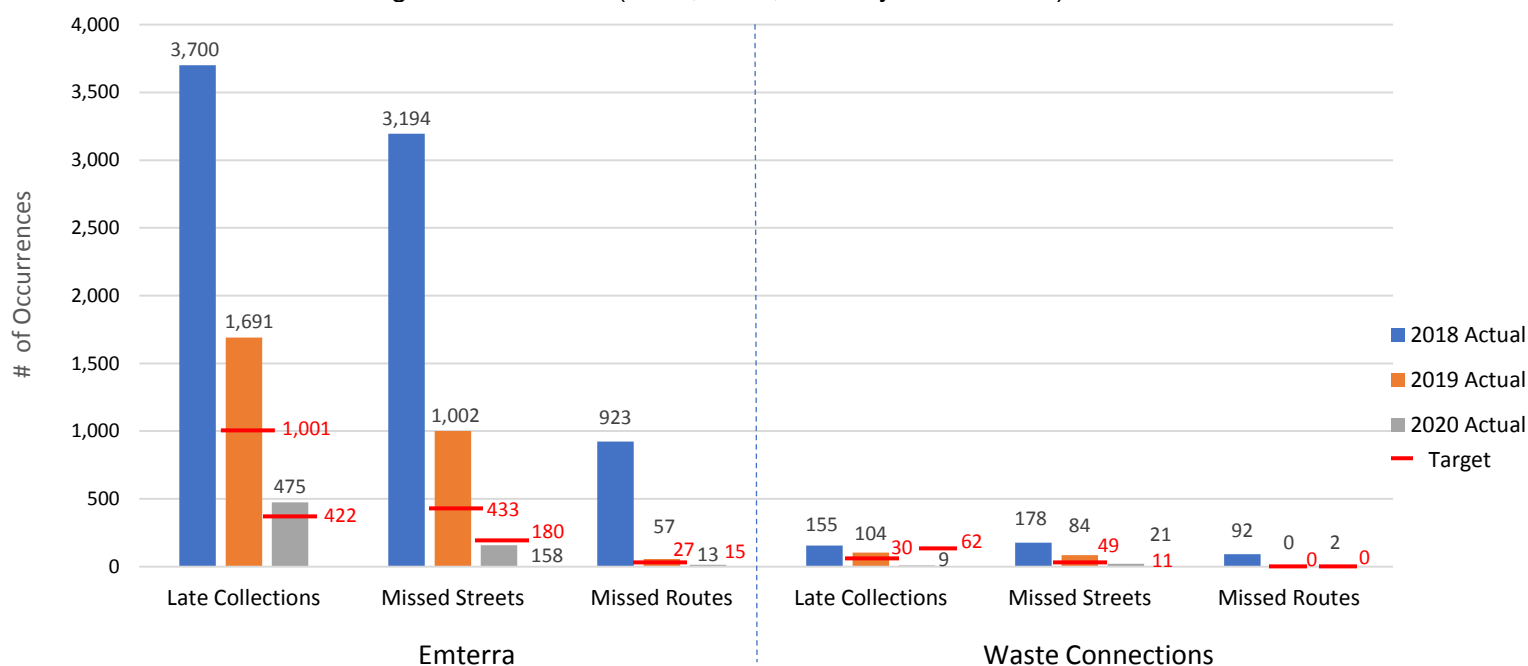
In 2019, Emterra and Waste Connections significantly reduced the number of late and missed collections and were therefore able to reduce liquidated damages by 70 per cent and 74 per cent respectively, compared to 2018.

In January and February 2020, Emterra experienced a slight uptick in late and missed collections and their liquidated damages increased by five per cent compared to the same period in 2019. Waste Connections continued to reduce late and missed collections and reduced liquidated damages by an additional 20 per cent.

Given the extraordinary circumstances of COVID-19 and the contractors' performance, where best efforts are being made to complete collections each day with no major service interruptions, all liquidated damages incurred since March 2020 have been waived. Since the waiver of liquidated damages in March, the contractors continue to exhibit best efforts during the ongoing pandemic.

Graph 1 shows the target and actual occurrences of late collections, missed streets, and missed routes by collection contractor for 2019 and the first six months of 2020.

Graph 1 – Emterra and Waste Connections: Late and Missed Collections – Targets and Actuals (2018, 2019, January - June 2020)



In April 2020, both contractors experienced challenges with yard waste collection due to the early arrival of the yard waste season and unprecedented tonnages set out at the curb for collection compared to previous years. This resulted in an increase in late collections and missed routes. Understandably, collection practices had to be modified to protect the safety of the workers and Peel's residents, which temporarily slowed down the contractors' collection operations in the months following the outbreak of COVID-19 (particularly April

Curbside Waste Collection Contractors' Performance

and May). Emterra continues to make significant improvements in the provision of their waste collection services, however, the order of magnitude in their late and missed collections continues to exceed that of Waste Connections, as shown above.

Also noteworthy is, that in 2019, both contractors assisted the Region and residents during two significant program changes; a change to the garbage exemption period dates and the extension of the yard waste collection season by one week. The contractors provided exceptional customer service by collecting any additional garbage placed at the curb on the former exemption period dates, to help clear the curbside during the transition. For the extension of the yard waste season, the contractors displayed flexibility and cooperation by making the necessary resources available with a quick turnaround.

CONCLUSION

In 2019 and during the first six months of 2020, Emterra Environmental and Waste Connections of Canada Inc. have demonstrated an overall improvement in their performance. The persistent and proactive efforts taken to improve daily operations are helping to ensure that all of Peel's residents receive a good level of service.

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

APPENDICES

Appendix I - Curbside Waste Collection Zone Map

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

Authored By: Andrea Ivanovs, Advisor, Waste Collection

Reviewed and/or approved in workflow by:

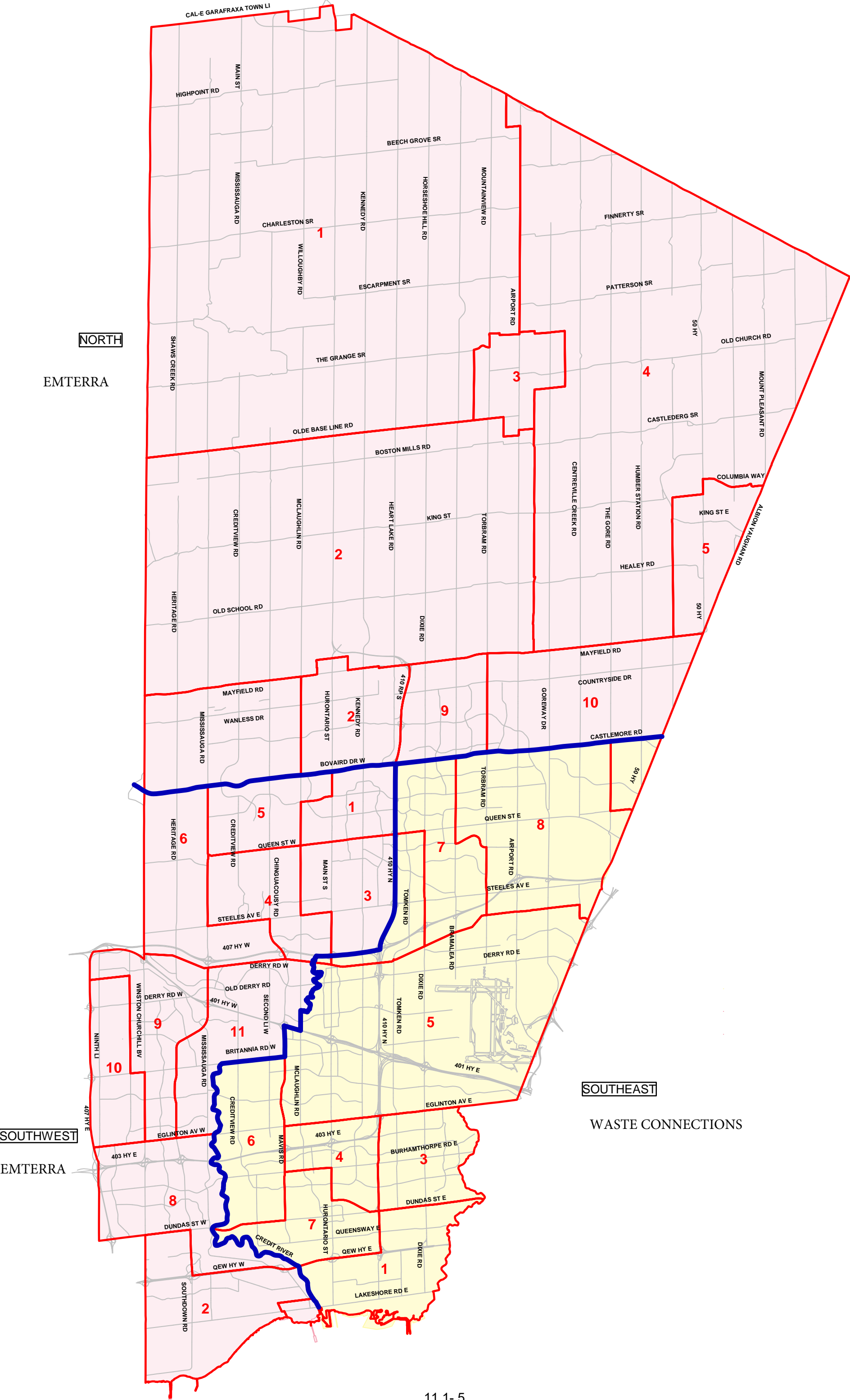
Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.



N. Polsinelli, Interim Chief Administrative Officer

Appendix I
Curbside Waste Collection Contractors' Performance



REPORT TITLE: Online Utility Billing Portal

FROM: Andrew Farr, Interim Commissioner of Public Works
 Sean Baird, Commissioner of Digital and Information Services

RECOMMENDATION

That an online credit card payment option for the Region of Peel utility bills using a “user pay” model be introduced;

And further, that incremental transaction costs from credit card payments be paid by the customers, as outlined in the joint report of the Interim Commissioner of Public Works and Commissioner of Digital and Information Services titled “Online Utility Billing Portal”.

REPORT HIGHLIGHTS

- The implementation of an online utility billing portal will allow residents the ability to self-serve by both reviewing and paying invoices online through the portal. The online portal not only further advances the Region of Peel’s digital strategy, it also improves customer experience while generating cost savings for the Region through lower paper usage, postage and call volumes. The online portal will be implemented by May 2021.
- Market research suggests that the uptake for the use of the portal could reach 30 per cent after four years, which is estimated to generate an annual savings of \$350,000.
- Credit card and debit card payments through the portal will be new channels that customers can take advantage of. The average cost per transaction for credit card payment is \$3.25, compared to \$0.10 per transaction for the debit card and other payment methods currently used by the Region.
- In lieu of a “user pay” approach, should the Region decide to absorb the credit card transaction fee, it would result in an additional annual cost of over one million dollars after exhausting operational savings of \$350,000.
- To maintain the guiding principle of “user pay”, staff recommends that customers who take advantage of the credit card payment option pay the \$3.25 transaction cost. This is a common practice amongst utility providers in Ontario.

DISCUSSION

1. Background

The Region of Peel manages over 335,000 water and wastewater accounts, and issues over 1.3 million bills annually. After 17 years the legacy billing system, Aqua Peel, was replaced in 2015 with Customer Care and Billing, which is an Oracle based billing system. The new billing system provides more billing functionality such as stormwater billing, and the ability to have fixed and variable charges for water and wastewater billing.

Online Utility Billing Portal

2. Discussion

a) Online Portal

After the successful rollout of stormwater charges for both the Cities of Mississauga and Brampton, the Region is looking to further take advantage of Customer Care and Billing features and advance the digital strategy by improving customer service through an online billing portal. As reported to Regional Council in July 12, 2018 (Resolution 2018-713), the portal will allow residents the ability to self-serve by both reviewing and paying invoices online through the portal.

Presently, customers face the following limitations when inquiring about utility bills:

- Phone inquiries are limited between 8:30 AM – 4:30PM from Monday to Friday.
- Due to large call volumes, at times customers may have to wait a significant amount of time before an agent is available to address their concern.
- E-mail inquiries may take up to 48 hours for a customer to receive a response.

The introduction of an online portal will provide improved customer experience when inquiring about their utility bills:

- Improved convenience through the ability to self-serve at any time of the day or evening.
- Receipt of e-mail or text alerts when invoices are ready along with the bill amount and payment due date.
- Ability to access billing and payment history.

It is estimated that each customer that switches to electronic billing through the portal will generate cost savings of \$0.83 per bill through lower printing and postage charges along with lower call centre volumes. Market studies suggest that the customer uptake to use an online portal can reach up to 30 per cent after four years. Based on the Region's 335,000 accounts, 30 per cent uptake to use the online portal would translate into an annual savings of approximately \$350,000.

The online portal also supports the Region's priority to protect the environment by reducing the use of paper for bill printing, envelopes and inserts.

b) Utility Bill Payment Options

To further improve the customer experience with the online portal, the Region will also introduce additional credit card and debit card payment options. Customers will be able to pay their utility bills via debit or credit cards through the online portal in addition to all the current payment channels such as pre-authorized debit, telephone, on-line banking, mail, at bank counters, and in person at various Region and local municipal locations.

Emerging trends in the payment industry indicate the strong preference for customers to use digital payment channels compared to traditional channels, such as cheques or at bank counters. The new payment channels will provide customers with a better customer experience when paying their utility bills and viewing their bills on the portal.

Online Utility Billing Portal

Credit cards have become a popular method for bill payments simply because of convenience, and the ability to collect loyalty points offered by various credit card providers. There is no evidence that the credit card payment option encourages customers to pay bills sooner than the due date.

The transaction costs for credit cards are the most expensive payment channel at 1.75 per cent of the invoice amount. On the average utility bill, credit card fees will be \$3.25 per transaction compared to \$0.10 per transaction for other payment channels currently offered by the Region. For online debit card payment, the transaction fee is also only \$0.10. The portal will clearly disclose credit card transaction fee prior to accepting payment.

The Region can pass the additional credit card payment charge directly to the user that chooses to pay using a credit card, which is known as “user pay”, or fund the credit card transaction costs which would result in higher water and wastewater rates to be borne by all customers. As mentioned above, the “user pay” will achieve the expected operational cost savings of \$350,000 per year while enhancing customer experience. Furthermore, the “user-pay” approach is consistent with the foundational principle that has been traditionally endorsed by Council.

In lieu of a “user pay” approach, should the Region absorb the credit card transaction fee, it is more likely for customers to choose credit card payment option to earn points. This approach may result in achieving a higher adoption rate of 40 per cent, surpassing the 30 per cent target, but it would result in additional cost of over \$1M annually. These transaction costs would be funded through higher water and wastewater rates for all customers, irrespective of the payment means used.

To assess common practices, an environmental scan of the utility industry in Ontario was conducted. Of 16 utilities surveyed, seven accept credit card payments:

- City of Ottawa
- Ottawa Hydro
- Milton Hydro
- Enbridge Gas
- Hydro One
- Alectra Utilities
- Peterborough Utility Services

All seven utility providers which offer credit card as a payment option follow the “user pay” model, where all transaction costs are paid directly by the customer. In turn, the “user pay” option is the common practice in the utility industry where a credit card payment option is available.

Furthermore, a review of local municipalities in Peel suggests that credit card payment option is offered by the City of Brampton and the Town of Caledon for tax payments. Customers pay the credit card fees if this payment option is selected. The City of Mississauga do not offer credit card payment option for tax payments.

Online Utility Billing Portal

c) Next Steps

The current vendor, KUBRA, which currently performs the utility bill printing and mailing, will also be providing the new online portal services. The online portal will be branded to meet Region's branding requirements to ensure consistency with all other forms of public communication.

A system integrator, Red Clay, was secured through a competitive Request for Proposal process for implementing the online billing portal. The development of the online billing portal is underway with a target completion of May 2021.

RISK CONSIDERATIONS

As mentioned earlier, the "user pay" option is expected to achieve the 30 per cent target adoption rate, an annual savings of \$350,000 once the target adoption rate is reached in the fourth year.

If the Region absorbs credit card transaction fees, a higher adoption rate of 40 per cent may be achieved. This will result in an additional \$1M annually to be funded by all customers through higher water and wastewater rates. This is inconsistent with the "user pay" philosophy traditionally endorsed by Council.

In addition, the success of this initiative is largely dependent on the number of customers that use the portal. To minimize the risk of a lower adoption rate, a comprehensive communications and user testing plan will be implemented to both promote the benefits of the portal, and to ensure that it is user friendly for customers.

FINANCIAL IMPLICATIONS

The total implementation cost of the project is \$660,000 and savings will reach \$350,000 annually once the target adoption rate of 30 per cent is realized by the fourth year. It is also expected as the adoption rate ramps up to the target adoption rate, the implementation costs will be recovered by the fourth year. In the event the adoption rate is lower than expected, the implementation costs will still be fully recovered, but in more than four years.

There is sufficient funding available in existing approved capital budgets to support the implementation of the online portal. Ongoing savings to the operating budget from reduced paper, postage and call volumes will be included in future budget submissions.

CONCLUSION

Introduction of the online utility portal further advances the Region of Peel's digital strategy, improves the customer experience and simultaneously generates operational savings. The "user pay" model will ensure that those that choose to use credit cards as a means of payment will bear the incremental transaction cost. Extensive communication to all customers will also be key to reach expected adoption rates so that both customer experience benefits and cost savings are realized.

Online Utility Billing Portal

For further information regarding this report, please contact Steven Fantin, Director Operations Support, Ext. 4438, steven.fantin@peelregion.ca.

Authored By: Khawer Rauf, Manager, Billing

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors, Financial Support Units and Legal Services.

Final approval is by the Chief Administrative Officer.

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

N. Polsinelli, Interim Chief Administrative Officer

REPORT TITLE: **Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6**

FROM: Andrew Farr, Interim Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2020-534T) for the widening and improvement of Bovaird Drive from Creditview Road to Worthington Avenue, City of Brampton, be awarded to Graham Bros. Construction Limited in the amount of \$20,382,387.24 (excluding applicable taxes), in accordance with Procurement By-law 30-2018, as amended;

And further, that the remaining budget for Capital Project 12-4040 for the widening and improvement of Bovaird Drive from Creditview Road to Worthington Avenue be increased by \$4,800,000, financed 85 per cent from Development Charge Reserve Fund R3505 and 15 per cent from Roads Reserve R0210 in order to proceed with award of the construction tender.

REPORT HIGHLIGHTS

- Project 12-4040 for the widening and improvement of Bovaird Drive from Creditview Road to Worthington Avenue is an approved project from the 2005 Long Range Transportation Plan and includes replacement of the existing westbound bridge over the Canadian National Railway (CN Rail) corridor with a widened and improved structure, complete with multi-use pathways.
 - Following detailed design, property acquisitions, utility relocations and complex negotiations with CN Rail, the Region of Peel issued a Request for Tender for project construction services, which closed on August 19, 2020. All eight bids exceed the approved project budget.
 - Additional funds are required in the amount of \$4,800,000 to allow the construction contract to be awarded to the lowest compliant bidder, Graham Bros. Construction Limited.
 - Four unanticipated factors contributed to the current budget shortfall: additional requirements from CN Rail, changes in legislation regarding excess soils management, an increase in material costs, and premiums for workplace health and safety practices related to Covid-19.
 - Agreements in place with CN Rail forecast construction will commence in fall 2020. Should the project be deferred, other Region infrastructure initiatives would also be delayed due to CN Rail policies that limit work volumes along railway corridors.
-

Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6

DISCUSSION

1. Background

Bovaird Drive is a major east-west arterial road within the Region of Peel's transportation system and is a goods movement corridor within the City of Brampton. The widening and improvements required on Bovaird Drive from Creditview Road to Worthington Avenue were originally identified in the 2005 Long Range Transportation Plan as one component of a multiphase build-out strategy. The project builds on the 2019 completed Bovaird Drive rehabilitation works to the east between Worthington Avenue to Van Kirk Drive, and will precede future planned phases to the west of Creditview Road beyond to Heritage Road.

This project phase involves replacement of the aging two-lane westbound grade separation structure over the CN Rail corridor with an improved three lane structure complete with multi-use pathway. An agreement and proposed construction schedule were established with CN Rail to enable resource planning and financial recovery from CN Rail in support of the Region's execution of the project in accordance with Canadian Transportation Agency guidelines.

In May 2015, the Region of Peel awarded a contract to SNC-Lavalin Inc. to provide professional engineering services for detailed design and contract administration services for the road widening and improvement works.

In July, 2020, following detailed design, real estate acquisitions, utility relocations, complex negotiations with CN Rail and prequalification of bidders, a Request for Tender was issued to retain a vendor to complete the construction of 1,400 metres of roadway, including a new low impact stormwater system, new multi-use pathways, and replacement of the original westbound grade separation structure over CN Rail.

2. Procurement Process

The two-stage prequalification and procurement process resulted in eight tender submissions as follows:

Vendor	Bid Price
Graham Bros. Construction Limited	\$20,382,387.24
Fermar Paving Limited	\$21,249,825.64
Dagmar Construction Inc.	\$22,946,072.45
KAPP Infrastructure Inc.	\$23,193,925.68
Dufferin Construction Company, A division of CRH Canada Group Inc.	\$24,288,888.00
Grascan Construction Ltd.	\$24,890,000.00
Brennan Paving & Construction Ltd.	\$25,558,175.29
Aecon Construction and Materials Limited	\$28,881,118.22

Graham Bros. Construction Limited submitted the lowest compliant bid at \$20,382,387.24 which is higher than the current available project budget of \$15,686,240.18.

Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6

Tender submissions were reviewed by SNC-Lavalin and Region Staff in detail to determine why the bid prices varied from the original estimate, which was provided by SNC-Lavalin in 2019 and used to inform the 2020 budget. The review revealed the following four main areas contributing to the variance from estimate to bidder pricing:

New Requirements from CN Rail Identified During the Tender Period

New information regarding costs associated with working in the live CN Rail corridor next to Mount Pleasant Go Station came to light during the tender period, including reduced working times, CN Rail flagging constraints, and submittal requirements. These changes were identified via addenda to the tender and resulted in approximately \$2.2M of the \$4.8M difference between budget estimate and bid price.

Changes in Provincial Regulation – Excess Soils Management

Unforeseen cost premiums were triggered by new provincial regulations concerning on-site and excess soil management. In 2019 the province of Ontario commenced the implementation phase of *Ontario Regulation 406/19* for enhanced handling of onsite and excess soil generated on construction projects. Earthworks tender estimates must now include cost premiums to address these requirements. The change resulted in approximately \$1.2M of the difference in budget estimate and bid price.

Increase in Material Costs for Metals/Steel

In 2019, the costs of many common construction materials increased, in particular, metals and steel. The replacement grade separation structure is made up in large part of reinforcing and structural steel. SNC-Lavalin confirms that prices, in general, have seen a marked increase due to international market fluctuations. The increase in material costs accounts for approximately \$1M of the difference of budget estimate and bid price.

COVID-19 Pandemic Health and Safety Premiums

Bid pricing related to enhanced health and safety requirements attributed to COVID-19 were higher than expected. These additional costs represent approximately \$0.4M of the difference between budget estimate and bid price.

Based on the four contributing factors outlined above, it is believed that cancelling this tender and reissuing a new tender will not achieve a materially different result. Staff have also explored descoping or phasing the work however believe a single vendor will provide the best result for such a complex, structural assignment. SNC-Lavalin and Region Staff also believe that the bid prices reflect up-to-date industry pricing and represent good value for the work being performed.

RISK CONSIDERATIONS

Should the project not proceed at this time, then there are three main risks that will require further mitigation;

Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6

Increased Traffic Demand

Widening and improvement of Bovaird Drive was identified under the 2005 Region's Long-Range Transportation Plan as being required to satisfy current and future traffic and goods movement demands. Traffic demands along Bovaird Drive in the vicinity of the project continue to rise as development adjacent to Mount Pleasant GO Station and beyond to the north and west continues to thrive. This project strives to meet these transportation needs, connect surrounding neighborhoods and facilities such as the Mount Pleasant GO station, and to provide active transportation amenities by means of two new multi-use pathways. The risk would be mitigated through ongoing support of the Region's multimodal transportation initiatives and road user complaint management practices.

Public Safety and Escalating Maintenance Cost

The westbound two-lane grade separation structure is approaching the end of its useful service life and is due for full replacement. This was most recently illustrated by an abutment slope stability failure on July 31, 2020, causing closure of the westbound shoulder. This risk would be mitigated through additional investment in regular inspection and maintenance activities until such time as permanent repairs take place.

Project Partner Obligations

CN Rail, through a grade separation agreement and proposed construction schedule, have assigned field and engineering resources to meet the anticipated commencement of construction in Fall, 2020. Delayed commencement of the project may cause CN Rail to reprioritize availability of these resources to dates beyond the Region's control. As CN Rail limits the volume of active work at any given time along a rail corridor, a project delay could also delay other Region infrastructure initiatives along the same CN Rail corridor, such as the widening and new grade separation on Mississauga Road. The risk of not fulfilling CN Rail project timeline expectations would be mitigated through ongoing cooperative negotiations between Region Staff and CN Rail, and rescheduling of work to CN Rail's next available opportunity.

FINANCIAL IMPLICATIONS

To award the construction services to Graham Bros. Construction Limited and to account for contingencies and unforeseen issues during construction, additional funding in the amount of \$4,800,000 is required for Capital Project 12-4040 for a total budget of \$20,486,240. The additional funding of \$4,800,000 will be financed 85 per cent from Development Charge Reserve Fund R3505 and 15 per cent from Roads Reserve R0210.

Staff acknowledge the intent set out in the Financial Risk Management Strategy for the Regional Capital Program recently endorsed by Council (Resolution 2020-626), and the need to respond to current economic circumstances. Given the risks associated with delaying the widening and improvement of Bovaird drive, this project was specifically excluded from the deferral strategy, and was scheduled to proceed.

In accordance with Procurement By-law 30-2018, as amended, where the Best Value Bid exceeds the approved budget allocation, authority to approve the contract award requires Regional Council approval.

Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6

APPENDICES

Appendix I – Project Location Map

For further information regarding this report, please contact Scott Durdle, Project Manager, Ext. 5052, scott.durdle@peelregion.ca.

Authored By: Scott Durdle, Project Manager, Capital Works, Roads, Design and Construction

Reviewed and/or approved in workflow by:

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

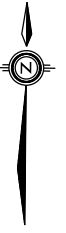
Final approval is by the Chief Administrative Officer.



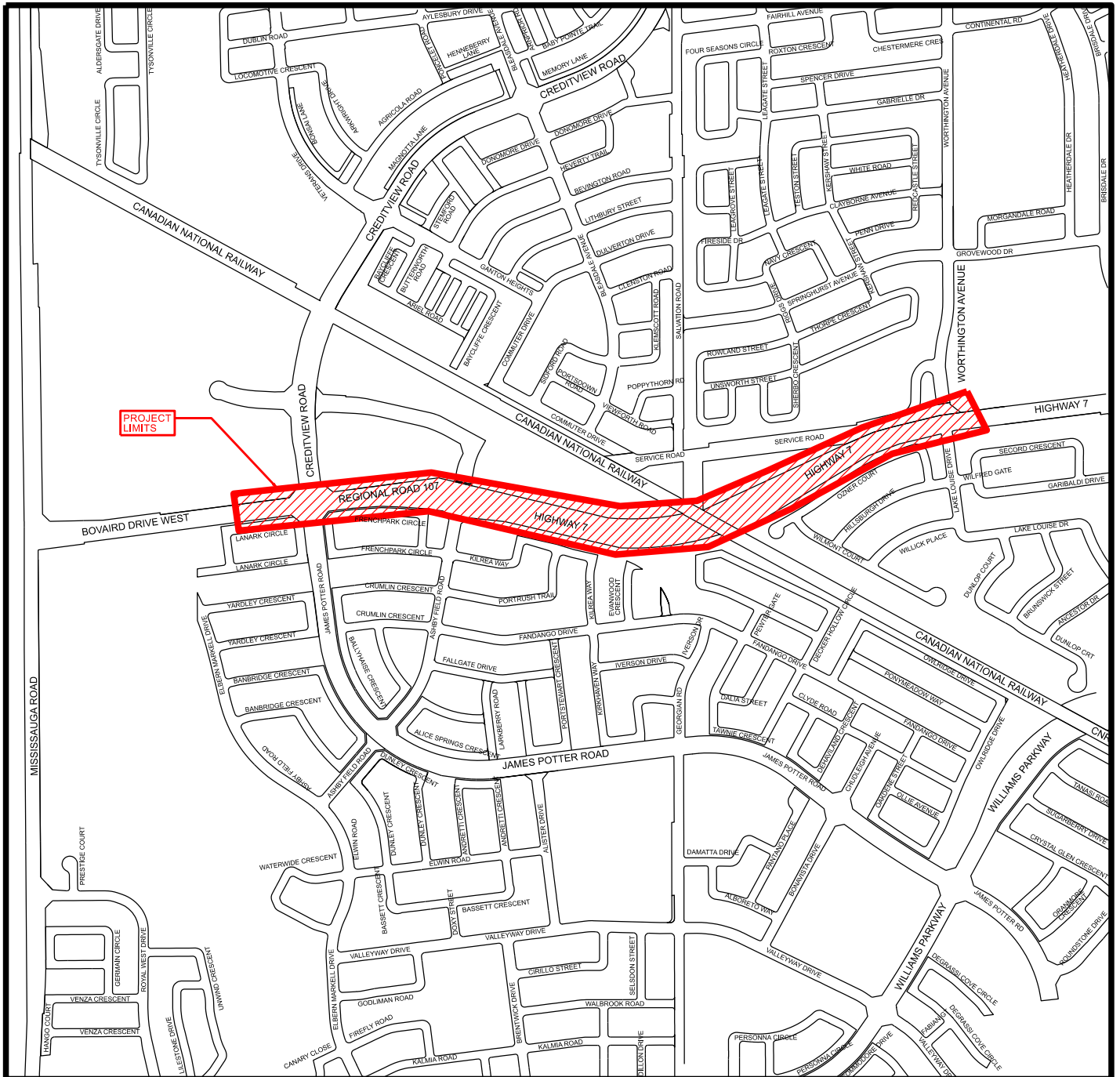
N. Polsinelli, Interim Chief Administrative Officer

Appendix I

Request for Additional Funds and Award of Contract for Widening and Improvement of Bovaird Drive West from Creditview Road to Worthington Avenue, City of Brampton, Wards 5 and 6



WIDENING AND RECONSTRUCTION OF BOVAIRD DRIVE WEST CAPITAL PROJECT 12-4040 CITY OF BRAMPTON, WARD 5 & 6



For Information

REPORT TITLE: **Stormwater Infrastructure Management Update**

FROM: Andrew Farr, Acting Commissioner of Public Works

OBJECTIVE

To update Council on the Region's Stormwater Management Program, including the results of Clean Water Wastewater Fund projects, and to provide an overview of state of good repair funding requirements.

REPORT HIGHLIGHTS

- In 2016, Infrastructure Canada announced the Clean Water and Wastewater Fund, a one-time \$2B fund made available to all municipalities for qualifying projects.
 - Through a successful application, the Region was granted funds to complete an inventory and condition assessment for all stormwater assets associated with Regional roadways, and to rehabilitate three Regional stormwater ponds.
 - The stormwater network has been inventoried and inspected and has been valued at approximately \$400M. Seventy-seven per cent of the Regional stormwater network was found to be in good to fair condition, with 15 per cent in poor condition and 8 per cent in bad to failing condition.
 - To maintain the existing stormwater network in a state of good repair over the next ten years, \$45.05M in additional capital funds will be required. These needs will be reflected in the 2021 Capital Budget submission.
 - Stormwater assets have traditionally been managed through passive or reactive means; the inventory and inspection data provide the foundation for a Stormwater Asset Management Plan and will help the Region transition to a more proactive approach to lifecycle management of these assets.
 - In addition, a Stormwater Servicing Master Plan is underway to address the requirements of future growth; this plan will also acknowledge the need for a resilient stormwater network capable of adapting to the impacts of climate change.
-

BACKGROUND

1) The Region of Peel's Stormwater Network

The Region of Peel owns and operates three stormwater ponds, 334 km of storm sewer pipes and laterals, 5250 maintenance holes, 6000 catch basins, 257 outfalls, and 15 low impact development facilities. This network of infrastructure stores and directs stormwater runoff away from Regional roadways. The Region's network is separate from, but works alongside, the local stormwater networks which direct water away from developed communities and local roads.

As discussed in the recently approved Climate Change Master Plan, the Region's stormwater infrastructure will be greatly impacted by climate change. The effects of global warming are

Stormwater Infrastructure Management Update

expected to increase the frequency of moderate to severe weather events. For that reason, stormwater management is of growing importance to help communities adapt to climate change and will need to be resilient to keep pace with new and growing pressures.

Although municipalities have a long history of managing stormwater assets, programs have traditionally relied on passive or reactive approaches. These approaches can result in certain risks, for example, service interruptions, unexpected flooding, or downstream erosion and water quality issues. In recent years, these risks have been amplified with the impacts of climate change and specifically the frequency of severe weather events. By taking a more proactive approach, the Region will be able to make the right asset investments at the right time, avoid costly/unplanned repairs, and make best use of planned capital works to simultaneously address stormwater deficiencies.

Information recently collected through a recent stormwater infrastructure inventory and condition assessment provides the foundation for a proactive approach to lifecycle management of stormwater assets. This transition will require dedicated resources, consistent with how other core infrastructure assets are managed. However, by taking a proactive approach and by considering the full lifecycle of the assets, staff can ensure that stormwater services (flood, erosion, and water quality protection) are provided effectively and for the lowest overall lifecycle cost.

2) Clean Water and Wastewater Fund Stormwater Infrastructure Projects

In 2016, Infrastructure Canada announced the Clean Water and Wastewater Fund, a one-time \$2B fund made available to all municipalities for qualifying projects. Through a successful application, the Region was granted funds to complete a stormwater infrastructure inventory and condition assessment, and to rehabilitate three stormwater management ponds. These projects had been included in the Region's 10-year Capital Plan but were subsequently advanced as a result of the Grant, avoiding an expenditure of roughly \$6.0M in tax dollars.

Completion of the inventory and condition assessment represents the first steps towards establishing a formal asset management program for the Region's stormwater network. These activities assist the Region in complying with *Ontario Regulation 588/17 Asset Management Planning for Municipal Infrastructure (O.Reg. 588/17)*, which requires municipalities to create a formal asset management plan for all core municipal infrastructure by July 1, 2021, and to consider actions that may be required to address vulnerabilities caused by climate change.

a) Stormwater Inventory and Condition Assessment Completed

The Region's entire stormwater management network has now been inventoried and inspected using Closed Circuit Television. The infrastructure has been valued at approximately \$400M. Storm sewer mains were assigned a condition rating between one and five based on the National Association of Sewer Service Companies' standards. Assets with a condition rating of one to two indicates they are in good to fair condition and represent a low risk. A rating of three indicates poor condition and medium risk. Assets with a condition rating four or five indicates bad to failure condition and high risk that need to be addressed. The results of the inventory and condition assessment indicated that:

- 77 per cent of Peel's stormwater network was found to be in good to fair condition, requiring routine monitoring and maintenance

Stormwater Infrastructure Management Update

- 15 per cent was found to be in poor condition, requiring more frequent monitoring as well as plans for future action
- 8 per cent was found to be in bad to failing condition, which should be addressed in an immediate to 5-year timeframe.

A full breakdown of condition results by local municipality is provided in Appendix I.

b) Stormwater Pond Rehabilitations Completed

Peel has three stormwater ponds in its stormwater network. Results from monitoring indicated that none of the ponds were providing the flood control or water quality benefits they were designed to deliver. Using Clean Water and Wastewater Funds, all three ponds have been rehabilitated to meet modern requirements set by the Ministry of Environment, Climate and Parks, Credit Valley Conservation, and Toronto Regional Conservation Authority.

At one of the ponds, an innovative solution was put in place to protect Redside Dace habitat, an endangered fish that thrives in cooler temperatures. This design has been nominated for a *Friends of the Credit – Green Cities Award*. This award recognizes organizations who implement leading edge green infrastructure in new developments and existing urban areas.

PROPOSED DIRECTION

The information gathered through the stormwater network inventory and condition assessment has provided a foundation to estimate funding needs, specifically, capital investments necessary to sustain the Region's current stormwater network assets in a state of good repair. At the same time, a Stormwater Servicing Master Plan is underway to address stormwater servicing needs related to future growth and to adapt to the impacts of climate change. Together, this work will ensure the Region's network can provide effective stormwater services to a growing community and adapt to climate change. An overview of the proposed direction for the stormwater program is provided below.

State of Good Repair – Current Network

To address the immediate and long-term funding required to maintain the stormwater network in a state of good repair, an additional investment of \$45.05M is required in the 10-year capital plan beginning in 2024. The current 10-year capital plan is based on funding of \$1M/year to address needs on an ad-hoc basis.

The proposed budget supports a proactive management plan that will reduce risk and help maintain adequate stormwater service levels for flooding, erosion, and water quality control. This budget projection is based on the results of the stormwater network inspection and aligns with the Corporate Asset Management modelling and recommendations that will be provided to Council in the Infrastructure Status & Outlook Report later this year.

Without this investment, as the stormwater network ages, there is increased risk of localized flooding, property damage, erosion damage, and service interruptions (road closures). In particular storm sewers with a condition grade of five and four having a high risk of failure would not be addressed within the immediate to five-year window, representing a near-term risk to

Stormwater Infrastructure Management Update

approximately 8 per cent of the network. Addressing these deficiencies will reduce situations such as damaged pipes with diminished storage capacity, or areas where other infrastructure has unintentionally compromised existing stormwater infrastructure.

Stormwater network rehabilitations and replacements will be coordinated with other planned capital projects. As stormwater infrastructure often shares right-of-way space with other Regional assets, including sustainable transportation infrastructure, this provides an opportunity to pair stormwater works with projects identified in the Sustainable Transportation Strategy. Bundling projects in this way will minimize disruption, provide economies of scale, and expedite the making of “green and complete” corridors which would include:

- Making connections (filling gaps) within the sidewalk and path network
- Furthering objectives of the *Accessibility for Ontarians with Disabilities Act*
- Advancing streetscaping to include more trees and rest areas
- Replacing end-of-life infrastructure such as noise walls (Regional and private)
- Improving climate change resiliency

Stormwater Servicing Master Plan – Future Network

As owners and operators of stormwater infrastructure, The Region of Peel is subject to the requirements of *O. Reg. 588/17* as well as Places to Grow legislation that directs municipalities to complete a Stormwater Servicing Master Plan similar to the requirement for Water and Wastewater Master Plans. The Region's first Stormwater Servicing Master Plan was initiated in September 2019 and will be completed in 2022. The purpose of the study is to identify the stormwater capacity needs for current and future growth of the Regional road network. The study is being carried out in accordance with the Municipal Class Environmental Assessment process and in coordination with local municipalities and key agencies.

The Master Plan will review existing stormwater servicing as well as future requirements based on anticipated growth and future impacts of climate change. It will also provide a holistic servicing strategy for the regional road network on a watershed basis and help optimize future rehabilitation and retrofit investments by identifying priority locations with capacity constraints.

As Peel infill and intensification development increases, managing additional stormwater flows will become more challenging, for example, in areas where the Regional system has reached capacity or where no stormwater infrastructure exists. The Master Plan provides a hydraulic model that can be used to understand the impacts of allowing site drainage into the Regional system at various locations, and then evaluate options and scenarios.

It is anticipated that the Master Plan will provide vital information about where additional stormwater capacity is needed to meet current and future demands. In many cases, it will be possible to address these deficiencies by increasing the scope of planned State of Good Repair works, thereby minimizing disruption to the community and making best use of project funding. Once complete, staff will report to Council on findings of the Master Plan.

Stormwater Infrastructure Management Update

RISK CONSIDERATIONS

The most pressing risk for the Region's stormwater network relates to State of Good Repair capital works for stormwater sewers in bad to failure condition. These could pose near-term service risks such as increased frequency of flooding, erosion damage, service disruption (road closures), and environmental risk to downstream receiving waters. Staff have reduced this risk by re-allocating funds in the 2021, 2022, and 2023 capital plans to advance stormwater State of Good Repair work.

Furthermore, falling behind in infrastructure investment can result in a backlog of urgent capital works and funding requirements. To avoid this situation, spreading investment over time allows the organization to keep ahead of infrastructure needs and to moderate the scale of financial and human resources needed to deliver the program.

The results of the Master Plan together with data collected throughout the Clean Water and Wastewater Fund project will help identify areas where the impacts of climate change are greatest now and in the future. This represents both a risk and an opportunity. As capital works are planned, the stormwater program will continue to include strategies to adapt to climate change, such as the use of low impact development infrastructure.

FINANCIAL IMPLICATIONS

Based on results of the recently completed inspections, an estimated \$45.05M in additional funds will be required to maintain the stormwater network in a State of Good Repair over the next ten years. A full breakdown of anticipated costs is provided in Appendix I.

In 2021-2023, repairs and replacements will be re-allocated from approved State of Good Repair budgets for lower risk assets to the higher risk stormwater assets to address immediate needs, thus prioritizing spending. After the initial funds have been exhausted, staff anticipate additional funding will be required in years 2024-2030.

The 10-year forecast within the F2021 capital budget submission will reflect the anticipated State of Good Repair funding needs for the stormwater network. This funding amount is consistent with the Corporate Asset Management modelling and recommendations to sustain the infrastructure to meet the Council-approved service levels and will be refined annually.

Currently this State of Good Repair work will be funded 100 per cent by tax reserves. However, Peel is well positioned to qualify for future stimulus funding made available for infrastructure projects based on the evidence (data) provided through the Clean Water and Wastewater Fund project, and because many of these projects will support climate change adaptation and improved environmental outcomes. All capital works that are identified under the new Stormwater Master Plan related to growth will be reviewed for future development charge funding.

Stormwater Infrastructure Management Update

CONCLUSION

The Region owns and operates a stormwater system valued at approximately \$400M. The recently completed inventory and condition assessment indicates that additional funds are required to maintain these assets in a state of good repair. Ensuring this infrastructure can provide stormwater services to protect the community from flooding, erosion and water quality impacts is a priority for the Region. In recent years, it has become increasingly clear that stormwater infrastructure is being impacted by the effects of climate change, and at the same time, has been recognized as critical infrastructure to help municipalities adapt to these changes. Through the stormwater inventory and condition assessment and Stormwater Servicing Master Plan, the Region is transitioning from a passive/reactive approach to proactive stormwater infrastructure management. This approach advances the development of “green and complete” corridors building resilience and helping achieve the vision of “Community for Life”.

APPENDICES

Appendix I – Stormwater Financial Outlook

For further information regarding this report, please contact Sally Rook, Manager Infrastructure Programming & Studies, 905-791-7800 extension 7842, sally.rook@peelregion.ca.

Authored By: Sally Rook

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.



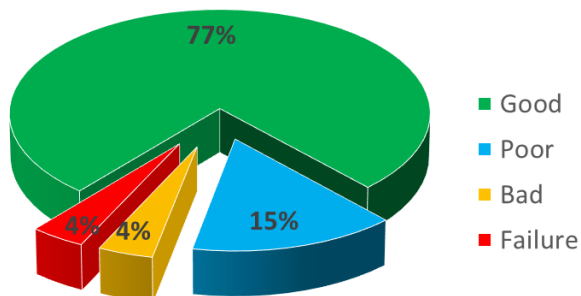
N. Polsinelli, Interim Chief Administrative Officer

10-Year Stormwater SoGR Budget Increase Breakdown

Year	SoGR Needs Identified	Existing & Reallocated Funds	Incremental Increase to SoGR Budget
2021	\$ 5.00 M	\$ 5.00 M	0
2022	\$ 5.50 M	\$ 5.50 M	0
2023	\$ 5.50 M	\$ 5.50 M	0
2024	\$ 6.50 M	\$ 0.35 M	\$ 6.15 M
2025	\$ 6.50 M	\$ 0.35 M	\$ 6.15 M
2026	\$ 6.50 M	\$ 0.35 M	\$ 6.15 M
2027	\$ 7.00 M	\$ 0.35 M	\$ 6.65 M
2028	\$ 7.00 M	\$ 0.35 M	\$ 6.65 M
2029	\$ 7.00 M	\$ 0.35 M	\$ 6.65 M
2030	\$ 7.00 M	\$ 0.35 M	\$ 6.65 M
TOTAL	\$ 63.50 M	\$ 18.45 M	\$ 45.05 M

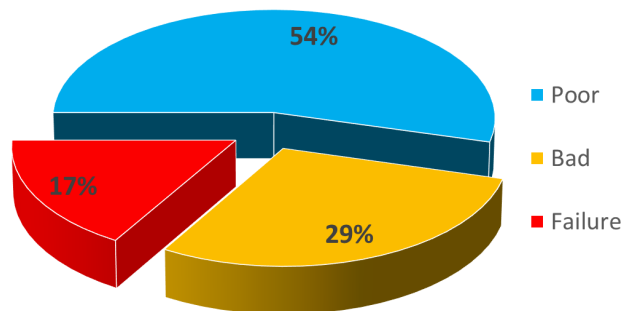
Stormwater Condition Overview by Municipality

Condition Grade	Brampton	Mississauga	Caledon	TOTAL
Good – Fair	43%	29%	5%	77%
Poor	5%	9%	1%	15%
Bad	1%	2%	1%	4%
Failure	2%	2%	0%	4%



Stormwater Investment Needs by Condition and Municipality

Condition Grade	Brampton	Mississauga	Caledon	Total Costs
Good – Fair	No Capital Investment Required			
Poor	\$9.3 M	\$22.2 M	\$3.0 M	\$34.50 M
Bad	\$6.5 M	\$8.0 M	\$4.0 M	\$18.50 M
Failure	\$3.3 M	\$5.0 M	\$2.2 M	\$10.50 M
Total SOGR Needs Identified				\$63.50 M
Existing & Reallocated Funds				-\$18.45 M
Incremental Increase to SW 10-yr SoGR Budget				\$ 45.05 M





GRACE PLACE

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RECEIVED

September 16, 2020

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

GRACE PLACE COMMUNITY RESOURCE CENTRE
156 Main Street North
Brampton, Ontario L6V 1N9
Canada

Telephone/Fax: (905) 451-1215
E-mail: Office@GracePlace.ca
Web: www.GracePlace.ca

September 18, 2020

To: Members of Regional Council

cc: Councillor Rowena Santos and Councillor Paul Vicente
Mayor Patrick Brown

REFERRAL TO **Human Services**

RECOMMENDED

DIRECTION REQUIRED

RECEIPT RECOMMENDED

On behalf of Grace Place Community Resource Centre (GPCRC) we are imploring your immediate action on the deplorable situation occurring on our doorstep and cannot in good conscience be ignored.

GPCRC is located at 156 Main Street North in Brampton and shares the location with both Grace United Church and Regeneration Outreach Community. GPCRC's main focus is acting as a community hub that provides meeting space for any and all community groups or individuals from support networks (such as AA) to private functions. We have over 20 different groups that meet on a weekly basis and offer time and space to occasional users ongoing throughout the year. We have various functions or meetings happening 7 days a week throughout both the daytime and evening hours.

We are not the only ones who recognize the overall escalation of mental health, addiction and homelessness in our community which has been amplified by the COVID Pandemic, but our specific situation has become dire and rather unique as it predates the current crisis. Our situation dates back well over a year ago and has now officially exhausted all of our available resources. In this situation it is important to remember that we are talking about human beings and their lives and dignities. No human being should be left to exist on the streets unable to maintain the most basic level of self-care and dignity but that is the truth of the situation – the human tragedy – of E.T.

E.T's story is a sad and desperate one that deserves a positive compassionate outcome. E.T. is known to suffer from a degenerative disease that over the past year has severely decreased his ability to maintain any level of self-care, this has caused a lot of frustration on his part and concern from anyone who sees him. E.T. frequently walks around in soiled clothing from his own excrement because he lacks the ability to control his bodily functions and now struggles to even pull up his pants. His deteriorating mobility issues means he continuously staggers and loses balance and is a major risk for a fall leading to serious injury. More importantly, once he is on the ground, he is almost unable to get himself up again. This is a serious concern as he chooses daily to lay and sleep in the parking and main entrance/delivery area at GPCRC.

The COVID Pandemic presented the new issue of the City of Brampton closing all facilities leaving the Regeneration Outreach Community at the location as the only available facility with showers, bathrooms and a food program. In the early days of March E.T. was brought to the location for showers. As time went on and the lockdown continued E.T. eventually stayed on the property turning the parking area into his makeshift 'home'. This has had an impact on everyone in the community and the consensus is that E.T. needs serious immediate intervention and care.

As the parking area is located right on Main street and visible to all passing traffic—both pedestrian and vehicles, his situation is on display for everyone to see. Community members, renters, contractors have all seen him lying in the parking area, sometimes immobilized and sometimes screaming for help or water. This causes them (as it would anyone) great distress and they either take their own actions or contact us about him. The truth is that GPCRC and the other organizations at this location are not care facilities and E.T. truly needs care with all basic functions. Most recently he has been seen struggling to even swallow food leading to him choking and vomiting.

The main entrance parking area is where he spends most of his time and his lack of control over bodily functions has been shared, there is the issue of public health that this had led to. The property has human urine, feces and vomit all over the place that people walk through to get into the building and track inside the building. The current climate promoting enhanced hygiene and sanitization practices is completely undermined by this situation and as GPCRC is gearing up to re-open to the public and resume the daily use of meeting spaces the safety and care of all community members is at risk. His occupancy of the area and refusal to move is impeding the efforts to keep the area clean and sanitary. This added to the safety risk of him lying in the parking lot, where he has already almost been hit by vehicle as he is not visible to drivers. He also lays in front of the doors at various times during the day and night blocking access not only on a functional standpoint but the risk involved if there needed to be an evacuation. There is an urgency with his situation for both his safety and the safety of everyone involved in the property.

Continuing with the community safety standpoint we come to one of the most distressing points of this issue, and that is that E.T. has become increasingly adversarial, confrontational and threatening to people that are familiar to him and are trying to help him. E.T.'s situation is so frustrating and one can only imagine how his inability to clean himself, avoid soiling himself, and even eat and drink himself, would fester inside of him and it only makes sense that he would be lashing out at people. The growing concern is that his behavior will continue to escalate and this presents two potentially devastating outcomes; the first being that E.T. will seriously injure someone (and likely one of the people who work with him almost daily) and the second, that injury resulting in E.T. being incarcerated. Prison is the last place E.T. needs to be, but with his deteriorating situation, lack of personal dignity and understandable increasing frustration it seems like a potential path. The important thing to note though is that if we can continue to band together to get him the help and assistance needed both of those options can likely be avoided.

In the past few weeks his growing frustrations have led to more frequent violent outbursts where he is kicking the front door of the building, yelling for people to let him in or get him water, he uses profanities often directed right at staff members. He has even threatened to harm a staff member and chased her from the property resulting in a call to 911 for immediate assistance. We are responsible to provide a safe working environment for all of our staff members and this current situation is preventing that. Peel Police and Peel Paramedics have responded to the location numerous times for assistance. We have more than exhausted all resources available and immediately need a viable long-term solution for E.T. and we are looking to the Region of Peel as the provider of health, social services and long-term care to take over.

In summary, this situation has become untenable for E.T., GPCRC and the community at large. E.T.'s situation is deteriorating rapidly and needs immediate action. The community health and safety standards cannot withstand these conditions especially in this unprecedented time where the emphasis on having strong hygiene and sanitization protocols is imperative and being hindered as a result of E.T.'s unfortunate situation. The time to act is now, and the actions must be swift, strong and supportive.

Grace Place Community Resource Centre

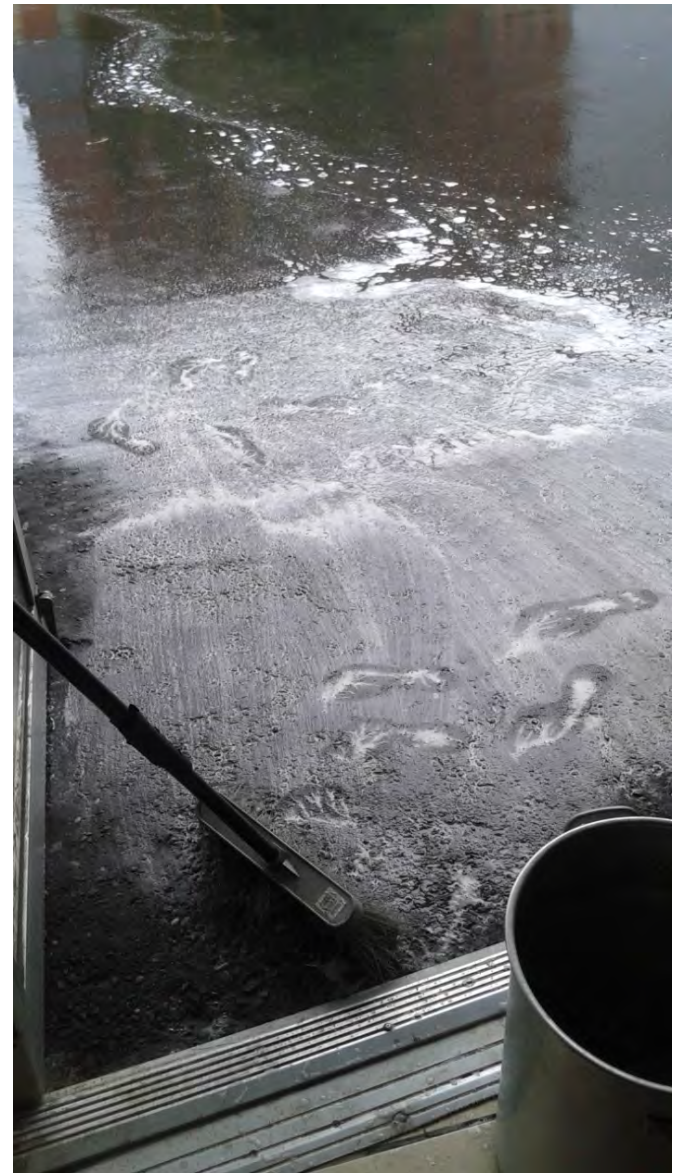


D. Cameron Welsh
Board Chair



Deb Bergamin
General Manager (A)

(Reference photos included).







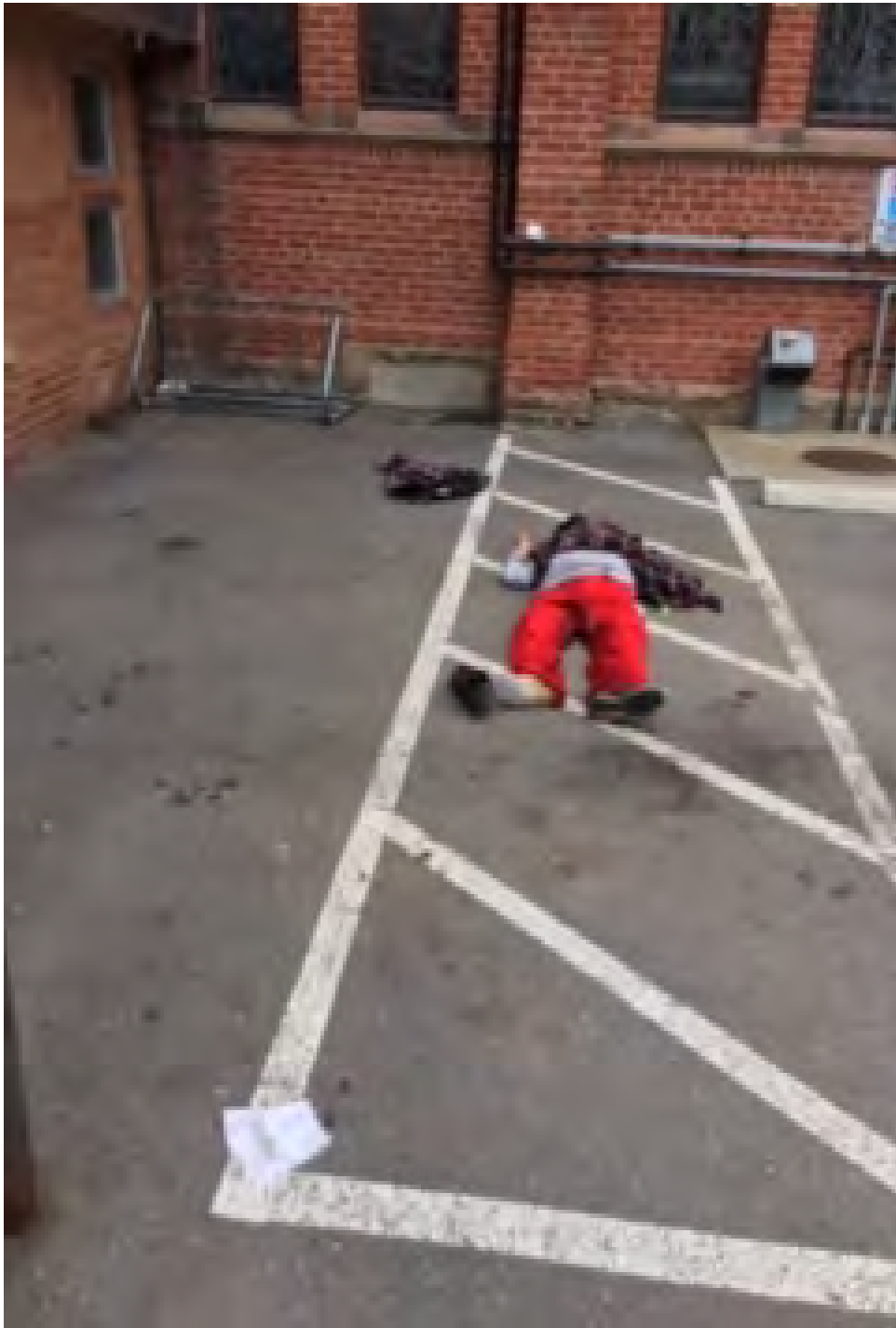
















GRACEUNITEDCHURCH

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RECEIVED

September 16, 2020

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Date: September 16, 2020

To: Chair and Members of Region of Peel Council

CC: Councillor Rowena Santos and Councillor Paul Vicente
Mayor Patrick Brown

From: Grace United Church

Subject: [REDACTED]

REFERRAL TO **Human Services**

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

Grace United Church in downtown Brampton is known as "*The church with a heart in the heart of the city*". This is for good reason. Any day you may come by and see some of Brampton's most marginalized and disadvantaged residents on the church grounds - people who have come to Grace Place at Grace United Church for essential support and community.

The church created Grace Place in 2009 to serve as a gathering place for groups and organizations who make our community better. Much of the church building has been dedicated to Grace Place, and church members volunteer with a number of those organizations.

Chief among the Grace Place organizations is Regeneration Outreach Community, with its mission to marginalized and disadvantaged, but another 20 or so organizations also operate from Grace Place. More than 100,000 visits a year are paid to Grace Place and Grace United Church for the services and community to be found here. Grace Place is a vital community hub for the Brampton downtown area.

However, we are now faced with an impossible challenge in the person of [REDACTED]. [REDACTED] is homeless and suffers from a degenerative disease. He is in extreme physical condition and living rough on the grounds of Grace United Church. He is aggressive and abusive, and a threat to himself and to the visitors and staff at Grace United Church and Grace Place. He urgently needs a permanent placement in a care facility. Some details of [REDACTED] condition and actions are spelled out in the submission you are concurrently receiving from Grace Place.

■■■■ conduct is so extreme that he has become a threat to the viability of the ongoing operations of Grace United Church and Grace Place. Visitors and church members, neighbours, and even passersby on the street, are appalled to see this desperate human being lying in front of the church door, with garbage strewn around him. And when he is awake, they are rightly concerned about his threatening behaviour.

As a consequence, with a heavy heart we have been obliged to issue a permanent no trespass notice on ■■■■. But this has not stopped him from living rough on the church grounds. All the notice has done is to push the problem onto the police and paramedics, when in reality what ■■■■ needs is care from Peel Region social services.

We therefore solicit your urgent attention to providing a permanent care placement for ■■■■ ■■■■. He needs it, the community needs it, and the church and all the visitors and user organizations of Grace Place need it.

Yours truly,

GRACE UNITED CHURCH



Christopher Moon
Board Chair



Rev. Lawrence Nyarko
Minister

From: Re, Joanne (MAG)
To: ZZG-RegionalClerk; Aurelia.Capone@halton.ca; Page, Janice (MMAH); Beamish, Anna-Lee (MMAH); llongo@airdberlis.com; dneligan@airdberlis.com; Sanichara, Arti; matthew.rea@brampton.ca; jwilker@thomsonrogers.com; Meredith.Baker@halton.ca; markf@davieshowe.com; skaufman@tmalaw.ca; Egeh, Hodan (MMAH)
Subject: PL190731 – LPAT Decision Issued (Proposed Official Plan Amendment No. OPA 32)
Date: September 11, 2020 4:04:01 PM
Attachments: PL190371-SEP-11-2020.pdf

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Attached is a decision issued today with respect to the above noted file.

NOTE: The attached decision is issued by this email. A paper copy will not be sent.

Do not reply to this email address.

Should you require further information/assistance concerning this matter, please **contact the LPAT Case Coordinator, Benjamin Waters:**

- By email: Benjamin.waters@ontario.ca
- By telephone: Toronto: 416 326-7891 Toll Free: 1-866-448-2248
- TTY: 1-800-855-1155 via Bell relay

Thank you.

Joanne Re

Decisions Unit Administrative Staff

Tribunals Ontario/Ontario Land Tribunals

Office No: 437-231-4037

joanne.re@ontario.ca

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Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement
local



ISSUE DATE: September 11, 2020

CASE NO(S): PL190371

The Ontario Municipal Board (the "OMB") is continued under the name Local Planning Appeal Tribunal (the "Tribunal"), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

PROCEEDING COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Ministry of Municipal Affairs and Housing
Subject:	Proposed Official Plan Amendment No. OPA 32
Municipality:	Regional Municipality of Peel
LPAT Case No.:	PL190371
LPAT File No.:	PL190371
LPAT Case Name:	Ministry of Municipal Affairs and Housing v. Peel (Region)

Heard: September 4, 2020 via video hearing

APPEARANCES:

Parties

Counsel

Ministry of Municipal Affairs and Housing ("MMAH")

Janice Page and Anna-Lee Beamish

Regional Municipality of Peel ("Peel")

Leo Longo, David Neligan and Arti Sanichara

City of Brampton ("Brampton")

Matthew Rea

Town of Halton Hills ("Halton Hills")

Jeffrey Wilker

Regional Municipality of Halton ("Halton")

Meredith Baker

North West Brampton Landowners Shelly Kaufman
Groups Inc. (“NWBLG”)

Osmington Inc. (“Osmington”) Mark Flowers

**MEMORANDUM OF ORAL DECISION DELIVERED BY STEVEN COOKE AND
BLAIR S. TAYLOR ON SEPTEMBER 4, 2020 AND ORDER OF THE TRIBUNAL**

[1] The matter before the Local Planning Appeal Tribunal (“Tribunal”) is a settlement hearing regarding Peel Regional Official Plan Amendment 32 (“ROPA 32”) passed by the Council on July 11, 2019 by By-law No. 45-2019.

[2] Under s. 17 (36) of the *Planning Act* (“Act”), the MMAH filed an appeal of the decision of Peel. The basis of the appeal from MMAH was that ROPA 32 was not consistent with matters within the then Provincial Policy Statement 2014 (“PPS 2014”), and did not conform to the 2019 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”). MMAH had concerns that ROPA 32 removed shale resource protection and mapping in the urban area of North West Brampton, excluded policies that protect the Greater Toronto Area West Transportation Corridor Study Area and did not conserve or utilize mineral aggregate resources in advance of development proceeding. Minutes of Settlement between MMAH and Peel have been filed as Exhibit 1.

THE HEARING

[3] Halton and Halton Hills had both been granted party status. Both municipalities are immediate neighbours to the subject lands identified in ROPA 32 and wanted to ensure that their interests in the appeal had been protected. Minutes of Settlement between Halton, Halton Hills, and Peel have been filed as Exhibit 2.

[4] Other Parties that included NWBLG, Brampton, and Osmington appeared before the Tribunal expressing their support of the proposed settlement.

[5] Gail Anderson was qualified by the Tribunal to give expert land use planning evidence and opinion.

[6] It was the opinion of Ms. Anderson, that the proposed settlement is consistent with the policies of the Provincial Policy Statement 2020 (“PPS 2020”), and conforms with the Growth Plan, the Greenbelt Plan 2017 (“GP”), and represents good planning in the great public interest.

[7] In oral evidence in her affidavit provided to the Tribunal, Ms. Anderson identified the following settlement modifications to ROPA 32 as follows:

- a. The Preamble of ROPA 32 is proposed to be amended by inserting a paragraph that explains how corridor protection has been implemented through the ROPA 32 policies and the transportation policies in the Regional Official Plan.
- b. Section 5.3.4.2.2 f) is amended by inserting a new policy directing the City of Brampton or an applicant for development approval to undertake a study to determine the feasibility and economic viability of recovering shale resources prior to, or in conjunction with, block plans, proposed draft plans of subdivision or site plans for major development or redevelopment.
- c. Section 5.3.4.2.2 f) vi), which addresses corridor protection from shale extraction, is amended by updating the terminology in the policy to reflect the wording used in the Provincial Policy Statement, 2020 and the current titles of the transportation and energy transmission corridor protection study areas.
- d. Schedule A to ROPA 32 which amends Region of Peel Official Plan Schedule C “High Potential Mineral Aggregate Resource Areas” is further amended within the Greenbelt Plan Area by adding HPMARA identification to areas that have an overburden thickness of up to 15 meters.

[8] The subject lands fall within the North West Brampton Urban Development Area, which is a designated greenfield area within the existing urban boundary. It is the opinion of Ms. Anderson that the agreed upon modification of ROPA 32 conforms with s. 2.2.1 of the Growth Plan by allowing the accommodation of planned residential and employment growth development, excluding the lands designated in the Greenbelt Plan area.

[9] Meridian Planning had been retained to analyze the entirety of the North West Brampton Urban Development Area, their report was used to inform the ROPA 32

policies in regards to the population and employment growth forecast to the year 2041 under s. 5.2.4 of the Growth Plan. The Growth Plan has been amended with revised growth forecasts for Peel to the year 2051.

[10] It was the opinion of Ms. Anderson, that the modified ROPA 32 is consistent with s. 3.2.1 of the Growth Plan. The Growth Plan requires that Peel coordinate infrastructure planning, investment and land use planning. ROPA 32 is also consistent with the Peel Official Plan policy direction for growth management and capital infrastructure plans.

[11] Under s. 2.5.1 of the PPS 2020, “Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified”.

[12] Section 2.5.2.5 of the PPS 2020 states:

In known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impact are addressed.

[13] It was Ms. Anderson’s opinion that the modified ROPA 32 appropriately balances planning for the protection and availability of shale resources within Peel with policy direction to accommodate growth within settlement areas and is consistent with s. 2.5.1 and 2.5.2.5 of the PPS 2020.

DECISION

[14] In determining this matter, the Tribunal has heard the uncontroverted expert land use planning evidence of Ms. Anderson and has heard the submissions of counsel in support of the proposed settlement.

[15] The Tribunal accepts the uncontested land use planning evidence and expert

opinion provided Ms. Anderson. The Tribunal is persuaded by the evidence that the proposal has due regard to matters of Provincial interest in s. 2 of the Act, including the conservation and management of natural resources and the mineral resource base, and the appropriate location of growth and development.

[16] The Tribunal finds that the proposal is consistent with the policy direction established by the PPS 2020 and conforms to the relevant directives established by the Growth Plan for the Greater Golden Horseshoe 2019, the Greenbelt Plan 2017, and as implemented in the Peel and Brampton Official Plans.

[17] The Tribunal is further satisfied that the settlement proposal represents good land use planning and is in the public interest as the proposal furthers the goals and objectives of the Provincial planning regime and increases housing and employment opportunities.

[18] Accordingly, the Tribunal will:

- (i) allow the appeal of the Ministry of Municipal Affairs and Housing in part, and;
- (ii) approve ROPA 32, as modified, and as set out in Attachment 1 appended hereto and forming part of this decision.

[19] This is the Order of the Tribunal.

“Steven Cooke”

STEVEN COOKE
MEMBER

“Blair S. Taylor”

BLAIR S. TAYLOR
MEMBER

If there is an attachment referred to in this document,
please visit www.olt.gov.on.ca to view the attachment in PDF format.

Local Planning Appeal Tribunal

A constituent tribunal of Ontario Land Tribunals

Website: www.olt.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

LOCAL PLANNING APPEAL TRIBUNAL

PROCEEDING COMMENCED UNDER subsection 17(36) of the Planning Act, R.S.O. 1990, c. P.13, as amended

Appellant: Ministry of Municipal Affairs and Housing
Subject: Proposed Official Plan Amendment No. OPA 32
Municipality: Regional Municipality of Peel
LPAT Case No.: PL190371
LPAT File No.: PL190371
LPAT Case Name: Ministry of Municipal Affairs and Housing v. Peel (Region)

BEFORE:) , THE ____TH DAY
)
)
) OF _____, 2020
)
MEMBER

ORDER

THIS MATTER having come before the Tribunal on September 4, 2020 by videoconference;

AND THE TRIBUNAL having received the affidavit evidence of Gail Anderson, sworn _____, pertaining to the settlement of the appeals of the Ministry of Municipal Affairs and Housing ("MMAH") of the Region of Peel Official Plan Amendment no. 32 ("ROPA 32");

AND THE TRIBUNAL having heard submissions of counsel for the parties relating to the proposed settlement of the appeal;

THE TRIBUNAL ORDERS:

1. The Tribunal allows the appeals of MMAH in part; and
2. The Tribunal approves ROPA 32, as modified, as set out in Attachment 1 to this Order.

Secretary

Attachment 1 – Modified ROPA 32

Amendments to Text and Schedule

1. Chapter 5, Regional Structure, is amended by deleting Policy 5.3.4.1.6 in its entirety and replacing it with the following:

“5.3.4.1.6 To provide for the availability and use of shale resources within the North West Brampton Urban Development Area and provide for the continued protection and use of Shale resources in the Greenbelt Plan Area adjacent to North West Brampton Urban Development Area.”

2. Chapter 5, Regional Structure, is amended by deleting policies 5.3.4.2.2 f) and g) in their entirety and replacing them with the following:

“ 5.3.4.2.2 f) That shale extraction be permitted and that the protection of provincially significant shale resources identified as High Potential Mineral Aggregate Resource Area (HPMARA) on Schedule C of this Plan be continued in accordance with the following:

i) The population, household and employment forecasts that are the basis of the Regional Official Plan require the utilization of all of the North West Brampton Urban Development area to accommodate growth;

ii) Shale resources shall be protected, in accordance with the policies of Section 3.3 within the area identified as HPMARA on Schedule C and located in the Provincial Greenbelt Plan Area;

iii) The extraction of shale shall be permitted to occur on all lands in the North West Brampton Urban Development Area and in the Provincial Greenbelt Plan Area without an amendment to the City of Brampton Official Plan, subject to policies to be included in the City of Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning bylaw, and subject to the issuance of a licence under the Aggregate Resources Act;

iv) Notwithstanding the permissions for shale resource extraction, the City of Brampton is permitted to undertake secondary planning for land-uses in the North West Brampton Urban Development Area, subject to studies to determine appropriate separation, buffering and mitigation of land uses adjacent to lands identified as HPMARA in the Provincial Greenbelt Plan Area or adjacent to sites within the North West Brampton Urban Development Area that are subject to an application for a licence, or are licensed, for extraction under the Aggregate Resources Act.

v) Prior to the approval of block plans, site plans for major development or redevelopment, or draft plans of subdivision on mapped deposits of mineral aggregate (shale) resources, the City of Brampton shall undertake or require applicants to undertake a study to determine the feasibility and economic viability of recovering shale resources prior to, or in conjunction with, development of the land. Where such study has determined that shale recovery is

feasible and economically viable, the City shall ensure that appropriate conditions or requirements to implement the recovery of shale resources will be included at the appropriate approval stage, unless the proposed development will serve a greater long-term public interest. For the purposes of implementing the study requirement, the City of Brampton shall identify known deposits of mineral aggregate resources on mapping in the City of Brampton Official Plan.

vi) The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation -Corridor or alternatives for other planned infrastructure and transportation corridors including the GTA West Transportation Corridor Study Area as identified by the Ministry of Transportation and the Northwest GTA Transmission Corridor Identification Study Area as identified by the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator.

vii) The establishment of land uses within the North West Brampton Urban Development Area adjacent to HPMARA which could preclude or hinder future shale extraction shall only be permitted in accordance with the policies of Section 3.3 of this Official Plan and the applicable provincial policies.

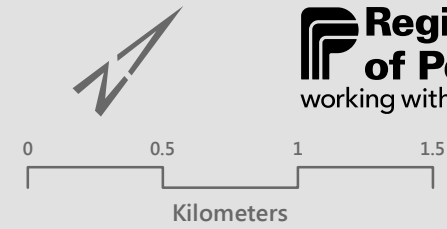
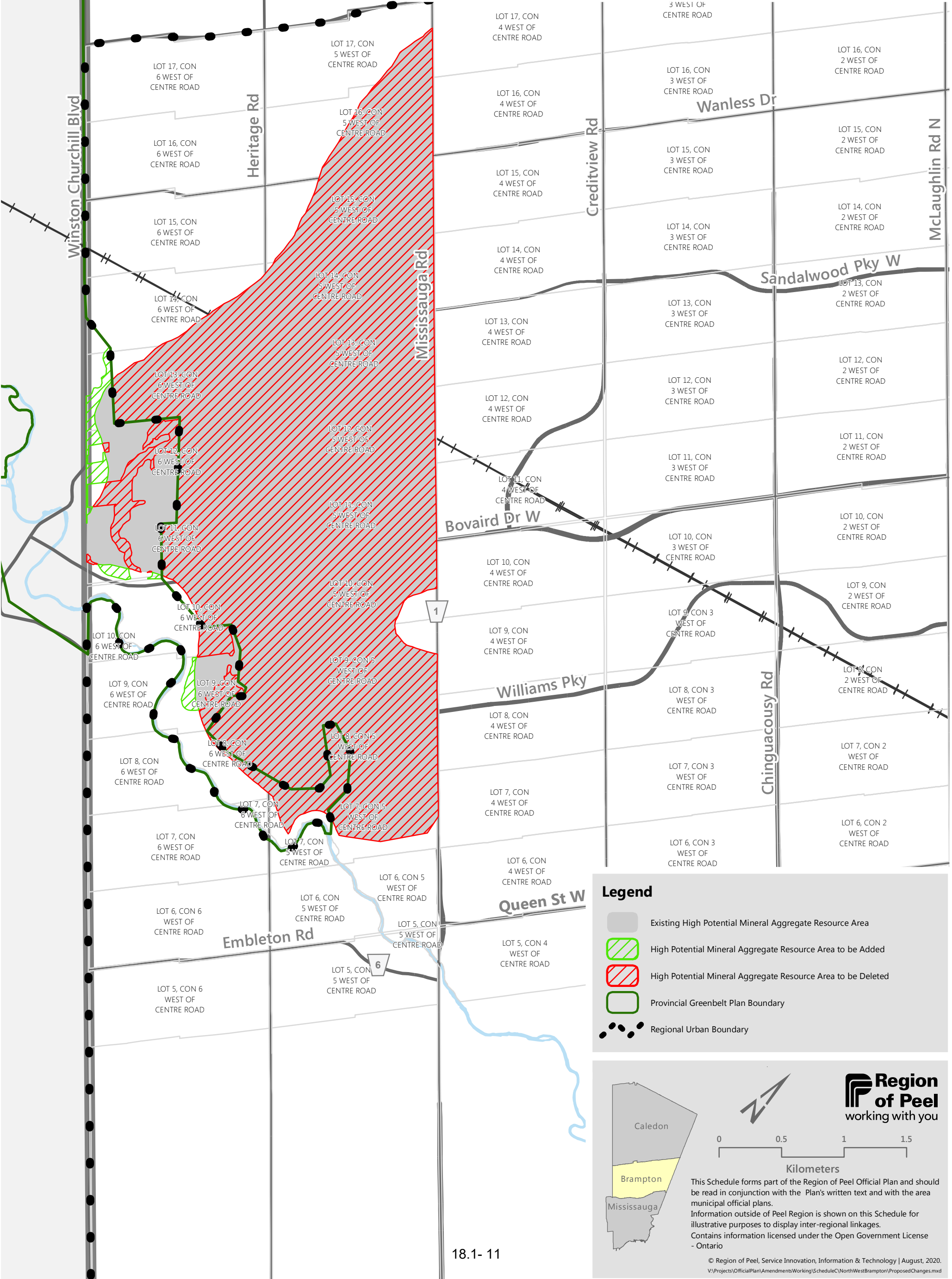
viii) With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of Section 3.3 of the Region of Peel Official Plan shall continue to apply for the purpose of permitting shale extraction without an amendment to the City of Brampton Official Plan;

ix) The City shall reflect and designate the HPMARA as shown on Schedule C, as amended.”

3. Schedule C, High Potential Mineral Aggregate Resource Areas (HPMARA) is amended by deleting the High Potential Mineral Aggregate Resource Areas shown in red hatching on Schedule A, attached hereto, adding in the High Potential Mineral Aggregate Resource Areas shown in green and by making such other housekeeping amendments to Schedule C of the Regional Official Plan to update the format and appearance of the Schedule.

Schedule A to the Regional Official Plan
Amendment 32 - Proposed Changes to the
High Potential Mineral Aggregate Resources
Area Shown on Schedule C to the Region of
Peel Official Plan

August, 2020



Region of Peel
working with you

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.
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**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7000



RECEIVED

September 18, 2020

234-2020-4019

September 18, 2020

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

RE: Parkland Dedication, Development Charges and the Community Benefits
Charges Authority

Dear Head of Council,

As you know, our government introduced the Housing Supply Action Plan last year with the goal of increasing the supply of housing across Ontario. As part of this effort, our Government introduced the community benefits charge (CBC) authority along with changes to the *Development Charges Act* and parkland dedication under the *Planning Act*.

Over the past year, the Ministry of Municipal Affairs and Housing consulted for over 300 days with municipalities, the development industry and the public on the implementation of the framework, including several aspects of the legislation and a regulatory approach. I value the input of our municipal partners.

I am writing to inform you that on September 18th, our government proclaimed the remaining amendments that were made to the *Development Charges Act* and the *Planning Act* by Bill 108, the *More Homes, More Choice Act*, and, Bill 197, the *COVID-19 Economic Recovery Act*. In addition, we have made a new regulation under the *Planning Act* and technical changes to regulations under the *Planning Act*, *Development Charges Act* and *Building Code Act* in order to finalize the framework for development charges, community benefits and parkland.

As of September 18, 2020, municipalities will have two years to transition to the new regimes. This will enable both the municipalities and builders to adjust to these changes in light of the pressures of COVID-19.

We listened to the feedback received during consultations, and that is why we are proposing to prescribe a percentage of 4% for the CBC authority that will be applied to land values to determine the maximum CBC for any particular residential development. The CBC could be used by local governments to fund capital costs of services that are needed due to higher density development and are not being recovered through other tools.

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒

These amendments will enable growth to pay for growth, while also providing greater predictability of development costs in order to increase the supply of housing so that it is more attainable for Ontarians.

I thank you for your continued collaboration throughout the implementation of this new and enhanced framework.

Sincerely,

A handwritten signature in blue ink that reads "Steve Clark". The signature is fluid and cursive, with the first name "Steve" and last name "Clark" clearly distinguishable.

Steve Clark
Minister of Municipal Affairs and Housing

c: Chief Administrative Officers
Chief Planners
Municipal Treasurers
Kate Manson-Smith, Deputy Minister, Municipal Affairs and Housing
Alex Beduz, Chief of Staff to Minister Clark, Municipal Affairs and Housing
Jonathan Lebi, Assistant Deputy Minister, Local Government and Planning Policy Division
Caspar Hall, Director, Municipal Finance Policy Branch

REPORT TITLE: 2021 Regional Council and Committee Meeting Schedule

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services

RECOMMENDATION

That the 2021 Regional Council and Committee meeting schedule attached as Appendix I to the report of the Interim Commissioner of Corporate Services titled “2021 Regional Council and Committee Meeting Schedule”, be approved.

REPORT HIGHLIGHTS

- Attached as Appendix I is the proposed Council and Committee meeting schedule for the upcoming year, 2021.
 - The proposed schedule has been circulated to the local municipalities for consideration.
 - All Thursdays (with some exceptions during regular “holiday” periods) are reserved for Regional Business.
-

DISCUSSION

1. Background

Each year, a schedule of Regional Council and Committee meetings are prepared for approval by Regional Council, pursuant to Region of Peel Procedure By-law 56-2019, as amended.

2. March Break

The Peel District School Board and the Dufferin-Peel Catholic School Board have identified their scheduled March Breaks as being the week of March 15 – 19, 2021.

3. Summer Months

In accordance with Procedure By-law 56-2019, as amended, a Regional Council meeting has been scheduled for July 8, 2021.

Pursuant to By-law 15-2020, Regional Council established the Interim Period Approvals Committee comprised of the Chairs and Vice Chairs of the Enterprise Programs and Services, Public Works, Health, Human Services and Planning and Growth Management sections of Regional Council, and the Regional Chair, ex-officio. The Committee is authorized to meet when there is no regular meeting of Council scheduled for a period of more than 21 days after the date of the previously scheduled regular meeting or a period of restricted acts in the year of an election. The Committee was created for the purpose of overseeing any matters requiring Council's approval, as authorized by section 23.1 or section 275 (6) of the Municipal Act, 2001, as amended, and to provide assurance to the

2021 Regional Council and Committee Meeting Schedule

public that the continuity of conduct of regional business is administered in an efficient, effective and economical manner.

4. Local Municipal Meeting Schedules

The Regional Clerk has shared the draft 2021 meeting schedule with local municipal staff and there are no conflicts with the proposed schedule.

5. Committee Meetings

The 2021 Regional Council and Committee schedule attached as Appendix I is not a complete list of all meetings that may be scheduled during 2021. Certain committees meet on an irregular basis or at the call of the Chair and as such, not all meeting dates have been finalized at the time of this report. Staff will make every effort to ensure that Councillors are advised of these meetings in a timely manner.

6. Workshops

On occasion, Council may request or it may be deemed valuable to hold workshops for Council members on particular matters. These are conducted on an as needed basis and, as such, cannot be scheduled in advance.

7. Scheduled Meeting Information

Current information regarding scheduled meetings and cancellations are available on the Region of Peel website, www.peelregion.ca.

8. Other Conferences

In developing the draft 2021 Council and Committee Meeting Schedule, the following schedules were considered and have been highlighted on the meeting schedule:

- Rural Ontario Municipal Association Annual Conference – January 23, 2021 to January 26, 2021
- Ontario Good Roads Association Annual Conference – February 21, 2021 to February 24, 2021
- Federation of Canadian Municipalities Annual Conference – June 3, 2021 to June 6, 2021
- Association of Municipalities of Ontario Annual Conference – August 15, 2021 to August 18, 2021

9. Thursdays as Regional Business Days

In order to ensure availability of Council members for Special Council or Committee meetings, all Thursdays (with some exceptions during regular “holiday” periods) shall be reserved for Regional Business. Members are reminded that the Procedure By-law stipulates that Regional Council meetings may continue until 3:30 p.m. on such meeting days. At the request of the Chair, exceptions may occur resulting in meetings being scheduled on a day other than a Thursday.

2021 Regional Council and Committee Meeting Schedule

CONCLUSION

Pursuant to Procedure By-law 56-2019, as amended, the 2021 Regional Council and Committee meeting schedule is hereby presented to Regional Council for consideration and approval.

APPENDICES

Appendix I - 2021 Regional Council and Committee Meeting Schedule

For further information regarding this report, please contact Aretha Adams, Deputy Clerk and Acting Director, Clerk's Division, at Aretha.adams@peelregion.ca.

Authored By: Sabrina Valteau

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

JANUARY				
MON	TUE	WED	THU	FRI
				1 Holiday
4	5	6	7 R	8
11	12	13	14 RC	15
18	19	20	21 DEAR HSIC	22
25 ROMA	26 ROMA	27	28 RCB	29

FEBRUARY				
MON	TUE	WED	THU	FRI
1	2	3	4 RCB	5
8	9	10	11 RC RCB*	12
15 Holiday	16	17	18 RCB** PPC	19
22 OGRA	23 OGRA	24 OGRA	25 RC	26

MARCH				
MON	TUE	WED	THU	FRI
1	2	3	4 SHHC ARC AAC	5
8	10	11	12 RC	13
MARCH BREAK				
22	23	24	25 RC	26
29	30	31		

APRIL				
MON	TUE	WED	THU	FRI
			WMSAC*1 GRC COR	2 Holiday
5	6	7	8 RC	9
12	13	14	15 DEAR ARC PPC	16
19	20	21	22 RC	23
26	27	28	29 R	30

MAY				
MON	TUE	WED	THU	FRI
3	4	5	6 SHHC HSIC EMPC	7
10	11	12	13 RC	14
17	18	19	20 WMSAC*20 ARC AAC	21
24 Holiday	25	26	27 RC	28
31				

JUNE				
MON	TUE	WED	THU	FRI
	1	2	3 FCM	4 FCM
7	8	9	10 RC	11
14	15	16	17 SHHC GRC DEAR*	18
21	22	23 PLAGM	24 RC	25
28	29	30		

JULY				
MON	TUE	WED	THU	FRI
			1 Holiday	2
5	6	7	8 RC	9
12	13	14	15 AMO-P	16
19	20	21	22 R	23
26	27	28	29 R	30

AUGUST				
MON	TUE	WED	THU	FRI
2 Holiday	3	4	5 R	6
9	10	11	12 R	13
16 AMO	17 AMO	18 AMO	19 R	20
23	24	25	26 R	27
30	31			

SEPTEMBER				
MON	TUE	WED	THU	FRI
		1	2 PPC	3
6 Holiday	7	8	9 RC	10
13	14	15	16 DEAR WMSAC** AAC	17
20	21	22	23 RC	24
27	28	29	30 R	

OCTOBER				
MON	TUE	WED	THU	FRI
				1
4	5	6	7 SHHC ARC WMSAC	8
11 Holiday	12	13	14 RC	15
18	19	20	21 HSIC* GRC	22
25	26	27	28 RC	29

NOVEMBER				
MON	TUE	WED	THU	FRI
1	2	3	4 PPC* EMPC	5
8	9	10	11 RC	12
15	16	17	18 WMSAC* ARC AAC	19
22	23	24	25 RCB	26
29	30			

DECEMBER				
MON	TUE	WED	THU	FRI
		1	2 RCB	3
6	7	8	9 RC RCB*	10
13	14	15	16 RCB	17
20	21	22	23 R	24
27 Holiday	28 Holiday	29 Holiday	30 Holiday	31 Holiday

RC	Regional Council	9:30 a.m. - 3:30 p.m.
RCB	Regional Council Budget	9:30 a.m. - 3:30 p.m.
RCB*	Regional Council Budget	Immediately following Regional Council
RCB**	Regional Council Budget	9:30 a.m. - 12:30 p.m.
R	Reserved for Regional Business	9:30 a.m. - 3:30 p.m.
AAC	Region of Peel Accessibility Advisory Committee	1:30 p.m. - 3:30 p.m.
AMO-P	AMO Annual Conference Preparation Workshop	11:00 a.m. - 12:00 p.m.
ARC	Audit and Risk Committee	11:00 a.m. - 12:30 p.m.
COR	Committee of Revision	1:00 p.m. - 3:00 p.m.
DEAR	Diversity, Equity and Anti-Racism Committee	9:30 a.m. - 11:00 a.m.
DEAR*	Diversity, Equity and Anti-Racism Committee	1:30 p.m. - 3:00 p.m.
EMPC	Emergency Management Program Committee	1:30 p.m. - 3:00 p.m.
GRC	Government Relations Committee	11:00 a.m. - 1:00 p.m.
HSIC	Health System Integration Committee	11:00 a.m. - 12:30 p.m.
HSIC*	Health System Integration Committee	9:30 a.m. - 11:00 a.m.
PLAGM	Peel Living Annual General Meeting	9:00 a.m. - 9:30 a.m.
PPC	Regional Council Policies and Procedures Committee	1:30 p.m. - 3:00 p.m.
PPC*	Regional Council Policies and Procedures Committee	9:30 a.m. - 11:00 a.m.
SHHC	Strategic Housing and Homelessness Committee	9:30 a.m. - 11:00 a.m.
WMSAC	Waste Management Strategic Advisory Committee	1:00 p.m. - 3:00 p.m.
WMSAC*	Waste Management Strategic Advisory Committee	9:30 a.m. - 11:00 a.m.
WMSAC**	Waste Management Strategic Advisory Committee	11:00 a.m. - 1:00 p.m.
AMO	Association of Municipalities of Ontario Annual Conference	August 15 - August 18, 2021
FCM	Federation of Canadian Municipalities Annual Conference	June 3 - June 6, 2021
OGRA	Ontario Good Roads Association Annual Conference	February 21 - February 24, 2021
ROMA	Rural Ontario Municipal Association Annual Conference	January 23 - January 26, 2021

REPORT TITLE: Capital Financing Strategy

FROM: Stephen Van Ofwegen, Commissioner of Finance and Chief Financial Officer

RECOMMENDATION

That the Capital Financing Strategy and principles outlined in the report from the Commissioner of Finance and Chief Financial Officer titled, “Capital Financing Strategy”, be endorsed.

REPORT HIGHLIGHTS

- Peel’s population is expected to grow by more than 500,000 people by 2041 which will increase service demand from all services including capital intensive services such as Housing Support, Regional Roads, Water and Wastewater.
 - Addressing service demand and growth will require significant new infrastructure over the next 20 years.
 - Funding is also required for the state of good repair of existing assets valued at over \$28 billion.
 - Service demand needs will continue to evolve as these will be impacted by climate change, the changing nature of employment, and changes in legislative and regulatory requirements.
 - The growing and increasingly complex infrastructure needs will require significant amounts of capital financing and increase pressure on the Region of Peel’s overall financial flexibility.
 - The Long Term Financial Planning Strategy provides high level direction on the Region’s overall financial health but a Capital Financing Strategy is required to provide more specific guidance on how best to finance both short term and long term infrastructure needs.
 - The proposed Capital Financing Strategy and principles provide direction as to which capital financing sources should be used to fund capital projects and capital plans.
 - The Capital Financing Strategy will ensure that the Region of Peel maximizes available funding sources and remains financially flexible to address future capital infrastructure challenges.
-

DISCUSSION

1. Background

The Region of Peel (Region) delivers services that are needed by its 1.5 million residents and 182,400 businesses. The majority of these services, such as Housing Support, Waste, Long Term Care, Regional Roads, Water and Wastewater, are capital intensive. As of 2019 the Region had infrastructure assets with a total value in excess of \$28 billion and with its population expected to grow by more than 500,000 people by the year 2041, significant additional infrastructure will be needed to meet the service demands of this growing community.

Capital Financing Strategy

Peel's Growing Infrastructure Needs

As seen in Chart 1 below, this has been evident over the past five years where the Region's capital plan has increased steadily from \$5.4 billion in 2016 to \$7.5 billion in 2019 with a sharp increase to \$9.4 billion in 2020 reflecting the change in the growth horizon from 2031 to 2041. The capital plans reflect forward looking commitments to meet the service demand needs of the community and include Council's approved Water/Wastewater Master plans, Long Range Transportation Plan, Long Term Waste Management Plan and Housing Master Plan.

Chart 1: The Ten-Year Capital Plans from the Previous Five Years



While these capital plans incorporate the service demand needs understood at the time they were presented, they will continue to evolve to reflect changes in service standards, changes in legislative or regulatory requirements, climate change standards and the changing nature of employment.

For example, in 2019, the Region approved a Climate Change Master Plan that will require up to \$350 - \$400 million over the next 10 years, a Waste Management plan with an anaerobic digestion facility to reduce greenhouse gas and increase waste diversion and Council's recently approved \$1 billion Housing Master Plan to increase the supply of affordable housing to Peel residents.

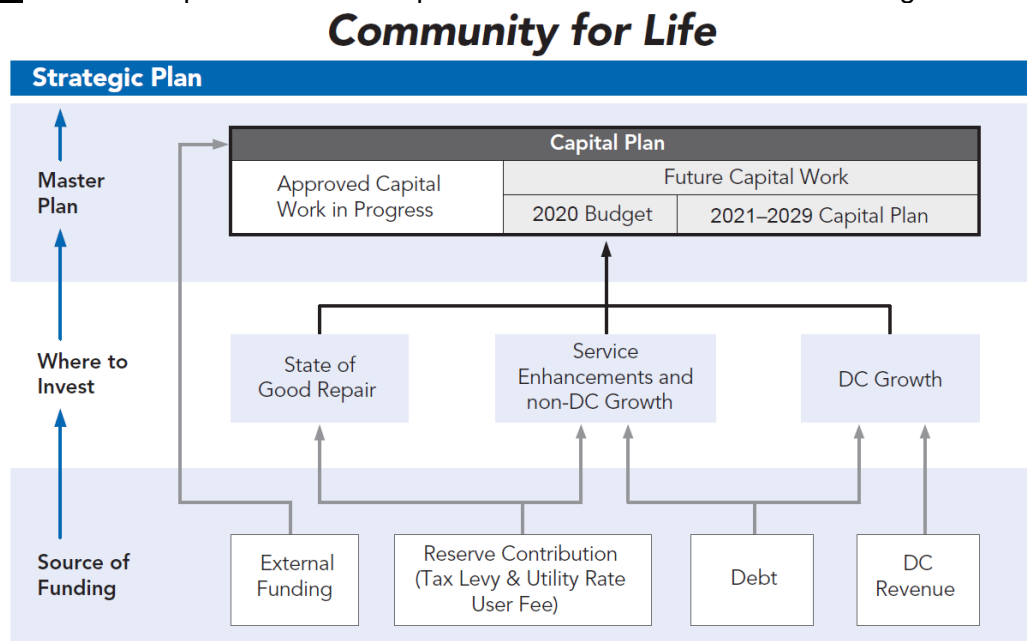
Looking out over the next 20 years, an increasing amount of complex capital infrastructure is required, infrastructure that will require significant amounts of capital financing.

Available Capital Financing Options

The Region funds its capital infrastructure needs through four main sources of financing; capital reserves, development charges, external funding and debt. These financing sources are conceptually aligned to the type of capital work they fund. Chart 2 below provides a visual of the relationship between the capital plan.

Capital Financing Strategy

Chart 2: Relationship Between the Capital Plan and its Sources of Financing

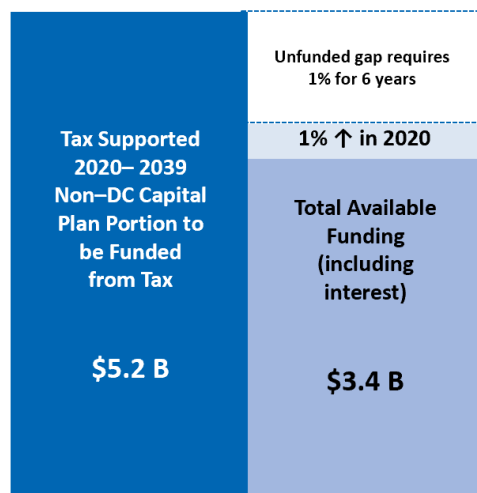


Capital reserves are generally used to fund the state of good repair, new and enhanced services levels (such as climate change, waste diversion and affordable housing) and growth that is not eligible for development charge funding. Capital reserves are funded through annual capital reserve contributions within the operating budget. As the need for capital reserves increases through increased state of good repair needs or through service level enhancements (e.g. Seniors Health and Wellness Village, new affordable housing), increases to the reserves are proposed in the Operating Budget e.g. 1 per cent infrastructure levy. As presented to Council through the 2020 Budget, Peel currently has a combined reserve shortfall of \$3.2 billion for tax and utility rate supported programs.

Chart 3: 2020 Capital Reserve Adequacy for Tax and Utility Programs

\$1.8 B - 20 Year Funding Shortfall

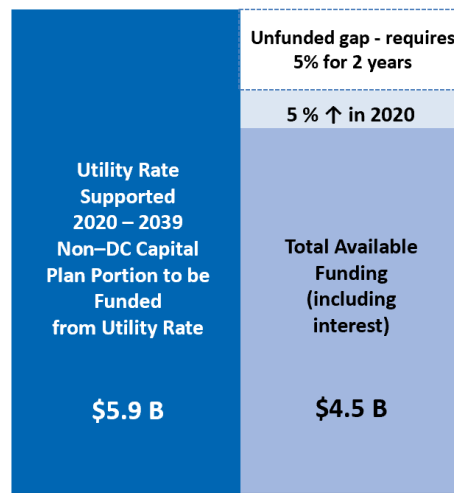
Regionally Controlled Tax



Total Asset Value: \$5.7 B

\$1.4 B - 20 Year Funding Shortfall

Utility Rate

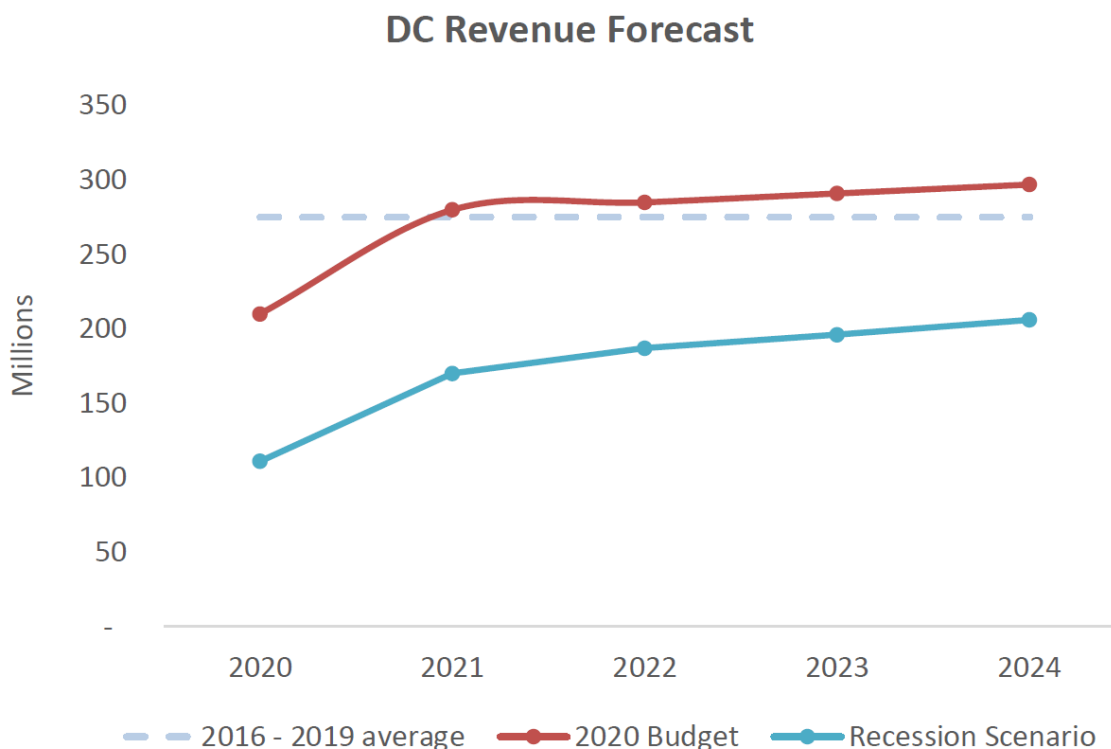


Total Asset Value: \$23.9 B

Capital Financing Strategy

Development Charges (DC) are used to fund growth, specifically development charge eligible growth. With each development charge background study and by-law, new and evolving service demands are reviewed to ensure that population driven needs like affordable housing are reflected appropriately. As development occurs there can be a significant difference in timing between when DCs are actually collected and when the spending to put the infrastructure in place actually happens. As seen in Chart 4 below, the recession initiated by the COVID-19 pandemic will result in a forecasted DC shortfall of \$600 - \$700 million from 2020 to 2024.

Chart 4: Development Charge Forecast 2020 – 2024

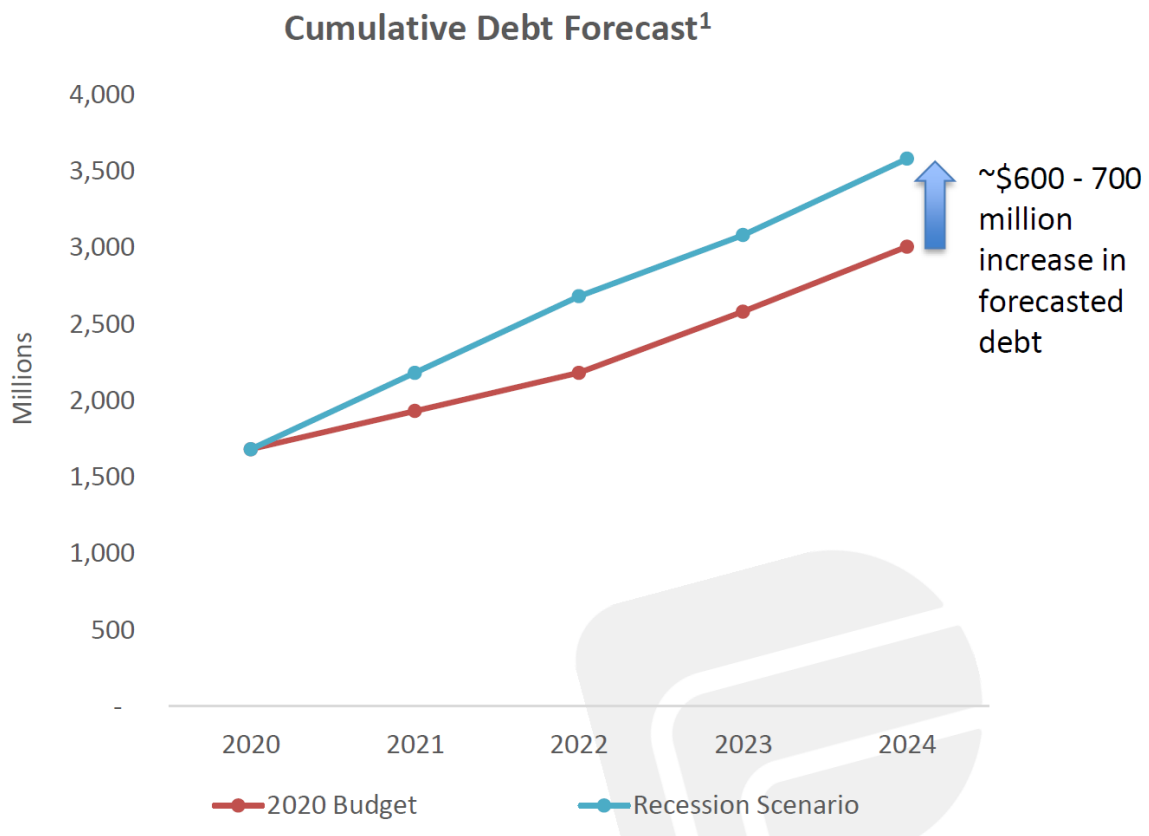


Debt has largely been used to support development charge eligible growth. Since the Region is required to build the infrastructure for services like water, wastewater, and roads prior to the development and collection of development charges, debt is used as a tool to address the difference in timing between the expenditures required and the receipt of development charge revenue.

The amount of debt that the Region can issue is dependent on how much own source revenue it can generate. According to the *Municipal Act, 2001*, the annual debt and financial obligation limit is determined under Regulation 403/02 which prescribes that a municipality cannot dedicate more than 25 per cent of its own source revenue towards debt payments. Therefore, as additional debt is issued, more of the revenue has to be committed to make the debt payments which reduces financial flexibility or debt available to finance other capital projects.

Capital Financing Strategy

Chart 5: 2020 – 2024 Debt Forecast



External funding, usually provided by the provincial or federal governments, has helped to address significant pressure from income redistribution programs most notably affordable housing. External funding has also been a key financing source during economic downturns as it helps to stimulate the economy.

However, due to the complex infrastructure needs of some of the services, there is often a blend of financing sources required. For example, re-building and expanding existing affordable housing can include replacing the current infrastructure, increasing the capacity due to increased demand for units and leveraging existing funding announcements. This scenario would involve all of the financing sources listed above.

DISCUSSION

As mentioned earlier in the report, with infrastructure requirements growing over the next 20 years and becoming increasingly complex, the challenge to finance those infrastructure needs also grows and becomes increasingly complex.

Council's Long Term Financial Planning Strategy, approved in 2013 and recently updated in 2019, has provided high level guidance for ensuring that capital needs have been met and also ensuring that Peel remains overall financially healthy.

Capital Financing Strategy

The Long Term Financial Planning Strategy includes nine financial principles under the financial pillars of Sustainability, Vulnerability and Flexibility. These principles have helped Peel remain one of only four municipalities with a Triple “A” credit rating from both Moody’s and Standard & Poor’s. Six of the nine financial principles (outlined in Table 1 below) provide high level direction for capital financing:

Table 1: Capital Financing Related Principles from the Long Term Financial Planning Strategy

Principle	Description
Respect the taxpayer	Achieve reasonable and responsible tax rates to ensure that Regional Council’s highest priority services are maintained. The Region will strive to deliver its desired outcomes without placing undue financial pressures on its taxpayers.
Ensure the Capital Plan is Sustainable	Capital reserves and reserve funds are funded to levels to enable the Capital Plan. Capital expenditures should be continually reviewed in the context of affordability, and the operating impact of capital should be sustainable and affordable.
Manage Assets	Replace or maintain assets over their lifecycle in a timely manner to enable service delivery.
Users Pay Where Appropriate	Ensure that the users of services pay for the services, and balance growth-related investments with revenue to achieve intergenerational equity where possible.
Mitigate significant fluctuations in tax and utility rates	Implement ways to smooth and maintain tax and utility rates to provide financially stable and predictable environments for residents and businesses.
Borrow when appropriate for capital infrastructure	Maintain an affordable level of debt required to achieve desired service levels while minimizing the impact of borrowing to the taxpayer and ensuring intergenerational equity.

PROPOSED DIRECTION

While the principles of the Long Term Financial Planning Strategy provide high level guidance, a strategy focused specifically on capital financing that is aligned to the Long Term Financial Planning Strategy will help to ensure Peel maximizes its available funding sources and remains financially flexible to deal with future capital infrastructure challenges. The following five principles are proposed to help guide how best to finance capital plans and capital projects:

1. Preserve Flexible Financing Sources

Use the financing sources that have the most eligibility criteria first. Financing sources such as external funding, development charges and reserve funds have very explicit criteria that must be met in order to be used. By utilizing these types of financing sources when possible, more flexible financing sources such as capital reserves can be kept available to future unknown requirements.

Funding criteria can include time restrictions (completion by a specified date), type of capital expenditure (e.g. growth or replacement) and type of program (e.g. housing, water, wastewater, waste management). An example is the use of Federal Gas Tax, which can only be used for specific programs such as TransHelp and Waste

Capital Financing Strategy

Management. By using the Federal Gas Tax first, it allows more capital reserves to be available to fund other capital work for which there may not be other sources of funding.

2. Enable Funding from Upper Levels of Government

For capital initiatives that align to outcomes from upper levels of government such as income redistribution and stimulating the economy, the Region of Peel will develop financing plans that provide opportunities for the upper levels of government to contribute funding that matches their respective levels of responsibility.

For example, under income redistribution, the proposed funding for Council's \$1 billion Housing Master Plan identified that Peel provide one-third funding leaving one-third for each for the Provincial and Federal governments to fund. This enabled additional advocacy to secure additional funding from the federal government. Another example of where this has been successful is the positioning for Economic Stimulus funding in both the 2018 and 2019 Capital Budgets. Peel included capital projects that were budgeted with half the funding from Peel and half the funding coming from external sources. This enabled its eligibility for the Clean Water and Wastewater Funding and allowed capital reserve financing to be matched with federal capital grants.

3. Strive for Intergenerational Equity

A key goal must be to ensure, as best as possible, that the residents or businesses that benefit from the capital infrastructure pay for that capital infrastructure. If an asset will service new users then the new users should bear the financial cost of the asset and not the existing users. This helps to ensure intergenerational equity. An example where this principle is currently used is the financing of growth infrastructure through Development Charges.

Another example where this principle could be applied is in funding long term programs such as Climate Change. Residents and businesses should be contributing to programs and/or initiatives to help reduce their carbon footprint.

4. Leverage Debt for Revenue Generating Assets

If an asset is expected to generate ongoing revenue then debt should be leveraged as a financing source to the degree that the revenue can fund the debt. This helps to maintain financial flexibility as it does not commit the usage of property tax or utility rate fees to fund the debt.

For example, in Housing Support, where there are true market rent units, debt could be used as these units can generate sufficient revenue to fund any associated debt. This decreases the need for capital reserves. Another example could be to leverage debt for waste management programs expected to generate user fees such as the future anaerobic digestion facility.

5. Minimize the Impact to Tax and Utility rate payers

When considering the type of financing to be used for a capital project or plan, it is critical to be mindful of the impact to the average tax and rate payer. It should not result in unaffordable increases as these are not sustainable in the long term.

Capital Financing Strategy

As articulated during the 2020 Budget Overview, Peel currently has a 20-year reserve adequacy gap of \$1.8 billion for tax supported programs and \$1.4 billion in utility rate programs. Instead proposing one-time increases of 6.3% and 13.6% for tax and utility respectively, the needed increases will be phased in over the next several years.

While each of the above principles are important, the principles should be considered as whole when determining the best approach to financing a capital asset. No one single principle should be considered in isolation. By applying these principles to financing significant capital projects and capital plans, Peel will be able to enable critical services to be maintained while remaining financially flexible to deal with future service enhancement and growth.

CONCLUSION

The Region of Peel's growing population and evolving environment will drive increased service demand and with it, increased capital infrastructure needs. The adoption of the capital financing strategy and its principles will ensure Peel maximizes its funding sources and remain financially flexible to address future capital infrastructure challenges.

For further information regarding this report, please contact Norman Lum, Director Business & Financial Planning, Ext. 3567, norman.lum@peelregion.ca

Authored By: Norman Lum, Director

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

REPORT TITLE: 2020 Development Charge Background Study and By-law Review

FROM: Stephen Van Ofwegen, Commissioner of Finance and Chief Financial Officer
Andrew Farr, Interim Commissioner of Public Works

OBJECTIVE

To inform Council that The Regional Municipality of Peel will hold a Public Meeting as required under Section 12 (1) of the *Development Charges Act, 1997* (DCA) on October 8, 2020 on the basis of a proposed development charges by-law prepared in accordance with the draft 2020 Regional Municipality of Peel Development Charge Background Study dated September 18, 2020, all as described in the report of the Commissioner of Finance and Chief Financial Officer and the Interim Commissioner of Public Works, titled “2020 Development Charge Background Study and By-law Review.

REPORT HIGHLIGHTS

- The Region’s current Development Charge (DC) By-law 46-2015 must be replaced prior to its expiry on January 24, 2021.
- This report tables the Regional Municipality of Peel’s proposed 2020 Development Charge Background Study (the Background Study) and the draft 2020 DC By-law (2020 By-law) for consideration at a statutory public meeting.
- The public meeting is scheduled for October 8, 2020 and will be live streamed. Due to the efforts to contain the spread of COVID-19 there will be limited public access to the Council Chamber.
- Consultation and engagement with stakeholders in the development community have been ongoing since 2017; the feedback received from the public and the development community will be carefully considered in the preparation of the 2020 DC By-law.
- Comparing to the current DC rates as of August 1, 2020, the calculated DC rates set out in the Background Study represents a 13 per cent increase for a new single detached dwelling unit, a 13 per cent increase for new industrial development and a 2 per cent decrease for new non-industrial non-residential development.
- The DC rate increase largely reflects the increased eligible cost on a per capita basis which is based on the updated regional infrastructure capital programs and the updated growth forecast with a planning horizon of 2041.
- The Background Study identifies that the growth related capital needs will be approximately \$10.3 billion for Water, Wastewater and Roads services; the 2020-2029 growth related capital costs for services such as Social Housing, Long-Term Care, Public Works, Policing Services, Waste Diversion and Growth Studies totals \$1.5 billion.
- A review of financial policies and technical inputs was provided to Council in October 2017 which guided a number of DC policy recommendations for the 2020 By-law.

2020 Development Charge Background Study and By-law Review

- Proposed amendments to the *Development Charges Act, 1997* resulting from the recent legislative changes have been taken into consideration in the draft Background Study and the proposed 2020 By-law when appropriate.
 - Staff will bring back a final DC By-law to Council on November 26, 2020, with an anticipation that the final 2020 Development Charges By-law would come into force on January 1, 2021.
-

DISCUSSION

1. Background

The *Development Charges Act, 1997* (“*DC Act*”), as amended, sets out the legislative framework governing the establishment of development charges, which are used to pay for growth-related infrastructure. This report presents the proposed Regional Municipality of Peel’s 2020 Development Charge Background Study and draft 2020 DC By-law for consideration at a statutory public meeting in accordance with the *DC Act* and as a part of the DC By-law review consultation process. The report highlights changes to the development charge rates, By-law and accompanying policies.

a) Development Charges Background Study and By-law Review

The Region of Peel’s current Development Charge By-law 46-2015 (the “2015 By-law”) would have expired on October 5, 2020. As reported to the Regional Council Meeting on May 14, 2020, the *Coronavirus (COVID-19) Support and Protection Act, 2020* (the “Amending Act”) came into force on April 14, 2020. It causes the 2015 By-law to continue to be in effect for six months after the provincial emergency declaration period. On July 24, 2020, the *Reopening Ontario (A Flexible Response to COVID-19) Act 2020*, known as Bill 195 (“Bill 195”), came into effect, bringing an end to the COVID-19 declared provincial state of emergency. Accordingly, the 2015 By-law is continued in force until January 24, 2021.

Staff retained Watson & Associates Economists Ltd (Watson) as the lead consultant on the Region’s 2020 Development Charge By-law Review project. Regional staff from multiple programs ranging from Public Works, Housing, Human Services, Legal and Realty Services, and Asset Management have provided their subject matter expertise and strategic direction to the DC Background Study as well.

The Draft 2020 Development Charge Background Study contains both the capital program and the service level analysis for development charge eligible services and provides growth-related assumptions that help formulate the rate calculation. The DC rates calculated are draft in nature and are subject to adjustment based on changes to any draft data within the draft study before the enactment of the final DC By-law.

The *DC Act* requires the following steps be completed prior to the approval of the new Development Charge By-law:

- Council must hold a Public Meeting;
- The Development Charges Background Study must be released to the public at least 60 days before the passage of the Development Charges By-law; and
- The Draft Development Charges By-law must be released to the public at least two weeks prior to the Public Meeting.

2020 Development Charge Background Study and By-law Review

Additionally, the *DC Act* has mandatory communication requirements around advertising at least one public statutory meeting and the Regional Clerk is mandated to carry out such advertising at least 20 days in advance of the meeting date.

Some key milestones are illustrated as followings:

- The Region of Peel placed public notices in local newspapers and the Region's website on September 17, 2020.
- Both the draft DC Background Study and the draft By-law were made publicly available on the Region's website on September 18, 2020.
- The Public Meeting is scheduled for October 8, 2020. It is anticipated that Council will be in a position to pass the 2020 Development Charge By-law at the Regional Council meeting on November 26, 2020.
- The final 2020 Development Charges By-law is expected to be coming into force on January 1, 2021.

b) Stakeholder Engagement

Through the Growth Management Program's integrated approach to planning, servicing and financing growth, Regional staff have been engaged with various stakeholders in formulating the draft 2020 DC Background Study and the draft DC By-law. This includes members of the development industry and local municipalities through the Program's committee structure, which includes the Development Industry Working Group (DIWG), Building Industry Liaison Team (BILT) and Inter-Municipal Working Group (IMWG). Smaller technical workshops were also conducted for strategic and technical decision-making related to the development charge program.

Following Council's endorsement of the Regional growth allocation to 2041 on October 26, 2017, staff began engaging with the development industry and local municipalities to develop comprehensive infrastructure master plan's as a key input to the DC Background Study. This work was later endorsed by Council on February 28, 2019 to be used for capital and infrastructure planning purposes.

As part of the Program's engagement strategy, a total of six (6) DIWG meetings, two (2) BILT meetings and three (3) smaller technical meetings with the Building Industry and Land Development Association (BILD) and their lead consultants were held in 2020. These meetings resulted in constructive discussions towards the development of DC policies and technical aspects of the draft calculations. Staff from the Region's local municipal partners were also engaged through three (3) IMWG meetings to inform local staff around project timelines, the changing legislative landscape (including Bill 108) and policy directions.

Regional staff remain committed to working with the development industry, as well as our local municipal partners in developing policies that support Regional objectives around financial risk management to continue to support the principle that growth pays for growth.

2020 Development Charge Background Study and By-law Review

2. Analysis

a) Key Elements of the 2020 Development Charge Background Study

i) Regional Services Included in the Study

Development charges fund growth-related infrastructure projects required to accommodate residential and non-residential development and are the primary source of funding for the growth-related portion of the Region's capital plan. The 2020 Development Charge Bylaw will help recover a significant portion of the Region's capital program from 2020 – 2041.

The Services for which development charges are imposed under the 2020 DC By-law are as follows:

- Services Related to a Highway - Transportation
- Water
- Wastewater
- Waste Diversion (new service class)
- Peel Regional Police
- Police – Ontario Provincial Police (Caledon O.P.P.)
- Long Term Care
- Public Works (new service class including Transhelp)
- Housing Services (formally referred to as Management and Provision of Social Housing and Domiciliary Shelters)
- Public Health
- Paramedics
- Growth Studies

In 2016, amendments to the Planning Act and the Development Charges Act, 1997 came into force through *Bill 73*, the *Smart Growth for Our Communities Act, 2015* ("Bill 73"). The updated legislation expanded the number of services (e.g. waste diversion) for which DCs can be collected.

Most recently, *Bill 197, COVID-19 Economic Recovery Act, 2020* ("Bill 197") amended twenty (20) statutes including the *DC Act*; the revision of which built on changes made through *Bill 108, the More Homes, More Choice Act, 2019* ("Bill 108") and provided enhanced clarity on DC service eligibility. The growth-related costs of providing listed services would be fully eligible for DC funding; the significant 10 per cent "discount" would no longer apply. Notably Bill 197 created a new service category which allows continuation of recovering costs associated with growth-related studies, and provided that a service class may be composed of any number or combination of services or portions of services.

ii) Growth Forecast

Regional staff are working with local municipal partners to address Growth Plan population and employment forecasts as part of the growth management focus area of the current Peel 2041+ Regional Official Plan Review. Forecasting and allocation

2020 Development Charge Background Study and By-law Review

background work completed to date has included the development of a number of growth scenarios to test Regional impacts and develop accompanying growth management policy. This background work has been undertaken in collaboration with key stakeholders including local municipalities and the development industry.

As part of this work, on October 26, 2017, Regional Council received reports related to a Peel Growth Management Strategy Overview and Peel 2041 Growth Management Regional Official Plan Amendment (ROPA). These reports included a municipal growth allocation/land budget and detailed distribution of growth by community planning area. This growth allocation work was endorsed by Council, however, it was subsequently put on hold in response to announcements from the Provincial government, including the cancellation of the GTA West corridor EA and introduction of a new 2019 Growth Plan with new intensification and density targets.

With the Region of Peel's DC By-law set to expire in 2020, comprehensive infrastructure master plan work for water and wastewater and transportation was required to be initiated in 2018 in order to update the DC Background Study. To support the infrastructure master plan work, the October 2017 growth allocation was updated with the best information at that time, including the most recent census and other data, the Provincial Growth Plan 2017, and the land needs assessment methodology that had been published by the Provincial government. Ultimately "Scenario 16" was endorsed by Regional Council on February 28, 2019 as the basis for capital and infrastructure planning purposes (Resolution 2019-206) and forms the basis for the 2020 Background Study.

iii) Infrastructure Planning Master Plans

"Scenario 16" forms the basis for the growth forecast and capital plans of the Background Study. Increased capital costs required to service growth have been identified and planned through the Region's long-term capital planning including a variety of infrastructure master plan developments.

The 2020 Water and Wastewater Master Plan for the Lake-Based Systems ("Water and Wastewater Master Plan") was completed and filed for public review starting June 29th and ending August 13th, 2020. The study followed the Class Environmental Assessment process to identify the preferred water and wastewater servicing strategies to meet existing and future growth needs within the City of Mississauga, City of Brampton and parts of the Town of Caledon.

Some of the new features in this master plan include an extension of the planning horizon to 2041, improved integration and collaboration with Regional Planning and Growth Management, updated water and wastewater design criteria, and consideration of current and projected wastewater loadings at the treatment facilities.

The Long-Range Transportation Plan (LRTP) is a master plan that identifies transportation infrastructure requirements in the Region of Peel. The 2019 Plan re-evaluates the infrastructure requirements to 2031 and recommends new infrastructure in response to growth to 2041 in accordance with The Growth Plan for the Greater Golden Horseshoe, 2017. The Plan also serves as the basis for infrastructure programming and capital budgeting needs, which informs the Region's Development Charges By-law Update. A notable feature of the LRTP, and subsequently the DC Background Study, is transportation network expansions and

2020 Development Charge Background Study and By-law Review

capacity improvement through active transportation infrastructure. Regional road widening alone are no longer viable for adding road capacity nor are they supportive of future mobility demands. To address the travel demands associated with growth to 2041, the Plan's preferred alternative involves widening specific Regional roads, building active transportation infrastructure, and sustainable transportation programs. The intent is to shift half of the Region's travel to sustainable options such as transit, walking, cycling, and carpooling by 2041; a targeted 50 per cent sustainable mode share.

Council endorsed the Region of Peel's Housing Master Plan in June 2019. The Housing Master Plan is a long-term infrastructure plan that built upon the Region's 10-year Housing and Homelessness Plan. If fully implemented, the Housing Master Plan will add 5,364 new affordable rental units, 226 supportive and 60 emergency shelter beds to the housing stock in Peel by 2034. The 2020 DC Background Study included certain projects that are planned for 2020-2029.

iv) Capital Costs to Service Growth

The 2020-2029 growth-related capital program for soft services including Housing Services, Long -Term Care, Public Health, Public Works/Transhelp, Police, Waste Diversion, Growth Studies, and Paramedics, totals \$1.5 billion. The hard services capital program including Water, Wastewater, and Transportation to provide growth-related infrastructure to 2041 totals an additional \$10.3 billion.

The *DC Act* requires that infrastructure that is emplaced that will provide benefits to the existing population must also be funded from a source other than DCs. This is commonly known as a "benefit to existing" (BTE) apportionment. Combined, non-DC funding of approximately \$800 million (this includes, grants, BTE, and other) will be required over the service planning horizon to support the growth-related capital program; typically, these costs are funded through property tax revenues or user rates.

Furthermore, the 2020 DC Background Study identified approximately \$1.0 billion of post-period benefits in the hard services capital programs and approximately \$0.3 billion of post-period benefits for the soft services capital programs. While these amounts have been deducted from the DC calculation, conceptually they should be recovered when the DC calculations provided for growth post 2041.

The Region of Peel's capital program is funded through development charges, capital reserves, and external funding; debt has been largely used as a financing mechanism to manage the cash flow for development charges funded projects. A DC debt issuance plan in the amount of \$1.5 billion for 2020-2024 was proposed and included in the 2020 Development Charge Study including the immediate borrowing of \$200 million in 2020. This DC debt plan helps support the Region in striking a long- term balance between debt servicing affordability and providing adequate liquidity for infrastructure capital spending.

2020 Development Charge Background Study and By-law Review

b) DC Rates

i) Calculated DC Rates

Rates Schedule

Table 1 summarizes the current residential development charge rates and the calculated rates proposed under the 2020 By-law.

Table 1
2020 Calculated Residential Development Charges Compared to Current (\$ per unit)

Development Type	Current as at Aug. 1/20		Calculated 2020 DC Background Study		Difference	
	Brampton & Mississauga	Caledon	Brampton & Mississauga	Caledon	Brampton & Mississauga	Caledon
Single & Semi-detached	\$53,510.42	\$53,083.06	\$60,427.18	\$59,769.83	\$6,916.76	\$6,686.77
Apartment >750 s.f.	\$32,752.38	\$32,491.01	\$43,831.98	\$43,355.16	\$11,079.60	\$10,864.15
Small Unit <=750 s.f.	\$21,662.28	\$21,489.21	\$23,181.48	\$22,929.31	\$1,519.20	\$1,440.10
Other Residential	\$43,840.09	\$43,489.23	\$47,858.55	\$47,337.93	\$4,018.46	\$3,848.70

Based on the DC Background Study, the development charge rate increases over the current rates are:

- single and semi-detached homes - 13 per cent
- apartments (≥ 750 s.f.) - 34 per cent
- small unit dwellings - 7 per cent
- other residential - 9 per cent

Table 2 summarizes the current non-residential development charge rates and the calculated rates proposed under the 2020 By-law.

2020 Development Charge Background Study and By-law Review

Table 2
2020 Calculated Non-residential Development Charges

Development Type	Current as at Aug. 1/20		Calculated 2020 DC Background Study		Difference	
	Brampton & Mississauga	Caledon	Brampton & Mississauga	Caledon	Brampton & Mississauga	Caledon
Industrial	\$157.77	\$156.20	\$178.05	\$175.15	\$20.28	\$18.95
Non-industrial	\$234.43	\$232.86	\$230.75	\$227.85	-\$3.68	-\$5.01

Based on the Background Study, the development charge rate changes are:

- industrial development in Brampton and Mississauga - 13 per cent increase
- non-industrial development - 2 per cent decrease

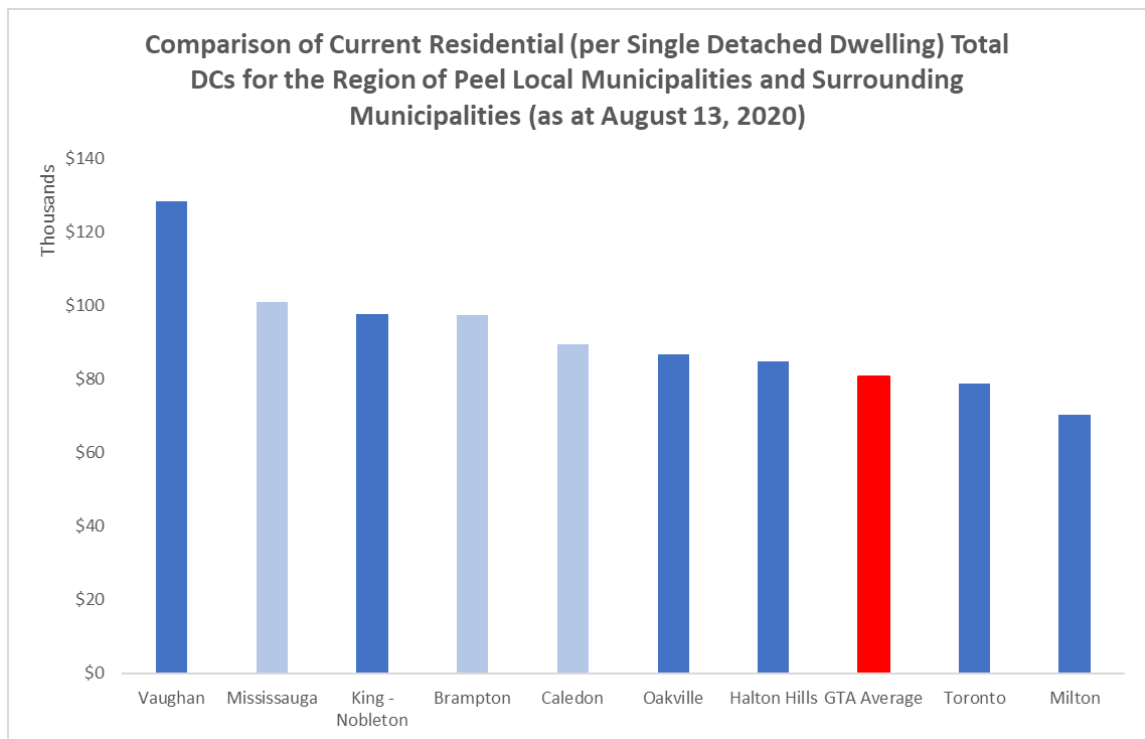
The DC rate increase from the 2020 DC By-law update largely reflects the increased overall eligible cost on a per capita basis, as well as expanded service eligibility allowed by legislation changes introduced since the enactment of the 2015 DC By-law.

ii) DC Rates compared to other municipalities

Residential

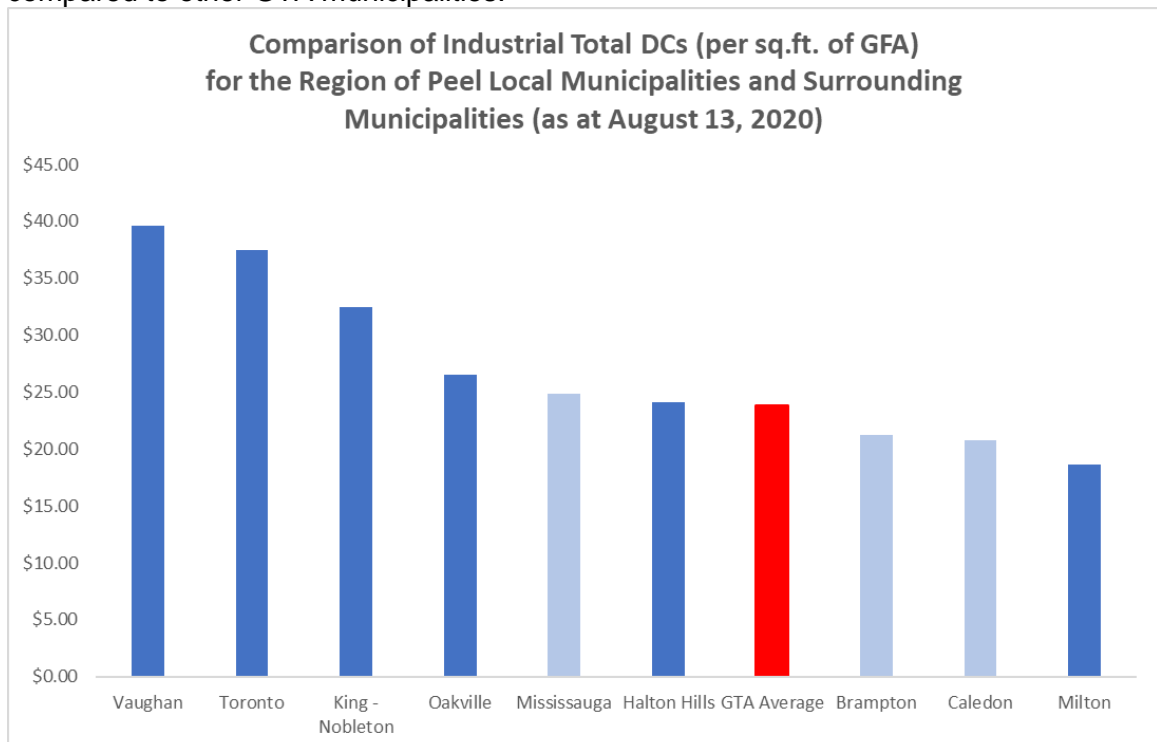
Regional development charges are collected in addition to local area, educational, and GO Transit development charges. As at August 13, 2020, these total charges range between \$50,700 and \$128,500 per single detached dwelling across the GTA (Toronto, plus the municipalities in Peel, York, Halton, and Durham). The Region of Peel local area municipalities, along with the neighbouring municipalities of Oakville, Milton, Vaughan, Toronto, King, and Halton Hills are at the high end of the GTA range. The increase represented by the 2020 calculated charges is not expected to significantly change the Region's ranking compared to other GTA municipalities.

2020 Development Charge Background Study and By-law Review



Industrial

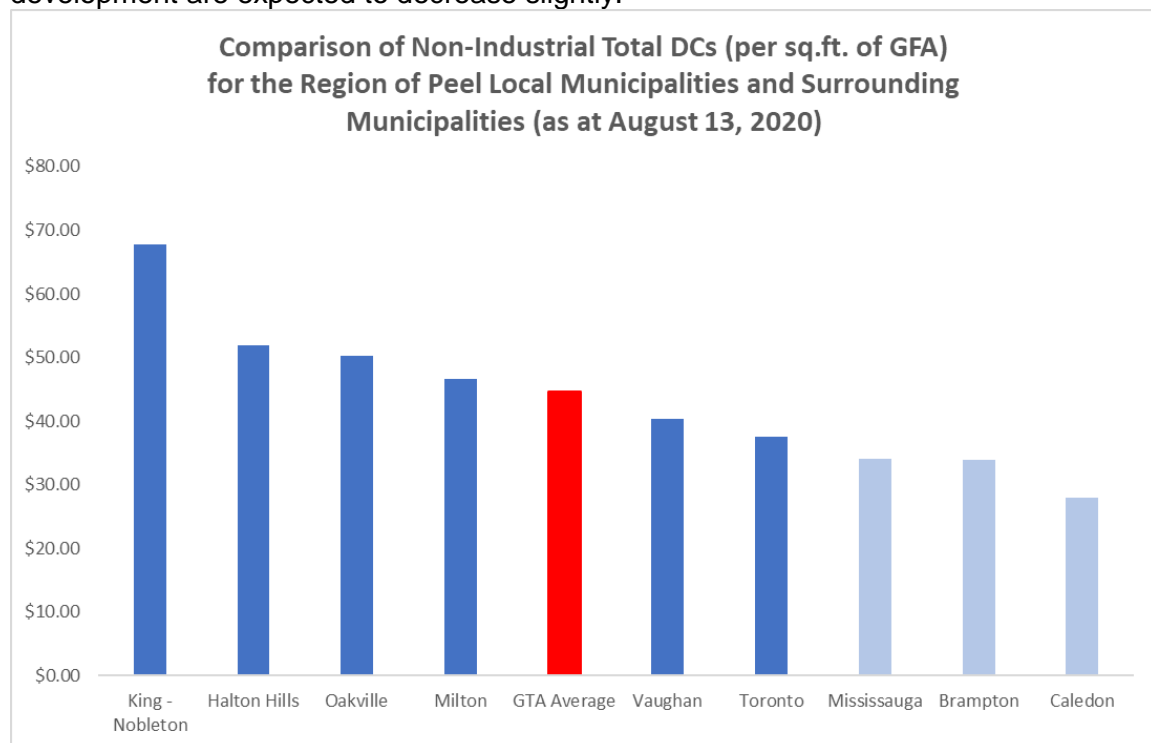
For industrial development, the municipalities of Mississauga, Brampton and Caledon have charges more in line with the GTA average and lower than the neighbouring municipalities of Vaughan, Toronto, and Oakville. The increase represented by the 2020 calculated charges is not expected to significantly change the Region's ranking compared to other GTA municipalities.



2020 Development Charge Background Study and By-law Review

Non-Industrial Non- Residential

For non-industrial development charges, the municipalities of Mississauga, Brampton and Caledon are below the GTA average as well as lower than neighbouring municipalities. As mentioned above the 2020 calculated charges for non-industrial development are expected to decrease slightly.



iii) Contingency Rate Schedule

The *DC Act* requires that municipalities reduce the growth-related net capital costs associated with the services such as Long-Term Care, Public Works, Housing Services, Waste Diversion, Paramedics and Growth Studies by 10 per cent (commonly known as the “10 per cent discount”).

Bill 197 amended the *DC Act* and maintained the elimination of the 10 per cent discount introduced through Bill 108. Although Bill 197 received Royal Assent, the amended *DC Act* sections that would remove the 10 per cent discount (Amending *DC Act* Sections) have not yet been proclaimed into force. The timing of the proclamation is unknown; it may occur prior to the public meeting in October 2020 or after the enactment of the DC by-law anticipated in November 2020.

Therefore, the draft study prepared by Watson includes two versions of the DC rates as follows:

- 1) Version 1 – Rates calculation is based on the current *DC Act* where 10 per cent discount applies to certain services.
- 2) Version 2 – Rates calculation is based on the 10 per cent discount being removed.

2020 Development Charge Background Study and By-law Review

Accordingly, the proposed DC By-law also includes two versions of the DC Rates Schedule. The Rates Schedules (i.e. Schedule A, B(1), and B(2)) that correspond to version 1 are proposed to take effect on January 1, 2021 provided that the Amending *DC Act* Sections have not been proclaimed into force by that date. The Contingency DC Rates Schedule that correspond to version 2 (i.e. Schedule C, D(1) and D(2)) will either take effect on January 1, 2021 if the Amending *DC Act* Sections have been proclaimed into force before that date, or, in the event that proclamation does not occur until sometime after January 1, 2021, the Contingency DC Rates Schedule will take effect on the actual date that the Amending *DC Act* Sections are proclaimed into force by the Lieutenant Governor.

	Version 1 (10% Discount Included)		Version 2 (Elimination of 10% Discount)		Rates Difference between two Versions
	Brampton & Mississauga	Caledon	Brampton & Mississauga	Caledon	
Single/Semi	\$60,427.18	\$59,769.83	\$60,912.53	\$60,255.18	\$485.35
Apartment >750 s.f.	\$43,831.98	\$43,355.16	\$44,184.05	\$43,707.23	\$352.07
Small Unit ≤750 s.f.	\$23,181.48	\$22,929.31	\$23,367.67	\$23,115.50	\$186.19
Other Residential	\$47,858.55	\$47,337.93	\$48,242.95	\$47,722.33	\$384.40
Industrial	\$178.05	\$175.15	\$178.23	\$175.33	\$0.18
Non-industrial	\$230.75	\$227.85	\$230.93	\$228.03	\$0.18

c) 2020 DC By-law Policies

Since the enactment of the Region's 2015 Development Charges By-law, the Province has made a number of changes to the *DC Act* which, combined with Regional Council's Growth Management Strategy objectives, have driven the need to review the development charges policies and technical inputs related to future DC rate calculations and by-law updates.

Staff has been working extensively with the development community and consultants on development charge technical issues that came out of the 2015 By-law update including issues identified by the Local Planning Appeal Tribunal decision. Based on discussions with the development community, common ground has been identified for a number of these technical and policy inputs, a majority of which were presented to Regional Council for consideration on October 26, 2017 in a report titled "Financial Policy and Technical Inputs for 2041 Growth Based Development Charges By-law Update". See Appendix I. The review of the technical and policy items continued in consultation with the development community.

The resultant findings are described below for Council's consideration. A detailed discussion including a municipal scan conducted to support policy recommendation can be found in Appendix II.

2020 Development Charge Background Study and By-law Review

i) Apartment Definition

Residential DC rates are generally calculated and charged based on residential units. Different rates are established for different residential rate categories based on the expected number of occupants in different unit types.

The development community has been indicating through the consultation process that stacked townhouses should be considered as apartments, given that the average persons per unit (PPU) assumptions for this type of development is more consistent with the apartments PPU. Staff further reviewed the issue in consultation with Watson and have determined that it would be appropriate to include stacked townhouses in the apartment category. This would also align with the Mississauga and Brampton approaches in principle.

ii) Place of Worship Exemption

Development charges exemptions for places of worship are not a mandatory requirement of the *DC Act*. Presently, the Region of Peel and the local municipalities of Mississauga, Brampton and Caledon exempt places of worship to some extent, however the definition of the eligible exempt area and the manner in which the exemption is administered differs in each municipality.

There has been a number of recent requests from places of worship (POW) for development charges relief in relation to their new developments. At the time that the 2020 DC By-law is approved, Council can consider options ranging from expanding the eligible exempt area to eliminating the exemption entirely.

Based on an analysis of places of worship data between 2000 and 2019, staff recommend the wording of the exemption be changed to the following: That portion of a building or structure, limited to not more than 25 per cent of total floor space, owned by a religious organization which is reserved for the conduct of group worship, services or rites. The total floor space would be based on the floor space at the time when the first building permit is issued for the initial construction of the POW. Staff also recommends that this relief from DCs be based on a tax or utility rate funded grant. This approach would align, in principle with Mississauga's approach.

iii) Demolition Credit Time Limit Requirements

When buildings are demolished and redeveloped on the same land, a redevelopment credit based on the original use(s) of the demolished structure is available at the time of redevelopment to offset the development charges (DCs) for the redevelopment. If the redevelopment credit is the same or greater than the DCs for the redevelopment no DCs are payable at that time. Excess credits can be used to offset against DCs on future redevelopments on the same land. In cases where the DCs for the redevelopment are higher than the available credits, the difference is payable.

The Region of Peel's DC By-law has no time limit on how long these DC redevelopment credits can be held until they expire. Consequently, if a building is demolished today, the land it was on could sit vacant for an unlimited time and still receive a redevelopment DC credit when a new building is constructed.

The Region of Peel is in the minority in having no time limit established for the use of redevelopment credits. The feasibility of pursuing a common approach for the time

2020 Development Charge Background Study and By-law Review

limits on redevelopment credits has been discussed among staff from the Region of Peel and the three local municipalities. There is general agreement that all the municipalities would like to promote a more common set of rules for DC administration. Staff recommend that time limits on redevelopment credits of five years and ten years for residential and non-residential developments respectively, be included in the 2020 by-law.

iv) Industrial Definition

The existing by-law wording indicates that industrial means manufacturing and processing of “raw goods”. However, the nature of manufacturing has changed, which suggests that the processing of raw goods is no longer a defining feature of industrial activity. The removal of “raw” from the definition should reduce the number of appeals (section 20 complaints) against the Region’s by-law and/or its application. Mississauga has also updated its by-law in 2019 to reflect same. In addition, the draft 2020 By-law provides enhanced clarity where the growing, cultivating, producing, and processing of marijuana or cannabis is defined as industrial use.

d) Other Policies and Considerations

i) Consideration of Area Specific Development Charges

Historically, the *DC Act* has provided the opportunity for municipalities to impose both municipal-wide and area-specific development charges. Based on amendments to the *DC Act* by Bill 73, it is now required that Council must consider area rates before implementing a new DC by-law. Despite the requirement to consider area rating the final decision regarding whether to use area rating techniques still rests with Council. As required by the *DC Act*, analysis was undertaken to allow consideration of the use of area rating techniques for this DC By-law update. This is as reported in a report titled “Financial Policy and Technical Inputs for 2041 Growth Based Development Charges By-law Update” that was received by Council on October 26, 2017.

At present, the Region’s by-law provides for water and wastewater services on a water and wastewater service area basis. Peel Regional Police is provided for the Cities of Brampton and Mississauga whereas O.P.P. is provided for the Town of Caledon. All other Regional services are recovered based on a uniform, Region-wide basis.

ii) DC Interest Rate Policy

On January 1, 2020, changes to the *DC Act* came into force. These changes introduced major changes to the timing of collection of development charges and provided exemptions for certain types of development. These changes will have major implications for the Region of Peel’s DC cash flow and borrowing need; thereby creating major additional risks and vulnerabilities to the Region’s growth financing program.

On July 9, 2020, Regional Council approved the Development Charge Interest Rate Policy. This policy applies to development applications that are eligible for the regulated development charges freeze and/or development charges deferral

2020 Development Charge Background Study and By-law Review

provided under Section 26.1 and Section 26.2 of the *DC Act*. The policy establishes a framework that responds to requirements of the updated *DC Act*, while striking a balance between mitigating financial risks associated with servicing growth while promoting an increase in the supply of affordable housing.

As a part of the 2020 DC By-law review, staff have reviewed the DC Interest Rate Policy and do not recommend amendments to the interest rates. Regional staff will continue to collaborate with local municipalities to implement the DC Interest Rate Policy and to enhance the development charges collection processes.

iii) Local Services Policy

Some of the need for services generated by additional development consists of need for local services related to a plan of subdivision. Local services will be required as a condition of subdivision agreements or consent conditions. The Region of Peel follows guidelines and existing practices to support making determination of which infrastructure would be considered DC eligible versus what would be considered the responsibility of individual developers as local services. As a part of the 2020 DC By-Law update the Region has formalized a Local Service Policy. The Local Service Policy does not propose any substantive changes from current practice at the Region.

RISK CONSIDERATIONS

a) Implications to the Peel 2041+ Official Plan Review and Growth Management Program

The Province is expected to release a new land needs assessment methodology and new Schedule 3 population and employment forecasts, which is anticipated to extend the planning horizon and increase the current population and employment growth allocated to the Region.

Staff have begun working with the local municipalities to build on the work completed to date to update the municipal allocation and land needs assessment, to demonstrate conformity with the Growth Plan and undertake capital planning to 2051. This collaboration will explore the financial impacts of various growth assumptions to support a recommended direction for accommodating growth, including through intensification and settlement area boundary expansion. Further, the outcomes will provide input into the next round of infrastructure capital plans including timing and phasing of infrastructures to meet expected growth demands.

During this next stage of work, there is a risk that infrastructure and capacity needs will shift. However, the forecast used for the development of the present DC Background Study represents the best information available for this purpose, at this time. Given the legislative time constraints to renew the DC By-law, it is prudent that Council proceed to update the By-law to ensure the Region of Peel is able to recover costs associated with growth to 2041.

Staff reports to Council on annual basis to present the Region's growth management and development charge performance. Should a need be identified to conduct the next

2020 Development Charge Background Study and By-law Review

DC background Study sooner than the ordinary 5-year expiry time, a more fulsome report can be brought to Council for consideration.

b) Financial Risk Management Strategy of the Regional Capital Program

As a part of the Regional Growth Management program, great attention will continue to be applied to analyzing the connection between potential growth patterns that could be used to achieve the provincial growth targets and the corresponding infrastructure investment plans. This is being done with the intention of assuring that through the efficient use of existing infrastructure and the phasing and staging of future infrastructure construction the cost-revenue gap for growth could be minimized.

Given the inter-relation of the growth patterns and the financial plans, risks to achieving the growth targets can easily manifest themselves as risks to the financial plans associated with growth. Recent trends in development at the Region highlight risks of slower than anticipated non-residential development influenced by the changing nature of employment.

The COVID-19 pandemic has resulted in a slowdown of the global economy and the start of an economic recession. Prior to the recession, to build out infrastructure to support future growth, Peel expected to issue \$1.5 billion of debt in addition to the existing DC external debt of approximately \$1.3 billion. This was considered as manageable and did not pressure the Region's financial flexibility. With the recession and anticipated lower DC revenue, a risk of additional debt financing for a revised total of \$2.1 billion was identified which would put the Region's financial flexibility and credit rating at significant risk. This creates significant financial risks to the Region from increasing cash flow pressures arising from the requirement to service debt in future years.

On July 23, 2020 Council endorsed the Financial Risk Management Strategy of the Regional Capital Program the objective of which is to ensure the Region's capital program is aligned to Peel's evolving economic circumstances and the principle that "growth pays for growth." This Strategy provides an iterative process to evaluate and adjust capital spending; the strategy is a commitment that balances expectations to deliver infrastructure in a timely manner without taking on undue financial risks.

FINANCIAL IMPLICATIONS

The planned infrastructure within the growth-related capital program will come with operating and lifecycle costs requirements associated with maintaining or providing service through that infrastructure. The *DC Act* requires that a DC background study must include an asset management plan. The asset management plan must deal with all assets that are proposed to be funded, in whole or in part, by development charges. The Region uses a risk-based approach to asset management and updates its Enterprise Asset Management Plan on an annual basis. Long-term infrastructure investment forecasts anticipate major trends in the Region's infrastructure needs and include the estimated rehabilitation and replacement costs of existing assets as well as the estimated rehabilitation and replacement cost of planned asset growth.

The Region of Peel reviews and updates its Long-Term Financial Planning Strategy periodically which considers the Region's Term of Council strategic plan, growth plans, asset management

2020 Development Charge Background Study and By-law Review

plan, development charge study, and its treasury management strategies. These long term fiscal planning tools are intended to be used to analyze and recommend funding strategies, spending capacities, tax levy implications and the Region's financial affordability/resiliency and will be used to further inform the Region's annual budgeting processes and related financial policies to ensure that financial decisions are mindful of short-term and long-term financial impacts from the Region's growth.

CONCLUSION

A statutory public meeting has been scheduled for October 8, 2020 to consider the draft Regional Municipality of Peel's 2020 Development Charge Background Study and the draft By-law in accordance with the *DC Act* and as a part of the DC By-law review consultation process. The feedback received from the public and the development community will be carefully considered in the preparation of the 2020 DC By-law. Staff will bring back a final DC By-law to Council on November 26, 2020, with an anticipation that the final 2020 Development Charges By-law would come into force on January 1, 2021.

APPENDICES

Appendix I – DC Technical & Policy Update October 26, 2017 Report to Council

Appendix II – DC By-law Policies Discussion

For further information regarding this report, please contact Stephanie Nagel, Treasurer, Ext. 7105, Stephanie.Nagel@peelregion.ca or Adrian Smith, Director, Regional Planning and Growth Management and Chief Planner, ext. 4047, Adrian.Smith@peelregion.ca.

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Reviewed and/or approved in workflow by:

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Final approval is by the Chief Administrative Officer.



N. Polsinelli, Interim Chief Administrative Officer



REPORT
Meeting Date: 2017-10-26
Regional Council

For Information

DATE: October 12, 2017

REPORT TITLE: **FINANCIAL POLICY & TECHNICAL INPUTS FOR 2041 GROWTH
BASED DEVELOPMENT CHARGES BY-LAW UPDATE**

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

OBJECTIVE

The objective of this report is to give Council an update on the review of financial policy and technical inputs that will be used to inform the next Development Charge By-law for growth to 2041.

REPORT HIGHLIGHTS

- This report provides an update on the financial policy and technical inputs for the Region of Peel's (Region) 2041 growth based Development Charges (DC) By-law. The financial elements discussed in this report are one component of the Region's Growth Management Strategy program established to implement an integrated approach to planning, servicing and financing growth in consultation with key stakeholders including local municipalities and representatives of the building industry.
- Positive progress has been made through the Growth Management Strategy in identifying financial efficiencies related to updated water and waste water design criteria, growth scenarios that efficiently utilize existing infrastructure and the earlier collection of development charges resulting in expected reductions and deferrals of over \$0.5 billion in growth related costs.
- Since the enactment of the Region's 2015 DC By-law, the Province has made amendments to the *Development Charges Act (Act)* which, combined with Regional Council's Growth Management Strategy objectives, are driving the need to review financial policies and technical inputs related to future DC rate calculations and by-law updates.
- As required by the *Act*, analysis was undertaken to allow consideration of the use of area rating techniques for the next DC By-law update. The analysis indicated that area rating would have several disadvantages and not generate any more overall revenue for the Region.
- The preliminary area rate analysis also indicated that, there would be a rate increase of approximately 6% for residential development in greenfield areas, and a rate decrease of 4% in built boundary areas. That would shift approximately \$182 million in cost from built boundary residential development onto greenfield residential development over the 25 year planning horizon.

- Based on this analysis it is staff's intent to continue the current use of municipal wide DC rating techniques as the basis of the next DC By-law update. This will be included in the Background Study that supports the next DC By-law.
- In addition to a consideration of area rating, approximately 15 other technical and financial items have been the subject of ongoing review and discussions with representatives of the local municipalities and the development industry through the Growth Management Strategy work.
- Common ground regarding an approach for the next DC rate calculation and Bylaw update has been identified for a number of these technical and financial items and dialogue on the remaining items will continue over the coming months. The scope of these discussions to date and possibly going forward has been partially restrained pending the ongoing appeal to the Ontario Municipal Board of the 2015 DCs By-law.
- Based on the proposed direction on area rating and the results of the ongoing review of the other technical and financial items, work will continue towards the update of the DC Background Study and By-law in coordination with the planning and servicing elements of the Growth Management Strategy.

DISCUSSION

1. Background

Peel Growth Management Program and Term of Council Priority

This report provides an update on the financial policy and technical inputs for Peel's 2041 growth based DC By-law. The financial elements discussed in this report are one component of the Region's Growth Management Strategy program. The Region's Growth Management Committee was established in the Fall of 2013 to address the key issues regarding managing growth in Peel. Staff from the Planning, Water and Wastewater, Transportation and Corporate Finance divisions have been working together to achieve the Program's objectives. Key aspects to the new approach include:

- i) The Region needs to reduce the growth cost-revenue gap;
- ii) The Region needs to integrate financing and servicing considerations into planning decisions early in the process;
- iii) Together with the local municipalities and the development sector, the Region needs to be more agile in its approach to the changes and uncertainty that accompany growth and development; and,
- iv) The Region needs to adopt a growth-focused, risk-based financing strategy.

The endorsement by the Growth Management Committee of this new approach and its milestones and timelines transitioned the Growth Management Program to be more internally and externally collaborative, integrated, transparent, and agile. It has become known as the new approach to growth management.

The new approach to growth management has been implemented through formal working groups established with local municipal staff and the development industry; and an interdisciplinary Growth Management Core Team which includes Regional staff representation from Corporate Finance, Water and Wastewater, Planning, and Transportation divisions.

Growth Management and the Evolution of Financial Strategy

The Growth Management Program and Term of Council Priority were initiated partly in response to growing concerns about financial risk to the Region associated with substantial growth related infrastructure debt accumulated in recent years. Prior to 2010 the Region was able to finance its growth related capital plan on a “pay as you go basis”, based on the collection of DCs and using excess capacity that existed in the Regions infrastructure. Due to the legislative requirements underpinning the DC rate calculations, the use of this excess capacity resulted in lower DC rates. This historical excess capacity has now been completely utilized and DC rates have subsequently increased. Since 2010 the Region has required external borrowing to maintain overall corporate liquidity while dealing with the timing gap between DC collections and growth infrastructure driven capital requirements.

This gap has come to be referred to as the “cost–revenue gap”. Managing and eliminating this gap over the planning horizon is a key outcome of the Growth Management Term of Council Priority. Projections generated as part of the DC By-law updates prepared in 2012 and 2015 forecast that this cost-revenue gap would increase to almost \$2 billion over the planning horizon to 2031.

At the end of 2016 the cost-revenue gap was \$1.15 billion. This amount represents the current cumulative net debt position of the growth management program. The details of this amount are included in the following table.

Cost Revenue Gap Components	Dollars in billions
Gross Debt Issued for Growth Related Expenditures	\$1.42
Less : Principal Reductions Already Made on Debt Issued	\$0.17
Net Remaining Growth Related Debt	\$1.25
Less: Cash Balance of DC Reserves	\$0.10
2016 Cost Revenue Gap	\$1.15

This 2016 cost-revenue gap is approximately \$0.6 billion lower than forecast in the 2012 DC Background Study for 2016. This improvement was a result of changes made to the Regions financial approach under the direction of the Growth Management Committee and Council. These changes have been guided by the principles enshrined in the Regions Long Term Financial Planning Strategy and Integrated Planning Framework. Active management of the cost–revenue gap will continue as part of the new approach to Growth Management.

Some examples of positive financially impactful changes that have been made include:

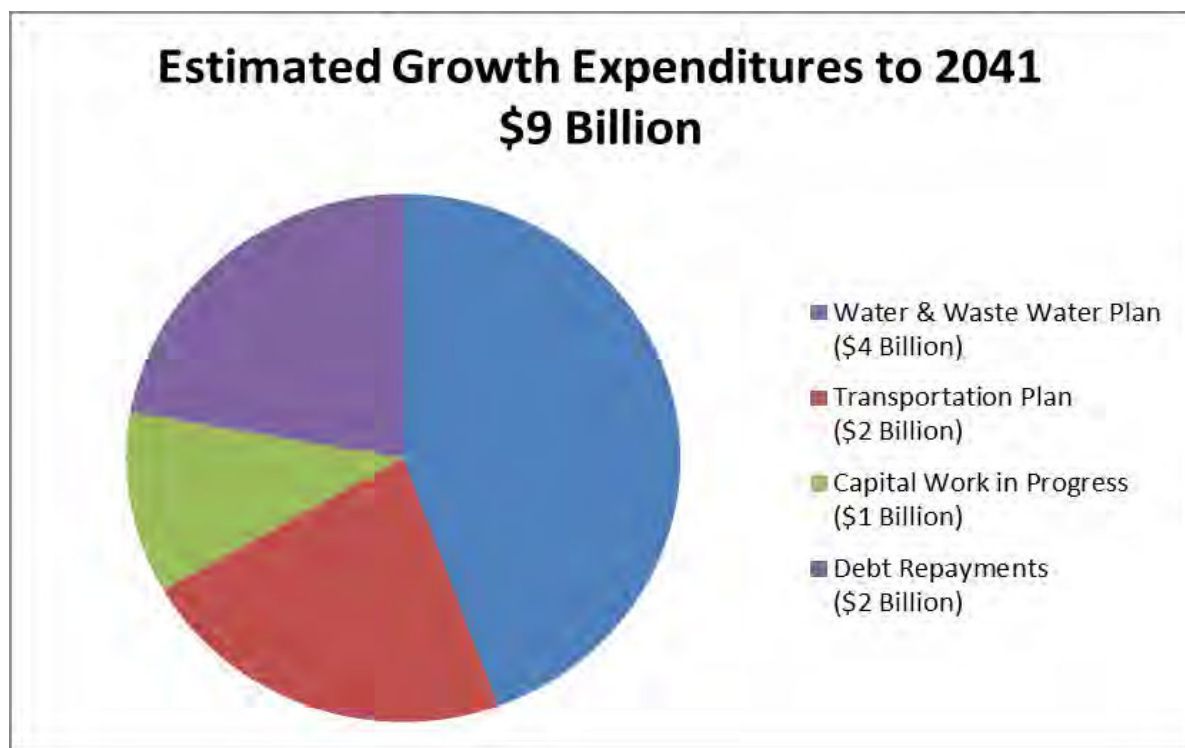
- Earlier collection of most residential DCs at time of subdivision agreement instead of building permit issuance (Reduction to cost revenue gap of \$0.1 billion)
- Enhanced expenditure management (Reduction in cost-revenue gap from 2012 forecast of \$0.5 billion)

- Annual DC Rate adequacy monitoring to trigger by-law updates when a 20 per cent rate increase is anticipated (DC Rate increases since 2012 have generated \$0.5 billion)

Better integration of the planning, servicing and financial considerations of growth are paramount to the success of the Growth Management Term of Council Priority. The work of the Growth Management Strategy has revealed that changes made to financial strategies in isolation cannot achieve a significant reduction in the cost-revenue gap. Earlier integration of the planning process with servicing cost analysis is necessary to ensure that potential financial efficiencies resulting from the more efficient use of existing and planned Regional infrastructure can be identified.

The consideration of different growth scenarios and their associated capital cost as inputs into determining, with stakeholders, the growth allocation early on in the process is an example of where improvements in integration are already occurring.

The preliminary cost estimates for these different growth scenarios varied, but all were in excess of \$9 billion. The following chart gives an approximation of the capital costs that the Region will have to incur to provide growth related services based on the Provincial growth allocations to 2041.



While the final cost estimates will directly impact the ultimate cost-revenue gap and debt forecast, the financial policy and technical inputs that are the subject of this report will also have impacts on the expected cost-revenue gap. Some of them will not change the cost-revenue gap expected for the Region but could redistribute the costs of development between land owners in different areas and between categories of development.

2 Consideration of Area Rating for Development Charges

In 2015 the Province enacted several changes to the *Act* that came into force on January 1st, 2016. One of these changes was a requirement for Council to consider the use of DC area rating prior to enacting a new DC By-law. The final decision on whether or not to apply DC area rates still rests with Council. The *Act* outlines that municipalities can collect DCs on either a municipal wide or area specific basis, or a combination of the two.

Since these changes to the *Act* were enacted reports and presentations on the impacts of area rating have been made to Regional Council and the Growth Management Committee. There have also been discussions about area rating with the development community and the local municipalities. The input from these groups was taken into account in this review. The following is a brief description of the main characteristics of area rating.

Municipal-Wide Development Charges (current approach)

With the municipal-wide approach, the overall cost of growth infrastructure in the municipality is pooled and the cost is recovered by applying a uniform development charge rate for services provided anywhere in the municipality. Based on factors such as the distance of service/infrastructure from planned development, the cost of servicing some areas in the municipality may be higher compared to other areas in the jurisdiction.

The majority of Ontario municipalities have established uniform, municipal-wide development charges. This approach provides more flexibility to funding growth-related capital projects. In addition, the risks of specific projects varying from budget and or timelines is spread across the entire region. This is useful since it is challenging to accurately estimate costs years in advance given the many factors that change from initial cost estimation to project completion. The Region has always applied uniform, municipal-wide development charges rates with some limited exceptions for police services in the Town of Caledon.

Area-Specific Development Charges (now required to be considered)

With the area specific approach, the capital costs of specific services are attributed to the planning areas that will be serviced by the infrastructure. This facilitates the recovery from specific areas of a more accurate representation of the cost of providing a service or services to those areas. Area specific development charges (ASDCs) are most often considered if costs to service a specific area are known to be materially higher in one area than in the rest of the region.

To support this approach, separate reserves are set up for the defined areas and DC rates are calculated to correspond to the relative cost of providing infrastructure to service that area. This results in a more specific distribution of costs among developers, compared to the municipal-wide approach. The overall amount that the Region can collect through DCs is restricted by the *Act* to a certain set of expense types for a defined group of services. The total amount collected through either municipal wide or area specific DCs cannot exceed this overall amount, therefore using ASDCs will not generate more funds overall for the Region. ASDCs simply shift the financial burden between different areas in the municipality and groups of developers, resulting in some paying more and some paying less based on an understanding of costs at a point in time.

Area rating is sometimes considered to support more efficient land use and intensification. It is generally thought that higher DC rates in greenfield development would discourage this type of development. How much of an impact this would have on development patterns is difficult to quantify however and conclusive evidence in this regard is not available.

Analysis of Area Rating in the Peel Context

Any area rating approach that is potentially implemented must be defensible as it will be subject to external stakeholder scrutiny and appealable at the Ontario Municipal Board (OMB). With this in mind the water and waste water capital plan for infrastructure required to 2041 has been analysed for potential area rating. The water and waste water capital plan is the largest component of the growth capital program and by its nature it is easier to assign its benefits to specific areas in a defensible manner. This is different from the roads network that is essentially open, which makes it very difficult to assign the benefit of infrastructure to specific areas in a defensible manner. Given this, transportation costs and costs for projects that have already been approved and are underway with region-wide financing would continue to be collected for on a region-wide basis.

Several alternative approaches to area rating the water and waste water capital plan to 2041 were considered. In the end an approach similar to what has been used by the Region of Halton to segregate the charges for water and waste water between greenfield development and development within the built boundary was selected for further analysis. This preliminary work included mapping different potential areas for rate analysis. This work was done with input from GM BluePlan Engineering Limited (BluePlan) who have experience in area rating for other clients including the Region of Halton.

It should be emphasized that this analysis was undertaken using preliminary draft growth allocations and the preliminary water and waste water capital cost estimates associated with that growth allocation. This analysis indicated that there would be a higher charge for greenfield development if area rating was applied to the water and waste water capital plan to 2041, but the per unit variance is relatively small. The potential area rating approach would result in greenfield rates that are approximately six (6) per cent higher, and built boundary rates that are four (4) per cent lower, than the current municipal wide approach.

The following table summarizes the financial impact from the analysis. Full details of the analysis are included in Appendix I.

Illustration of Potential Area Rating Impact on Development Charges

Based on Single/Semi Detached Charge in Thousands

	Municipal Wide (Current Approach)	Greenfield (Potential Area Rate approach)	Built Boundary (Potential Area Rate Approach)
Development Charge per Unit	\$50	\$53	\$48

It should be emphasized that this analysis is not attempting to calculate what the new total development charge will be once all the information related to the 2041 growth forecast is known and finalized. It is meant to show the relative magnitude of the expected difference between greenfield and built boundary area rates using the existing DC rates as a base to provide a sense of scale.

Based on the potential reduction to DC rates from the analysis it is anticipated that the lower rates could decrease DCs charged to residential development in the built boundary area by approximately \$182 million, or an approximate 10% shift, over the 25 year planning horizon. These costs would be shifted to residential development in the greenfield development areas. There would be no overall impact on the Regions total DC collections as a result.

The issue of an area rating verses a municipal wide Regional rate have been included in the discussions with the Local Municipalities, and BILD. The policies in the Provincial Growth Plan will direct the balance between greenfield and intensification growth over the next 25 year planning period, and would not be materially enabled by adopting an area rating Peel's next DC Background Study and By-law update. The following items were taken into consideration in coming to this decision:

- The per unit dollar variance for higher DC's outside of the built boundary is not anticipated to discourage greenfield development and limit sprawl;
- Area rating will not generate any more DC revenue for the Region in the aggregate;
- Area rating could limit the Region's future financial flexibility to absorb cost fluctuations across the entire development base;
- A switch to area rating could result in unintended consequences given the complexity of the systems potentially being altered after decades of use on a municipal wide basis;
- It could expose the Region to more OMB appeals based on the new assumptions behind any new area rating system; and,
- It is not expected that any per unit DC rate reductions in the built boundary areas would result in lower housing prices.

Continuing to use municipal wide DC rating as part of Peel's next DC Background Study and By-law update would not preclude Council from choosing to implement area rating in subsequent DC updates, should circumstances change.

A "one-off" or "stand-alone" area rating by-law could also be considered in the future if it is strategically desirable in dealing with specific development applications. This would include development applications that require infrastructure that was not included in the infrastructure plan being prepared to support the proposed growth allocations. This would be a part of potential development exception management in the future.

Technical Inputs and Financial Policy Review Process

In addition to the consideration of area rating that was mandated by the Province several other technical input and financial policy items are in different stages of review. These items would all have a direct or indirect impact on the next DC update process. A full listing of these items is included as Appendix II.

These items are grouped into three broad categories as follows:

Appendix I
2020 Development Charge Background Study and By-law Review
DC TECHNICAL & POLICY UPDATE

- Parked Items from 2015 DC Background Study;
- New DC Act Requirements Resulting From Bill 73; and,
- Other Optional Technical and By-law considerations.

Parked Items From 2015 DC Background Study

These items were all raised by BILD in the 2015 DC Background Study review process. As they were complicated matters that needed more review than time allowed in 2015 the Region committed to having further discussions about these items prior to the next DC By-law update.

To this end policy papers for these items have been developed with the assistance of Watson and Associates Ltd. These papers are attached as Appendix III.

Some of the items in this group are the subject of an appeal of the Regions 2015 DC Bylaw at the OMB. While BILD did not appeal the 2015 DC By-law it was appealed by individual land owners. A final decision on this appeal is not expected until sometime in 2018. This has limited the exchange of information that can occur between BILD and the Region for these technical items that are the direct subject of the OMB hearings being held. Discussions on these items will continue with these restrictions in mind.

New Development Charge Act Requirements Resulting From Bill 73

These items are all mandated by the Province as a result of legislation enacted in 2015 that came into force January 1, 2016. One of these items is the mandatory consideration of area rating that has already been discussed earlier in this report.

Details on the new *Act* Requirements are included in Appendix II.

Other Optional Technical and By-law Considerations

The items in this category have come to the attention of staff since the passing of the last DC By-law in 2015 as matters that are best addressed through updates to the DC By-law and Background Study. Details of these items are included in Appendix II.

RISK CONSIDERATIONS

The task of providing the infrastructure to allow the Region to grow to a population of nearly two million by 2041 will cost the Region more than \$9 Billion according to preliminary estimates. In many cases the investment in infrastructure will come before the collection of DCs intended to pay for this spending. Through the growth management work to date great attention has been applied to analysing the connection between potential growth patterns that could be used to achieve the provincial growth targets and the corresponding infrastructure investment plans. This was done with the intention of assuring that through the efficient use of existing infrastructure and the phasing and staging of future infrastructure construction the cost-revenue gap for growth could be minimized.

Given the inter-relation of the growth patterns and the financial plans, risks to achieving the growth targets can easily manifest themselves as risks to the financial plans associated with growth. Recent trends in development at the Region that could represent risks to the growth Plan to 2041 include:

- Slower than anticipated non-residential development (primarily industrial) influenced by changes to the nature of employment; and,
- Slower than anticipated high density development (apartment construction).

Recent DC revenue has come primarily from ground level residential greenfield development. The proposed growth allocation in the Growth Management Regional Official Plan Amendment (ROPA) that Council is now considering assumes that over the planning horizon there will be a shift and the majority of development that will occur will be infilling, primarily in apartment construction, and that the jobs targets established in the growth plans will be met.

One item where staff and BILD representatives have not reached consensus is the concept that a part of the costs related to supplying the capital infrastructure for growth be funded by sources other than DCs. Specifically that infrastructure to support growth that may be at risk of not materializing within the planning horizon (i.e. a portion of planned employment growth) be paid for from property taxes and utility rates. BILD representatives have made this suggestion through the Development Industry Workgroup. Staff are not suggesting that Council follow the approach proposed by BILD to have specific costs of growth funded from non-DC sources. This would be counter to the long standing Regional principle that growth should pay for growth.

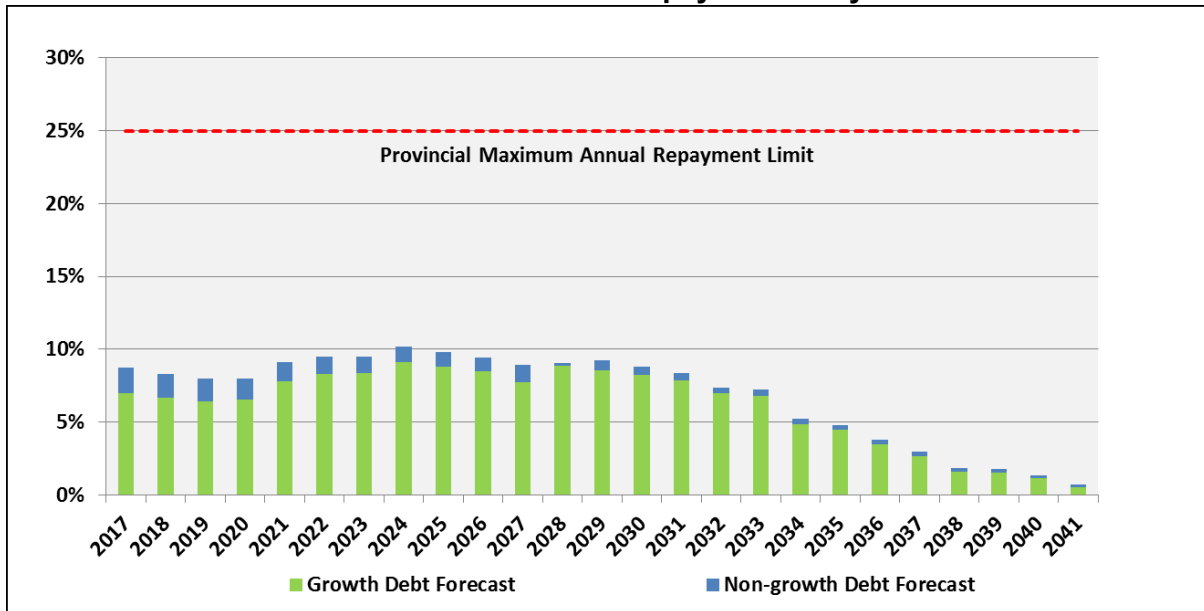
Ultimately if there is a shortfall in DC collections that results in a stranded debt, then that debt would have to be serviced by non-DC sources. However, it is not certain that this will occur, so taking steps to have existing tax and rate payers begin paying for growth is premature. Strategies on fostering employment and high density development, including future transportation requirements are underway to help ensure that such a shortfall does not occur. Staff will continue to explore strategies with BILD such as strategically planning infrastructure costs and timing to reduce risk of stranded debt. In addition, an ongoing monitoring program to continuously evaluate growth, infrastructure and financial progress and plans will be fundamental to managing such risk.

Preliminary Debt Forecast

Based on the proposed growth allocations being considered as part of the ROPA, and the preliminary cost estimates provided for water, waste water and transportation services benchmarked against recent DC spending trends, a preliminary debt forecast has been developed.

A key benchmark for municipal debt is the provincially legislated Annual Repayment Limit (ARL). The Province has legislated that no municipality may incur debt that creates annual repayment requirements in excess of 25 per cent of its own source revenue without the approval of the Province. As at 2016 the Region's annual debt repayments were eight (8) per cent of its own source revenue. Current projections are that the maximum repayment level would be 10 per cent of the Regions projected own source revenue and be well under the Provincial benchmark. Based on the preliminary debt forecast data the maximum growth related annual debt repayments over the planning horizon would be \$210 million in 2029. Details of the annual debt repayment forecast are shown in the following chart:

Forecast Annual Debt Repayment Analysis



Since this analysis is based on preliminary costings, and the exact timing of these projects has not yet been determined, this forecast will be subject to updating once final servicing plans with more accurate costing and timing have been developed. This updated analysis will be available when Council gives consideration to the final servicing master plans expected to occur in 2018.

The underlying debt profile that drives this ARL analysis assumes that the gross growth related debt would increase from \$1.4 billion to \$2.5 billion by 2029. The net debt and cost-revenue gap would not actually reach the gross amount of \$2.5 billion since payments for principal reductions would occur in the years leading up to 2029.

FINANCIAL IMPLICATIONS

Some of the technical inputs discussed in this report have no impact on how much the Region will collect from development charges in total. These include the items around area rating and the methodologies to allocate growth costs between different sectors, such as residential and non-residential. Decisions around these items will shift the development related costs between different land owners and developers.

Other technical inputs under review could result in a higher portion of the costs being borne by the Region through property tax and utility rates than by the development community through development charges. An example of this is the benefit to existing methodology technical discussion.

The most significant financial implication of the growth program however would not come from items that shift the burden of cost between the Region and the development industry, or within different sectors of the development industry. The most significant impact would be if a material portion of the debt taken on by the Region that was intended to be paid for through the collection of development charges had to be paid for through non-development charge sources

such as the property tax or utility rate bases. If this occurs the financial impact could be significant.

The annual repayment amount, including principal and interest, for existing growth related debt is \$107 million. If sufficient development charges were not available to pay for this debt then these amounts would have to be funded from other sources. The Region has limited revenue sources so the eventual impact would likely be absorbed by the property tax or utility rate bases. To avoid this it will be necessary to continue the work that has begun to develop a strategy to promote economic growth in the Region, with transportation and transit being key components to support both economic growth and denser high rise development in the future.

Next Steps

Based on Council direction, the ongoing discussions with BILD, and the results of the OMB hearing on the 2015 DC By-law, work will continue towards the timelines of the Growth Management Strategy. Assuming all other elements of the Growth Management Strategy occur on schedule then a new DC By-law could be considered by Regional Council in July of 2018.

The capital plan associated with the servicing master plans for water, waste water and transportation will be informed by the technical items parked from the 2015 DC Bylaw update approaches as described in this report.

The remaining technical inputs will be the subject of ongoing discussions with the area municipalities and development industry leading up to the next DC By-law update.

Development Monitoring and Exception Control

To fully realize the benefits of the work done to date as part of the Growth Management Strategy it will be necessary to enhance the Region's approach to the ongoing monitoring of development and the managing of development requests that deviate from the plans underlying the growth allocations to 2041.

The development cycle, from the establishment of provincial policy direction to the actual building out of developments, is long and complicated. There are several checkpoints in this cycle that will generate opportunities to collect data on how and when growth is expected to proceed. This monitoring will be multi-faceted and serve many purposes including, cash flow revenue estimating, detecting trends that could change the timing of infrastructure spending and monitoring the Regions progress towards reaching targets in the Provincial Growth Plans and the Regional Official Plan.

Monitoring already occurs at the Region, however for the purpose of more closely understanding how the growth forecast and subsequent DC revenue are materializing, it needs to be strengthened. A more consolidated and rigorous approach could be developed.

It should be noted that the Region relies on the local municipalities for much of its development related data. For this enhanced monitoring initiative to be successful the Region will need to build on, and improve existing data sharing from the local municipalities.

This enhanced monitoring will also help to identify development applications that could cause changes to the Regions infrastructure plans that increase overall spending or accelerate the

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need to spend for growth related infrastructure. Applications such as this could cause increases to the cost-revenue gap that work against the desired outcome of the Growth Management Term of Council Priority.

To help control the impact of these potential plan exceptions strengthened wording has been added to the Official Plan through the Growth Management ROPA to make clear Councils intent to consider the use of financial tools to mitigate any negative financial impacts or to simply deny such applications based on their specific planning characteristics. The financial tools to be considered would include front end financing, and area rating for specific circumstances.

This approach to handling future development applications that could deviate from the approved infrastructure plan represents a “Made in Peel” solution. The approach to servicing development that has been used by Peel has resulted in a flexible and efficient water and waste water system, as evidenced by the low user rates that the Region has for its water and waste water clients. This approach to reviewing future development requests will enable the continuation of this efficient development of the Region.

CONCLUSION

To respond to changing legislative and administrative requirements it is necessary to review several technical inputs and financial policy items related to the DC Background Study and DC By-law. This review is well underway and is being done in conjunction with external stakeholders including BILD.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Area Specific Development Charge Sensitivity Analysis
Appendix II - Table of Technical Inputs and Financial Policies Under Review
Appendix III - Discussion Paper for Consultation with the DIW & IMW

For further information regarding this report, please contact Adrian Smith, Acting Director Growth Management Strategy, ext. 4047, adrian.smith@peelregion.ca.

Authored By: Bruce Taylor, Adrian Smith

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Area Specific Development Charge Sensitivity Analysis

August 2, 2017

Area Specific DC Options – Summary Memo

Approach 1 – Single Region-Wide DC

The Region of Peel currently applies a single Region-wide DC. There is currently no further calculation for separate DCs by geographic area or type of development other than within residential and non-residential categories. On this basis, the calculation for servicing costs is completed for the entire system and not further analyzed for area specific costs. The current Region-wide DC is considered Approach 1.

Other Options have been considered for area specific DC calculations as noted below:

Approach 2 – Greenfield/Intensification

Approach 2 Area Specific DC calculation has been developed based on 2 separate area charges: 1.) Greenfield; 2.) Intensification.

To support this approach, key elements of the capital program review are as follows:

1. Provide DC program categorized:
 - a. Capacity – system-wide
 - b. Distribution/Collection Greenfield
 - c. Distribution/Collection Intensification
2. For Area 1 Greenfield, the DC rates would be based on the capital program related to a + b
3. For Area 2 Intensification, the DC rates would be based on the capital program related to a + c

a. Capacity

This component includes projects that are related to City-wide needs of water supply/treatment and wastewater treatment. This category also includes projects that support the transfer/conveyance of capacity and the deferral/elimination of the need for critical treatment plant expansions.

Projects included in this definition are:

- Studies
- Projects related to plants
- Plant expansions

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- Major pumping and storage facilities servicing broader service areas
- Major transmission and collection trunk pipes servicing broader service areas
- Wet weather program and system upgrades and control

b. Distribution/Collection – Greenfield

This component includes projects that are directly related to support growth outside the current Urban Built Boundary and within the Region of Peel Approved Urban Boundary (2041).

Projects within this category include:

- Infrastructure located in Greenfield service areas
- Infrastructure located within the built boundary that convey flow from/to future growth areas

The type of infrastructure in this category includes, but is not limited to pipes, pumping stations and storage facilities.

c. Distribution/Collection – Built Boundary

This component includes projects that are related to support growth within the current Urban Built Boundary only as defined under the Places to Growth process. This includes growth out to 2041 associated with infill within the Urban Built Boundary as well as intensification within specific areas such as the Urban Growth Centres (UGCs) and growth corridors.

Projects within this category include:

- Infrastructure located within the Urban Built Boundary
- Infrastructure servicing only infill growth and intensification within the Urban Built Boundary
- Infrastructure identified under the Urban Growth Centres (UGCs) and corridors servicing reviews

Approach 3 – Clusters

Approach 3 is a slightly more detailed version of Approach 2. Approach 3 was developed in order to recognize the increases in costs associated with servicing growth in different geographic areas. In general, as growth extends further from Lake Ontario, the costs to service that growth may escalate. This is due to the need for more infrastructure to move water/wastewater a longer distance from/to the treatment facilities. There are also unique servicing considerations that can increase costs for a given area (e.g. establishing a new water pressure zone or trunk main replacement within a built-up area).

For water servicing, this approach accounts for a portion of the upstream infrastructure costs (e.g. growth in Zone 7 will pay a portion of costs for any growth related upgrades within Zone 1 through 6. Similarly, for wastewater servicing, the approach accounts for a portion of the

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downstream infrastructure costs (e.g. trunk sewer twinning, SPS upgrades, WWPT upgrades, etc.). The same approach is applied to a given cluster regardless of whether the growth is classified as “intensification” or “greenfield”. Examples of the cluster locations are:

- Bolton
- Northwest Brampton
- Northeast Brampton
- Mayfield West
- Mississauga City Centre

Approach 4 – Zone Boundary

Approach 4 is a variation of the geographically based calculation of the charge. Within this approach the charge is calculated relative to each water pressure zone boundary. The Region is made up of several pressure zones, some of which are projected to have little to no growth, others will experience significant growth. The servicing costs for Approach 4 can be calculated based on the infrastructure required by zone. A similar approach can be taken for wastewater by WWTP drainage area.

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Other Considerations

- All other DC policy such as Post Period Benefit (Out of Bylaw) and Benefit to Existing would still apply
- For the Distribution/Collection – Built Boundary projects, the Benefit to Existing would have application given that most of these projects are within the existing service area and are to be coordinated with existing infrastructure.

Approach	Advantages	Disadvantages
<u>Option 1: Region-wide</u>	<ul style="list-style-type: none"> • Simple and efficient calculations • Recognizes integrated nature of the servicing systems 	<ul style="list-style-type: none"> • Does not recognize subtleties of servicing and costs in different areas • Requires that DC consider any incentives as part of policy and specific applications
<u>Option 2: Greenfield and Intensification</u>	<ul style="list-style-type: none"> • Relatively simple categories for calculation • Still recognizes integrated nature of the servicing systems • More clearly identifies separate costs related to Greenfield and Intensification • Incentives could be applied to specific categories within the calculation 	<ul style="list-style-type: none"> • Creates an offset for costs between categories (if one cost is lower, the other is higher)
<u>Option 3: Clusters</u>	<ul style="list-style-type: none"> • Can more accurately capture the true infrastructure costs for servicing growth in a given area • Could result in increased intensification due to potential lower cost of servicing 	<ul style="list-style-type: none"> • Complex and time consuming calculations • May be cost prohibitive to service certain areas with extensive infrastructure needs • Historically, all areas shared the total cost which enabled relatively inexpensive extension of infrastructure to the north. This approach may prevent growth in planned greenfield growth areas and over emphasize intensification
<u>Option 4: Zone Boundary</u>	<ul style="list-style-type: none"> • Similar advantages as Option 3 	<ul style="list-style-type: none"> • Similar disadvantages as Option 3

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The Region is currently reviewing Approach 2 in further detail. The tables below show the preliminary cost breakdown for the water and wastewater capital programs based on the Provisional Scenario (a.k.a. January Scenario, a.k.a. Scenario 10 version 2)

The current draft capital program consists of projects required to service the scenario 10 population and employment to 2041. The following tables summarize the draft cost estimates for water and wastewater by category:

Table 1: Water Cost Breakdown

	Total Cost	DC Cost	Pop (Res + Employment)	Cost per Pop	DC Cost per Pop
1 – Capacity	\$816M	\$655M	803,000	1016.19	815.69
2 – Greenfield	\$621M	\$589M	386,000	1608.81	1525.91
3 – Built Boundary	\$383M	\$355M	417,000	918.47	851.32
Total	\$1.820B	\$1.598B	803,000	2,266.50	1,990.04

Table 2: Wastewater Cost Breakdown

	Total Cost	DC Cost	Pop (Res + Employment)	Cost per Pop	DC Cost per Pop
1 – Capacity	\$1.437B	\$962M	803,000	1789.54	1198.01
2 – Greenfield	\$331M	\$310M	386,000	857.51	803.11
3 – Built Boundary	\$162M	\$77M	417,000	388.49	184.65
Total	\$1.931B	\$1.349B	803,000	2,404.73	1,698.63

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High Level¹ Impact of Estimated Area Rates for Water and Wastewater Capital Plan to 2041

A) Greenfield (GF) Charges

Area	\$ DC Per Capita (or Employee)			\$ DC Per Unit ²		\$ DC Per s.m. ³	
	Water	Wastewater	Sub-total	Single/Semi	Large Apartment	Industrial	Commercial
Common Capacity	\$ 816	\$ 1,198	\$ 2,014	\$ 8,357	\$ 5,115	\$ 30.06	\$ 30.06
Greenfield-Distribution/Collection	\$ 1,526	\$ 803	\$ 2,329	\$ 9,665	\$ 5,916	\$ 34.76	\$ 34.76
Greenfield Total				\$ 18,022	\$ 11,031	\$ 64.82	\$ 64.82

B) Built Boundary (BB) Charges

Area	\$ DC Per Capita (or Employee)			\$ DC Per Unit ²		\$ DC Per s.m. ³	
	Water	Wastewater	Sub-total	Single/Semi	Large Apartment	Industrial	Commercial
Common Capacity	\$ 816	\$ 1,198	\$ 2,014	\$ 8,357	\$ 5,115	\$ 30.06	\$ 30.06
Built Boundary-Distribution/Collection	\$ 851	\$ 185	\$ 1,036	\$ 4,299	\$ 2,631	\$ 15.46	\$ 15.46
Built Boundary Total				\$ 12,656	\$ 7,746	\$ 45.52	\$ 45.52

C) Comparison to Current Charges - Percentage

	\$ DC Per Unit		\$ DC Per s.m.	
	Single/Semi	Large Apartment	Industrial	Commercial
Area Rate Difference (GF - BB)	\$ 5,366	\$ 3,284	\$ 19.30	\$ 19.30
Current DC (July 2017)	\$ 50,392	\$ 30,842	\$ 139.26	\$ 206.88
% Change to Current	10.6%	10.6%	13.9%	9.3%

Example of Charge Breakdown

	<u>Greenfield</u>	<u>Built Boundary</u>
Region-Wide	\$ 35,053	\$ 35,053
Area-Rated	\$ 18,022	\$ 12,656
Total	\$ 53,075	\$ 47,709

D) Illustration of Dollar Impact on DC Rates

	\$ DC Per Unit		\$ DC Per s.m.	
	Single/Semi	Large Apartment	Industrial	Commercial
Current Rate (Blended)	\$ 50,392	\$ 30,842	\$ 139.26	\$ 206.88
Potential Greenfield Rate	\$ 53,075	\$ 32,484	\$ 148.91	\$ 216.53
Potential Built Boundary Rate	\$ 47,709	\$ 29,199	\$ 129.61	\$ 197.23

Assumptions

¹ P.P.U.'s are assumed to be the same in each area. Residential/non-residential allocations are also assumed to be the same for capacity and distribution/collection costs.

² \$ DC per capita X p.p.u. from 2015 DC Background Study. 4.15 for singles & semis, and 2.54 for apartments larger than 750 sq.ft.

³ \$ DC per employee X FSW factor (1/67 s.m. per employee) from 2015 DC Background Study.

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AREA RATING ANALYSIS BUILT BOUNDARY & GREENFIELD AREA ILLUSTRATION

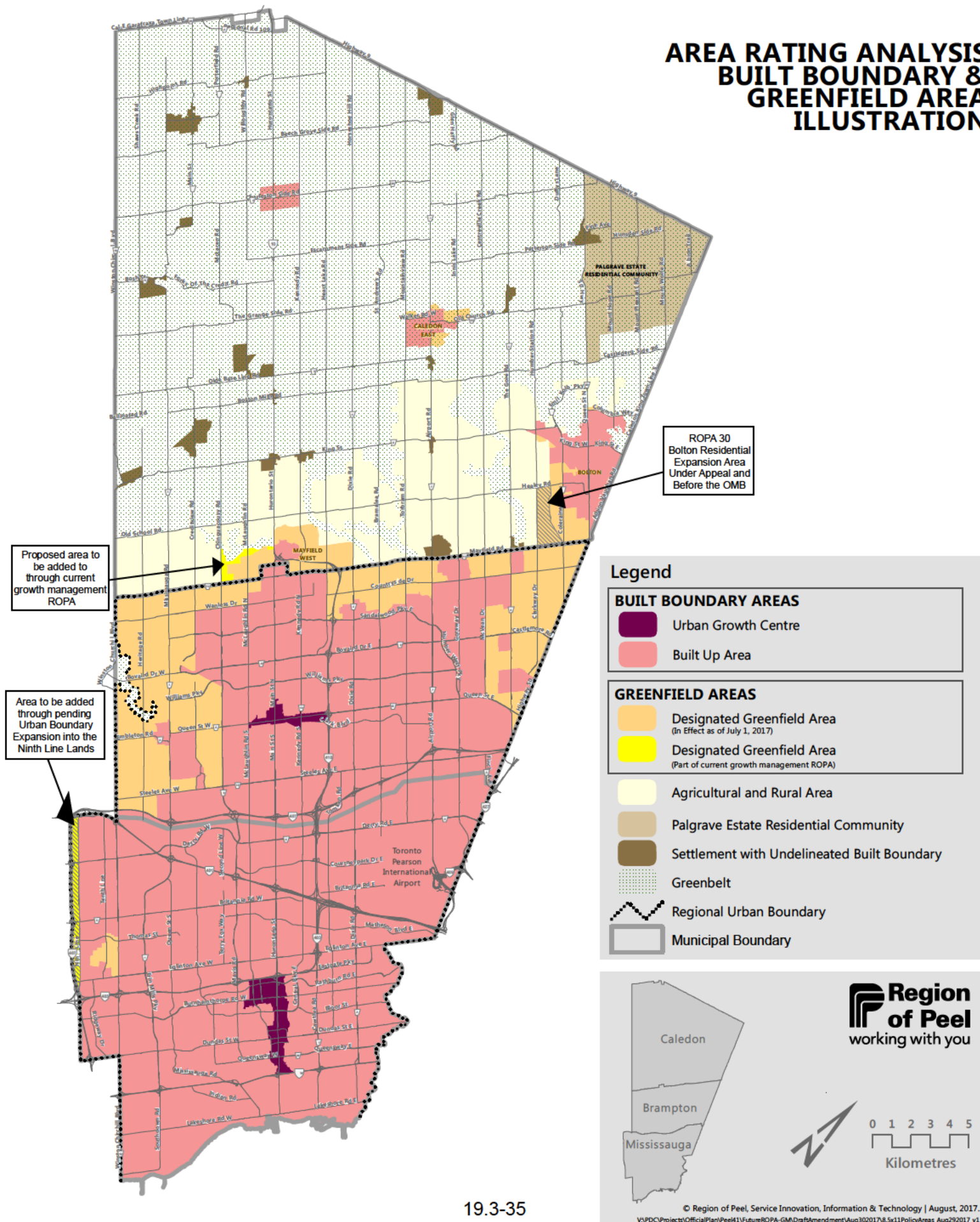


Table of Technical Inputs and Financial Policies under Review

Parked Issues From 2015 DC By-law Update (Details in Appendix III)

Description of item	Commentary	BILD Input	Status
Treatment of no fixed place of work and work from home employment	Current approach is to exclude NFPOW and WFH from non-residential rate calculations. Staff have considered adding 50% to residential water and waste water calculation.	BILD agree in principle to review the removal of NFPOW from FSW and DC calculations with the objective of avoiding the overbuilding of infrastructure	Staff and BILD will further explore the concepts in conjunction with other items pending resolution of current OMB appeal.
Allocation methodologies	No impact on Region's share of growth costs. Could change share of costs between residential and non-residential This item is under appeal at OMB	BILD has proposed changes in approach	Staff continue to consider new proposed approaches, but will maintain current approach pending results of OMB hearing
Benefit to existing methodologies	Could impact Region's share of growth costs This item is under appeal at OMB	Limited input from BILD due to OMB appeal status	Staff continue to consider new proposed approaches, but will maintain current approach pending results of OMB hearing
Impacts of office intensification	Impacts reflected in growth and servicing estimates. Staff are considering different options to treat in rate calculations.	Detailed discussions have not occurred with BILD on this topic yet.	Awaiting input from BILD
Terms of debt issuance	This item was reviewed at meetings with development industry	No further questions or concerns on this item	No further review anticipated

New DC Act Requirements resulting from Bill 73

Description of item	Commentary	BILD Input	Status
Consideration of Area Rating (details are provided in main body of the report)	No impact on the Regions share of growth costs but would impact individual land owners	BILD expressed that they support continuing with the existing municipality wide DC rating techniques	Staff performed analysis and found no material impact on rates due to area rating. Staff are recommending that the Region continues to use municipality wide rate approach
Waste management as an eligible service	New service expected to increase DC rates by 1%	Details have not been reviewed with BILD to date.	Waste management costs to be included in next DC By-law update
Asset management requirements	No direct impact on DC rates. New administrative requirement	Details have not been reviewed with BILD to date.	Description of asset management analysis included in next DC Background Study
Continuation of TransHelp Service Level Approach	No material impact on Regions DC rates	Details have not been reviewed with BILD to date.	Analysis of impacts included in next DC Background Study

Other Optional Technical & By-law Considerations

Description of item	Commentary	BILD Input	Status
Apartment definition updates	Changes suggested to help minimize confusion between townhome and apartment construction for DC rate purposes	Details have not been reviewed with BILD to date.	Potential definition changes to be developed and proposed for next DC By-law. To be reviewed with BILD.
Industrial definition updates	Changes suggested to better align industrial definition with current market realities	Details have not been reviewed with BILD to date.	Potential definition changes to be developed and proposed for next DC By-law. To be reviewed with BILD
Demolition credit requirement updates	Changes to tighten definitions for demolition credits in line with approach of other municipalities	Details have not been reviewed with BILD to date.	Potential definition changes to be developed and proposed for next DC By-law. To be reviewed with BILD

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Secondary units in new homes	Proposed new provincial legislation could have negative financial impacts and increase cost revenue gap	Details have not been reviewed with BILD to date.	New exemption could be reflected in next DC By-law if legislation proceeds, but provincial legislation would supersede the Region's By-law in any case. To be reviewed with BILD
Use of DCs for third party operated Long Term care facilities	Similar logic in applying DC's towards capital component of third party operations when appropriate	Details have not been reviewed with BILD to date.	Language similar to what was included in 2015 DC Background Study for affordable housing will be prepared for potential inclusion in next DC Background Study to signal intent. To be reviewed with BILD
Non-residential category review	Consideration could be given to having only one consistent non-residential DC rate. This is also being considered by staff at Mississauga and Brampton. Caledon already has one non-residential rate.	Details have not been reviewed with BILD to date.	Changes to rate categories required to be identified if to be considered in next DC Background Study and By-law. To be reviewed with BILD
Delegate authority for deferrals for properties being transferred to the Region to staff.	Situations arise where at building permit stage properties meant to be transferred to the Region are in private ownership. This was the subject of an OMB appeal of the 2015 DC By-law which was withdrawn prior to the hearing.	Details have not been reviewed with BILD to date.	Language could be added to DC By-law to delegate authority to the CFO to defer DC collection until after ownership is transferred to the Region. To be reviewed with BILD.

Technical Inputs for the 2018 Development Charges By-Law Update:

Discussion Paper for Consultation with the Development Industry Workgroup and The Inter-Municipal Workgroup Growth Management Project

The Region of Peel
August 2018

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Acknowledgements

In the development of this report for the new approach to planning and managing growth, we wish to acknowledge the contributions and expert recommendations of the following individuals and organizations.

Specifically we would like to acknowledge the Core Team and the Inter-Municipal Workgroup staff including:

Core Team:

Chair: Gayle Bursey Cathy Ancheta Elizabeth Bang Tina Detaramani Junior Higgins Raghu Kumar Imran Motala Miriam Polga Harpreet Rai Melodie Reaume Sabbir Saiyed Adrian Smith Bruce Taylor Andrea Warren	Director, Growth Management Project Manager, Growth Management Principal Planner, Transportation Manager, Transportation Planning Supervisor, Financial Policy Planning Manager, Financial Policy Planning Manager, Program Planning & Compliance Program Manager, Budget & Studies Project Coordinator, Growth Management Supervisor, Infrastructure Programming Manager, Transportation System Planning Manager, Planning Expert, Growth Management Strategy Director, Development Services	Finance, Region of Peel Corp. Services, Region of Peel Public Works, Region of Peel Public Works, Region of Peel Finance, Region of Peel Finance, Region of Peel Public Works, Region of Peel Public Works, Region of Peel Corp. Services, Region of Peel Public Works, Region of Peel Public Works, Region of Peel Corp. Services, Region of Peel Finance, Region of Peel Public Works, Region of Peel
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Inter-Municipal Workgroup:

Chair: Gayle Bursey Sharleen Bayovo Susan Cunningham Angela Dietrich Brian Lakeman Bailey Loverock Heather MacDonald Ed Sajecki Susan Tanabe Peggy Tollett David Waters Haiqing Xu	Director, Growth Management City Wide Planner Manager, Development Financing & Reserves Manager, Policy Planning Transportation & Infrastructure Planner Policy Planner Former Director, Planning Policy Planning Commissioner, Planning & Building Manager, Community Planning General Manager, Community Services Director, Policy Planning Former Manager of Policy & Sustainability	Region of Peel City of Mississauga City of Mississauga City of Mississauga City of Brampton Town of Caledon City of Brampton City of Mississauga City of Mississauga Town of Caledon City of Brampton Town of Caledon
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We wish to extend thanks to Gary Scandlan, Watson & Associates who consolidated the available evidence and stakeholder input to develop a strong reference document to guide Development Charges decision-making going forward.

We would also like to acknowledge the work of Jamie Cook, Watson & Associates, Chris Hamel and Mark Zamojc, GM Blue Plan and Russel Matthews, Hemson & Associates who provided technical expertise and assistance with the strategic discussion on the inter-relationships among the technical inputs.

We are also appreciative to the members of the Building Industry Land Developers participating in the Development Industry Workgroup for thoughtful review and comments they gave on several drafts of the documents, specifically we acknowledge:

Development Industry: Jason Bottoni, Peel BILD Chapter Chair, Treasure Hill (co-chair) Gayle Bursey (co-chair) Mark Jepp, Paradise Developments Shawn Keeper, Dunsire Fabio Mazzocco, Argo Developments Maurizio Rogato, Solmar Darren Steedman, DG Group Aaron Wisson, Mattamy Blair Wolk, Orlando	Development Industry Affiliate Members: Donna Lue, Emery Investments Trevor Hall, DG Group Christian Kieller, SmartREIT Andrew Mulder, Liv Communities Ian Drever, RJ Burnside Nitika Jagtiani, EMC Group Limited Adrianna Pilkington, Cassels Brock Chad John-Baptiste, MMM/WSP Mara Samardzic, Fieldgate Developments Brian Sutherland, Trinison
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Finally, we thank members of the Steering Committee and Advisory Committee for their ongoing support.

Steering Committee: Lorraine Graham-Watson - Commissioner, Corporate Services Janette Smith – Commissioner, Public Works Stephen VanOfwegen – Commissioner, Finance & CFO	Advisory Committee: Andrew Farr – Executive Director, Water & Wastewater Dave Bingham – Director, Corporate Finance Gary Kocialek – Director, Transportation Arvin Prasad – Director, Planning Andrea Warren – Director, Development Services
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DC TECHNICAL & POLICY UPDATE

About this Report: Background to the Integrated Growth Management Strategy

Purpose

The Region of Peel Council directed that staff take a new approach to planning and managing growth that was:

- 1) **Integrated** across the fields of planning, water and transportation servicing and finance in terms of how servicing is paid for and
- 2) **Collaborative** with stakeholders including municipal staff in planning, transportation and finance as well as with the development industry.

This is a discussion document developed using an integrated and collaborative approach. It provides background on possible alternative approaches to certain components of the Development Charge calculation. This document includes technical and policy recommendations as well as feedback received from the Growth Management Development Industry Workgroup ongoing.

Context

Municipalities' growth planning efforts face several pressures favouring expansion of the development footprint in response to market demands. These include rapid population growth, including the echo boom generation entering the housing market, land availability, affordability concerns and the interests of private developers. In contrast, a multitude of factors favour intensification with the development of complete communities that reflect increased density, mixed uses and greater access to stores, services and transit.

These factors include the desire for transportation and environmental sustainability, protection of agricultural lands and heritage sites, reduced infrastructure costs, promoting health and responding to the needs of an aging population. Balancing these many factors have been both a challenging and rewarding experience as through hard work to date over \$600 million worth of deferred cost and savings has been identified.

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We would like to thank the many municipal and regional staff; expert consultants and stakeholders from the development community who have provided their valuable perspectives regarding development charges, technical inputs, related policy issues; and broader impacts on land use and infrastructure planning issues.

Inter-Municipal Workgroup



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Development Industry Workgroup



We recognize the hard work of these partners to develop this Development Charges Technical Input document to use as a reference in decision making in this Development Charges By-law update and others in the future.

We thank all partners for their commitment to implement an integrated collaboration approach to growth management that ultimately will create a vibrant progressive community.

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Chapter 1: Water & Wastewater: Inputs for the Development Charges By-Law Update

1 Water

1.1 Benefit to Existing

- 1.1.1 Description of current approach
- 1.1.2 Description of the options available for consideration (capacity based)
- 1.1.3 Pros and cons of the approaches

1.2 Residential vs. Non-Residential

- 1.2.1 Description of Current Approach
- 1.2.2 Description of the options available for consideration
- 1.2.3 Pros and cons of the approaches

1.3 Non Residential – Industrial/Non-Industrial Split

- 1.3.1 Description of Current Approach
- 1.3.2 Description of the options available for consideration and Pros/Cons

1.4 No Fixed Place of Work, Work from Home and Intensification

- 1.4.1 Description of Current Approach
- 1.4.2 Description of the options available for consideration and Pros/Cons

1.5 Out of By-Law (OBL) – Water and Wastewater

- 1.5.1 Description of Current Approach
- 1.5.2 Description of the options available for consideration
- 1.5.3 Pros and Cons of the approaches

2 Wastewater

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Chapter 2: Transportation Inputs for the Development Charges By-Law Update

1 Roads

1.1 BTE

- 1.1.1 Description of Current Approach
- 1.1.2 Commentary of Alternative Options available

1.2 Residential vs. Non-Residential

- 1.2.1 Description of Current Approach
- 1.2.2 Shares Based on Population to Employment
- 1.2.3 Commentary of Alternative Options available and reasons they were not considered

1.3 No Fixed Place of Work, Work at Home & Intensification

- 1.3.1 Description of Current Approach
- 1.3.2 Alternative Options

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- Calculation of the weighted trip rate per person
- Calculation of the non-residential weighted trip rate per person

Chapter 3: Forecast Office Intensification in Existing Buildings

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Peel Region DC - Water & Wastewater

Inputs for the Next DC By-law Update

Stakeholder Discussion Document

August 11, 2017

This document is for discussion purposes. It provides background on possible alternative approaches to certain components of the DC calculation. From this document, a subsequent Region of Peel policy document will be developed. This document will include policy recommendations and will be provided for circulation to the Development representatives.

To date, this policy document has been circulated to BILD members without any recommendations. The purpose was to seek their initial comments so that the Peel staff and consultants can consider their feedback as part of this evolving DC process. These comments have been included in this document for each policy section.

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Summary Policy Information

1 Water

1.1 Benefit-to-Existing (BTE)

1.1.1 Description of Current Approach

The benefit-to-existing (BTE) represents the non-growth benefits of a project. Some projects that are proposed to address growth may also provide inherent benefit to existing service areas or existing deficient infrastructure.

Section 5(1)6 of the DCA provides that “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development”. The general guidelines used by Watson & Associates to consider Benefit for Existing development include the following:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality (compare water as an example);
- the elimination of a chronic servicing problem not created by growth;
- providing services where none previously existed (generally considered for water or wastewater services)

The BTE components are also associated with upgrades to the existing systems or facilities necessary to maintain service levels to existing residential and non-residential users.

For water infrastructure, benefits to the existing service area could consist of any combination of increase to transmission/distribution capacity, water main network connectivity (looping), pressure zone connectivity or addressing infrastructure age/condition. The Master Plan capital program has typically included infrastructure projects that address both growth and existing needs or deficiencies.

The current approach for application of BTE in the Region of Peel is based on a project-by-project review to estimate the main drivers for the project and the approximate benefit, if any, of new projects to the existing users.

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Currently, the Region of Peel applies BTE in the range of 15% - 50% to select projects. The projects are reviewed based on the anticipated growth that the individual water main will service and the anticipated degree to which a given project benefits an existing serviced area. Given that BTE can be derived by several different means (e.g., replacement of an old pipe, improvement to supply security, lower risk) which can be difficult to quantify, the BTE calculation is an informed approximation.

Two examples of the BTE split with current projects from the 2015 DC By-law Update:

Example 1: Williams Parkway Sub-Transmission Main

900-mm sub-transmission main provides inter-zone connectivity and added flexibility for Pressure Zones 5C and 5W to optimize water transmission to the north into growth areas. There is a minor benefit to existing users in that the existing system has improved connectivity and looping and overall system security. Benefit to existing users is approximated to be 15% - *Predominantly services growth.*

Example 2: Bloor Street and Cawthra Road Sub-Transmission Mains

900-mm/1050-mm sub-transmission main provides capacity from the Silverthorn Pumping Station into Pressure Zone 2C. This main provides additional capacity to support growth within Pressure Zone 2C and improves connectivity and security of supply. The benefit to existing users is approximated to be 50 per cent.

Theoretical Example 3: Pipe Replacement

An existing watermain is replaced with a larger watermain to support additional growth demands. There is a portion of the cost to replace the watermain with the same diameter may be considered BTE while the cost to increase the size is considered DC eligible.

1.1.2 Description of the options available for consideration (capacity based)

Several options exist for calculating the BTE of a given project. However, the appropriateness of each option varies depending on the type of existing benefit that is achieved and type and magnitude of existing deficiency that is being addressed. Potential options for calculating the BTE are as follows:

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Option 1: Structured Approximation (Refined Current Approach)

This approach is similar to the current policy adopted by the Region of Peel and supported by the development community. Fixed BTE categories with defined BTE percentages would be established. Each project would be evaluated to determine under which BTE category it falls. The recommended categories are as follows:

BTE1	50% BTE	These projects equally provide additional capacity for growth as well as enhance level of service in existing service areas. These projects address known existing deficiencies but also improve servicing conditions including security of supply/service.
BTE2	20% BTE	These projects are driven by growth but will address some known existing deficiencies potentially related to operational issues or significant level of service, age, condition or performance.
BTE3	10% BTE	These projects are driven by growth but are likely to address some existing deficiencies potentially related to level of service, age, condition or performance.
BTE4	0% BTE	These projects are entirely growth driven. These project are predominantly located in greenfield areas and support servicing for new growth only.

Option 2: Population & Employment Based

This option would determine for each project the ratio of existing benefitting users relative to the total existing and growth-related benefitting users. The rationale for this approach is based on the concept that all existing users are deriving benefit from the new project. This approach would not further consider application of the project, age or performance of existing infrastructure among other considerations.

BTE

$$\begin{aligned} &= \text{Number of existing benefitting users serviced by a water main} \\ &/ (\text{Number of existing benefitting users serviced} \\ &+ \text{Number of projected new customers from growth}) \end{aligned}$$

Option 3: Demand Based

This option would determine for each project the ratio of the existing water demands of the benefitting service area relative to the total water demands of the existing and growth-related benefitting service areas. This approach would look to demonstrate the level of existing uses compared to the total capacity needed for the project.

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This approach could also take into consideration whether there is an existing capacity deficiency or not.

$$\text{BTE} = \frac{\text{Existing demand serviced by existing infrastructure}}{(\text{Existing Demand} + \text{Future Demand})}$$

**Assuming no existing capacity deficiency, improvement to security or connectivity only*

$$\text{BTE} = \frac{\text{Existing Capacity Deficiency}}{(\text{Growth Demand} + \text{Existing Deficiency})}$$

**Assuming existing capacity deficiency*

Option 4: Capacity Based

In lieu of using population or demands, this option would determine the ratio of existing capacity in the infrastructure relative to the future capacity of the new infrastructure. This approach would not further consider application of the project, age or performance of existing infrastructure among other considerations.

$$\text{BTE} = \frac{\text{Existing Capacity}}{\text{Future Capacity}}$$

**Assuming no existing capacity deficiency, improvement to security /connectivity or replacement of pipe*

Option 5: Calculated Age

In the case of where growth infrastructure is replacing existing infrastructure, the age of the existing infrastructure (essentially representing condition), would be used to determine BTE. This option may not have application across the full capital program.

$$\text{BTE} = \frac{\text{age of existing pipe}}{\text{expected service life}}$$

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1.1.3 Pros and cons of the approaches

Approach	Advantages	Disadvantages
<u>Option 1:</u> <u>Structured</u> <u>Approximation</u>	<ul style="list-style-type: none"> Enables the Region to use best judgement to approximate the BTE Simple and efficient calculations Flexible; provides the opportunity to adjust BTE according to multiple, concurrent benefits that are difficult to quantify A reasonable attribution 	<ul style="list-style-type: none"> Approximate; generally not derived from calculated values, but based on an approximation for a type of improvement
<u>Option 2:</u> <u>Population</u> <u>Based</u>	<ul style="list-style-type: none"> Calculation methodology uses values to derive exact percentage 	<ul style="list-style-type: none"> Inputs into the calculation are not straightforward to quantify Peel water system is a network in which areas can be supplied by multiple water mains, i.e., each pipe does not have a perfectly defined service area; as such, defining the existing number of benefitting users of a given water main is complex and can result in a range of values. The actual benefit provided to existing users may vary from location to location and cannot be measured simply by number of users. Existing users will not see an equal benefit as a new user. i.e., a new user gains a significant benefit of obtaining water service, an existing user may only gain a marginal benefit of added security or reduced risk of water outage.
<u>Option 3:</u> <u>Demand Based</u>	<ul style="list-style-type: none"> Calculation methodology uses values to derive exact percentage 	<ul style="list-style-type: none"> The actual benefit provided to existing users may vary from location to location and cannot

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		<p>be measured simply by existing and future demand.</p> <ul style="list-style-type: none"> Existing users will not see an equal benefit as a new user. I.e. a new user gains a significant benefit of obtaining water service, an existing user may only gain a marginal benefit of added security or reduced risk of water outage. Existing capacity deficiency for water network may be variable and could be measured in several ways (flow, pressure, head loss, etc.) and does not account for other inherent benefits such as looping. Does not enable any informed flexibility based on system knowledge or approximate service areas
<u>Option 4:</u> <u>Capacity Based</u>	<ul style="list-style-type: none"> Calculation methodology uses values to derive exact percentage 	<ul style="list-style-type: none"> Existing capacity may not directly correlate to the degree to which existing users will benefit from an upgrade or twinning Does not enable any informed flexibility based on system knowledge or approximate service areas
<u>Option 5:</u> <u>Calculated Age</u>	<ul style="list-style-type: none"> Ensures existing users receive credit for amount of time they used the infrastructure in relation to the total infrastructure life Incorporates lifecycle costing infrastructure age is exact 	<ul style="list-style-type: none"> There may be other benefits to the existing service beyond renewing the infrastructure Does not enable any informed flexibility based on system knowledge or approximate service areas Does not account for project rationale – i.e. project trigger

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1.2 Residential vs. Non-Residential

1.2.1 Description of Current Approach

The current approach for the Region of Peel residential/non-residential share of the DC-eligible Capital Implementation Plan is based on the percentage of the total flow generated by each class of development. For water, maximum day flows are used.

The Residential / Non-Residential (Res/Non-Res) split is currently calculated using a historical approach which uses past billing data to determine the demand of the residential uses relative to the non-residential uses.

The split is calculated as follows:

- Residential = Residential Demand / Total Demand
- Non-Residential = Non-Residential Demand / Total Demand

1.2.2 Description of the options available for consideration

Option 1 – Historical Flows - Current Approach

The current approach utilizes historical flows to determine the split as follows:

$$\text{Residential Split (\%)} = \text{Residential Demand} / \text{Total Demand}$$

$$\text{Non Residential Split (\%)} = \text{Non Residential Demand} / \text{Total Demand}$$

Option 2 – Projected Flows

This option would utilize the projected flows to establish the split. Projected flows would represent the growth from current day to end of the planning period. The projected flows would be consistent with the flows used to derive the capital program. The split would be determined as follows:

$$\text{Residential Split (\%)} = \text{Projected Residential Demand} / \text{Total Projected Demand}$$

$$\text{Non Residential Split (\%)} = \text{Projected Non Residential Demand} / \text{Total Projected Demand}$$

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Option 3 – Projected Population & Employment Based

This option would use population in persons and employment in jobs in relation to the total people and jobs to derive the split. Under this option, if the design criteria, including consumption and peaking factors, were the same for residential and employment, the derived split would be the same as Option 2.

Residential Split (%) = Projected Residents / Total Projected People and Jobs

Non Residential Split (%) = Projected Employees / Total Projected People and Jobs

Option 4 – Assumed Split

Historically, the res/non-res splits for the Region of Peel are generally within a narrow range. For the Region of Peel, large swings in percentages from year to year have not been experienced.

This approach would provide the Region of Peel with a straight forward approach to manage the res/non-res split and would fairly treat both residential and non-residential development. There would be protection from swings in percentages should either component lag in rate of development.

This approach would result in an assumed split derived from historical review (i.e.: Residential Split 75%, Non-Residential Split 25%)

1.2.3 Pros and cons of the approaches

Approach	Advantages	Disadvantages
<u>Option 1:</u> <u>Historical Flows</u> <u>- Current</u> <u>Approach</u>	<ul style="list-style-type: none"> Split is calculated using accurate, measurable data that represents existing usage 	<ul style="list-style-type: none"> Does not account for future potential reduction in per capita demand or future changes to res/non-res split
<u>Option 2:</u> <u>Projected Flows</u>	<ul style="list-style-type: none"> Split could consider potential reduction in per capita water usage Better reflects the future res/non-res split and subsequent drivers for projects within the program 	<ul style="list-style-type: none"> Based on projected per capita criteria and demand which may change over time and may never be achieved.

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<u>Option 3:</u> <u>Projected</u> <u>Population &</u> <u>Employment</u> <u>Based</u>	<ul style="list-style-type: none">• Splits represent the best available planning data• Better reflects the future res/non-res split and subsequent drivers for projects within the program	<ul style="list-style-type: none">• Does not reflect usage
<u>Option 4:</u> <u>Assumed Split</u>	<ul style="list-style-type: none">• Easily established and managed on a go forward basis	<ul style="list-style-type: none">• May not reflect usage• approximated

1.3 Non Residential – Industrial/Non-Industrial Split

1.3.1 Description of Current Approach

The Region of Peel currently proportions all employment costs equally across all employment land use types. Within the non-residential (employment) uses, there are several definitions of employment including industrial categories and non-industrial categories including commercial, retail, and institutional.

The Region may want to consider a breakdown of non-residential costs into sub-categories. This breakdown would be considered to provide a better understanding of infrastructure costs related to these categories.

However, given that the Region of Peel represents non-residential as a single category, any consideration to further breakdown of the category would require identification of the amount, location and criteria related to each category across the Region. This would start with the planning data and projections.

The current approach in utilizing an overall non-residential category provides flexibility for infrastructure planning and costing. At a Master Plan level, it can be difficult to project use across each land parcel. Actual development could result in high or low infrastructure capacity requirements. Actual development could result in changes in sub-categories. Using an overall category and associated criteria provides a reasonably accurate approach and averages across all these uses.

1.3.2 Description of the options available for consideration and Pros/Cons

The following are the potential approaches to address different Non-Residential categories:

1. No Split (current approach)– Maintain current practices and keep the Non-Res as a single use

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2. Detailed Split – Split Non-Res costs into Industrial / Non-Industrial by using a detailed land use analysis and design criteria
3. Estimated Split – Split Non-Res costs into Industrial / Non-Industrial separately based on global approximation of water use / wastewater generation or number of employees

Approach	Advantages	Disadvantages
<u>Option 1:</u> <u>No Split –</u> <u>current</u> <u>approach</u>	<ul style="list-style-type: none"> Reasonable approach easiest for implementation Maintains consistent approach with past DC 	<ul style="list-style-type: none"> May not recognize cost discrepancies with respect to changing employment uses <i>i.e. Industrial uses may occupy large floor space but employ few people and use little water (warehousing)</i>
<u>Option 2:</u> <u>Detailed Split</u>	<ul style="list-style-type: none"> Could provide a more accurate cost allocation to different employment uses 	<ul style="list-style-type: none"> Requires significant planning and w/ww detail and effort to calculate. e.g. a separate industrial and non-industrial design criteria, de-lineation of SGUs and capital program would be required to accurately split the uses Exact “Industrial” and “Non-Industrial” definitions will be required as they relate to anticipated employment growth
<u>Option 3:</u> <u>Estimated</u> <u>Split</u>	<ul style="list-style-type: none"> Could provide a simple approach to split cost more accurately to the different employment uses 	<ul style="list-style-type: none"> Will require agreement to the general/average split percentage used Criteria and methodology to determining the global split will need to be agreed Requires judgement
<u>Option 4:</u> <u>Cost Per</u> <u>Employee</u> <u>divided by SF</u> <u>per employee</u>	<ul style="list-style-type: none"> Could provide a simple approach to split cost All capital costs for non-residential are divided by the Sq. Ft. per employee assumptions within the growth forecast to derive a different cost per sq. ft. DC 	<ul style="list-style-type: none"> Cost per employee aligns with assumptions for forecasting future flows Sq. Ft. per capita for different types of employment are included within the growth forecast

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1.4 No Fixed Place of Work, Work from Home and Intensification

1.4.1 Description of Current Approach

“Persons who worked at various work locations or job sites and did not report to a headquarters or depot before starting work each day,” are recorded as having employment with no fixed place of work. “Persons who report to a headquarters or depot each day, before going to various work locations or job sites”, are recorded with an address of place of work.

For the purposes of section 1.4, the following definition is provided for “No Fixed Place of Work”:

No-fixed-place-of-work (NFPOW) and work-from-home (WFH) are employment categories whereby the employees in these categories are included in the total employment data.

It is Peels perspective that NFPOW would most likely contribute to water demands in both residential and employment properties but should not reflect new water demands already projected across residential and employment lands. It is also Peels perspective that WFH employees generate water use already accounted for in the overall residential use. The water use from these categories should not be double counted.

For NFPOW employees, the need for water and wastewater services related to these employees has largely been included in the employment forecast by usual place of work (i.e., employment and gross floor area (GFA) in the retail and accommodation sectors generated from NFPOW construction employment). Since these employees have no fixed work address, they cannot be captured in the non-residential GFA calculation.

In terms of projecting water and wastewater demands, the design criteria has equally accounted for the NFPOW and WFH in the criteria calculation and applied the criteria to the planning projections appropriately. There is no need to adjust the water and wastewater flow projection methodology.

However, to appropriately account for the NFPOW and WFH categories, adjustment can be made at the Residential/Non-Residential split within the DC calculation process.

As a separate issue, Intensification is a fundamental component of the growth plan. The additional residential and employment use in the built areas will create additional water demands. In some cases, the water system will have sufficient capacity to support intensification. In other cases, the water system capacity will be deficient and will require capacity upgrades. The cost for infrastructure required for intensification capacity should be recovered through DCs.

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1.4.2 Description of the options available for consideration and Pros/Cons

Options	Advantage	Disadvantage
1. Current Approach- Exclusion of WAH and NFPOW employment	<ul style="list-style-type: none"> Prevents escalating home prices by keeping Residential DC rates lower 	<ul style="list-style-type: none"> Does not favour commercial development May require adjustment to the level of detail provided in SGUs
2. *50% of NFPOW employment assigned to Residential growth, WFH assigned to Residential growth	<ul style="list-style-type: none"> Better approximates actual servicing use Reduces Non-Residential share thereby making commercial development more attractive Does not require adjustment to the level of detail provided in SGUs 	<ul style="list-style-type: none"> Increase in Residential rate may cause increase in home prices paid by end-user

*the 50% is to acknowledge that NFPOW contributes to servicing needs in both residential and employment locations.

1.5 Out of By-Law (OBL) – Water and Wastewater

Several projects within the Master Plan and Development Charges update have been strategically oversized to support future growth beyond the planning horizon. Typically, linear infrastructure that may serve a larger long term service area may have strategically increased diameter to provide additional capacity. Additionally, facilities may be sized in capacity increments (i.e.: 50 MLD treatment increments or 20 ML storage increments), which may inherently provide more capacity than is required to meet the planning horizon. It is understood that there is an increase in cost associated with providing this increased capacity. In order to account for this additional cost, OBL costs are removed from the DC eligible costs.

1.5.1 Description of Current Approach

There are several methods of calculating the OBL component depending on the type of infrastructure.

In general, the OBL component is determined based on comparison of the infrastructure required to meet the needs of the current planning horizon versus the recommended infrastructure sizing which meets longer term servicing needs.

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The current approach to calculating the OBL component for linear works is the difference in cost between the needed and selected pipe diameter.

Example - Linear:

- A 400 mm pipe at a cost of \$600,000 is required to service a particular growth area within the 2041 planning boundary.
- In order to service a future growth area beyond the planning horizon, a 600 mm pipe will be required at a cost of \$1,000,000
- The OBL Cost is calculated to be the difference in *cost* between the infrastructure *provided* and the infrastructure required *within period*:
 $\$1,000,000 - \$600,000 = \$400,000$ OBL

Calculation of OBL costs for facilities can be more complex. Capacity needs for treatment, storage and pumping may be calculated with a high level of precision, however, upgrades are typically completed in increments as described above. The OBL in these cases is typically calculated as follows:

Example - Facility:

- Treatment upgrade is triggered in 2035 and additional 8.5 MLD treatment capacity is required to meet 2041 needs
- Since it is not efficient or practical to install only 8.5 MLD of treatment, 50 MLD is installed. Additionally, it is not practical to calculate cost estimates for smaller, irregular increments of treatment capacity
- The OBL is calculated to be the difference in *capacity* provided within period and out of period:
 $(50 - 8.5) / 50 = 83\%$ OBL

1.5.2 Description of the options available for consideration

Option 1 – Difference between Required in Period and Recommended (Cost or Capacity) - (Current Approach)

This approach requires sufficient analysis to determine the infrastructure sizing within period in comparison to the recommended sizing.

Option 2 – Informed Approximation

This option could be considered across all projects or for unique cases that lack specific information. In some cases, there may be a requirement for calculation of the OBL by approximation. In the case where an upgrade or expansion of a facility with multiple

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components is completed with an undefined quantity (cost or capacity) of post period needs, a general percentage may be applied to the project cost to determine OBL component. Examples include a WWTP upgrade that builds only some components or processes to larger capacity than required in order to facilitate future expansion or a site optimization to facilitate future expansions.

OBL1	50% OBL	These projects are strategically sized for additional future capacity. These projects are located in areas with constraints for additional capacity. These projects may also provide cost effective additional capacity.
OBL2	20% OBL	These projects are driven by growth within the bylaw planning period but will provide some additional capacity to support additional growth beyond the bylaw planning period. These projects are predominantly located in and/or support areas with likely future growth potential.
OBL3	10% OBL	These projects are driven by growth within the bylaw planning period but are likely to provide some marginal additional capacity to support additional growth beyond the bylaw planning period.
OBL4	0% OBL	These projects are entirely growth driven but sized for growth within the bylaw planning period only. These project are predominantly located in areas with defined built out boundaries.

1.5.3 Pros and Cons of the approaches

Options	Advantage	Disadvantage
Option 1: Current Approach - Calculate marginal cost for increased size	<ul style="list-style-type: none"> Utilizes MP cost estimate approach for in period, and out of period costs 	<ul style="list-style-type: none"> Applied better for linear infrastructure Not all projects have the same detail available Not all projects have defined, exact post period needs
Option 2: Structured Approximation	<ul style="list-style-type: none"> Consistent with BTE Option 1 Can be applied across all projects Flexible and easy for implementation Utilizes engineering best judgement 	<ul style="list-style-type: none"> Approximate, generally not derived from calculated values

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2 Wastewater

The policies regarding BTE, Residential/Non-Residential Splits, NFPOW, WFH and OBL can be applied consistently between water and wastewater.

These policies generally have equal application to wastewater as they do water given that the approach to developing, sizing and implementing water and wastewater infrastructure is the same.

Differences in the application of the policies are highlighted as follows:

- Where maximum day demands are used for water, average day flows are used for wastewater
- Peaking factors for wastewater flows are not used for DC purposes

Peel Region DC - Roads

Inputs for the Next DC By-law Update

Stakeholder Discussion Document

August 11, 2017

This document is for discussion purposes. It provides background on possible alternative approaches to certain components of the DC calculation. From this document, a subsequent Region of Peel policy document will be developed. This document will include policy recommendations and will be provided for circulation to the Development representatives.

To date, this policy document has been circulated to BILD members without any recommendations. The purpose was to seek their initial comments so that the Peel staff and consultants can consider their feedback as part of this evolving DC process. These comments have been included in this document for each policy section.

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For the purposes of section 1.3, the following definition is provided for “No Fixed Place of Work”:

“Persons who worked at various work locations or job sites and did not report to a headquarters or depot before starting work each day,” are recorded as having employment with no fixed place of work. “Persons who report to a headquarters or depot each day, before going to various work locations or job sites”, are recorded with an address of place of work.

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Summary Policy Information

2 Roads

3.1 BTE

2.1.1 Description of Current Approach

Currently, the Region of Peel applies a benefit-to-existing share to road projects in the range of 10%-15% depending on the nature of the road works (BTE can go as high as 50% for traffic signal upgrades and planning studies). However, in the 2015 Peel DC, this benefit was only applied to the curb-to-curb cost of road construction and was decided on a project-by project basis. For a summary of the benefit-to-existing shares assigned during the 2015 Peel DC study, please see **Table 1**. Unlike York Region, Peel does not combine all costs of a project under single project expenditure, opting to keep them separate in Categories such as Construction, Streetscaping, Traffic Signals, Street Lights, Bridges, Property acquisition, and Utilities.

Table 1: Benefit-to-existing allocations used in the 2015 Peel DC Update

	Peel (2015)
CAPACITY IMPROVEMENTS	
RURAL	
Resurface and widen from 2 to 4 lanes	0-15%
Resurface and widen from 2 to 5 lanes	
Resurface and widen from 2 to 6 lanes	
URBAN	
Resurface and widen from 2 to 4 lanes	0-15%
Resurface and widen from 2 to 5 lanes	
Resurface and widen from 2 to 6 lanes	
Resurface and widen from 3 to 5 lanes	
Resurface and widen from 4 to 6 lanes	

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	Peel (2015)
Resurface and widen from 5 to 6 lanes	
Resurface and widen from 5 to 7 lanes	
Grade Separation; Widening	0-15%
Intersection Improvements	0-15%
NEW REGIONAL INFRASTRUCTURE	
New Arterial Road Link	0%
Missing Arterial Road Link	0%
Grade Separation; New Structure	0%
CONTRIBUTION TO INFRASTRUCTURE	
400-Series Interchange	-
Reconstruction to Regional standard; Growth Areas	0-15%
Reconstruction to Regional standard; Other Areas	-
STREETSIDE IMPROVEMENTS	
Sidewalks	0%
Street lighting	0%
Bike Paths	0%
Landscaping	0%
Traffic Signals	50%
Noise walls	-
MISCELLANEOUS POLICIES AND PROGRAMS	
Programs and Studies	50%

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2.1.2 Commentary of Alternative Options available

To help inform this study, a review of the approaches used to derive BTE allocations was conducted for other GTA municipalities, including Halton, York, Hamilton, Durham, Brampton and Mississauga. A capacity based approach was also examined from Thurston County in the U.S.

Through this review, four unique methodologies were identified:

a) Cost ratio approach

This approach compares the cost of maintaining a road segment in its current form to the cost of performing the growth-related road works according to the following formula:

$$BTE \% = \frac{\text{Cost of resurfacing existing segment}}{\text{Cost of improvement}}$$

Where

Cost of Resurfacing Existing Lanes = Benchmark resurfacing cost (\$/km) x project length (km)

The cost ratio approach is a quantitative method that is tailored for road segment BTE calculations and cannot be used to estimate benefit-to-existing shares for intersection upgrades and other streetside improvements. Therefore, this approach was not preferred but its results will help inform the recommended tabulated approach entries.

b) Used value approach

Under this method used by Halton Region, the BTE of resurfacing and widening a road is derived by examining the Used Value of the pavement to be resurfaced to its original (unused) condition. In simplest terms, the used value approach is a reworked version of the cost ratio approach and allows to account for the depreciation of the road asset as well as for the road's stage in its life cycle.

$$BTE \% = \% \text{ Used Value} \times \frac{\text{Cost of resurfacing existing segment}}{\text{Cost of improvement}}$$

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The existing lanes' Used Value factor is calculated based on the net book value remaining in the road asset, using cumulative linear depreciation to the proposed year of construction. Because the Used Value factor will always be less than 1, benefit-to-existing shares obtained through this approach are often smaller than those obtained using the cost ratio method. Despite certain benefits, the Used Value approach suffers of the same drawbacks as the cost ratio approach. Moreover, it would require extensive data about the condition of roads in Peel Region. Therefore, the Used Value approach was not found to be the practical course of action for the allocation of benefit-to-existing shares.

c) Capacity or level of service based approach

The capital costs are assigned a BTE percentage based on the present and future demand imposed on the transportation system. For road expansion projects, the amount of the project benefiting existing users was calculated using existing roadway traffic volumes, existing roadway capacity and future capacity provided by the proposed road project. The BTE is the amount of the planned increase in capacity that will be consumed by the existing traffic volume.

$$\%BTE = \frac{\text{Existing Excess Traffic}}{\text{Existing Excess Traffic} + \text{New Traffic}}$$

Thurston County, in the U.S, employed this approach in its 2012 Transportation Impact Fee Study to calculate the benefit-to-existing share of road and intersection improvements. Generally, the Thurston study's BTE values ranged between 3% and 40% for roadway segment projects and 10%-50% for intersection improvements. It is noted that in the case where existing traffic does not exceed the current capacity, the BTE would be 0%. Indeed, the resulting BTE is a function of the level of additional traffic anticipated on the roadway.

Though sound from an engineering perspective, this approach is more problematic regarding the generation of yearly D.C updates. Because traffic levels are subject to change year-to-year, shifting calculations will cause changes in a project's benefit-to-existing share over time. For this reason, the qualitative, policy-based tabulated approach was preferred over the capacity calculation to assigning BTEs.

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2.2 Residential vs. Non-Residential

2.2.1 Description of Current Approach

Since 2007, Peel Region has determined the residential/non-residential share of eligible growth-related capital expenditures based on anticipated incremental growth in total population and employment growth.

2.2.2 Shares Based on Population to Employment

This approach has been used in Peel Region for the past 10 years. This method has been widely used by many municipalities in their DC studies however it is not clear whether that selection is a clear policy decision or whether based on a limited amount of information being available. Nevertheless, this approach assumes that residential and non-residential growth will have the same impact on trip generation and on the transportation infrastructure.

Error! Reference source not found. below presents the residential and non-residential share of growth related capital expenditures:

Table 2: Residential/Non-Residential shares for the 2017 Peel DC Study using the incremental population/employment approach.

Year	Population	Employment	Population Growth	Employment Growth	Residential	Non-Residential
2015	1,443,000	754,600	527,000	215,400	71.0%	29.0%
2041	1,970,000	970,000				

*Recent population and employment data was collected from Peel Region's data center while forecasts to 2041 were retrieved from the 2013 Amendment of the Places to Grow Act.

2.2.3 Commentary of Alternative Options available and reasons they were not considered

The following are supplementary residential and non-residential apportioning methods that were considered to inform the recommendation:

a) Shares based on Trips Associated with New Residents and Employment

Under this option, growth-related DCs are allocated between residential and non-residential land uses based on trips attributed to population and employment growth.

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Trip generation rates are used to estimate the number of trips generated by specific types of travel characteristics.

Trip rates for different land uses can be retrieved from the transportation demand forecasting model, as was done in the 2012 Halton Region DC study. Alternatively, trip rates can also be extracted from the Institute of Transportation Engineer's (ITE) Trip Generation Manual.

Horizon	Population Growth	Employment Growth	Residential ITE trip rate (per person)	Non-Residential ITE trip rate (per person)	Total trips generated by population growth	Total Trips generated by employment growth	Res	Non-Res
2015-2041	527,000	215,400	0.291	0.462	152,800	99,100	61%	39%

shows the residential and non-residential shares calculated using the trip allocation approach for the 2017 Peel DC study.

Table 3: Residential/Non-Residential shares for the 2017 Peel DC Study using trip allocation

Horizon	Population Growth	Employment Growth	Residential ITE trip rate (per person)	Non-Residential ITE trip rate (per person)	Total trips generated by population growth	Total Trips generated by employment growth	Res	Non-Res
2015-2041	527,000	215,400	0.29 ¹	0.46 ²	152,800	99,100	61%	39%

¹ Weighted average of residential land use trip rates. Weights based on trips generated by land use types with codes 210, 220, 230 (ITE Trip Generation Manual). Please see Appendix **Table 4** for more calculation details.

² Weighted average of employment land use trip rates. Weights based on trips generated by land uses with codes 130, 710 (ITE Trip Generation Manual). Please see Appendix **Table 5** for more calculation details

The residential trip rate is a weighted average of the trip rates for Single Family Homes, Apartments and Condominiums. The weighting factors were developed by first examining the respective increase in dwelling units, as per the 2015 Peel DC study forecast. The associated trips generated by different unit types were then used to weigh the trip rates and thus calculate an overall residential trip rate. The calculations are provided in **Table 4** of the Appendix.

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Meanwhile, the non-residential trip rate is an aggregate of trip rates for industrial and non-industrial land uses, which have been weighted based on the anticipated increase in trips generated by employment growth in those uses. The calculations are provided in Table 5 of the Appendix.

Accordingly, each new resident generates 0.29 vehicle trips in the PM peak period and each new employee generates 0.457 vehicle trips. Using these trip rates and the 2041 growth projections, a 61%-39% residential and non-residential split was produced.

b) Shares based on Incremental Population-Employment Growth with Non-Residential Distribution using trips generated

Under this approach, the non-residential DC share is computed through the incremental population-employment growth analysis (Error! Reference source not found.), with the non-residential land uses being further divided into sub-types to reflect the differences in associated trip-making behavior. The non-residential DC share is distributed among different land use types based on the trips. As part of this analysis, industrial and non-industrial (office) uses were identified and specific shares were computed for them. The results of this analysis are shown in Table 2.

Table 2: Incremental approach with additional Non-Residential distribution based on trips

	Incremental employment growth ¹ 2015-2031 period	Share of employee growth	Employment growth (2015-2041 period)	Trip rate ³ per employee	Trips	Share of non-residential trips generated	Share of Res and Non-Res
Industrial	40,300	27%	57,800	0.45 ⁴	26,000	26%	8%
Non-industrial	109,900	73%	157,600	0.46 ⁵	72,500	74%	21%
Total	150,200	100%	215,400 ²	-	98,500	100%	29%
Total Non-Residential							29%
Total Residential							71%

¹ Extracted from 2015 Peel DC, 2015-2031 employment growth forecast.

² Total employment growth forecast retrieved from the 2013 Amendment of the Places to Grow Act.

³ Trip generation rates per employee for each land use were retrieved from the ITE Trip Generation Manual for the PM Peak

⁴ ITE Trip Generation Manual, 9th Edition, code 130, page 140.

⁵ ITE Trip Generation Manual, 9th Edition, code 710, page 1254.

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2.3 No Fixed Place of Work, Work at Home & Intensification

2.3.1 Description of Current Approach

As of the 2015 Peel D.C update, the general approach with respect to “work-at-home” (WAH) employees is to exclude them from the non-residential growth forecast. The rationale for their omission is that WAH employees’ impact on municipal services from work has already been included in the population forecast. Accordingly, WAH employees have been removed from the D.C.A. employment forecast and calculation.

Regarding those with no fixed place of work (NFPOW) Statistics Canada defines them as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons and independent truck drivers. As with their WAH counterparts, NFPOW employees were omitted because their impacts on municipal services have largely been accounted for in the employment forecast by usual place of work. This is explained through the employment and floor area in the retail and accommodation sector generated from off-site employees in the construction and warehousing and transportation sectors. Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential TFA calculation.

For these reasons, in previous DC updates, the impact of WAH and NFPOW employment has been excluded from the capital needs. Like the 2015 Peel DC update, Halton and York Regions’ DC updates follow this approach.

However, the question remains as to whether NFPOW does generate added traffic. To that end, HDR used the Transportation Tomorrow 2011 Survey to retrieve and analyze trip generation for different occupation types. Due to the limitation of TTS, it was necessary to assume that Manufacturing, Construction and Trade jobs represent No Fixed Place of Work. This is consistent with the assertions made in other DC reports which identify off-site employees to be primarily in the construction, warehousing and transportation sectors. The research, summarized in **Table 3**, showed that, in both Peel Region and in the GTA, NFPOW employees have similar trip rates than their counterparts, implying that they do not produce additional trips.

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Table 3: A comparison of trip rates for different occupation types in Peel Region and the GTA (TTS 2011)

Peel Region	Trips	Population	Trip Rate
No fixed Place of Work (Manufacturing/Construction/Trades)	280,795	107,877	2.60
Office, Retail/Service, Professional	1,487,099	531,385	2.79
GTA	Trips	Population	Trip Rate
No fixed Place of Work (Manufacturing/Construction/Trades)	1,005,463	384,225	2.62
Office, Retail/Service, Professional	7,211,888	2,627,208	2.75

1.3.2 Alternative Options

Options	Advantage	Disadvantage
1. Current Approach- Exclusion of WAH and NFPOW employment	<ul style="list-style-type: none"> Prevents escalating home prices by keeping Residential DC rates lower 	<ul style="list-style-type: none"> Does not prioritize commercial development
2. *50% of NFPOW employment assigned to Residential growth	<ul style="list-style-type: none"> Reduces Non-Residential share thereby making commercial development more attractive 	<ul style="list-style-type: none"> Increase in Residential rate may cause increase in home prices paid by end-user

* The 50% is to acknowledge the uncertainty in the degree of impact exerted by employees with NFPOW on the transportation infrastructure.

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Appendix

Table 4: Calculation of the weighted residential trip rate per person

	Incremental growth ¹ (# units)	Persons per dwelling ²	Person growth per dwelling	Trip rate per person	Trips generated	Growth Share of trips by each dwelling type	Weighted trip rate
SFH	37,000	3.5	129,500	0.28 ³	36,260	64%	0.18
Condo	21,400	2	42,800	0.24 ⁴	10,272	18%	0.04
Apartment	12,500	2	25,000	0.40 ⁵	10,000	18%	0.07
Total	70,900	-	197,300	-	56,532	100%	0.29

¹ Peel Region 2015 DC anticipated growth in housing units for the 2015-2031 period (Schedule 2).

² Based on professional judgement, informed by 2011 TTS average persons per household of 3.13 in Peel Region.

³ ITE Trip Generation Manual, 9th Edition, Page 307, Code 210.

⁴ ITE Trip Generation Manual, 9th Edition, Page 405, Code 230.

⁵ ITE Trip Generation Manual, 9th Edition, Page 344, Code 220.

⁶ Weighted average trip rate based on growth share of dwelling type.

Table 5: Calculation of the Non-residential weighted trip rate per person

	Incremental growth ¹ 2015-2031 period	Share of employee growth	Employment growth 2015-2041 period	Trip rate per employee	Trips generated	Share of trips generated	Weighted trip rate
Industrial	40,300	27%	57,800	0.45 ³	26,000	26%	0.119
Non-industrial	109,900	73%	157,600	0.46 ⁴	72,500	74%	0.339
Total	150,200	100%	215,400 ²	-	98,500	100%	0.457

¹ Extracted from 2015 Peel DC, 2015-2031 employment growth forecast.

² Total employment growth forecast retrieved from the 2013 Amendment of the Places to Grow Act.

³ ITE Trip Generation Manual, 9th Edition, code 130, page 140.

⁴ ITE Trip Generation Manual, 9th Edition, code 71

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Chapter 3

Forecast Office Intensification in Existing Buildings

Issue:

An observation was made by members of BILD regarding a portion of the non-residential growth (i.e. employment) forecast being accommodated by intensification within existing buildings. A request was made to assess this and consider the implication within the development charge.

Background:

A review of both office and industrial intensification in existing buildings were assessed by reviewing a sample of existing office and industrial buildings within the City of Mississauga and the City of Brampton. Limited time series data is available for the Town of Caledon with respect to employment trends in office and industrial buildings. As such, the Town of Caledon was not included in the analysis.

Consideration was given to industrial and office trends in existing buildings however employment intensification/de-intensification within existing retail and institutional buildings was not assessed. Employment levels within the existing office buildings sampled in the Cities of Mississauga and Brampton increased by approximately 6% between 2009 and 2014. On the other hand, industrial employment levels in existing buildings remained relatively constant within the buildings sampled in Mississauga and Brampton during the 2009 to 2014 time period. Over the 2015 to 2031 forecast period, it is reasonable to expect a steady level of continued office employment intensification in existing buildings in Mississauga and Brampton, as the office market continues to strengthen in Peel Region. Notwithstanding this conclusion, it is important to address a few issues when considering future office employment intensification potential in Peel Region. These include:

1. **Impacts of 2008/2009 Economic Downturn** – When analyzing historical employment trends in Peel Region during the 2009 and 2014 period, it is important to recognize the influence of the 2008/2009 global economic downturn. As a result of the strong contraction in Peel Region's existing office employment base between 2007 and 2010, it is concluded that a portion of the observed employment increase in existing buildings in the Cities of Mississauga and Brampton does not reflect "true intensification", but rather a return to existing pre-recession office employment levels.
2. **Historical Time Period Reviewed** – The historical time period reviewed (2009 to 2014) represents a unique economic period in Peel Region which included a major economic downturn followed by a gradual economic recovery. It is possible that consideration of a longer-term historical period (e.g. 10 years) would generate different results with respect to office employment intensification in existing buildings. Continued monitoring of recent office employment trends in existing buildings would also provide useful insight with respect to long-term office intensification trends.
3. **Diminishing Opportunities for Continued Office Employment Intensification** – Over the long term, the rate of employment intensification in existing buildings may slow given that a large

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portion of the Region's older office space inventory has less opportunity for employment intensification compared to newer buildings. Furthermore, there is an upward limit to which the Region's existing office space can, or will likely, intensify over the long term.

Based on the discussion above, the employment forecast should have regard for the employees returning to buildings (i.e. original building may have been built for 200 people however 20% were laid off during the recessions and will return in more buoyant economic times) and true intensifications of buildings resulting in lower sq. ft. per worker with more workers being accommodated in the existing building. As these returning or new employees do not generate new square footing of building space, consideration as to how to treat them in the DC calculations must be undertaken.

Water - Commentary of Alternative Options available

Consideration of existing building intensification needs to be made for both linear and vertical infrastructure. For linear (i.e. mains), the intensification of individual buildings is not expected to have an impact on the linear servicing needs for existing areas. Overtime, in most built up areas, water use declines as a result of diminishing population in the neighborhoods along with marginal excess capacity in the mains due to standardize main sizing.

In regard to vertical (facility) infrastructure, capacity needs generally increases commensurate with overall population and employment growth (i.e. as the population and employment grows, so does the amount of water usage). However, that being said, over time the usage for constructed buildings (both residential and non-residential) will fluctuate upward or downward for a variety of reasons. For example:

- New houses generally have a higher persons per unit (ppu) in the first five years of being built. Overtime, the ppu declines and correspondingly, water use for those homes decreases
- Reduced residential water use is also occurring due to new water efficient appliances (upon replacement), low-flow toilets and showerheads (upon renovation), increased water pricing, conservation education, etc.
- Similarly, commercial, institutional, office and retail buildings are reducing water use due to new water efficient machines or appliances, low-flow toilet and urinal replacements, increased water pricing, etc.
- Industries using water for cooling or cleaning are replacing machinery with water recycling technology
- Intensification of an existing building or laid off employees will have upward impact on water use

Consideration of the above should be given as part of the forecast of water capacity needs over the planning period. The following methods are considered:

- 1. Consider the increase water use as part of the forecast water capacity needs and commit part of the existing excess capacity for this.**

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When undertaking the forecast of water needs historic trends are usage trends are considered downward adjustments are made to reflect conservation or reduced overall use. As an offset to this, an allocation for potential increased use in existing buildings should be made thus reducing the amount of excess capacity. In the DC calculation, the forecast employment for this will be removed (note that no sq. ft. of building space would be provided for either as no new building space would be added)

2. Do not adjust uncommitted excess capacity but include the employment growth within existing buildings as part of the forecast water capacity needs.

This option would increase the existing uncommitted excess capacity and would include the associated flows as part of the growth needs. While the employment would be included in the forecast for calculation purposes, there would be no corresponding new building space thus increasing the development charge for non-residential.

Wastewater - Commentary of Alternative Options available

Similar observations and options as Water are provided for wastewater

Roads - Commentary of Alternative Options available

Similar to the observations for Water, capacity needs generally increase commensurate with overall population and employment growth (i.e. as the population and employment grows, so does the amount of trips per day). However, that being said, over time the usage for constructed buildings (both residential and non-residential) will fluctuate upward or downward for a variety of reasons. For example:

- New houses generally have a higher persons per unit (ppu) in the first five years of being built. Overtime, the ppu declines and correspondingly, potential trips generated per home will decrease
- Reduced residential and employment road use will also reduce with increases in transit infrastructure
- Similarly, industrial, commercial, institutional, office and retail buildings will vary their traffic generation with changes in the economy. As the economy cools, reductions in the sale of goods and the number of staff will impact on the number of trips generated per building.
- Intensification of an existing building or laid off employees will have upward impact on trips generated

Consideration of the above should be given as part of the forecast of road capacity needs over the planning period. The following methods are considered:

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- 1. Consider the increase traffic generated as part of the forecast road capacity needs and commit part of the existing excess capacity for this.**

Similar to water, an allocation of existing excess capacity in the road system would be made for potential increased use in existing buildings. In the DC calculation, the forecast employment for this will be removed (note that no sq. ft. of building space would be provided for either as no new building space would be added)

- 2. Do not adjust uncommitted excess capacity of the road network but include the employment growth within existing buildings as part of the forecast road capacity needs.**

This option would not adjust the existing uncommitted excess capacity and would include the all new employment growth as part of the forecasted trip generation. While the employment would be included in the forecast for calculation purposes, there would be no corresponding new building space thus increasing the development charge for non-residential.

Appendix II – Development Charges By-law Policies Discussion

Apartment Definition

Background

Disagreement over whether specific developments should be charged DCs as apartments or townhouses had become a relatively common occurrence in recent years particularly when the Regional and area municipal apartment definitions differ.

Desired Outcomes

Staff reviewed alternative approaches for residential DC rate structuring, and residential category definitions with the view to accomplish the following objectives;

- Eliminate confusion and disagreements around apartment and townhouse definitions
- Is clear and easy to administer
- Increases harmonization of DC policies amongst the Region and the three area municipalities

Potential to Standardize Within Peel – Apartment Definitions

The current apartment definitions used by the Region and the local municipalities in their DC Bylaws are included in the below table:

Table 1: Current Apartment Definitions in Peel Local Municipalities' DC By-laws

Region of Peel	Caledon	Brampton	Mississauga
1) A dwelling unit in a duplex, triplex, or double duplex 2) A dwelling unit in a mixed used building not exceeding three stories in height 3) A dwelling unit in a building that exceeds three storeys in height where such dwelling unit is served by an enclosed principal entrance from the street level which is common to three or more dwelling units 4) A dwelling unit in a special care/special needs facility	Means a dwelling unit in a building containing seven or more dwelling units where the dwelling units are connected by an interior corridor and shall include stacked townhomes	Means a dwelling unit in a duplex, triplex, double duplex or in a mixed-use building having a floor area of more than 750 square feet; and; v. a unit in a stacked townhouse dwelling having a floor area of more than 750 square feet and a dwelling unit in a building where such dwelling unit is served by a principal entrance from the street level and the occupants of which have the right to use common elements.	(1) a unit in an apartment, a duplex, triplex and a stacked townhouse; (2) a building or part thereof, containing more than three dwelling units, and with a shared entrance and exit facilities through a common vestibule(s).

[Title]

Of the four definitions the Town of Caledon's is the most unique. The requirement for at least 7 dwelling units to be in a building to qualify for apartment status is consistent with the multi-residential definition in the Assessment Act.

The Region, Brampton and Mississauga have apartment definitions that have similar attributes.

All three identify the following dwelling units as being apartments;

- Duplexes
- Triplexes
- Those in mixed use buildings
- Ones with an entrance common to 3 or more other dwelling units

The City of Mississauga and the Region both explicitly identify that units in a special care/special needs facility are considered apartments.

The City of Brampton is unique within the Region in that it identifies that any stacked or back to back townhouse units developed on a block approved at a minimum density of 60 units per hectare would be considered apartments units for DC rate purposes. City of Mississauga included stacked town house units in its apartment definition in its 2019 DC by-law.

The Region cannot harmonize the definition with all three local municipalities if all three municipalities have different approaches. It would likely make the most sense to try and harmonize apartment definitions with the municipality expecting the most apartment construction over the planning horizon which is the City of Mississauga.

The development community has been indicating through the consultation process that stacked townhouses should be considered as apartments, given the average persons per unit (PPU) assumptions for this type of development is more consistent with apartments PPU. Staff further reviewed the issue in consultation with Watson and has determined that it would be appropriate to include stack townhouses in the apartment category. This would also align with Mississauga and Brampton approach in principle.

Place of Worship Exemption

Background

Although some municipalities choose to exempt places of worship from paying development charges (DCs) in Ontario, such exemptions are not a mandatory requirement of the *Development Charges Act, 1997* ("Act"). At the time that a DC by-law is approved, Council can consider options ranging from modifying the exemption criteria, to eliminating the exemption entirely. Recently, disagreements have arisen over what portion of a place of worship building or structure should be exempt from paying DCs.

Presently, the Region and the local municipalities of Mississauga, Brampton and Caledon exempt places of worship on some level, however the definition of the eligible exempt area and the manner in which the exemption is administered differs in each municipality.

Desired Outcomes

[Title]

This discussion paper will examine alternative approaches for the payment of DCs in places of worship that strive to accomplish the following objectives;

- Eliminates confusion and disagreements around what portion of a place of worship building is used for worship.
- Is fair to all types of religions, and the different building requirements which may exist.
- Is clear and easy to administer.
- Increases harmonization of DC policies between the Region and the three area municipalities

Regional Council 2017 Discussion

The issue of the proposed changes to the places of worship development at 135 Sun Pac Boulevard, Brampton was discussed at the City of Brampton Council on November 15th, 2017. Council passed a motion requesting the Region take a look at its current by-law as it relates to exemptions for places of worship.

Based on the discussion the following Brampton Council motion was unanimously carried (CW405-2017):

1. That the Region of Peel be requested to review discrepancies with respect to the treatment and exemption provisions for “Places of Worship” within the Regional development charges by-law and the development charges by-laws of the three area municipalities; and
2. That the Council of the Region of Peel be requested to give direction to Regional staff to investigate and report on possible immediate relief provisions for “Places of Worship” applications subject to the Regional development charges by-law, until such time as the review with respect to discrepancies has been completed and considered by Regional Council.

High Level Opportunities and Challenges

An opportunity exists for the Region to try and bring some level of harmonization to places of worship exemption within Peel.

Some approaches to minimize instances of dispute around determination of the worship area within a place of worship could include:

- adopt the exemption policy in the Brampton DC by-law which gives a broad exemption except for some specific uses which are not exempt;
- adopt the exemption policy that was enacted by Mississauga in their 2019 by-law;
- exemptions could be eliminated entirely;
- or a maximum gross floor area could be determined as exempt, and any floor area greater than the maximum would be charged DCs. This would require GFA data for recently built worship areas to enable an evidence-based decision which would be fair for all types of religions.

[Title]

Based on staff's analysis, one approach that could best achieve the objectives of the review would be to provide an exemption based a percentage of the total floor area in new places of worship.

High Level Financial Impact of Place of Worship Exemptions

The Region has exempted approximately \$3.3 million in DCs for places of worship between 2007 and 2019. A future forecast is difficult to predict as places of worship development is not specifically forecasted in the DC Background Study. Assuming the current annual average places of worship development of 6,480 s.m., and exemption of 25 per cent of the total floor area would be approximately \$400,000 annually based on current rates.

Proposed Direction

Based on an analysis of places of worship data between 2000 and 2019, staff recommend that new floor space for POWs receive DC relief for 25 per cent of the total floor area of their buildings or approximately \$400,000 annually based on current estimates. Staff also recommends that this relief of DCs be based on a tax or utility rate funded grant. This approach would align, in principle with Mississauga's current approach that was enacted in their 2019 development charges by-law.

Demolition Credit Time Limit Requirements

Issue Background

When buildings are demolished and redeveloped on the same land, a redevelopment credit based on the original use(s) of the demolished structure is commonly granted at the time of redevelopment to offset the development charges (DCs) for the redevelopment. If the redevelopment credit is the same or greater than the DCs for the redevelopment no DCs are payable at that time. Excess credits can be used to offset against DCs on future redevelopments on the same land. In cases where the DCs for the redevelopment are higher than the available credits, the difference is payable.

The Region of Peels DC By-law has no time limit on how long these DC redevelopment credits can be held until they expire. Consequently, if a building is demolished today, the land it was on could sit vacant for an unlimited time and still receive a redevelopment DC credit when a new building was constructed.

This discussion paper will suggest an approach that tries to accomplish the following objectives;

- Promote the development of lands that become vacant and discourage leaving developable serviced lands underutilized
- Acknowledge that capacity utilized by pre-existing buildings is available for use by other development once buildings are demolished
- Make the Region of Peel's approach regarding time limits on redevelopment credits more consistent with other DC charging jurisdictions in the area to help alleviate builder confusion

[Title]

Environmental Scan

The following table summarizes the approaches of other jurisdictions for demo credits.

DC Jurisdiction	Charging	Approach to Redevelopment Credit Expiration
Region of Peel		No expiry of redevelopment credits
Town of Caledon		Expiry 10 years after demolition for residential and 15 years after demolition for non-residential
City of Brampton		Expiry 5 years after demolition for residential and 10 years after demolition for non-residential
City of Mississauga		Expiry 5 years after demolition for residential and 10 years after demolition for non-residential
Peel Board of Education & DPCDSB		Expiry 3 years after demolition for residential and 10 years after demolition for non-residential
Region of Halton		Expiry 3 years after demolition
Region of York		Expiry 4 years after demolition

The Region of Peel is in the minority by having no time limit established for the use of redevelopment credits.

Proposed Approach

The feasibility of pursuing a common approach for the time limits on redevelopment credits has been discussed among staff from the Region of Peel and the 3 area municipalities. There is general agreement that all the municipalities would like to promote a more common set of rules for DC administration. Based on a review of other municipalities' approach, staff recommend that time limits on redevelopment credits of five (5) years and ten (10) years for residential and non-residential developments respectively, be included in the 2020 by-law.



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

Members Present:	T. Awuni D. Damerla R. Deo J. Downey	N. Iannicca S. McFadden R. Rokerya R. Santos
Members Absent:	G.S. Dhillon	J. Kovac
Staff Present	N. Polsinelli, Interim Chief Administrative Officer K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services J. Sheehy, Commissioner of Human Services C. Granger, Acting Commissioner of Health Services J. Jackson, Director, Culture and Inclusion	A. Adams, Deputy Clerk and Acting Director, Clerk's Division C. Thomson, 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 September 3, 2020 at 1:30 p.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON. Committee members and staff participated electronically.

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

3. APPROVAL OF AGENDA

RECOMMENDATION DEAR-7-2020:

That the agenda for the September 3, 2020 Diversity, Equity and Anti-Racism Committee meeting be approved.

4. DELEGATIONS

Nil

5. REPORTS

5.1 Region of Peel Anti-Black Racism Update

(For information)

Presentation by Juliet Jackson, Director, Culture and Inclusion

Received

Juliet Jackson, Director, Culture and Inclusion, provided an overview of the Region of Peel's plan to address anti-Black racism and systemic discrimination in Peel. She stated that the Region's efforts will support and align with the Province of Ontario's Anti-Racism Strategic Plan to eliminate systemic racism in government policies, decisions and programs; and to advance racial equity in Ontario for black, indigenous and racialized populations. She reviewed three principles established to guide the Region's work, provided an overview of the four Council approved calls to action and discussed initiatives being implemented internally to build a diverse, equitable and inclusive workplace. Region of Peel staff will continue to partner with local municipal staff, leveraging partnerships and community tables to advance the work related to anti-Black racism, anti-racism and systemic discrimination.

In response to a question from Councillor Damerla regarding the Region's naming procedures, Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services, stated that the Region has a policy with respect to the naming of buildings and facilities. She noted that staff can review the policy and provide updates in consideration of the guiding principles.

Member Deo proposed that the current focus on systemic discrimination be taken as an opportunity to advocate for equal health funding for the City of Brampton; and that the systemic problems causing this inequitable funding be analyzed.

In response to a question from Member Awuni regarding gun violence, Brian Laundry, Director, Strategy Policy and Performance, stated that a Community Safety and Well-being Plan addressing family and youth violence, will be presented to Regional Council at the end of October, 2020 for approval.

In response to a question from Member Awuni regarding equitable allocation of resources for affordable housing, Janice Sheehy, Commissioner of Human Services, stated that many of the Region's housing programs have strict, provincially legislated, mandatory eligibility criteria. She noted that on May 28, 2020, Regional Council approved a pilot project whereby Regional funding will be used to develop a needs based approach to administering housing subsidies; and staff will consider matters related to eligibility criteria, equity and inclusion.

6. COMMUNICATIONS

Nil

7. OTHER BUSINESS

Nil

8. IN CAMERA MATTERS

Nil

9. NEXT MEETING

The next regular meeting of the Diversity, Equity and Anti-Racism Committee is scheduled for Thursday, October 15, 2020 at 9:30 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 2:33 p.m.

From: Christine Massey [REDACTED]

Sent: September 9, 2020 11:17 AM

To: Iannicca, Nando <nando.iannicca@peelregion.ca>; Groves, Annette <annette.groves@caledon.ca>; Bonnie Crombie <bonnie.crombie@mississauga.ca>; Parrish, Carolyn <carolyn.parrish@mississauga.ca>; Fonseca, Chris <chris.fonseca@mississauga.ca>; Dipika Damerla <dipika.damerla@mississauga.ca>; Carlson, George <george.carlson@mississauga.ca>; Gurpreet Dhillon <gurpreet.dhillon@brampton.ca>; sinclaircaledon@gmail.com; Innis, Jennifer <jennifer.innis@caledon.ca>; Downey, Johanna <johanna.downey@caledon.ca>; Kovac, John <john.kovac@mississauga.ca>; Ras, Karen <karen.ras@mississauga.ca>; Medeiros, Martin <martin.medeiros@brampton.ca>; Mahoney, Matt <matt.mahoney@mississauga.ca>; Palleschi, Michael <michael.palleschi@brampton.ca>; Iannicca, Nando <nando.iannicca@mississauga.ca>; Saito, Pat <pat.saito@mississauga.ca>; Pat Fortini <pat.fortini@brampton.ca>; Patrick Brown <patrick.brown@brampton.ca>; Paul Vicente <paul.vicente@brampton.ca>; Starr, Ron <ron.starr@mississauga.ca>; Rowena Santos <rowena.santos@brampton.ca>; Stephen Dasko <stephen.dasko@mississauga.ca>; McFadden, Sue <sue.mcfadden@mississauga.ca>; Mayor Allan Thompson <mayor@caledon.ca>; doug.whillans <doug.whillans@brampton.ca>; Bowman, Jeff - Councillor <jeff.bowman@brampton.ca>; charmaine.williams@brampton.ca; harkirat.singh@brampton.ca; [gurpeet.dhillon](mailto:gurpeet.dhillon@brampton.ca) <gurpeet.dhillon@brampton.ca>; 22div.communitystation@peelpolice.ca; 21div.communitystation@peelpolice.ca; Enforcement <enforcement@brampton.ca>; ZZG-RegionalClerk <zzg-regionalclerk@peelregion.ca>; Lockyer, Kathryn <kathryn.lockyer@peelregion.ca>; City Clerks Office <City.ClerksOffice@brampton.ca>; Premier of Ontario | Première ministre de l'Ontario <premier@ontario.ca>

Subject: Independent Press Gallery condemns Peel Police arrest of Rebel News reporter David Menzies

Dear Premier, Mayors, Councillors, City and Regional Clerks, etc,

Be advised of the **Statement of Condemnation from the President of the Independent Press Gallery of Canada regarding the arrest of Rebel News reporter David Menzies by Peel Regional Police**, shown further below. This statement can also be found on the Gallery's website:

<https://independentpressgallery.ca/statement-from-the-president-of-the-independent-press-gallery/>

Also note that I have been cataloging some of Rebel News' investigative journalism regarding Mayor Brown, and unanswered questions regarding his so-called "mask by-law", for the public here:

<https://www.fluoridefreepeel.ca/unanswered-questions-re-bramptons-alleged-mask-bylaw/>.

I request that the email below be added to the next agendas for both Regional and Brampton Councils.

Best wishes,
Christine Massey

----- Forwarded message -----

From:

Date: Tue, Sep 8, 2020 at 10:30 PM

Subject: Statement from the President of the Independent Press Gallery

To:

REFERRAL TO _____

RECOMMENDED _____

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED ☒ _____

Subject: Statement from the President of the Independent Press Gallery



The Independent Press Gallery of Canada (IPG) condemns the arrest of Rebel News reporter David Menzies by Peel Regional Police in the strongest possible terms.

On September 2, 2020, Menzies was questioned and detained by police while on a public sidewalk outside of the Brampton Earnscliffe Recreation Centre.

Menzies was simply there to report on Mayor Patrick Brown's private hockey games and had not broken any laws with his presence.

By sending four police cruisers and numerous officers and security guards to detain Menzies, officials acted with disproportionate force.

Journalists in Canada should not have to fear being thrown into the back of a police cruiser simply for doing their jobs.

The freedom of the press is a foundation of Canada's democratic society, and it must be protected at all costs.

As outlined in the Canadian Charter of Rights and Freedoms, all Canadians are guaranteed the fundamental freedom of "thought, belief, opinion and expression, including freedom of the press and other media of communication."

As an organization devoted to protecting independent, non-governmental journalist organizations, the IPG stands against all attempts to threaten, intimidate, or detain members of the media.

Candice Malcolm
President, Independent Press Gallery of Canada

True North | 1811 4 Street SW, Suite 485, Calgary, Alberta T2S 1W2 Canada

Sent by info@independentpressgallery.ca

Resolution

Agenda Number: 21.1

Date: September 24, 2020

Moved by Councillor Ras

Seconded by Councillor Brown

That staff report to the October 8, 2020 Regional Council meeting with recommendations related to the public disclosure of COVID-19 outbreaks in workplaces;

And further, that the subject report include:

- the criteria used by Peel Public Health for the public disclosure of COVID-19 in workplaces;
- recommended enhancements to existing disclosure practices to create greater transparency;
- methods to be used for the public disclosure of workplace outbreaks; and,
- a comparison of the Region of Peel's approach to disclosure to other Greater Toronto and Hamilton Area jurisdictions.

Regional Chair