#### 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, October 22, 2020
Time:	9:30 AM
Place:	Council Chamber, 5 <sup>th</sup> 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/.

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

Jill Jones at jill.jones@peelregion.ca.

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

The Council of the Regional Municipality of Peel

Date: Thursday, October 22, 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

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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#### 1. CALL TO ORDER

- 2. INDIGENOUS LAND ACKNOWLEDGEMENT
- 3. DECLARATIONS OF CONFLICTS OF INTEREST
- 4. APPROVAL OF MINUTES
  - 4.1. October 8, 2020 Regional Council meeting
- 5. APPROVAL OF AGENDA
- 6. CONSENT AGENDA

#### 7. DELEGATIONS

7.1. Bob Bjerke, Director, Policy Planning and Andrew McNeill, Strategic Leader, City of Brampton; and, Ian Lockwood, Principal, Toole Design Group

Regarding Planning for the Heritage Heights Community in Brampton (Related to 15.1 and 16.1 to 16.6 inclusive)

#### 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

#### 9. COMMUNICATIONS

9.1. Christine Massey, Resident, City of Bampton

Email dated October 6, 2020, Regarding How the Centres for Disease Control and World Health Organization Will Fake the Effects of the COVID Vaccine to Make it Look Like a Success (Receipt recommended)

9.2. Steve Clark, Minister of Municipal Affairs and Housing

Letter dated October 8, 2020, Advising that the *Helping Tenants and Small Businesses Act, 2020* has Received Royal Assent (Receipt recommended)

9.3. Laurie Scott, Minister of Infrastructure

Email dated October 13, 2020, Regarding Investing in Canada Infrastructure Plan Funding (Receipt recommended)

9.4. Kate Manson-Smith, Deputy Minister of Municipal Affairs and Housing and Mario Di Tommaso, Deputy Minister of Community Safety

Email dated October 10, 2020, Regarding Enforcement of Orders under the *Reopening Ontario Act, 2020* (Receipt recommended)

\*9.5. Danielle Andrade, Acting Senior Program Development Officer, Government of Canada Email dated October 8, 2020, Regarding Additional Funding for Community Entities During COVID-19 (Receipt recommended)

#### 10. STAFF PRESENTATIONS

\*10.1. Community Safety and Well-being Plan 2020-2024

Presentation by Nishan Duraiappah and Nancy Polsinelli, Co-Chairs, Community Safety and Well-being System Leadership Table

#### 11. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

#### 12. COMMUNICATIONS

12.1. Laura Hall, Acting General Manager, Corporate Services and Acting Town Clerk, Town of Caledon

Letter dated October 6, 2020, Providing a Copy of the Town of Caledon Resolution and Report titled "Town of Caledon Initial Planning Comments on Status of the Peel 2041 Regional Official Plan Review" (Referral to Public Works recommended)

#### 13. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

- 13.1. Update on the Development of the 2021 Budget
- 13.2. Encroachment Agreement 44 Simpson Road (Coleraine Drive) Town of Caledon, Ward 5 Owner: 1799125 Ontario Ltd.

(Related to By-law 63-2020)

13.3. Report of the Regional Council Policies and Procedures Committee (PPC-7/2020) meeting held on October 1, 2020

(Related to By-laws 64-2020 and 65-2020) (A draft copy of the proposed Regional Council Code of Conduct is appended to the report of the PPC meeting)

- 13.4. Report from the Deputy Clerk Regarding the Public Meeting held on October 8, 2020
   Regarding the Proposed Region of Peel Development Charges By-law and Background Study
- 14. COMMUNICATIONS

#### 15. ITEMS RELATED TO PUBLIC WORKS

- 15.1. GTA West Transportation Corridor Environmental Assessment Preferred Route Update (For information) (Related to 7.1 and 16.1 to 16.6 inclusive)
- 15.2. Automated School Bus Stop Arm Camera Interim Update (For information) (Related to 16.7)
- 15.3. Maintenance Hole Deficiency Repairs, Various Locations, Capital Project 18-2307, Assignment No. 3, Document 2020-295T
- 15.4. Report of the Waste Management Strategic Advisory Committee (WMSAC-3/2020) meeting held on October 1, 2020

#### 16. COMMUNICATIONS

16.1. Bruce and Shirley Reed, Property Owners, City of Brampton

Letter dated September 21, 2020, Providing a Copy of a Letter to the Minister of Transportation Regarding the GTA West Transportation Corridor, Urban Boulevard Concept versus Traditional Highway within Heritage Heights, City of Brampton (Receipt recommended) (Related to 7.1, 15.1 and 16.2 to 16.6 inclusive)

16.2. Adam Goldstein, Redwood Properties

Email dated September 24, 2020, Expressing Support for the GTA West/Urban Motorway -Heritage Heights Secondary Plan Area, City of Brampton (Receipt recommended) (Related to 7.1, 15.1, 16.1 and 16.3 to 16.6 inclusive)

#### 16.3. Kaveh Wahdat, Planning Coordinator, Maplequest Group

Email dated September 24, 2020, Providing a Copy of Maplequest Group's Letter to the Minister of Transportation Regarding the GTA West Transportation Corridor, Urban Boulevard Concept versus Traditional Highway within Heritage Heights, City of Brampton (Receipt recommended) (Related to 7.1, 15.1, 16.1, 16.2 and 16.4 to 16.6 inclusive)

16.4. Lindsey Baskerville, Project Manager, Mattamy Homes Canada, on behalf of D'Orazio Group in Partnership with Mattamy Homes (DMHH Partnership)

Email dated September 25, 2020, Providing a Copy of DMHH Partnership's Letter to the Minister of Transportation Regarding GTA West Transportation Corridor, Urban Boulevard Concept versus Traditional Highway within Heritage Heights, City of Brampton (Receipt recommended) (Related to 7.1, 15.1, 16.1 to 16.3 inclusive, 16.5 and 16.6)

16.5. Larry and Heather Laidlaw, Owners, Orchalaw Farms

Letter dated September 29, 2020, Providing a Copy of a Letter to the Minister of Transportation Regarding GTA West Transportation Corridor, Urban Boulevard Concept versus Traditional Highway within Heritage Heights, City of Brampton (Receipt recommended) (Related to 7.1, 15.1, 16.1 to 16.4 inclusive and 16.6) 16.6. Eddie Lee, Vice President, Land Development and Construction, Forest Hill Homes on behalf of Bramwest Development Corporation

Letter dated September 29, 2020, Providing a Copy of Bramwest Development Corporation's Letter to the Minister of Transportation Regarding GTA West Transportation Corridor, Urban Boulevard Concept versus Traditional Highway within Heritage Heights, City of Brampton (Receipt recommended) (Related to 7.1, 15.1, 16.1 to 16.5 inclusive)

\*16.7. Peel Safe and Active Routes to School Committee

Letter dated October 21, 2020, Regarding Installation of Automated School Bus Stop Arm Cameras supporting Region of Peel Schools (Receipt recommended) (Related to 15.2)

#### 17. ITEMS RELATED TO HEALTH

17.1. Paramedic Services 2021 Response Time Framework

#### 18. COMMUNICATIONS

18.1. Christine Massey, Spokesperson, Fluoride Free Peel

Email dated October 9, 2020, Advising that the Former National Toxicology Program and National Institutes of Health Director Raises Alarm About Fluoridation (Receipt recommended)

#### 19. ITEMS RELATED TO HUMAN SERVICES

#### 20. COMMUNICATIONS

20.1. Tina Malti, Professor of Psychology, Department of Psychology and Director, Centre for Child Development, Mental Health and Policy, University of Toronto Mississauga

Letter dated September 23, 2020, Advising of the Award of a Partnership Development Grant for the Project titled Building Interconnectedness: Linking Social-Emotional Development Research to Practice and Policy (Receipt recommended)

#### 21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

#### 22. NOTICE OF MOTION/MOTION

22.1. Motion Regarding a Request for Support of Banning Single Use Plastics (As requested by Councillor Innis)

#### 23. BY-LAWS

Three Readings

#### 23.1. By-law 63-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 150 (Coleraine Drive), Town of Caledon. (Related to 13.2)

23.2. By-law 64-2020

A by-law to provide for certain insurance, indemnification and reimbursement of members of Council and employees by The Regional Municipality of Peel, and to repeal By-laws 38-2005 and 24-2014. (Related to 13.3)

#### WITHDRAWN

#### \*23.3. By-law 65-2020

A by-law to govern the Regional Council Code of Conduct and to repeal By-law 1-2017. (Related to 13.3) (Schedule "A" and "B" to be distributed when available)

#### 24. IN CAMERA MATTERS

- 24.1. October 8, 2020 Regional Council Closed Session Report
- 24.2. Commencement of Expropriation Proceedings Steeles Avenue Widening EXP-20041.00 – Chinguacousy Road to Mississauga Road – City of Brampton, Wards 4 and 6

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

#### 25. BY-LAWS RELATING TO IN CAMERA MATTERS

25.1. By-law 66-2020

#### 26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

27. ADJOURNMENT



#### THE COUNCIL OF THE REGIONAL MUNICIPALITY OF PEEL

October 8, 2020

Members Present:	P. Brown G. Carlson B. Crombie D. Damerla S. Dasko G.S. Dhillon J. Downey C. Early* 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 P. Vicente
Members Absent:	A. Thompson* (Alternate C. Early)	
Staff Present	<ul> <li>N. Polsinelli, Interim Chief Administrative Officer</li> <li>S. Baird, Commissioner of Digital and Information Services</li> <li>K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services</li> <li>S. VanOfwegen, Commissioner of Finance and Chief Financial Officer</li> <li>P. O'Connor, Regional Solicitor</li> <li>A. Smith, Interim Chief Planner</li> <li>A. Farr, Interim Commissioner of Public Works</li> <li>J. Sheehy, Commissioner of Human</li> </ul>	C. Granger, Acting Commissioner of Health Services Dr. L. Loh, Medical Officer of Health A. Adams, Deputy Clerk and Acting Director of Clerk's C. Thomson, Deputy Clerk and Manager of Legislative Services J. Jones, Legislative Specialist H. Gill, Legislative Specialist R. Khan, Legislative Technical Coordinator

#### 1. CALL TO ORDER

Regional Chair Iannicca called the meeting of Regional Council to order at 10:17 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

#### 2. INDIGENOUS LAND ACKNOWLEDGEMENT

Services

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

#### 3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

#### 4. APPROVAL OF MINUTES

#### 4.1 September 24, 2020 Regional Council meeting

Resolution Number 2020-775 Moved by Councillor Starr Seconded by Councillor Sinclair

That the minutes of the September 24, 2020 Regional Council meeting be approved.

#### **Carried**

#### 4.2 October 1, 2020 Special Regional Council meeting

Resolution Number 2020-776 Moved by Councillor McFadden Seconded by Councillor Carlson

That the minutes of the October 1, 2020 Special Regional Council meeting be approved.

**Carried** 

#### 5. APPROVAL OF AGENDA

Resolution Number 2020-777 Moved by Councillor Vicente Seconded by Councillor Damerla

That the agenda for the October 8, 2020 Regional Council meeting be approved.

**Carried** 

#### 6. CONSENT AGENDA

Resolution Number 2020-778 Moved by Councillor Groves Seconded by Councillor Starr

That the following matters listed on the October 8, 2020 Regional Council Agenda be approved under the Consent Agenda: Items 8.4, 9.1, 9.2, 11.1, 11.2, 13.1, 13.2, 15.1, 24.1, 24.2, 24.3;

And further, that item 12.1 be referred to the Diversity, Equity and Anti-Racism Committee.

In Favour (24): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Early\*, 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, and Councillor Vicente

#### **Carried**

#### **RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA**

#### 8. COVID-19 RELATED MATTERS

#### 8.4 Public Disclosure of Businesses with COVID-19 Outbreaks

(For information)

**Resolution Number 2020-779** 

**Received** 

This item was dealt with under the Consent Agenda.

#### 9. COMMUNICATIONS

#### 9.1 Lorrie McKee, Director, Public Affairs and Stakeholder Relations, Greater Toronto Airports Authority

Email dated September 24, 2020, Providing Information Regarding the International Arrivals Screening Process at the Toronto Pearson International Airport (Receipt recommended)

#### **Resolution Number 2020-780**

#### **Received**

This item was dealt with under the Consent Agenda.

#### 9.2 Peel Poverty Reduction Committee

Email dated October 1, 2020, Providing a Letter Requesting Immediate Action to Protect Vulnerable Residents During a Global Pandemic and Providing a Copy of a Letter to the Federal and Provincial Governments Regarding Future Eviction Protection for Vulnerable Tenants (Receipt recommended) (Related to 7.1, 7.2 and 8.3)

#### **Resolution Number 2020-781**

#### **Received**

This item was dealt with under the Consent Agenda.

#### 11. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

11.1 Report of the Audit and Risk Committee (ARC-3/2020) meeting held on September 17, 2020

Resolution Number 2020-782 Moved by Councillor Groves Seconded by Councillor Starr

That the report of the Audit and Risk Committee (ARC-3/2020) meeting held on September 17, 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 Number 2020-783**

That the agenda for the September 17, 2020 Audit and Risk Committee meeting be approved.

#### Approved

#### 4. **DELEGATIONS**

Nil.

#### 5. **REPORTS**

## 5.1 Traffic Signal Operations and Maintenance Contract Management Audit

(For information) Presentation by Terry Ricketts, Director, Transportation and Jennifer Weinman, Interim Director, Enterprise Risk and Audit Services

#### Resolution Number 2020-784

#### **Received**

#### **Resolution Number 2020-785**

That staff report to a future Regional Council meeting regarding the legal jurisdiction and structure of responsibility for traffic signals between the Province, Region and local municipalities;

And further, that the subject report include an update on actions taken between the Region and local municipalities specific to traffic signals.

#### **Approved**

#### 5.2 Information Technology Security Assessment

#### Resolution Number 2020-786

**Received** 

#### 5.3 Status of Audit Projects

(For information)

#### **Resolution Number 2020-787**

**Received** 

#### 5.4 Status of Management Action Plans

(For information)

#### Resolution Number 2020-788

**Received** 

#### 5.5 Energy Commodity Procurement Policy Update

#### **Resolution Number 2020-789**

That the Energy Commodity Procurement Policy attached as Appendix I to the report from the Commissioner of Finance and Chief Financial Officer, titled "Energy Commodity Procurement Policy Update", be approved.

#### **Approved**

#### 5.6 Debt Management Policy

#### **Resolution Number 2020-790**

That the proposed amended Debt Management Policy (F20-06), attached as Appendix I to the report of the Commissioner of Finance and Chief Financial Officer, titled "2020 Debt Management Policy", be approved;

And further, that the Debenture Issuance Policy (F20-03), attached as Appendix II, be repealed.

#### Approved

#### 6. COMMUNICATIONS

Nil.

- 7. OTHER BUSINESS
- 8. IN CAMERA

**Resolution Number 2020-791** 

That the Audit and Risk Committee move in camera to consider matters related to item 8.1, Information Technology Security Governance and Management Audit. (The security of the property of the municipality or local board)

#### Approved

#### **Resolution Number 2020-792**

That the Audit and Risk Committee move out of "In Camera".

#### **Approved**

#### 8.1 Information Technology Security Governance and Management Audit

(For information) (The security of the property of the municipality or local board)

#### **Resolution Number 2020-793**

#### **Received**

11.2 Report of the Region of Peel Accessibility Advisory Committee (AAC-1/2020) meeting held on September 17, 2020

Resolution Number 2020-794 Moved by Councillor Groves Seconded by Councillor Starr

That the report of the Region of Peel Accessibility Advisory Committee (AAC-1/2020) meeting held on September 17, 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 Number 2020-795**

That the agenda for the September 17, 2020 Region of Peel Accessibility Advisory Committee meeting be approved.

#### Approved

#### 4. **DELEGATIONS**

Nil.

5. **REPORTS** 

#### 5.1 TransHelp Update

(Oral) Presentation by Mark Castro, Director, TransHelp Resolution Number 2020-796

**Received** 

#### 5.2 Ensuring Accessibility During COVID-19

(For information)

#### **Resolution Number 2020-797**

#### **Received**

5.3 Accessibility Planning Program Update – September 17, 2020

(For information)

**Resolution Number 2020-798** 

#### **Received**

#### 5.4 Update on the Use of the Dynamic Symbol of Access

(For information) (Related to 6.1)

**Resolution Number 2020-799** 

**Received** 

#### 6. COMMUNICATIONS

#### 6.1 Chandra Urquhart, Legislative Coordinator, City of Brampton

Letter dated June 25, 2020, Regarding Accessible Parking Space Identification -Dynamic Symbol of Access at the City of Brampton (Receipt recommended) (Related to 5.4)

#### **Resolution Number 2020-800**

#### **Received**

## 6.2 Julia Opie, Accessibility Coordinator, Corporation of the County of Perth

Email dated January 23, 2020, Providing a Summary of the Changes to the Barrier-Free Design Section of the Ontario Building Code (Receipt recommended)

#### **Resolution Number 2020-801**

#### **Received**

#### 12. COMMUNICATIONS

#### 12.1 Sylvia Jones, Solicitor General

Letter dated October 2, 2020, Regarding *Anti-Racism Initiatives, Community Safety and Policing Act, 2019*, New Measures for Police Oversight, Police Training, Mental Health and Addictions Initiatives and Investments, Community Safety and Well-Being Planning and Police-Hospital Transition Protocol (Receipt recommended)

This item was referred to the Diversity, Equity and Anti-Racism Committee under Resolution 2020-778.

#### 13. ITEMS RELATED TO PUBLIC WORKS

#### 13.1 Water and Wastewater Regulatory Compliance Programs Update

(For information)

#### **Resolution Number 2020-802**

**Received** 

This item was dealt with under the Consent Agenda.

#### **13.2** Public Works Education Program Updates

(For information)

**Resolution Number 2020-803** 

Received

This item was dealt with under the Consent Agenda.

#### 15. ITEMS RELATED TO HEALTH

#### 15.1 Healthy Development - Monitoring Map

(For information)

**Resolution Number 2020-804** 

#### **Received**

This item was dealt with under the Consent Agenda.

#### AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS

Regarding Community Concern for the Impact of Bill 184, *Protecting Tenants and Strengthening Community Housing Act, 2020,* the End to the Eviction Moratorium in Ontario and the Impending Increase in Evictions in Peel (Related to 7.2, 8.3, and 9.2)

#### **Resolution Number 2020-805**

#### **Received**

Michelle Bilek, Founder and Co-Chair, Canadian Alliance to End Homelessness, stated that the primary concern regarding the enactment of Bill 184, *Protecting Tenants and Strengthening Community Housing Act, 2020* is the provision of additional means for landowners to evict tenants in arrears. She noted that Bill 184 will impact families, children and vulnerable persons throughout the Region of Peel, leading to increased homelessness, more encampments, increased need for food banks and an overall strain on Regional funds currently allocated to support shelters and the Housing Stabilization Fund. Michelle Bilek stated that the Region of Peel has consistently been in the top three high risk areas in Ontario during the COVID-19 pandemic, and many tenants face income loss and risk of eviction during this crisis.

## 7.2 Doug Kwan, Co-Executive Director, Mississauga Community Legal Services

Regarding Community Concern for the Impact of Bill 184, *Protecting Tenants and Strengthening Community Housing Act, 2020,* the End to the Eviction Moratorium in Ontario and the Impending Increase in Evictions in Peel (Related to 7.1, 8.3, and 9.2)

#### **Resolution Number 2020-806**

#### **Received**

Doug Kwan, Co-Executive Director, Mississauga Community Legal Services, requested that Regional Council advocate to the provincial government to establish a balanced residential rent relief program similar to the Federal Emergency Commercial Rent Assistance program and request that the Ministry of Municipal Affairs and Housing declare evictions a public health concern. He proposed that Regional Council join the legal action to prevent Bill 184 from increasing the number of evictions; direct Peel Living and Peel rent-geared-to-income (RGI) housing providers to use traditional methods for evictions and avoid fast track evictions; and, request that the provincial government reinstate the eviction moratorium.

#### Item 8.3 was dealt with.

#### 8. COVID-19 RELATED MATTERS

8.3 Update on the Passage of Bill 184, Protecting Tenants and Strengthening Community Housing Act, 2020 and Implications for the Region of Peel

(For information) (Related to 7.1, 7.2 and 9.2)

#### Resolution Number 2020-807 Moved by Councillor Damerla Seconded by Councillor Santos

Whereas the Province of Ontario is currently experiencing a sharp increase in the number of COVID-19 cases, indicating the onset of a second wave of the pandemic;

And whereas, it is uncertain when an effective vaccine will be broadly available for COVID-19 and when public health measures can be relaxed to allow for a return to 'normalcy';

And whereas, tenants have experienced unprecedented job losses and loss of income due to continued challenges as a result of the COVID-19 crisis;

And whereas, housing stability is a critical tool to manage the pandemic, as acknowledged by the implementation of a moratorium on most eviction proceedings from March 19, 2020 to July 31, 2020;

And whereas, the provincial government had put a freeze on all evictions but has since rolled that back and it is now legal for landlords to once again evict tenants;

And whereas, the Region of Peel is expecting an increased demand on client services such as increased street homelessness, shelter visits and overflow costs, applications to the housing stability fund, among others;

Therefore be it resolved, that the Regional Chair, on behalf of Regional Council, advocate to the Premier of Ontario and the Minister of Municipal Affairs and Housing to request that the provincial government immediately restrict all residential rental evictions, except in case of threats to public safety, and maintain this moratorium on evictions until the COVID-19 pandemic is effectively contained;

And further, that the provincial government be requested to immediately provide additional funding as requested through the Social Services Relief Fund to support the Region of Peel's eviction prevention programs and offset the costs of the provincially-mandated rent freeze;

And further, that a copy of this resolution be sent to Peel-area MPs and MPPs.

In Favour (24): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Early\*, 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, and Councillor Vicente

#### **Carried**

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

(Oral) Presentation by Dr. Lawrence Loh, Medical Officer of Health

#### Resolution Number 2020-808

#### **Received**

Dr. Lawrence Loh, Medical Officer of Health, provided an update on the current status of the pandemic noting that the Region of Peel continues to have high rates of transmission in known exposures. He stated that major drivers include household transmissions; social gatherings at homes, event venues, banquet halls and weddings; and large, non-public-facing workplace transmissions. This is a cycle that moves the spread across these scenarios. He stated that without continued vigilance, the current cycle of transmission could move into the wider community and vulnerable settings.

Dr. Loh stated that testing is a provincial mandate under Ontario Health. He noted there is currently a large backlog of test results being cleared out that may impact the number of daily cases reported in the upcoming weeks. Dr. Loh indicated that 60 per cent of test results are returned in two days and most persons waiting on results are required to self-isolate.

The Medical Officer of Health provided an overview of a wastewater surveillance project noting that in early 2020, researchers confirmed that the genetic material (RNA) of the COVID-19 virus can be found in wastewater. He stated that while the virus can be shed in the feces of individuals with the virus, there is no evidence that anyone has been infected because of exposure to treated or untreated wastewater. He stated that staff, working with Biobot Analytics and researchers from the University of Waterloo, have been tracking the levels of COVID-19 in wastewater from the GE Booth and Clarkson wastewater treatment facilities since April and testing will continue until the end of 2020.

Dr. Loh emphasized the four core actions to overcome COVID-19: stay two metres apart, wear a mask, wash hands often and get tested and self-isolate if sick or exposed. He recommended that close contacts be limited to immediate household and essential supports only (persons relied on for daily physical or mental wellbeing such as a caregiver, a childcare provider, or emotional supports for those living alone). Dr. Loh has been advocating to the Ontario Chief Medical Officer of Health for lower, consistent gathering limits and closure of banquet halls and event venues with Provincial financial support.

In response to a question from Councillor Ras regarding drive-through flu vaccine clinics, Dr. Loh indicated that traditional facilities have been secured in Peel, with COVID-19 precautions in place. He clarified that persons with symptoms should be tested at COVID-19 testing centres and not at pharmacy testing locations.

In response to a question from Councillor Palleschi regarding the impact of backlogged test results on daily counts, Dr. Loh noted that the daily numbers are already listed separately on the Region of Peel COVID-19 dashboard, by date of start of symptoms and date of report. Dr. Loh stated that he will work with staff to consider options to communicate the separation of the numbers more clearly.

#### 8.2 COVID-19 Planning and Recovery in Long Term Care

Presentation by Susan Griffin Thomas, Interim Director, Long Term Care

#### **Resolution Number 2020-809**

#### **Received**

#### Resolution Number 2020-810 Moved by Councillor Downey Seconded by Councillor Carlson

That the staffing strategy as outlined in the report from the Acting Commissioner of Health Services, titled "COVID-19 Planning and Recovery in Long Term Care", be approved;

And further, that the funding related to the adoption of the staffing strategy using a combination of COVID-19 related and other external funding be approved;

And further, that the Region of Peel continue to advocate to the Province to ensure that appropriate funding is provided to address long standing system pressures in its Long Term Care homes.

In Favour (22): Councillor Carlson, Councillor Crombie, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Early\*, 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, and Councillor Vicente

Abstain (2): Councillor Brown, and Councillor Damerla

#### **Carried**

Susan Griffin Thomas, Interim Director, Long Term Care, provided an update on the Region of Peel's Long Term Care (LTC) response to COVID-19, outlining operational changes such as requiring that staff work in only one healthcare facility, co-horting of staff, daily screening, increased infection prevention and control measures, as well as, responding to continuously changing provincial directives and COVID testing. She reviewed strategies such as implementation of new scheduling software; processes for tracking, communicating and educating staff and essential caregivers; virtual care agreements; development of a Family Inquiry Line; and establishment of Supportive Care Units.

Susan Griffin Thomas outlined the negative health impacts on LTC residents suffering from the effects of isolation, and staff burnout resulting from increased pressures such as long working hours and multiple shifts.

Susan Griffin Thomas reviewed steps to be taken in preparing for a second wave. She stated that Long Term Care is developing COVID-19 surge capacity plans to proactively identify each home's response and action plans. She emphasized the need to continue to advocate for sustainable long-term funding for the sector and the long-standing issues that this pandemic has exacerbated.

#### **10. STAFF PRESENTATIONS**

#### 10.1 Pest Control Subsidy Framework and Study

(For information)

Presentation by Dr. Bobby Corrigan, Urban Rodentologist; Anthony Parente, Acting General Manager, Water and Wastewater Division; and Dr. Nicholas Brandon, Associate Medical Officer of Health

#### **Resolution Number 2020-811**

#### **Received**

#### Resolution Number 2020-812 Moved by Councillor Fonseca Seconded by Councillor Dasko

Whereas the Region of Peel does not have an overall program related to pest management and specifically rat control;

And whereas, the Region's capital program spends over \$500 million annually on construction related activities which have not historically included pest control of the many disturbed and dispersed population of rats;

And whereas, five lower tier municipalities with significantly smaller populations have residential subsidy programs in place, one of which is the City of Windsor, where a program has been in place for over 20 years;

And whereas, Windsor's experience has led the City to conclude that using a contractor on retainer, acquired through a competitive tendering process, to inspect and bait properties with rats and burrows present, as well as using an education campaign in communities where the rats have been identified, is the most effective way to mitigate and control for rats;

And whereas, licensed pest control vendors minimize risk considerations to other wildlife population;

And whereas, an interim subsidy program, to be monitored, is deemed reasonable in high infestation areas while a full program is being considered;

And whereas, the map indicating the numbers of rat complaints reported to Peel Public Health 2017-2020 does not include those who have contacted 311 and other departments outside of 211 Peel Public Health;

Therefore be it resolved, that the pest control subsidy framework and study as described in the report of the Interim Commissioner of Public Works and the Acting Commissioner of Health Services titled "Pest Control Subsidy Framework and Study" listed as Item 10.1 on the October 8, 2020 Regional Council agenda, be approved with the following exceptions:

- The full region rebate program be piloted for 12 months.
- Peel implement an interim subsidy program by providing 50% of the incurred costs for the services of a registered professional pest control service to a maximum of \$200 per property per year with appropriate invoices submitted with a proposed pilot budget of up to \$500,000;
- Effective immediately:

- o Rebate Program Full Region \$225,000
- IPM Resources & Waste Management Support \$198,000
- o Construction Abatement Program \$75,000

And further, that staff monitor the issue and report back on the full region rebate program and pilot project in October 2021 prior to implementation of the program beyond the initial pilot stage;

And further, that the capital abatement programs be funded by capital cost centres;

And further, that the pilot be funded through the rate stabilization reserves until the program can be evaluated after the initial pilot stage.

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

Opposed (1): Councillor Palleschi

#### **Carried**

Dr. Nicholas Brandon, Associate Medical Officer of Health, stated that the number of rat-related complaints and the risk of rat-borne disease in the Region of Peel is low. He provided an overview of the responsibilities of Peel Public Health, the Region of Peel, local municipalities and property owners/landlords regarding pest control.

Anthony Parente, Acting General Manager, Water and Wastewater Division, provided a summary of findings from an external municipal scan regarding rodent control. He noted that most large municipalities in the Greater Toronto and Hamilton Area do not have a rebate program; and for those smaller municipalities with rebate programs, all (except one) are for residential customers, and exclude businesses and institutional properties. He noted that the programs require municipal staff to complete inspections to ensure residents meet the eligibility criteria. Most programs provide a subsidy amount of 50 per cent of the cost of professional pest control services, to a limit of \$200 per year. He stated that rebate programs without co-existing strategies to address rodent and other pest issues, experienced higher costs.

Anthony Parente provided an overview of the proposed integrated pest management (IPM) decision making program intended to anticipate and prevent pest activity and infestation by combining several tactics to achieve long-term solutions.

Dr. Bobby Corrigan, PhD, Urban Rodentologist, stated that the number of rat related complaints received by Peel Public Health are relatively low in comparison to other large, North American cities. He provided a brief description of the brown rat that is predominant in North America, noting that the suburban rat is a wild mammal that will scavenge for food in easily accessible locations such as unsecured waste containers. He emphasized that if there is no food, there are no rats.

Dr. Corrigan stated that a subsidy program must be created in conjunction with an integrated pest management (IPM) system. He noted that consideration should be given to environmental concerns, recognizing that rodent poisons are passed from rats to wildlife; and that rat poisons should only be used when other methods of control have been unsuccessful. He emphasized the five basic steps required for a successful IPM system including: on-going surveys, keeping garbage tidy and secure, keeping buildings tight, use of non-chemical tools (traps, etc.) and supplemental chemical tools (pesticides) when required.

Anthony Parente provided an overview of the proposed integrated pest management program including key considerations and financial implications.

In response to a question from Councillor Saito regarding dumping of garbage in public bins, Anthony Parente stated that Dr. Corrigan provided a detailed recommendation for Regional staff to work with local municipal staff on a program to provide daily removal of waste in park settings and to replace existing receptacles with better pest resistant containers.

In response to a question from Councillor Saito regarding grandfathering of the proposed subsidy, Anthony Parente stated that the proposed rebate program would be retro-active to June 2020 and recommendations have been provided regarding the method to set criteria for retro-active payments.

In response to a question from Councillor Ras regarding the program funding source, Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, stated that the pilot project would be funded from rate stabilization reserves; and costs for ongoing operations (after the initial pilot stage) would be funded through property tax.

Andrew Farr, Interim Commissioner of Public Works, commented that staff would work with Council to develop the program and refine the budget requirements for the coming years. He stated that policies related to property inspections, rebate processing and education of residents (including multi-residential units) on how to manage waste would need to be developed quickly.

In response to a question from Councillor Dasko regarding commercial premises, Dr. Lawrence Loh, Medical Officer of Health, clarified that health protection inspectors and staff from Peel Public Health continue to complete regulatory compliance checks with food premises and levy fines if rodent control is not in place in accordance with Ontario regulations within the *Health Protection and Promotion Act.* He noted this will be a continuing component of the strategy to address rodent issues.

Councillor Parrish suggested that the Region of Peel issue a press release to advise residents of the pilot program.

#### 14. COMMUNICATIONS

Nil.

#### 16. COMMUNICATIONS

Nil.

## 17. ITEMS RELATED TO HUMAN SERVICES Nil.

18. COMMUNICATIONS Nil.

#### 19. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT Nil.

20. COMMUNICATIONS

Nil.

- 21. OTHER BUSINESS/COUNCILLOR ENQUIRIES Nil.
- 22. NOTICE OF MOTION/MOTION

Nil.

23. BY-LAWS

Nil.

#### 24. IN CAMERA MATTERS

Resolution Number 2020-813 Moved by Councillor Sinclair Seconded by Councillor Carlson

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

• Proposed Property Acquisition – Town of Caledon, Ward 4

#### **Carried**

Resolution Number 2020-814 Moved by Councillor Ras Seconded by Councillor Crombie

That Council move out of "In Camera".

**Carried** 

Council moved in camera at 1:33 p.m.

Council moved out of in camera at 3:12 p.m.

#### 24.1 September 24, 2020 Regional Council Closed Session Report

#### Resolution Number 2020-815

**Received** 

This item was dealt with under the Consent Agenda.

24.2 October 1, 2020 Special Regional Council Closed Session Report Resolution Number 2020-816

**Received** 

This item was dealt with under the Consent Agenda.

24.3 Closed Session Report of the Audit and Risk Committee (ARC-3/2020) meeting held on September 17, 2020

**Resolution Number 2020-817** 

**Received** 

This item was dealt with under the Consent Agenda.

#### 24.4 Proposed Property Acquisition – Town of Caledon, Ward 4

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

Resolution Number 2020-818 Moved by Councillor Sinclair Seconded by Councillor Palleschi

That the direction given "In Camera" to the Interim Commissioner of Public Works and the Regional Solicitor related to item 24.4 listed on the October 8, 2020 Regional Council meeting agenda be approved, and voted upon in accordance with Section 239(6)(b) of the Municipal Act, 2001, as amended.

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

Opposed (3): Councillor Downey, Councillor Early, and Councillor Innis

**Carried** 

#### 25. BY-LAWS RELATING TO IN CAMERA MATTERS

Nil.

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

#### Resolution Number 2020-819 Moved by Councillor Downey Seconded by Councillor Fonseca

That By-law 62-2020 to confirm the proceedings of Regional Council at its meeting held on October 8, 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 3:15 p.m.

**Deputy Regional Clerk** 

**Regional Chair** 



#### **Request for Delegation**

	TING NAME GIONAL 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: <u>council@peelregion.ca</u>				
POSITION(S)/TITLE(S) Director, Policy Planning; Strategic Leader; Principal							
NAME OF ORGANIZATION(S)							
City of Brampton; City of Brampt	on; Toole Design Group						
E-MAIL			TELEPHONE NUMBER	EXTENSION			
andrew.mcneill@brampton.ca			(905) 874-3491				
REASON(S) FOR DELEGATION REQU Delegation to Regional Council o related to the GTA West update F	n October 22nd regarding Pla		ghts Community in Bran	npton. It is			
A formal presentation will accompa	ny my delegation 🖌 Yes	No					
Presentation format:  PowerPoi	nt File (.ppt)	Adobe File or Equivalent	(.pdf)				
Picture Fi	le (.jpg)	Video File (.avi,.mpg)	Other				
Additional printed information/mate	erials will be distributed with my	delegation : Yes	✓ No	Attached			
Note: Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at least ten (10) business days prior to the meeting date so that it can be included with the agenda package. In accordance with Procedure By-law 56-2019, as amended, delegates appearing before <u>Regional Council</u> or <u>Committee</u> are requested to limit their remarks to <u>5 minutes and</u> <u>10 minutes respectively</u> (approximately 5/10 slides). Delegates should make every effort to ensure their presentation material is prepared in an <u>accessible format</u> . Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.							
Notice with Respect to the Collection of Personal Information (Municipal Freedom of Information and Protection of Privacy Act) Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the <i>Municipal Act</i> , 2001, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.							

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



# HERITAGE HEIGHTS

Let's get it right



# **HERITAGE HEIGHTS**

Be a walkable neighbourhood promoting HEALTH & WELLBEING Be a place for business and culture to THRIVE Be environmentally friendly supporting

**CLIMATE MITIGATION** 

# A COMMUNITY WHERE YOU CAN:

- Live, learn, work, play & shop
- walk to school
- live without a car
- start a business
- Hop on the GO or the ZUM
- pick an apple



# HERITAGE HEIGHTS FOLLOWS PROVINCIAL POLICY



## **Greenbelt Act**

Provides policy guidance to preserve and protect environmentally significant areas in Southern Ontario.

## **Planning Act**

Promotes sustainable economic development in a healthy natural environment provide for a land use planning system.

## A Place To Grow

Is the Ontario government's initiative to plan for development to support economic prosperity, protect the environment, and helps communities achieve a high quality of life. Long-term plan to provide homes and jobs, promote investment and build communities in the Greater Golden Horseshoe.

PPS



# HERITAGE HEIGHTS (AT A GLANCE)

4000 acres (1,600 ha) 126 Landowners/developers 14 years - planning history \$70 million - DC's Collected by the Region of Peel (N/S Transportation Corridor) 3 Design Charrettes since Sept 2019



# GTA WEST CORRIDOR BISECTS HERITAGE HEIGHTS

# SPRAVL

TOWN OF HALTON HILLS OWN

OID

Bovat

# IMPACTS

BARRIER EFFECT BIGGER ROADS CONTRIBUTES TO CONGESTION OVERLOADS ADJACENT INTERSECTIONS PROMOTES SUBURBAN DEVELOPMENT EXPORTS VALUE



## Province puts brakes on GTA West highway





# ONTARIO GOVERNMENT SHELVED HIGHWAY PLANS IN 2017

- 2016 GTA West Advisory Panel appointed
- 2017 panel determined that the GTA West (Hwy 413) is not the best way to address changing transportation needs
- Modeling showed 413 would only save drivers 30-60 seconds per vehicle trip
- 2018 narrower corridor protected

y Panel appointed ed that the GTA West st way to address n needs yould only save er vehicle trip



# HERITAGE HEIGHTS CONCEPT PLAN

catalyzes mixed-use development / maximizes land values / stimulates job creation







# **MAKING SMART INFRASTRUCTURE INVESTMENTS**





## **BOULEVARD**

- ٠
- Multiple routing options ۲
- Multi-modal •
- Maximizes short trip making ٠
- Flexible •
- ٠

## **HIGHWAY**

- Barrier effect ٠
- Sparse network ٠
- Bigger, faster roads •
- **Car-oriented** •
- ٠
- Adds to congestion
- Harder to change

Robust connected street network

Framework for a complete community

Encourages longer haul car trips
# **BOULEVARD VS HIGHWAY**

## ENGAGING / DIVERSE / GREATER TRIPS





## VAST / STERILE / HIGH SPEEDS





# **SCORECARD: BOULEVARD VS HIGHWAY**

NATURAL ENVIRONMENT	Fish and Fish Habitat Terrestrial Ecosystem and Wildlife Groundwater/Surface Water Designated Areas	e Habitat
SOCIO-ECONOMIC & CULTURAL	<ul> <li>Planning Policies</li> <li>Goals and Objectives:</li> <li>Property Impacts</li> <li>Noise</li> <li>Air Quality</li> <li>Public Health</li> <li>Built Heritage and Cultural Landson</li> <li>Archaeology</li> </ul>	Sprawl Jobs Property Value Climate Change ROW Adjacent Value Barrier Effect
TRANSPORTATION	Capacity/LOS Safety Connectivity Multi-modal Goods Movement	Volume Number of Trips Direct Routing Travel Time BRT Effectiveness Walking Cycling In-city Long Distance
IMPLEMENTATION	Capital Cost Utilities Staging Environmental Mitigation	





410 Extension & GTA West Corridor: Does not service existing employment zones

401

410

403

B

427

409

400









## UNCERTAIN, OUTDATED MODEL?

- More noise pollution / greenhouse gasses
- Negative health effects
- Suburban sprawl / people relying on cars
- Lower property values / lower tax base
- More serious/fatal road traffic accidents
- Negative impacts on natural environment
- Province rejects in 2017, ongoing since 2005
- Uncertainty: decades for a 400 series Hwy



# **OR PREDICTABLE, SMART GROWTH?**

- Environmentally friendly neighbourhoods
- Promotes healthy living
- Complete communities / multi-modal
- 3 times the development potential / jobs
- Safer roads / active travel routes
- Preserves natural and heritage assets
- Supports Province's Covid recovery strategy
- Planning for the future can begin today

greenhouse gasses S

lly neighbourhoods g s / multi-modal ent potential / jobs ivel routes heritage assets ovid recovery strategy e can begin today

# FISCAL RESPONSIBILITY / MORE JOBS / MORE PEOPLE



Heritage Heights Economic Impact Analysis

City of Brampton

Draft

Population	123,730
Housing	35,855
Construction Value	\$14.8B
Direct Jobs	42,880
Indirect Jobs	22,400
Temp Construction Jobs	5,180
Total DC's	\$3.16B
Brampton DC Revenue	\$1.178B
Assessment Growth	\$23B
Property Tax Revenue	\$244.6M
Building Permit Revenue	\$99.8M
Activity Rate	35%
Density (PPJ's/ha)	169

BOULEVARD

HIGHWAY

59,920 15,920 \$6.8B 17,980 7,700 2,380 \$1.53B \$583M \$12.1B \$133.1M \$50.4M 30% 79

# HERITAGE HEIGHTS – A COMPLETE COMMUNITY

## HERITAGE HEIGHTS CONCEPT PLAN

The City of Brampton undertook an extensive engagement process to develop a plan consistent with the qualities the province directed municipalities to deliver in its Growth Plan, Provincial Policy Statement, and other planning directives.

The Heritage Heights concept plan, recently endorsed by Brampton Council, delivers a "complete communities" model and is a better direction for all stakeholders, including the province. Brampton wants to work with the province to get important transportation infrastructure built in a timely, cost-effective and more predictable manner.

## GTA WEST CORRIDOR VS HERITAGE HEIGHTS BOULEVARD

The GTA West Corridor project, first launched in 2005, reflects a conventional transportation approach that has typically resulted in suburban sprawl and contributes to additional congestion.

Since 2005, Brampton's population has increased by more than 30% and the city continues to be one of the most rapidly growing cities in Canada. It has been proven that the most effective approach to reducing congestion is to concentrate on smarter land use approaches. The Heritage Heights plan focuses on compact, mixed-use development adjacent to higher order transit, while at the same time creates a far more robust street network to spread vehicular trips, provide multiple routing options, and overall, develop more liveable and complete communities.

The proposed boulevard represents nearly three times the level of job creation than would exist with a 400 series highway bisecting the area and offers more than twice the potential for population growth and new family dwellings. The concept plan endorsed by Council is more successful at maximizing value creation and contributes to a more sustainable financial position for the City, Region and province.

 From: Christine Massey
 OFFICE OF THE REC

 Sent: October 6, 2020 5:03 PM
 To: ZZG-RegionalClerk <<u>zzg-regionalclerk@peelregion.ca</u>>; Lockyer, Kathryn

 <kathryn.lockyer@peelregion.ca>
 Subject: Re: How CDC/WHO will fake the effects of the COVID vaccine to make it look like a success

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

Dear Clerk,

I request that the email and attachment below be added to Council's next meeting agenda.

Thank you, Christine

On Tue, Sep 22, 2020 at 10:51 AM Christine Massey wrote: Dear Everyone,

Be advised of the following "heads-up" from investigation reporter Jon Rappoport, below.

Note that #1 ("*Rework the definition of a "COVID case"*) was already done **multiple** times in recent months for "COVID-19" in Ontario, in the direction of increasing the number of so-called "confirmed cases" by loosening the diagnosis criteria in the province's "Case Definition" documents.

#### February 26 2020

**Confirmed Case** A person with laboratory confirmation of COVID-19 infection performed **at a reference laboratory** (e.g. The National Microbiology Laboratory or Public Health Ontario Laboratory) and consists of positive real-time PCR on **at least two specific genomic targets, or a single positive target AND additional detection with nucleic acid sequencing**. Positive laboratory tests at a non-reference laboratory require additional testing at a reference laboratory for confirmation.

#### August 6 2020

**Confirmed Case** A person with laboratory confirmation of SARS-CoV-2 infection using a validated assay, consisting of positive nucleic acid amplification test (NAAT; e.g. real-time PCR or nucleic acid sequencing) on at least **one specific genome target**. Laboratory confirmation is performed at reference laboratories (e.g., The National Microbiology Laboratory or Public Health Ontario Laboratory) **or non-reference laboratories (e.g., hospital or community laboratories)** (see footnote 7).

A person with a **positive detection of serum/plasma immunoglobulin G (IgG) antibodies** to SARS-CoV-2 from a laboratory in Ontario that is licensed to conduct serology testing for clinical purposes (see footnote 10).

REFERRAL TO	
RECOMMENDED	
DIRECTION REQUIRED	
RECEIPT RECOMMENDED	$\checkmark$

And every single instance of this so-called "COVID-19 testing" across the planet has been based on nothing more than fraud.

THERE ARE NO VALIDATED ASSAYS. VALIDATION OF AN ASSAY REQUIRES ISOLATION OF ACTUAL SARS-COV-2 VIRUSES FROM UNADULTERATED PATIENT SAMPLES - WHICH HAS NEVER HAPPENED ANYWHERE ON THE PLANET, EVER, AS EVIDENCED BY THE 13 <u>FREEDOM OF INFORMATION RESPONSES</u> I HAVE COLLECTED FROM AROUND THE WORLD, attached.

Dr. Andrew Kaufman has exquisitely revealed another example of COVID-1984 SCIENTIFIC FRAUD recently published in the prestigious journal Nature, just one example of the rampant "monkey business" of mixing patient samples with monkey kidney cells, fetal bovine serum, antibiotics, etc. and passing this off as "virus isolation" - an act of fraud committed by dozens of research teams around the world including one right here in <u>Ontario</u>.

ZERO Evidence that COVID Fulfills Koch's 4 Germ Theory Postulates https://www.youtube.com/watch?time\_continue=1&v=sSBQUIEUbQ8&feature=emb\_logo

Christine Massey, M.Sc.

------ Forwarded message ------From: Jon Rappoport <<u>info@nomorefakenews.com</u>> Date: Tue, Sep 22, 2020 at 9:48 AM Subject: How CDC/WHO will fake the effects of the COVID vaccine to make it look like a success To:

## nomorefakenews.com The Real News

# How CDC/WHO will fake the effects of the COVID vaccine to make it look like a success

by Jon Rappoport

(To read about Jon's mega-collection, The Matrix Revealed, click here.)

Making a vaccine look like it's a champion isn't difficult for public health agencies. There are a number of strategies.

Of course, these fraudulent strategies would be serious crimes. But when has that stopped the CDC or the World Health Organization?

In no particular order----

ONE: Rework the definition of a "COVID case." Presently, the CDC absurdly allows doctors to diagnose a person with COVID who has a cough, or chills and fever, and lives in an area where cases are being claimed. No test necessary.

So change this practice, once the vaccine is approved. Demand testing for a diagnosis. State that cough alone is not enough. Chills and fever must also be present. Require fever to be above 100.

These and other changes would automatically shrink the number of cases. The drop in numbers would be attributed to the vaccine.

This "definitional shrinking" was, in fact, deployed in the 1950s, after the introduction of the polio vaccine.

TWO: Order a change in the way the PCR diagnostic test is done. The practice of amplifying the original test sample from the patient occurs in cycles, or jumps. The greater the number of cycles, the more likely the test will result in a COVID diagnosis. Therefore, order a reduced number of cycles for all testing labs.

Outcome? Fewer COVID diagnoses. Fewer case numbers. "The vaccine is working."

THREE: Quietly restrict the present hospital practice of arbitrarily writing "COVID" on patient case and death files.

FOUR: Cook up and publish false studies showing more and more people are developing immunity to the virus. Attribute this to the vaccine.

FIVE: Another type of false study----"the transmission of the virus from person to person is slowing, thanks to the vaccine."

SIX: Pump up the success of issuing Immunity certificates after

vaccination. "People are feeling safer now. More businesses are reopening..."

SEVEN: Using the compliant press, simply issue bald declarations that the vaccine is a success.

EIGHT: Hide the many instances of injury and death from the vaccine. When necessary, claim COVID was the cause.

NINE: Warn that the wonderful vaccine-derived immunity is not permanent, and frequent booster shots are necessary.

TEN: Rework the definition of "vaccine-acquired immunity." Even a very weak antibody response from the shot would qualify as "protective immunity."

ELEVEN: Huge numbers of people with ordinary flu-like illness, pneumonia, and other traditional lung infections are being called "COVID." Change this practice. Go back to calling many of these people "flu," "pneumonia," etc. COVID case numbers will drop. Claim the drop is the effect of the vaccine.

TWELVE: Presently, millions of so-called COVID cases have "comorbidities." These are prior serious health conditions which are, in fact, the true causes of illnesses and death. Of course, this is denied. But after the vaccine is introduced... scale back the practice of counting all these ill and deceased co-morbid patients as "COVID." Case and death numbers will drop. Claim the vaccine is the reason.

THIRTEEN: After the vaccine is introduced, slow down testing for a brief period. This will automatically reduce the rate of new cases. Attribute the decline to the vaccine.

Committing these crimes are a walk in the park for public health agencies.

And appointing official mouthpieces to carry lies to the public is as easy as training little Faucis to sit up and bark.

~~~

(The link to this article posted on my blog is here.)

Use this link to order Jon's Matrix Collections.

#### Jon Rappoport

The author of three explosive collections, THE MATRIX REVEALED, EXIT FROM THE MATRIX, and POWER OUTSIDE THE MATRIX, Jon was a candidate for a US Congressional seat in the 29th District of California. He maintains a consulting practice for private clients, the purpose of which is the expansion of personal creative power. Nominated for a Pulitzer Prize, he has worked as an investigative reporter for 30 years, writing articles on politics, medicine, and health for CBS Healthwatch, LA Weekly, Spin Magazine, Stern, and other newspapers and magazines in the US and Europe. Jon has delivered lectures and seminars on global politics, health, logic, and creative power to audiences around the world.

You can find this article and more at *NoMoreFakeNews*.

No More Fake News, Encinitas, Encinitas, CA 92024

<u>SafeUnsubscribe™ cmssyc@gmail.com</u> <u>Forward this email</u> | <u>Update Profile</u> | <u>About our service provider</u> Sent by <u>info@nomorefakenews.com</u> powered by



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Ministry of Municipal Affairs and Housing

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor Toronto ON M7A 2J3 Tel.: 416 585-7000 Ministère des Affaires municipales et du Logement

Bureau du ministre



234-2020-4374

777, rue Bay, 17<sup>e</sup> étage Toronto ON M7A 2J3 Tél.: 416 585-7000

## RECEIVED

#### **October 8, 2020**

REGION OF PEEL OFFICE OF THE REGIONAL CLERK

October 8, 2020

Dear Heads of Council and Chairs of District Social Services Administration Boards:

On August 28, 2020, our government announced its intention to stabilize rent by introducing legislation this fall to ensure that the vast majority of families do not see a rent increase in 2021.

On October 1, 2020, the *Helping Tenants and Small Businesses Act, 2020* received Royal Assent. The Act amends the *Residential Tenancies Act, 2006* (RTA), to deliver on the commitment to freeze residential rent increases in 2021 to give the vast majority of Ontario tenants some relief and financial security as we continue to recover from the pandemic.

The amendments set the 2021 rent increase guideline to zero per cent and freeze annual rent increases starting January 1, 2021 and lasting until December 31, 2021. The rent freeze applies to the majority of rental units that are covered by the RTA, including:

- Newly built units occupied for the first time on or after November 15, 2018, which are typically exempt from the rent increase guideline;
- Purpose-built rental apartments, condos, houses and basement apartments;
- Rented sites in mobile home parks and land lease communities;
- Care homes, including retirement homes;
- Affordable housing units created through various federally and/or provincially funded programs; and
- Households living in community housing that receive rent-geared-to-income (RGI) assistance or pay low end of market rent, with the exception of non-profit housing co-op members who pay market rates.

The Ministry of Municipal Affairs and Housing is committed to engaging the community housing sector through consultations under the Community Housing Renewal Strategy to monitor and understand the impacts of the rent freeze, as we work together to mitigate the financial impacts of COVID-19 on Ontarians, increase housing affordability, and deliver on our goal to sustain and grow the community housing system.

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The Act is available <u>online here</u> and additional details can be found <u>online here</u>.

On behalf of our government, I would like to extend our thanks for your support in working with the ministry to support tenants during this challenging time. We welcome your continued input and look forward to continuing to work with our municipal partners in the coming months.

Sincerely,

Black

Steve Clark Minister

From: Minister of Infrastructure <<u>Minister.MOI@ontario.ca</u>>
Sent: October 13, 2020 11:33 AM
To: ZZG-Chair <<u>zzg-chair@peelregion.ca</u>>
Subject: A message from the Minister of Infrastructure

Mr. Nando Iannicca Regional Chair Regional Municipality of Peel <u>chair@peelregion.ca</u>

Dear Chair Iannicca:

On behalf of the Ministry of Infrastructure, I would like to thank you for participating in the 2020 Association of Municipalities of Ontario (AMO) Annual Conference. It was a pleasure to meet with you and your delegation. I appreciated our discussion about how we can work together to advance critical infrastructure to support Ontario's economic recovery and build healthy communities.

As we discussed, the Investing in Canada Infrastructure Plan (ICIP) will provide Ontario with a total of \$11.8 billion in federal funding over 10 years. This money is allocated through four funding streams: Rural and Northern Infrastructure, Public Transit, Green Infrastructure, and Community, Culture and Recreation. Ontario has launched intakes for all four of the ICIP funding streams. To date, Ontario has nominated 760 projects to the federal government, of which over 390 have been approved.

The federal government recently announced a new COVID-19 Resilience Infrastructure stream under ICIP with additional eligible project types. The stream does not provide new money. It provides Ontario the opportunity to allocate up to 10 per cent of unallocated ICIP federal funding to utilize the stream. Ontario appreciates the potential flexibility the new stream could provide. We are reviewing the details to determine how this stream could support Ontario's infrastructure priorities, while also maintaining funding for an additional intake of ICIP Green. More information will be available soon.

Ontario will continue to ask for additional federal funding to make more investments in infrastructure projects and broadband that are critical to the province and our municipal partners as well as continue to push for additional flexibility and expedited project approvals within ICIP. I am committed to working with municipalities and the federal government to streamline the delivery of programs through bi-lateral funding agreements that support the best interests of the people of Ontario. I look forward to continuing the conversation and working to support your municipality as these opportunities become available.

Thank you again for meeting with me. I look forward to continuing to work with you in the future.

Sincerely,

The Honourable Laurie Scott Minister of Infrastructure

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**Confidentiality Warning:** This e-mail contains information intended only for the use of the individual(s) named above. If you have received this e-mail in error, we would appreciate it if you could advise us through the Minister's website at <u>www.ontario.ca/page/ministry-infrastructure</u> and destroy all copies of this message. Thank you.

From: Filipovich, Janet (MMAH) <<u>Janet.Filipovich@ontario.ca</u>> On Behalf Of Manson-Smith, Kate (MMA) Sent: October 10, 2020 8:31 AM Subject: Memorandum from MMAH & SOLGEN DMs to Municipal CAOs

Please see the attached Memorandum from Deputy Minister Kate Manson-Smith (Ministry of Municipal Affairs and Housing) and Deputy Minister Mario Di Tommaso (Ministry of the Solicitor General).

Veuillez consulter la note de service ci-jointe de la sous-ministre Kate Manson-Smith (ministère des Affaires municipales et du Logement) et du sous-ministre Mario Di Tommaso.

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| Ministry of the Solicitor<br>General                                               | Ministère du Solliciteur général                                                 | Ontario 😵        |
|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|------------------|
| Office of the Deputy Minister                                                      | Bureau du ministre                                                               |                  |
| 25 Grosvenor St.<br>12 <sup>th</sup> Floor<br>Toronto ON M7A 2H3                   | 25 rue Grosvenor<br>12º étage<br>Toronto ON M7A 2H3                              |                  |
| Telephone: (416) 314-3377<br>Facsimile: (416) 314-4037                             | Téléphone: (416) 314-3377<br>Télécopieur: (416) 314-4037                         |                  |
| Ministry of Municipal<br>Affairs and Housing                                       | Ministère des Affaires<br>Municipales et du Logement                             |                  |
| Office of the Deputy Minister                                                      | Bureau du ministre                                                               |                  |
| 777 Bay Street, 17 <sup>th</sup> Floor<br>Toronto ON M7A 2J3<br>Tel.: 416 585-7100 | 777, rue Bay, 17 <sup>e</sup> étage<br>Toronto ON M7A 2J3<br>Tél. : 416 585-7100 |                  |
| October 10, 2020                                                                   |                                                                                  |                  |
| MEMORANDUM TO:                                                                     | Regional and Municipal CAOs/Clerl                                                | ks               |
|                                                                                    | City of Toronto, City of Ottawa, Reg                                             | ion of Peel      |
| SUBJECT:                                                                           | Enforcement of Orders under the R<br>Act, 2020                                   | eopening Ontario |

As you are aware, municipal by-law officers are designated to enforce orders under the *Reopening Ontario (A Flexible Response to COVID-19) Act, 2020* (ROA). We acknowledge that local partners have been working together closely and emphasize the importance of compliance promotion by all enforcement personnel to support the enforcement of orders under the ROA. A shared responsibility and sustained efforts across municipal and provincial partners remain critical to limiting the spread of infection and managing the impact of the pandemic on local communities.

Given the recent rise in COVID-19 cases in the province and specifically in Ottawa, Peel Region and Toronto, these communities have moved from Stage 3 to an amended version of Stage 2. As a result, we would encourage sustained vigilance and collaboration among local by-law enforcement and other enforcement personnel, including police officers, and other provincial offences officers to ensure coordination of local enforcement efforts. A focused approach to enforcement is recommended that considers the severity of the violation of an order and the Government of Ontario's public health intent to limit the spread of COVID-19.

Public health information and data collected through local inspection activities will be applied to help us to continue to focus our efforts on regions with higher rates of infection.

We are working to ensure more provincial resources are also brought forward to address critical enforcement measures locally and encourage you to do the same.

There are several offences, penalties and enforcement mechanisms under the ROA available to police and other designated enforcement personnel, including the authority to issue tickets under Part I and summonses under Part III of the *Provincial Offences Act.* 

For information about the orders in effect and enforceable under the ROA, including those orders around businesses and organizations that are permitted to be open, please visit the link to the Act on e-Laws at <u>https://www.ontario.ca/laws/statute/20r17</u> and click on the "Regulations under this Act" tab.

To help support enforcement personnel, ministry staff continue to respond to inquiries via email, at EssentialWorkplacesSupport.SolGen@ontario.ca. Through this channel, assistance is available Monday to Friday, from 8:30 a.m. – 5:00 p.m. EST. Enforcement personnel may also continue to monitor www.ontario.ca/alert for information and updates on emergency orders.

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

Sincerely,

Original Signed by

Original Signed by

Deputy Mario Di Tommaso, O.O.M Deputy Minister, Community Safety Deputy Kate Manson-Smith Deputy Minister, Municipal Affairs and Housing

## RECEIVED

#### October 14, 2020 REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: danielle.andrade@servicecanada.gc.ca <danielle.andrade@servicecanada.gc.ca>
Sent: Thursday, October 8, 2020 3:15:31 PM
To: Bhattacharyya, Indro <indro.bhattacharyya@peelregion.ca>
Subject: Notification of new COVID-19 Funding to Community Entities

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

Dear Indro:

The Government of Canada has recently announced an additional \$236.7 million through Reaching Home to help extend and expand the emergency response to the COVID-19 outbreak. This funding is in addition to the \$157.5 million in funding announced in April 2020 to help communities address the immediate impacts of the pandemic.

Conference calls were hosted last week with Community Entities to share information on this funding. A commitment was made to communicate funding allocations as soon as possible. Funding allocations have since been confirmed and we are now able to inform you of the funding allocation for your community. The new incremental funding allocation under Canada's COVID-19 Economic Response Plan to Support People Experiencing and At Risk of Homelessness is \$5,891,606. This amount is intended to complement your current Reaching Home funding.

This funding is being administered through the statutory COVID-19 agreement rather than an amendment to your Reaching Home agreement. You will be contacted shortly to confirm information required to establish or amend the funding agreement and process the issuance of funding.

If you have any questions or require any further clarification, please do not hesitate to contact Danielle Andrade at 647-354-6785.

9.5-1

#### Sincerely,

Danielle Andrade

A/Senior Program Development Officer / Program Delivery Branch (PDB) / Ontario Region Service Canada / Government of Canada danielle.andrade@servicecanada.gc.ca /(NEW) BB: 647-354-6785

A/Agente principale de développement / Direction générale de l'exécution des programmes (DGEP) / Région de l'Ontario Service Canada / Gouvernement du Canada <u>danielle.andrade@servicecanada.gc.ca</u> /(NOUVEAU) BB: 647-354-6785

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#### REPORT TITLE: Community Safety and Well-being Plan 2020-2024

FROM: Cathy Granger, Acting Commissioner of Health Services

#### RECOMMENDATION

That the Community Safety and Well-being Plan, attached as Appendix I to the report from the Commissioner of Health Services, titled "Community Safety and Well-being Plan 2020-2024", be adopted;

And further, that the additional resources to implement and sustain the Community Safety and Well-Being Plan (2020-2024) as outlined in the subject report, be approved;

And further, that a copy of the Community Safety and Well-Being Plan (2020-2024) be forwarded to the Ministry of the Solicitor General, as required by the *Police Services Act, 1990*;

And further, that a copy of the subject report and Plan be forwarded to the Cities of Brampton and Mississauga and the Town of Caledon, for their information.

#### **REPORT HIGHLIGHTS**

- Peel's Community Safety and Well-being (CSWB) Plan was developed collaboratively with community partners to create a sustainable and long-term plan for Peel residents.
- CSWB planning tables have developed shared goals, priorities and action steps within the three areas of focus: family violence, mental health and addictions and systemic discrimination.
- There is strong alignment between Peel's CSWB Plan and the Region's 20-year strategic plan of *Community for Life;* several Regional initiatives and strategies align with the goals of the CSWB Plan.
- Regional support and resources for implementation are key considerations as CSWB partners begin implementation activities.
- The CSWB Plan approval will be accompanied by a communications campaign to support awareness across the Peel community.

#### DISCUSSION

#### 1. Background

Peel's CSWB Plan is a legislated requirement under the Police Services Act, 1990 and is a Term of Council Priority (2018-2022) aimed at addressing underlying factors that contribute to crime and promote well-being, belonging and safety. This comprehensive and

collaborative Plan aims to create a sustainable and long-term approach for supporting Peel residents. The report titled "Progress Update on Community Safety and Well-being Plan" was shared with Regional Council on July 9, 2020 which provided an overview of the progress of the Plan including the impact of COVID-19 and findings from the digital community engagement sessions with youth, families and service providers. Furthermore, elements of the CSWB Plan and draft goals for each of the three areas of focus were presented along with the CSWB indicator framework.

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

Recent events in the community have brought to the forefront the importance of addressing the root causes of issues that negatively impact safety and well-being within each area of focus in order to maximize opportunities for all residents to thrive. Peel's CSWB Plan provides an opportunity to take collective action with a shared commitment towards advancing well-being and safety in our community.

The goals of the Plan are well aligned with the Region's 20-year Strategic Plan - A Community for Life - specifically within the areas of Living and Thriving, and the commitment to diversity, equity and inclusion.

The CSWB Plan approval will be accompanied by a communications campaign to support awareness across the Peel community. The pre-launch component of the campaign was initiated in mid-October and the post-approval component will be launched upon Council approval on October 22, 2020 as outlined in the communication plan developed by a working group of community partners.

#### 2. Community Safety and Well-being Planning Approach

#### a) Timeline and Milestones

The CSWB Plan has been under development since 2018 with the following milestones achieved:

- Fall 2018 System Leadership Table (SLT) formed and governance structure approved for plan development.
- January November 2019 Secretariat staff hired to support plan development.
- **Spring/Sumer 2019 –** Research and analysis completed including jurisdictional and environmental scans as well as review of crime trends and data from Peel Regional Police and OPP Caledon, and Peel Public Health's Comprehensive Health Status Report to inform planning.
- June 2019 SLT and Extended Leadership Table established. Shared principles and collective impact approach adopted.
- **Fall 2019** Areas of focus identified: family violence, mental health and addictions and systemic discrimination; with an overall focus on youth (12-24 years old).

- **November 2019 February 2020 –** Action tables convened to establish shared priorities and goals, opportunities for collective action and strategies for implementation identified.
- **March 2020** Decision to pause community engagement due to COVID-19 but continue with completion of Plan on schedule.
- May June 2020 Community engagement delivered digitally.
- July August 2020 Draft CSWB Plan developed and shared with SLT and action tables for feedback.
- June September 2020 Communications plan to support the family and intimate partner violence awareness campaign created.
- August 2020 Communications plan for pre-launch and launch of CSWB Plan developed.
- September October 2020 CSWB Plan finalized for adoption.
- October 2020 forward Ongoing implementation and review.

#### b) Key Inputs in Planning Process

#### i) Ministry Framework

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

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

#### ii) Research and Analysis

Extensive research and analysis has been undertaken to inform the Plan and its' areas of focus including analysis of local police, public health and census data, environmental scans of existing strategies and initiatives in Peel that align with the Ministry framework, jurisdictional scans, as well as discussions with community partners.

#### iii) Community Engagement

As a result of the COVID-19 pandemic, in-person consultations were cancelled and were subsequently transitioned to a robust digital strategy in May and June 2020 for each area of focus. Across all consultation sessions, 91 youth, 75 families (parents, family members or caregivers) and 219 service providers were engaged. Consultations sought perspectives on each area of focus including gaps, challenges and ideas for potential solutions. Targeted outreach with existing youth groups and

service provider networks was also conducted to complement the general consultations. Youth consultations were co-designed and facilitated by youth ambassadors. There will be future opportunities for community engagement as the Plan continues to evolve over time and adapt to meet emerging needs.

#### iv) Partnerships

Over 25 local organizations have come together to develop a sustainable and longterm plan for Peel residents and to establish a shared commitment to action. Additionally, many residents including service providers, youth and families have participated in community consultations sharing their perspectives and shaping our priorities and goals for the coming years. Building meaningful partnerships and facilitating collaboration across sectors is pivotal to the successful implementation of the CSWB Plan.

#### v) Role of the Region and Secretariat

The Secretariat, made up of Region of Peel staff, have provided backbone support, coordinated collaborative planning tables (see Appendix III), and subsequently led the drafting of the CSWB Plan and presentation to Council for adoption. The Secretariat at the Region of Peel will continue to function in this role as the CSWB Plan comes to fruition through implementation planning in collaboration with system and community partners.

#### 3. The Areas of Focus and Goals

The CSWB Plan consists of three areas of focus (family violence, mental health and addictions and systemic discrimination) with six overall goals for 2020-2024. A summary of the goals and related strategies collectively identified by partners are summarized in the table below:

| Areas of<br>Focus  | Goals                                                            | Strategies and Strategic Actions                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Family<br>Violence | Create and<br>strengthen Peel's<br>pathways to safety            | <ul> <li>Working on systems mapping of existing pathways to safety in Peel to identify high needs areas and inefficiencies in existing services and supports for victims of abuse</li> <li>Improving data collection, management and reporting practices across the violence against women sector</li> <li>Learning from the coordinated efforts within the violence against women sector and stakeholders working in family violence in response to COVID-19</li> </ul> |
|                    | Increase awareness<br>and public education<br>of family violence | Developing a family violence and intimate<br>partner education and awareness campaign                                                                                                                                                                                                                                                                                                                                                                                    |

| Table 1 – An Overview of CSWB Plan Goals and Strategies | 3 |
|---------------------------------------------------------|---|
|---------------------------------------------------------|---|

| Mental Health<br>and Addictions | Promote mental<br>wellness and positive<br>relationships among<br>youth and families                                                                       | • Working with existing youth initiatives and youth serving organizations in Peel to foster supportive environments and help youth to form connections and develop skills                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 | Improve access to<br>mental health and<br>addictions (MHA)<br>services and<br>supports for youth by<br>simplifying pathways<br>and coordinating<br>efforts | <ul> <li>Transforming care pathways for young people who need access to mental health and addictions supports</li> <li>Developing Situation Table(s) in Peel to mitigate risk for crisis situations</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Systemic<br>Discrimination      | Publicly review,<br>develop and sustain<br>anti-oppressive and<br>equity practices and<br>policies in Peel                                                 | <ul> <li>Reaffirming commitment to equity and inclusion among partners at System Leadership Table including publicly committing to addressing systemic discrimination and anti-Black racism within organizations</li> <li>Building senior leaders' understanding and awareness of anti-oppression and equity through training and ongoing capacity building</li> <li>Building organizational capacity in equity and inclusion through identification of systemic barriers within organizational policies and practices, implementing practice and policy changes to address gaps and adopting common tools for applying an equity lens in decision-making.</li> <li>Publicly reporting on progress to address systemic discrimination within organizations to promote greater accountability and transparency</li> <li>Creating opportunities for meaningful engagement of people with lived experience including supporting and funding capacity building and nurturing partnerships with existing community networks to create opportunities for ongoing dialogue and feedback from community members</li> </ul> |
|                                 | Implement effective<br>data practices in<br>order to assess<br>impact and respond<br>to inequities                                                         | <ul> <li>Piloting the collection of sociodemographic<br/>data with a group of System Leadership<br/>Table organizations and developing data<br/>sharing mechanisms to enhance<br/>understanding of disparities in Peel that can<br/>inform policies and practices</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

Advocacy to other levels of government to advance community safety and well-being in Peel, including advocacy for resources and equitable policies is a global goal across all areas of focus.

#### a) Stakeholder Commitment

A stakeholder agreement was developed for partners to formally adopt the CSWB Plan and commit to working together towards advancing its goals. The stakeholder agreement outlines the roles of CSWB partners and their commitment towards collaboration through joint planning efforts, by aligning and integrating (where appropriate) organizational activities with the CSWB plan strategic priorities and by supporting implementation activities. The stakeholder agreement was presented to SLT members on September 22,2020 and is attached in Appendix IV.

#### 4. Alignment with Regional initiatives

Peel's CSWB Plan is one of the key strategies under the Term of Council Priority on Advancing Community Safety and Well-being. The CSWB Plan's internal working group made up of Regional staff facilitates coordination, collaboration and alignment across departments within the Region. Key Regional plans underway that align with the Community Safety and Well-being Plan include Peel's Poverty Reduction Strategy, Peel Region's Strategy to Address Human Sex Trafficking and Peel's Housing and Homelessness Plan 2018-2028. An overview of recent Council motions and Regional initiatives that align with the CSWB plan areas of focus in family violence, mental health and addictions and systemic discrimination are outlined below:

- On February 13, 2020 Regional Council passed a motion to develop a public education and awareness campaign to tackle the issue of domestic violence in Peel (Resolution Number 2020-84) working with the City of Brampton, City of Mississauga, Town of Caledon, Peel Regional Police, Ontario Provincial Police and community organizations.
- On June 11, 2020, Regional Council passed a motion that recognizes Anti-Black Racism as a crisis in the Region of Peel (Resolution Number 2020-447) and commits to addressing systemic racism that results in inequities for the Black community and other marginalized groups.
- On June 25, 2020, Regional Council moved a recommendation report (Resolution Number 2020-507) on responding to mental health and addiction (MHA) needs in Peel including advocacy to the province to implement a population-based funding formula for MHA services and working with community partners to develop a targeted awareness and advocacy campaign that illustrates the experiences of children, youth and adults who face challenges accessing mental health and addictions services to support advocacy efforts for equitable funding for services in Peel.
- On July 9, 2020 Regional Council passed a motion on Mental Health and Policing (Resolution Number 2020-551) including a plan to increase the number of Mobile Crisis Rapid Response Team (MCRRT) units in Peel, improvements to the delivery model including making mental health workers the lead or equal partners in a mental health crisis situation and advocacy to provincial government for changes to the *Mental Health Act* and advocacy to funding.

- The Office of Culture and Inclusion is working with other Regional departments to address Anti-Black racism and through their internal workforce focused activities to address systemic discrimination and embed equity across the organization including the workforce census and the employment systems review. The Office of Culture and Inclusion continues to work with the CSWB team and Systemic Discrimination Action Table to support alignment of activities and champion equity and inclusion across the Region.
- Peel Public Health's core strategic priorities on Promoting Mental Wellbeing and Advancing Health Equity and recent health equity work including collecting disaggregated data for COVID-19 cases, engaging community partners in informing and co-designing initiatives as part of COVID-19 response.
- The Region's Community Investment Program (CIP) funding for 2020 has included opportunities to apply for funding under the CSWB priority areas of family violence, mental health and addictions and systemic discrimination. The 2020 Capacity Fund, focused on supporting organizations to adapt to challenges and recovery as a result of COVID-19, which includes addressing systemic discrimination as one of the three priority areas.

#### 5. Next Steps

Following adoption of the Plan, new structures will be developed to support implementation. This will include establishing leads, working groups, performance measures and plans for ongoing community engagement at different levels of involvement and need. Early activities to support implementation include mapping the mandates and the current activities of existing tables, collaboratives and networks related to family violence that are aligned with the strategies identified in the CSWB Plan. This will identify where work can be aligned or built upon to increase capacity, garner support for the CSWB Plan, identify organizations that can take a lead on initiatives and streamline governance structures.

Regional Council will receive regular updates as the Plan progresses and evolves.

#### **RISK CONSIDERATIONS**

The Region has a legislative responsibility to coordinate the development, implementation and monitoring of the CSWB Plan, as such continued resources will be required to support the long-term sustainability of the plan and facilitate implementation of priorities under each of our areas of focus. Further, the impact and response to COVID-19 may impact the implementation capacity of the Region and partner organizations.

#### FINANCIAL IMPLICATIONS

To implement and sustain the operations of the CSWB Plan, additional resources including six full-time regular staff, funding for community activities and other expenses are required for continued community engagement. The additional resourcing request includes the hiring of 1 FTE dedicated to supporting communications and ongoing community engagement efforts. The total estimated cost of the additional resources represents an increase to the base operating budget of \$1 million. The proposed 2021 Budget will reflect the inclusion of these additional resources.

#### CONCLUSION

The Peel Community Safety and Well-being Plan is an exciting and unique opportunity for the Region of Peel and community partners to collectively and collaboratively work together to address system pressures and gaps and advance the safety, connectedness and well-being of all Peel residents to support a Community for Life.

#### APPENDICES

Appendix I – Community Safety and Well-being Plan 2020-2024 Appendix II – Ministry Framework Appendix III – Organizational Structure and Planning Tables Appendix IV – Stakeholder Agreement

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

Authored By: Anjana Aery, Research and Policy Analyst and Kirsten Barnes, Advisor

#### 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



## Community Safety and Well-being Plan partners

| Caledon Community Services                             | Ontario Provincial Police –<br>Caledon Detachment |
|--------------------------------------------------------|---------------------------------------------------|
| Catholic Family Services<br>Peel-Dufferin              | Peel District School Board                        |
| Central West Local Health<br>Integration Network       | Region of Peel                                    |
| Child Development Institute                            | The Regional Diversity Roundtable                 |
| City of Brampton                                       | The Salvation Army                                |
| City of Mississauga                                    | Sheridan College                                  |
| Dufferin-Peel Catholic<br>District School Board        | Town of Caledon                                   |
| Family Services of Peel                                | United Way Greater Toronto                        |
| Indus Community Services                               | United Way Black Community<br>Advisory Committee  |
| Malton Neighbourhood Services                          | University of Toronto, Mississauga (UTM           |
| Ministry of Children,<br>Community and Social Services | William Osler Health System                       |
| Mississauga Halton Local Health<br>Integration Network |                                                   |

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## Message from the co-chairs





On behalf of the System Leadership Table, we are pleased to present Peel's Community Safety and Well-being (CSWB) Plan. Community safety and well-being planning is a vehicle for change in the community. It's about more than just preventing crime or responding to a crisis. Investing in communities by working upstream and developing equitable responses to emerging issues will reduce the need for crisis responses and ultimately lead to long-term change.

The CSWB Plan allows us to be responsive, adapt to the needs of residents and use data to make evidence-informed decisions. We need to consider new ways of tackling the complex challenges facing our communities and rethink the way we deliver services to meet the needs of our residents.

Recent events from dealing with the COVID-19 pandemic and taking a closer look at populations facing exacerbated circumstances to confronting anti-Black racism in our systems, institutions and community have reiterated the importance of our three areas of focus: family violence, mental health and addictions and systemic discrimination in Peel and the opportunities that can come from working collectively to address these complex issues.

Beyond the legislative requirement, this CSWB Plan is an opportunity to work together on a community plan. Many residents, community partners and organizations are already doing tremendous work to contribute to well-being, safety and a sense of belonging in Peel. It is important to continue to build and strengthen partnerships across sectors and the CSWB Plan is a great opportunity to accomplish our shared goals. We sincerely thank the many community partners across Peel that have come together to develop this Plan.

This is more than a traditional Plan, it's a planning framework and approach that we can all embed in our work. It can guide future activities and inform planning and prioritization. As an iterative Plan it will evolve and adapt over time to continue to respond to emerging issues and find innovative ways to improve systems. We all have a role to play in community safety and well-being. We're looking forward to working collaboratively alongside the community to accomplish our shared goals and keep our residents safe and thriving.

Nancy Polsinelli Commissioner of Health Services, Region of Peel

Chief Nishan Duraiappah Peel Regional Police

### **Executive summary**

Over 25 organizations, including emergency services, school boards, social service providers, cultural organizations and governments came together to develop Peel's Community Safety and Well-being (CSWB) Plan. Peel's CSWB Plan provides a roadmap for how partners can work collaboratively across different sectors towards a shared commitment to making Peel a safer, and more inclusive and connected community where all residents thrive.



The areas of focus for this first iteration of the Plan include **family violence**, **mental health and addictions**, and **systemic discrimination**. The Plan examines the needs of youth and families in our community across all three areas. The first iteration of the Plan will follow a 4-year time frame and will be reviewed and updated annually, as required, to reflect the emerging needs of Peel residents. The impacts of COVID-19 on the community reinforce the urgency and needs within the three areas of focus.

Community safety and well-being plans are provincially legislated for municipalities in Ontario under the *Police Services Act, 1990.* The Province has provided a framework to support planning which focuses on four domains of intervention: incident response, risk intervention, prevention and social development. The Plan also applies a collective impact approach to develop a common agenda and work collectively to address complex social issues, a social determinant of health lens to understand factors that contribute to community safety and well-being and applies an equity lens across all areas of focus recognizing the systemic barriers faced by marginalized populations.

Across the three areas of focus collective goals, strategies and outcomes have been identified which aim to proactively support the safety and well-being of the community. Partners are working together to develop a detailed implementation plan. Advocacy to other levels of government to advance community safety and well-being in Peel, including advocacy for resources and equitable policies, ongoing communication and engagement with community partners and residents and shared measurement and indicators to continue to monitor progress and measure success will be key enablers of the Plan moving into implementation.

Peel's CSWB Plan provides an opportunity to take collective action and break down silos with a shared commitment towards equity and advancing well-being and safety in our community. It establishes a framework and coordinated approach to working alongside system partners and residents to continue its work of promoting safety and well-being for all residents in Peel. Throughout the 4-year course of the Plan and in future iterations, the CSWB plan will continue to be responsive to emerging needs in Peel and create ongoing opportunities for community engagement and involvement.

### Moving upstream to promote safety and well-being



Community safety and well-being plans are provincially legislated for municipalities in Ontario under the Police Services Act, 1990. This multi-sectoral approach to community safety and wellbeing planning recognizes that more policing is not the answer to complex social problems. A single organization or sector cannot tackle these complex and interconnected issues alone. Peel's Community Safety and Well-being (CSWB) Plan provides a roadmap for how partners can work collaboratively across different sectors towards a shared commitment to making Peel a safer, more inclusive and connected community where all residents thrive.

Peel is a large and diverse region with approximately 1.4 million residents and includes the City of Brampton, the City of Mississauga and the Town of Caledon. Peel is unique compared to other regions in Ontario; it has the second largest population in Ontario with more than half of residents identifying as immigrants

and 62% of residents identifying as racialized (visible minorities), the highest proportion in the Greater Toronto Area (GTA). It also encompasses both a rural (Caledon) and urban (Brampton and Mississauga) context and has seen astronomical growth in recent years which presents both opportunities and challenges for addressing needs in the community.

Improving safety and well-being in our communities requires a comprehensive approach that includes improving the social determinants of health and working towards systems change. Factors such as poverty, unequal access to education, unemployment and underemployment, poor early childhood development, inadequate housing, social exclusion, systemic discrimination (including systemic racism), and barriers to accessing health and social services increase the likelihood that communities will experience unsafe and unhealthy situations. In fact, inequities in access to the supports, opportunities and resources needed to thrive persist for marginalized communities in Peel. Prioritizing equity across our work and tackling systemic discrimination will help achieve our shared vision of inclusion, safety and connectedness for all residents in the community.



Over the past decade, police have increasingly been called to situations involving individuals who are facing mental health crisis, addictions, homelessness and other complex social issues. Although police and emergency response are often the first point of contact in these situations, they are a temporary fix and do not address the need for long-term supports in our community. A focus on prevention and getting people access to the supports they need in

the community before they end up in crisis is necessary. A rich body of evidence also demonstrates that investing upstream in social, health and community infrastructure and preventive services can ultimately improve health and social outcomes and prevent crime. A 2017 evidence review of public health interventions found a 5.6-fold increase in cost savings to the health system and the wider economy when investments were made in social development and prevention initiatives such as programs targeted at children and youth.<sup>1</sup> Research also shows that investments in evidence-based programs that reduce violence and aggression, drug and alcohol use, and other youth behaviour problems while promoting positive youth development and strong families and communities yield returns of \$1 to \$25 per dollar invested by reducing costs to social, health, policing and justice sectors.<sup>2</sup>

Addressing the root causes of issues that negatively impact safety and well-being will maximize opportunities for all residents to thrive and sustain healthy and connected communities. Peel's CSWB Plan provides an opportunity to take collective action with a shared commitment towards advancing well-being and safety in our community.



Peel's Community Safety and Well-being Plan 2020-2024
## **Context in Peel**

#### Impact of COVID-19

The global pandemic of COVID-19 and the provincial state of emergency declared in March 2020 severely impacted communities in Peel through widespread closures, job losses, increased anxiety and uncertainty and drastic changes in how we live our daily lives. For example Kids Help Phone, a national crisis line, reported a 112% increase in demand for services compared to the same time last year with a large



increase in young people talking about physical abuse at home.<sup>3</sup> There will potentially be significant long-term impacts on mental well-being, particularly for children and youth, that will need to be considered moving into recovery.

While COVID-19 has had a devastating impact for all communities, it's particularly devastating in Peel given years of underfunding of social services relative to other communities. This meant Peel and other high growth communities didn't have the same capacity to respond. The pandemic also exacerbated the disproportionate impacts and existing inequities faced by marginalized members of our community and reinforced the need to address systemic barriers that different groups can face in accessing services



and supports. It will be important to apply an equity lens to inform recovery planning and service delivery in the long run.

Through the pandemic we have also seen the resiliency of our community and how many people, agencies and governments have come together to support one another. From mutual aid groups to community, health and social service agencies, many have adapted and created innovative ways to respond to the growing needs in our community.

#### Systemic discrimination and anti-Black racism



Recent events in the community have brought to the forefront the longstanding impacts of systemic racism and the urgent need to address anti-Black racism. While there has been more mainstream coverage of these issues, community members and advocates have long been calling for action to eradicate systemic racism and discrimination. In Peel, a review within the Peel District School Board highlighted how Black youth, especially

males, are disproportionally represented in suspensions and expulsions and how Black students, parents and staff face discrimination and racism in schools. Police interactions with the Black community and other racialized communities have led to the use of carding, excessive force and disproportionate ticketing and arrests. Anti-Black racism undermines the well-being of Black communities across systems and sectors. There is a need to hold institutions, including us as CSWB partners, accountable for real change.

Many CSWB partner organizations have shared statements on anti-Black racism and are confronting it within their own organizations and in the community. In June 2020 the City of Brampton, City of Mississauga and the Region of Peel declared anti-Black racism a crisis in Peel. There is urgency in the community and across organizations in Peel to work together to immediately address these issues.



A key priority of the CSWB Plan is to address systemic discrimination. Indigenous, Black and other racialized communities, LGBTQ2S+ (Lesbian, Gay, Bisexual, Transgender, Queer or Questioning and Two-Spirit) communities, immigrants and refugees, people living with disabilities and other marginalized groups continue to face stigma and systemic discrimination that negatively impacts their overall safety and well-being. There is an opportunity to champion anti-racist and anti-oppressive practice in our work together to advance equity and inclusion.

#### Peel demographics



#### Household income in Peel



| 51.5% of Peel residents were immigrants<br>Top 10 countries of birth<br>for recent immigrants** |                      | Popu                 | Population identified as racialized (visible minorities) |                                                                                                     |
|-------------------------------------------------------------------------------------------------|----------------------|----------------------|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| India                                                                                           | Pakistan             | Brampton <b>73.3</b> | 6                                                        | <b>62.3</b> %                                                                                       |
| Philippines                                                                                     | China                | Mississauga          |                                                          | of Peel's population<br>identified as racialized<br>(visible minorities),<br>the highest proportion |
| Iraq                                                                                            | Jamaica              | 57.2                 |                                                          |                                                                                                     |
| Egypt                                                                                           | United States        | Caledon              | 6                                                        |                                                                                                     |
| Syria                                                                                           | United Arab Emirates | <b>18.7</b> %        |                                                          | in the GTA.                                                                                         |

**The top non-official languages spoken at home in Peel were:** Punjabi, Urdu, Mandarin, Arabic, Polish, Spanish, Gujarati, Tamil, Cantonese and Tagalog.

#### Sources:

Peel Data Centre. 2017. 2016 Census Bulletins (Data from Statistics Canada 2016 Census) Peel Public Health, Population Health Assessment; [updated 2019 Jan 22; cited 2020 Aug 18]. Available from: http://www.peelregion.ca/health/statusdata/SocioDemographics/population.asp \*Low income based on low-income measure after tax (LIM-AT)

\*\*Recent Immigrants" are immigrants who landed in Canada between January 1, 2011 and May 10, 2016.

# Community safety and well-being in Peel

#### What is community safety and well-being?

The Ministry of Solicitor General defines community safety and well-being as "the ideal state of a sustainable community where everyone is safe, has a sense of belonging, opportunities to participate, and where individuals and families are able to meet their needs for education, health care, food, housing, income, and social and cultural expression." This emphasizes that community safety and well-being is more than just having our basic needs met and being free from crime. Rather, it encompasses the social determinants of health and many aspects of our social, physical, emotional and spiritual well-being.

Through engagement sessions with youth, families and service providers in Peel, we learned about what community safety and well-being looks like to our residents:





#### Well-being is:

"Holistic, interconnected, all-encompassing."

"Being able to accomplish your goals and contribute to society."

"Meeting your own needs without burning yourself out."

"Having a sense of belonging."

"Feeling connected to your community."

"Finding healthy ways to cope."

"Can't have well-being without safety, physical comfort (e.g., food, shelter, basic needs) and social, emotional and spiritual aspects."

In a diverse community like Peel, there are many facets to safety and well-being. At its core, these reflections show the holistic nature of safety and well-being and the impact our identities and lived experiences have on shaping what this means to us. To Peel residents, safety is more than having low crime rates. It's also about one's physical and psychological safety, having trusting relationships and recognizing how public spaces and services may feel safe for some while others may feel unsafe or excluded.

#### Factors impacting community safety and well-being in Peel

The conditions in which we live, grow and work contribute to community safety and well-being. A few examples of factors that are impacting safety and well-being for Peel residents are highlighted below. Further detail on factors impacting community safety and well-being in Peel will be reported in the future through the community safety and well-being (CSWB) indicator framework.

#### Mental health and well-being

According to the Canadian Community Health Survey, most Peel residents report high levels of mental well-being and strong social networks. In 2015/2016, 94% of Peel's population rated their mental health as excellent, very good or good, which is similar to Ontario (93%).<sup>4</sup> Additionally, 69% of the population had a very or somewhat strong sense of community belonging<sup>5</sup> and 92% had a high level of perceived social support.<sup>6</sup> Although Peel residents seem to have a high level of mental well-being, issues of stigma can make people hesitant to report openly about their mental health.



In 2017, among students in grades 7 to 12, the prevalence of moderate-to-high psychological distress. In 2017, among students in grades 7 to 12, the prevalence of moderate-to-high psychological distress was 39%<sup>7</sup> which is comparable to Ontario. Moreover, only 34.7% of children aged 12-17 reported high levels of coping.<sup>8</sup> In 2013, 66% of students in grades 7 to 12 rated their mental health as excellent or very good which decreased to 50% in 2017.<sup>9</sup> Emergency department (ED) visits for mental health conditions among youth and young adults have also increased in recent years. Between 2003 and 2016, the greatest increases in mental health ED visits were for substance-related causes and anxiety disorders. For mood and anxiety disorders, ED visits have more than doubled among those under the age of 24 over the same time period.<sup>10</sup>

#### Income

Socioeconomic factors, such as income, influence our access to resources and opportunities and our overall well-being. More households are living in low income than before and significant disparities exist among subpopulations such as those who are racialized and newcomers.

In 2015, Peel's median household after-tax income was \$75,667 and 32.3% of the population in private households in Peel earned over \$100,000, a higher proportion compared to Ontario (26.5%).<sup>11</sup> However, 12.8% of the Peel population was living in low income and among racialized populations the proportion living in low income was 16%.<sup>12</sup> Newcomers and immigrants in Peel also earn less than Canadian-born individuals and have higher unemployment and under-employment rates despite higher rates of education.<sup>13</sup>

#### Employment



In 2019, the unemployment rate in Peel was 6.6%, compared to 5.6% in Ontario. The unemployment rate for youth ages 15-24 in Peel was 13.9%,<sup>14</sup> compared to 12.1% in Ontario. While the youth unemployment rate in Peel has been trending down in recent years, Peel's youth unemployment rate has been consistently higher than Ontario's since 2013.<sup>15</sup>

Labour market experiences are also impacted by the rise in precarious employment (e.g., temporary, part-

time and irregular hours) with low wages, less job security and limited access to benefits including paid sick leave.<sup>16</sup> Racialized and immigrant workers are more likely to work in precarious job situations and are more likely to experience discrimination in the labour market.<sup>17</sup>

#### Housing



Access to quality housing contributes to well-being. However, in Peel there are limited affordable housing options for both low-income and middleincome households. In 2016, 31.8% of Peel households spent 30% or more of income on shelter costs. In addition, 4.2% of dwellings required major repairs and 10% were considered unsuitable in terms of the number of bedrooms required<sup>18</sup>. In recent years there has been increased attention on lodging houses and second-unit

dwellings in Peel and the need to ensure safe living conditions are maintained. Peel's proportion of households with five or more persons (18.9%) is the highest in the GTA.<sup>19</sup>

A needs assessment in Peel identified that emergency shelters are at capacity and there is insufficient emergency housing for victims of family violence. There is also a lack of transitional support for youth and victims of family violence.<sup>20</sup> From July 2018 to June 2019, 3,955 people used Regionally-owned shelters for a total of 11,891 visits.<sup>21</sup>

#### Crime and safety issues in Peel

#### Violent crime

Peel is serviced by both the Peel Regional Police (Brampton and Mississauga) and the Ontario Provincial Police (Caledon). Over the last 20 years, there has been an overall decreasing trend in total violent crime in Peel with consistently lower rates of incidents of violent crime compared to Ontario. However, in recent years, the rate of violent crime in Peel has been increasing at a faster rate than Ontario.

The rate of police-reported incidents of violent crime in Peel increased by 22.0% from 479.7 per 100,000 population in 2014 to 585.5 per 100,000 in 2018. In contrast, Ontario's rate of violent crime has increased by only 13.5% in the same time period.<sup>22</sup>



#### Family and intimate partner disputes

Family and intimate partner disputes reported in Peel have increased in recent years. They were the top citizen-initiated event requiring immediate response by Peel Regional Police in 2019.<sup>23</sup> Between 2015 and 2019, there was a 19.4% increase in the rate of family disputes and a 12.4% increase in the rate of intimate partner disputes reported to Peel Regional Police (see Appendix 1 for details).<sup>24</sup> Moreover, in 2019, of the 31 homicides that occurred in Brampton and Mississauga,13 were related to domestic violence.<sup>25</sup>

In Caledon, a total of 284 family disputes and 462 intimate partner disputes were reported to Ontario Provincial Police - Caledon detachment in 2019. These rates have remained relatively stable in recent years (see Appendix 1 for details).<sup>26</sup>

#### Appendix I Community Safety and Well-being Plan 2020-2024

#### Mental health

Peel Regional Police responds to an average of approximately 17 calls per day related to mental health occurrences. From 2015 to 2019, there was a 19.3% increase in the rate of mental health related requests for assistance to Peel Regional Police and a 70.8% increase in the rate of mental health related requests for assistance to the Ontario Provincial Police in Caledon (see Appendix 1 for details).



#### Hate-motivated crimes

Some populations in Peel experience discrimination and feel unsafe or unwelcome in the community. In extreme circumstances, individuals can be victims of hate-motivated crimes. In 2019, among the 97 hate-motivated crimes reported to Peel Regional Police, 52 (53.6%) targeted race/national origin, 26 (26.8%) targeted religion, 6 (6.2%) targeted sexual orientation or sex and 13 (13.4%) were due to other factors.<sup>27</sup>

#### Peel's Community Safety and Well-being Indicator Framework

Community safety and well-being is multidimensional and complex. To define it for our community members and partner organizations, as well as describe the local context in Peel, we have developed a CSWB Indicator Framework. This framework consists of a wide-ranging set of indicators organized into broad concepts related to community safety and well-being, called domains. Future analysis of data for these indicators will provide further insight into safety and well-being in Peel, including how Peel compares to other jurisdictions, how things change over time and what differs between various sub-populations. This is not an evaluation framework, whereby the goals, strategies and outcomes of the CSWB Plan are measured and assessed.

Rather, the framework is intended to paint a broad picture of safety and well-being in Peel now and into the future. The framework is not static; it may be refreshed in the future to adjust indicators as needed and to continue to be relevant to our community. For detailed indicators included within the framework, see Appendix 2.

| Domain                                                                                                                                               | Sub-Domain                                     | Indicator Title                                                                                                                                                                                   |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Health</b><br>Reflects mental<br>and physical<br>well-being,<br>health behaviours<br>and access<br>to healthcare<br>services in the<br>community. | General health                                 | <ul><li>Life expectancy</li><li>Premature death</li><li>Self-rated health</li></ul>                                                                                                               |  |
|                                                                                                                                                      | Mental health &<br>well-being                  | <ul> <li>Self-rated mental health</li> <li>Emergency department (ED) visits for<br/>mental health disorders</li> <li>Ever considered or attempted suicide</li> </ul>                              |  |
|                                                                                                                                                      | Access to mental<br>health services            | <ul> <li>Not receiving care prior to mental<br/>health-related ED visit</li> <li>Wait time for a mental health specialist</li> </ul>                                                              |  |
|                                                                                                                                                      | Access to health services                      | <ul><li>Access to a regular healthcare provider</li><li>Unmet healthcare needs</li></ul>                                                                                                          |  |
|                                                                                                                                                      | Health behaviours                              | <ul> <li>Physical activity</li> <li>Sedentary behaviour</li> <li>Harmful alcohol use</li> <li>Problem drug use among<br/>secondary students</li> <li>Up-to-date childhood immunization</li> </ul> |  |
| <b>Safety</b><br>Reflects the right<br>for community<br>members to live<br>without fear or<br>risk of physical,<br>psychological,<br>or social harm. | Crime                                          | <ul><li>Crime Severity Index</li><li>Total crime</li><li>Total violent crime</li></ul>                                                                                                            |  |
|                                                                                                                                                      | Perceptions of safety                          | <ul> <li>Sense of safety</li> <li>Change in violence or public safety risks<br/>in neighbourhood</li> <li>Students feeling safe at school</li> </ul>                                              |  |
|                                                                                                                                                      | Road safety                                    | Collisions resulting in injury/fatality                                                                                                                                                           |  |
|                                                                                                                                                      | Discrimination                                 | • Experiences of discrimination                                                                                                                                                                   |  |
| Education<br>Reflects learning<br>through formal<br>schooling or<br>training that<br>allows individuals<br>to develop<br>and grow.                   | Educational achievement<br>- Elementary school | Readiness to learn                                                                                                                                                                                |  |
|                                                                                                                                                      | Educational achievement<br>- Secondary school  | <ul> <li>Youth not in education, training<br/>or employment</li> <li>High school graduation rates</li> </ul>                                                                                      |  |
|                                                                                                                                                      | Educational attainment                         | • Highest level of education                                                                                                                                                                      |  |

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| Domain                                                                                                                                      | Sub-Domain                          | Indicator Title                                                                                                                                                                                      |  |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Community Life</b><br>Reflects<br>individuals feeling<br>included and<br>connected and<br>being engaged<br>within their<br>community.    | Community<br>belonging              | Sense of community belonging                                                                                                                                                                         |  |
|                                                                                                                                             | Community<br>engagement             | <ul> <li>Voting in municipal election</li> <li>Volunteerism</li> <li>Donation</li> <li>Proximity to community meeting places</li> <li>Municipal recreation program usage</li> </ul>                  |  |
| Living Standards<br>Reflects the ability<br>of a community<br>to support the<br>basic needs<br>of community<br>members.                     | Income                              | <ul> <li>Low income measure – after tax (LIM-AT)</li> <li>Private household median income</li> </ul>                                                                                                 |  |
|                                                                                                                                             | Employment                          | <ul><li>Unemployment rate</li><li>Temporary employment</li></ul>                                                                                                                                     |  |
|                                                                                                                                             | Housing &<br>homelessness           | <ul> <li>Persons visiting shelters or<br/>transitional housing</li> <li>Unaffordable housing</li> <li>Occupied dwellings requiring major repair</li> <li>Inadequate housing (suitability)</li> </ul> |  |
|                                                                                                                                             | Food security                       | Household food insecurity                                                                                                                                                                            |  |
|                                                                                                                                             | Access to internet &<br>technology  | • No access to internet at home                                                                                                                                                                      |  |
| Personal<br>Relationships<br>Reflects the<br>presence of<br>strong, consistent<br>and supportive<br>relationships with<br>family and peers. | Supportive relationships            | <ul> <li>Perceived social support</li> <li>Not having close relatives or friends</li> <li>Students who talk to their parents about problems/feelings</li> </ul>                                      |  |
|                                                                                                                                             | Harmful or violent<br>relationships | <ul> <li>Police-reported family disputes</li> <li>Police-reported intimate partner disputes</li> <li>Students victim to bullying at school</li> <li>Students victim to cyber bullying</li> </ul>     |  |
| <b>Environment</b><br>Reflects the<br>conditions in<br>which we live that<br>impact community<br>well-being.                                | Air quality                         | <ul><li>Level of air pollutants</li><li>Exposure to second-hand smoke</li></ul>                                                                                                                      |  |
|                                                                                                                                             | Built environment                   | <ul> <li>Parks, open green space or natural features per 1,000 residents</li> <li>Active recreation per 1,000 residents</li> <li>Street connectivity</li> <li>Proximity to public transit</li> </ul> |  |
|                                                                                                                                             | Food environment                    | Proximity to fresh food retailers                                                                                                                                                                    |  |

### Who we are

Our plan is a collaborative effort involving over 25 organizations, including emergency services, school boards, social service providers, cultural organizations and governments to develop Peel's Community Safety and Well-being (CSWB) Plan. They have come together to develop a sustainable and long-term plan for Peel and to establish a shared commitment to action. Additionally, many residents including youth, families and service providers participated in our community consultations, sharing their perspectives and shaping our priorities and goals.

The advisory steering committee, known as the **System Leadership Table (SLT)**, is co-chaired by Region of Peel Commissioner of Health Services, Nancy Polsinelli and Peel Regional Police Chief Nishan Duraiappah. SLT is a multisectoral group including police services, local municipalities, education, health, and community and social service providers.



The following additional tables were created to support development of Peel's CSWB Plan:

- **Extended Leadership Table (EXLT)** includes community representatives, content experts and elected officials.
- Family Violence, Mental Health and Addictions and Systemic Discrimination Action Tables includes members of the SLT, EXLT and additional community partners. The action tables are responsible for establishing priorities and identifying strategies and key actions for each area of focus.
- **Governance and Operations Table** ensures that the Plan adheres to the established vision; oversees approach to plan development, timelines and communications; identifies potential risks; and supports coordination across action tables.
- Data, Monitoring and Evaluation Table is responsible for indicator framework development and supporting other action tables with performance measurement and evaluation.

In addition, a **Secretariat** made up of Region of Peel staff (including an internal working group) provides backbone support, coordinates the various collaborative planning tables and leads drafting of the CSWB Plan and presenting to Peel Regional Council for approval.

### Vision, mission and values



# Our approach

The four key approaches described below guided plan development and will continue to be key inputs into the Community Safety and Well-being (CSWB) Plan as it evolves.

#### Provincial Community Safety and Well-being Planning Framework

The Ministry of the Solicitor General outlines a planning framework to support municipalities in developing a comprehensive approach to mitigate harm and promote safety and well-being.<sup>28</sup> The framework outlines four levels of intervention:





#### Social development:

Addresses underlying causes of social issues through upstream approaches that promote and maintain individual and community wellness.



**Prevention:** Applies proactive strategies to known and identified risks that are likely to result in harm to individuals or communities if left unmitigated.

**Risk intervention:** Identifies and responds to situations of acutely elevated risk and mobilizes immediate interventions before an emergency or crisis-driven response is required.



**Incident response:** Requires intervention by first responders such as police, paramedics, and other emergency-driven services.

Peel's CSWB Plan consists of strategies and actions that fall within the four levels of intervention, while focusing our collective efforts on social development and prevention. Ultimately, the goal is to reduce the need for incident response for downstream issues. An example would be addressing mental health crises sustainably through long-term preventive measures and investment to improve the social determinants of health.

#### Applying an equity lens

Applying an equity lens is a cross-cutting consideration throughout the CSWB Plan. Equity refers to fair, just and respectful treatment that recognizes and acknowledges the need to treat people differently depending on their needs and circumstances. It involves the removal of barriers to address historic and current disadvantages for under-represented and marginalized groups.<sup>29, 30</sup> Marginalized populations face inequities in access and outcomes due to systemic barriers and historic disadvantage. This hinders their ability to feel safe and live to their full potential. As part of an equity lens there will be consideration of anti-racist<sup>i</sup>, anti-oppressive<sup>ii</sup> and culturally safe<sup>iii</sup> approaches to our work.<sup>31, 32</sup>



#### Social determinants of health

The conditions in which people are born, grow, work, live and age influence their overall health and well-being. These conditions, known as the social determinants of health, include social and economic factors that can positively or negatively influence health outcomes.<sup>33</sup> The social determinants of health can include income and income distribution, education, employment, job security and working conditions, early childhood development, food security, housing, social inclusion, social safety network, health services, Aboriginal status/ Indigeneity, gender, sexual orientation, race, immigration status and disability. Recognizing that factors outside the control of individuals can influence their well-being impacts the types of preventive and upstream measures that are needed to influence population health.



i Anti-racism is an active approach to identifying, challenging, and changing the systems, behaviours, and values that uphold racism at all levels of society.

ii Anti-oppressive practice refers to the strategies, theories, actions, and practices that seek to recognize the systems of privilege and oppression that exist in society, to actively mitigate their effects, and to equalize power imbalances over time.

iii Cultural safety refers to "an environment which is safe for people: where there is no assault, challenge or denial of their identity, of who they are and what they need." Cultural safety is conceptualized on a continuum that begins with unsafe practices, moving to cultural competence, and culminating in culturally safe practices that account for the role and consequence of power in relationships between providers and communities, and in which the needs and voices of communities take a prominent role.

#### **Collective impact**

Partners of Peel's CSWB Plan are committed to taking a collective impact approach to this work. This form of collaboration brings people together in a structured way towards a common agenda and plan of action to address a complex social problem.<sup>34</sup> The collective impact approach is characterized by five core elements that facilitate effective cross-sector collaboration and the resulting population-level impacts. The five elements are:



#### Place-based approach

A place-based approach focuses resources and attention on particular geographic areas or sub-groups of the population where there are concentrations of issues to be addressed. It may be used to complement existing universal programs or strategies.<sup>35</sup> For example, focusing on a specific neighbourhood or community to better understand the local context and design programs with community members. This approach recognizes that community safety and well-being is not a 'one size fits all' issue and emphasizes assets and strengths of a local community. A place-based approach will be applied to certain strategies and implementation considerations of the CSWB Plan when relevant.



## Identifying our areas of focus

Community safety and well-being is broad and multi-faceted. It encompasses many areas and intersects with many sectors. A combination of research, a review of existing data and community reports, and input from system leaders and community stakeholders was used to identify where to focus collaborative efforts for this first iteration of the plan. This included:

- Reviewing existing CSWB Plans in Ontario.
- Examining local police, public health and census data.
- Reviewing existing Peel strategies and initiatives across the four levels of intervention (incident response, risk intervention, prevention and social development).
- Completing stakeholder consultations with community partners.
- Completing asset mapping of existing initiatives in Peel with consideration of the social determinants of health to identify gaps and opportunities for coordinated action.

Through this process, three areas of focus were identified and approved by the System Leadership Table in fall 2019: family violence, mental health and addictions and systemic discrimination.

Additionally, it was determined that youth (aged 12 to 24 years) would be a focus for the plan to emphasize prevention and intervening early to address factors that impact well-being and safety across the life course. Although the focus is on youth for the first iteration of the Plan, it is not to the exclusion of other age groups, as actions may target children, youth, their families and/or the communities they live in.

The impact of COVID-19 in our communities further validated the need to address the three areas of focus. There was a heightened need to address family violence and mental health and addictions as individuals and families became isolated in their homes. The disproportionate impacts that were highlighted through the pandemic validated the need for long-term commitment and action to address systemic discrimination and advance equity in Peel beyond pandemic planning and recovery.

#### **Community consultations**

Community consultations with service providers, youth and families/caregivers were conducted in May and June 2020 for each area of focus. Consultations sought perspectives on each area of focus including gaps, challenges and ideas for potential solutions. To complement the general consultation sessions, targeted outreach with existing youth groups and service provider networks was also conducted.



#### Appendix I Community Safety and Well-being Plan 2020-2024

Youth consultations were co-designed and facilitated by youth. As a result of the COVID-19 pandemic, in-person consultations were delayed and transitioned to a digital strategy. Across all consultation sessions there were 91 youth; 75 parents, family members or caregivers; and 219 service providers. The full consultation report is available at **peelregion.ca/community-safety-wellbeing-plan**.



Key themes include:

- Whole community approach to addressing issues: There is a need for continuous conversation and engagement with the community to contribute to the development, implementation and evaluation of the plan. There can be a lot of stigma around the areas of focus (family violence, mental health and addictions and systemic discrimination) so opportunities to engage with faith/spiritual communities and grassroots organizations will assist in continuing to acknowledge the issues and understand needs and informal supports available at a community level.
- **Centring equity and an integrated anti-racist lens:** The significant impacts of systemic racism and discrimination in the community need to be acknowledged.
- Interconnectedness: Recognizing the interconnectedness of systems to create a responsive and collective vision to support communities. Greater levels of collaboration can lead to more co-planning and data sharing amongst sectors across Peel.
- "Nothing for us without us": Youth and families expressed their need to be involved in decision-making and have their voices heard.
- Accountability and transparency: There is a need for accountability to undertake action and implement change. How to be transparent with findings and share learnings back with the community also needs to be considered.
- Engaging youth in "normalizing" conversations and addressing stigma: Schools and other youth spaces in the community can be leveraged as safe spaces for dialogue and addressing stigma around the three areas of focus. The diverse experiences of youth and how they connect to these issues emphasizes the importance of co-creating messages and considering how to adapt these messages for different communities.
- Apply learnings from the innovation of the COVID-19 response tables: Many spoke about how important gaps identified during the COVID-19 pandemic were filled within days that would have typically taken months.

Findings from the community consultations have helped to finalize priorities and better understand the needs of the community and will continue to inform implementation considerations. Community engagement throughout the lifecycle of the plan is a key priority and there will be ongoing opportunities for community members to get involved.

## Peel's Community Safety and Well-being Plan 2020-2024

Peel's Community Safety and Well-being Plan is an iterative community plan that will be updated every four years and reviewed annually. The areas of focus for this first iteration of the plan include:

- Family violence
- Mental health and addictions
- Systemic discrimination

Across these areas of focus there will be an emphasis on responding to the needs of youth. Our priorities and actions will continue to be responsive and flexible to emerging needs in Peel.

#### Key enablers across our plan



#### Advocacy:

Advocacy to other levels of government to advance community safety and well-being in Peel, including advocacy for resources and equitable policies.

Chronic underfunding of community mental health and other social services has left Peel residents with too few options and long wait times. This undermines the capacity of community and social services to meet the existing and growing demand in the community. Advocacy for funding increases for community services across Peel will be a global goal across all areas of focus.

#### Communication and engagement:

Ongoing communication and engagement with community partners and residents on plan development, implementation and sustainability.

#### Data:

Shared measurement and indicators to continue to monitor progress and measure success.

## Areas of focus

#### Family violence

Family violence is defined as any form of abuse or neglect that a child or adult experiences from a family member, or from someone with whom they have an intimate relationship.<sup>36</sup> Exposure to violence and experiences of abuse can lead to poor physical and mental health outcomes and potentially lead to injury or even death.<sup>37</sup>

An intersection of individual, family, community and societal factors can influence whether an individual experiences family violence.<sup>38</sup> For example, a history of child abuse or neglect, substance use, family conflict, poverty and gender norms can all contribute to the risk of family violence. Trauma and adverse childhood experiences (such as abuse "I really think family violence is a community issue and it has to be discussed that way. We know we have had too many murders in Peel and we know that many times people turn away from signs of family violence for various issues-"it's a family's problem. It's behind closed doors, it's not my family and not my problem." – Provider

and neglect) can be both a risk factor and outcome. Children exposed to intimate partner violence are more likely to perpetrate or be victims of intimate partner violence as adults.<sup>39</sup>

While data from the police provide some indication of family and intimate partner violence in community, they are significantly underreported and the true extent of family violence in Peel is unknown. According to data from the 2012 Canadian Community Health Survey, 37% of individuals aged 20 years and older in Peel experienced child abuse (i.e., physical abuse, sexual abuse and/or exposure to intimate partner violence) before the age of 16.<sup>40</sup>

Peel Children's Aid Society receives approximately 13,000 referrals a year from concerned citizens about children who might be in need of protection. In 2019, Interim Place responded to 1,388 crisis calls from women experiencing abuse. Often individuals experiencing abuse may not know where to go for help or may fear seeking support. For those who are seeking support, many existing services have long waitlists or are at capacity. There are also limited culturally relevant services and supports available. There is an opportunity to strengthen system supports and improve collaboration across agencies as well as increase awareness of family violence in the community.

"Sometimes accessing that kind of support (e.g., child services) we were raised to be skeptical of these institutions that could put your family unit in a vulnerable situation... kids don't want to have to navigate those institutions that could put harm on their family. I'd rather reach out to community people or organizations." – Youth

Through the collaborative planning of the Family Violence Action Table the following goals, strategies and outcomes have been identified for the CSWB Plan:

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

#### Strategy 1:

# Working on systems mapping of existing pathways to safety in Peel to identify high needs areas and inefficiencies in existing services and supports for victims of abuse

The purpose of systems mapping is to identify gaps and provide an overview of the range of services and holistic supports available to victims of abuse in the community. This builds on existing work of the Family Services of Peel and Peel Committee Against Women Abuse. Stakeholders have identified capacity gaps and the need to advocate for increased resources to meet the demands for services for victims of abuse in Peel. Identifying significant barriers to accessing supports and keeping victims safe will inform advocacy positions on the need for more services and improved coordination of efforts (e.g., access to shelters and transitional housing for women fleeing abuse). The initial systems mapping will be used to further refine activities that are aimed at improving access to services and supports.

#### **Outcomes:**

#### • Improved access to services and supports for victims of abuse

#### Safe Centre of Peel

The Safe Centre of Peel provides trauma-informed wraparound services to adults who have experiences of violence and abuse. It provides integrated service delivery to victims of violence and their children. Onsite organizations include Catholic Crosscultural Services, Catholic Family Services Peel – Dufferin, Indus Community Services, Legal Aid Ontario, North Peel & Dufferin Community Legal Services Inc., Peel Children's Aid Society and Victim Services of Peel.

#### Strategy 2:

# Improving data collection, management and reporting practices across the violence against women sector *f*

This strategy will explore the development of a long-term collective data project to better understand client populations and to support ongoing monitoring in order to inform service improvements. Improving data collection across agencies in the sector can provide a better understanding of the local situation in Peel and identify needs in our community. This work can build on learnings from COVID-19 data collection and the community mapping work of Family Services of Peel. This strategy is driven by initial work at agencies in the violence against women sector and learnings will be shared with other agencies involved in work on family violence.

#### **Outcomes:**

- Improved data collection, analysis and data sharing
- Improved understanding of client populations and need in Peel

#### Strategy 3:

Learning from and supporting the coordinated efforts within the violence against women sector and stakeholders working in family violence in response to COVID-19

Through Peel's Community Response Table, the Peel Committee Against Women Abuse (PCAWA) and the Community Safety and Well-being Plan Family Violence Action



Table, stakeholders working in areas of violence against women and family violence have come together to strategize on how to support families who may be experiencing abuse or are at increased risk of abuse during the COVID-19 pandemic. This has led to rapid responses to address immediate needs during the crisis and recovery phases, which can inform system improvements in the long-term. Many local groups such as Catholic Family Services Peel-Dufferin, Family Education Centre, Indus Community Services, Interim Place, Peel Committee Against Women Abuse, Punjabi Community Health Services, The Salvation Army and Victim Services of Peel have been leading these joint efforts. Actions have included:

Coordinating supports for men at risk of abusing



- Providing virtual family and parenting resources to support healthy relationships and reduce conflict in the home
- Providing supports for navigating the court system during the pandemic
- Coordinating supports and shelter capacity for women living in abusive situations during the pandemic 👱
- Collecting data on the impact of COVID-19

#### **Outcomes:**

- Improved partnerships and collaborative networks across sector
- Improved access to supports during pandemic and recovery

#### Goal 2:

#### Increase awareness and public education of family violence

#### **Strategy 1:** Developing a family and intimate partner violence education and awareness campaign

A family violence and intimate partner violence education and awareness campaign will be led by the Family Violence Action Table and developed in partnership with the Region of Peel, City of Brampton, City of Mississauga, Town of Caledon, Peel Regional Police and Ontario Provincial Police. The goal of the campaign is twofold:



- 1. Raise awareness of family violence and intimate partner violence as a community issue where every individual has a role to play in protecting vulnerable residents including bystanders.
- 2. Raise awareness of existing services available for victims of abuse.

The campaign will be rolled out in November 2020 with a staged approach and initial focus on raising awareness of family violence as a community issue. The overall strategy will embed an equity lens and consider adapting key messaging to be culturally responsive and inclusive of Peel's diverse population.

#### **Outcomes:**

- Increased awareness among residents of family violence as a community issue
- Increased awareness among residents of existing services available for victims of abuse

#### Family and Intimate Partner Violence Pilot Team

In early 2020, Peel Regional Police launched a Family and Intimate Partner Violence pilot project. A specialized team with 7 investigators follows up on reports of domestic violence. This dedicated team can support consistent service delivery and case continuity.

After the success of the 21 Division pilot project, a centralized regional unit was approved with an anticipated start date of January 4, 2021.

#### Mental health and addictions

Mental health is a state of well-being in which an individual realizes his or her own potential, can cope with the normal stresses of life, can work productively and fruitfully, and is able to make a contribution to her or his own community.<sup>41</sup> Individuals can experience poor mental health and some may live with mental illnesses such as anxiety, depression or schizophrenia. Mental wellness is distinct from mental illness can have high mental living with a mental illness can have high mental well-being.

An individual's family environment and social and economic circumstances can influence the likelihood of having substance use disorders or addictions. Upstream factors such as the intersecting impacts of adverse childhood events and trauma and the social



determinants of health can lead to addiction issues. In Peel, opioid use is an emerging issue with the number of opioid-related deaths in Peel increasing from 21 to 81 between 2013 and 2017.

Mental health and addictions (MHA) services continue to be a high need priority for residents of Peel and it is estimated only 1 in 3 residents will receive the treatment that they need.<sup>42</sup> This unmet demand has resulted in long wait times for services and increased usage of hospital emergency departments.

In 2019, 28,000 youth under 18 years of age in Ontario were waiting for community mental health services, which is more than double the estimate of 12,000 in 2017.<sup>43</sup> Peel had one of the longest wait times for child and youth mental health services at 737 days.<sup>44</sup> 32% of adults and 44% of children and youth aged 0-24 years in Peel who attended a mental health-related emergency department visit did not receive prior care from a physician.<sup>45</sup>

"I would say that we need to change our frame of thinking when it comes to mental health and approach it more holistically. Mental health is not just support from therapists, it's also support in the community; so it's not about specific drop-in programs with specific programs, it's about having spaces for kids to process emotions in a healthy manner. It's a process and the journey is just as important as the end goal." – Youth "Accessibility – we need more of it. Only psychiatrists are covered by OHIP and they don't do counselling." – Parent

"With walk-in counselling clinics you see a different person everyday, which is challenging – especially for youth." – Parent Adult, child and youth mental health services are grossly underfunded in Peel relative to other communities. For 2019-2020, Central West and Mississauga Halton Local Health Integration Networks (LHINs) received \$54.23 and \$43.31 per capita respectively for mental health and \$11.46 and \$10.58 respectively for addictions services. This is lower in comparison to Ontario's average of \$86.36 per capita for mental health and \$20.91 per capita for addictions.<sup>46</sup> Funding issues have been exacerbated over time given the explosive growth in population and changing

demographics impacting the accessibility and availability of services. A lack of culturally appropriate mental health services and supports are also a barrier. In addition to accessing services there is a need in the community to focus upstream on mental health promotion and protective factors that contribute to mental wellness.

Through the collaborative planning of the Mental Health and Addictions Action Table the following goals, strategies and outcomes have been identified for the CSWB Plan:

#### Goal 1:

# Promote mental wellness and positive relationships among youth and families

#### Strategy 1:

# Working with existing youth initiatives and youth serving organizations in Peel to foster supportive environments and help youth to form connections and develop skills

Youth drop-in centres, hubs and programs offer both formal and informal supports that address holistic needs (e.g., employment, mental health, recreation). These are spaces where youth can feel safe, learn new skills and grow and build new relationships. Stakeholders have identified coping strategies, ability to regulate emotions and selfadvocacy as important skills to build resiliency and promote mental wellness. This strategy aims to:

- Work in partnership with youth to identify what supports are needed to promote mental wellness in their communities.
- Identify youth and families who may be isolated or vulnerable in the community and connect them to supports and enhance their social connectedness.
- Build on existing initiatives in Peel such as the Malton Youth Wellness Hub, Youth Empowering Students for Mental Health (YES4MH) and Project Now to continue to find collaborative and innovative approaches to promote youth mental health and build resiliency by working alongside youth.

#### Outcomes:

• More youth feel safe, connected and supported in the community

#### Examples of Existing Youth Initiatives in Peel:

**Youth Empowering Students for Mental Health (YES4MH)** – A mental health promotion initiative developed in partnership with Peel Public Health, the Peel District School Board and the Dufferin-Peel Catholic District School Board. Using a youth engagement approach, the purpose of YES4MH is to improve the health and well-being of secondary students in Peel by creating safe and welcoming school environments to positively affect student mental health.

**Malton Youth Wellness Hub** – 'Hub' service models provide a one-stop access point to youth mental health and addictions supports with other co-located services including employment, recreation and housing. Malton Neighbourhood Services acts as the network lead of the multi-service Malton Youth Wellness Hub, a provincially-funded initiative.

**Project Now** – A multi-sector initiative to end child and youth suicide by 2029 in Mississauga led by Trillium Health Partners. Partners includes Dufferin-Peel Catholic District School Board, Government of Ontario, Peel Children's Centre, Peel District School Board and Peel Public Health. Project Now aims to foster hope and resiliency, coordinate access to care options that meet the needs of children, youth, and families, and support healing by building connections that promote learning and understanding about suicide.



#### Goal 2:

# Improve access to MHA services and supports for youth by simplifying pathways and coordinating efforts

#### Strategy 1:

# Transforming care pathways for young people who need access to mental health and addictions supports

This strategy will involve co-designing pathways to mental health and addictions care with young people, families/caregivers, mental health services, youth hubs and youth serving agencies. This will include a deeper understanding of both informal and formal pathways to services and supports for young people and holistic, evidence-based, trauma-informed and culturally responsive ways to access the care they need. New care pathways will also leverage digital platforms as new modes of delivering services that are accessible for youth populations. Agencies can apply their experience of delivering services virtually during the COVID-19 pandemic to share learnings for alternative ways of providing accessible services along with improving access points, warm transfers and referrals.

#### **Outcomes:**

- Improved system navigation for MHA services and supports
- Improved access to MHA services and supports for youth

#### Mobile Crisis Rapid Response Team

In January 2020, CMHA Peel Dufferin and Peel Regional Police launched a Mobile Crisis Rapid Response Team (MCRRT). It pairs officers and crisis workers to respond to mental health emergencies reported through 911 calls. The MCRRT program provides on-site assessment to those experiencing a crisis, connecting them with community services in the hopes of avoiding unnecessary trips to the hospital.

# **Strategy 2:** Developing situation table(s) in Peel to mitigate risk for crisis situations

Situation tables provide a multi-sectoral risk intervention model for vulnerable individuals that are at elevated risk for a crisis situation. This builds on Peel Regional Police's virtual situation table and existing partnerships with mental health and community agencies and learnings from Toronto's implementation of the situation table model. Although situation tables do not exclusively focus on mental health and/ or addictions, they are two of the most common risk categories observed. Other risk categories can include criminal involvement and housing.

Situation tables help front line staff from the public safety, health and social service sectors to identify vulnerable people and collaboratively and rapidly connect them to services before they experience a negative or traumatic event (e.g. victimization, overdose, eviction, etc.)

Multiple agencies and organizations are involved in the delivery of services that address risks faced

by vulnerable individuals. Through a collaborative situation table model, agencies can coordinate responses to address complex urgent issues (e.g., mental health and addictions and homelessness) where individuals facing crisis situations are connected to the supports they need.

#### **Outcomes:**

• More situations of acutely elevated risk are mitigated



Peel's Community Safety and Well-being Plan 2020-2024

#### Systemic discrimination

Systemic discrimination can be described as patterns of behaviour, policies or practices that are part of the structures of an organization, and which create or perpetuate disadvantage for individuals based on their identity or background (e.g., age, gender, race, ethnicity, sexual orientation, ability, immigration status and other intersecting factors).<sup>47</sup>

"I think the problem is that it's not just about the training, it's about changing the mindset, changing the culture of the organization itself and a number of organizations are not changing their cultures." – Provider

Systemic discrimination and exclusion can lead to disparities in access to services, supports and

opportunities and in health, social and economic outcomes.<sup>48</sup> For example:

- Peel residents in the lowest income levels are less likely to have access to a regular physician, have dental insurance, visit a dentist and visit an eye specialist compared to those with higher income.<sup>49</sup>
- Low income populations in Ontario are twice as likely to report having multiple chronic conditions compared to the highest income group (23.5% vs 12.4%).<sup>50</sup>
- Black and Indigenous populations are overrepresented in the criminal justice system in Canada.<sup>51</sup>
- LGBTQ2S+ (Lesbian, Gay, Bisexual, Transgender, Queer or Questioning and Two-Spirit) communities experience large gaps in access to housing and income with 20-45% of Canada's homeless youth identifying as LGBTQ2S+.<sup>52</sup>

"Black families require culturally appropriate services that acknowledge that the system of racism exists, especially its impact on Black, racialized, Indigenous communities." – Parent A 2016 report on youth unemployment in Mississauga described systemic barriers to employment including discrimination faced by young people with disabilities and/or mental health issues and those from racialized populations or low-income neighbourhoods.<sup>53</sup> In Peel, several reports have highlighted experiences of exclusion and discrimination and racism faced by Black youth.<sup>54</sup>

In 2020, a Ministry review on systemic discrimination and specifically anti-Black racism in the Peel District School Board described the overrepresentation of Black students in suspensions, expulsions and streaming into applied courses. For example, Black students were only 10.2% of the secondary school population, but approximately 22.5% of students receiving suspensions.<sup>55</sup>

All organizations in Peel have significant work to do to address and effectively respond to systemic discrimination including systemic racism. This was echoed in our consultations with the community where a clear need for accountability and transparency were reinforced.

Through the collaborative planning of the Systemic Discrimination Action Table the following goals, strategies and outcomes have been identified for the CSWB Plan:

#### Goal 1:

Publicly review, develop and sustain anti-oppressive and equity practices and policies in Peel

#### Strategy 1:

#### Reaffirming commitment to diversity, equity and inclusion among partners at the System Leadership Table

As a necessary step in signalling their commitment to addressing systemic discrimination in Peel, this action table recommends SLT members and organizations affirm (or reaffirm) their commitment to the Diversity and Inclusion Charter of Peel, addressing systemic discrimination in their organizations and endorsing the Community Safety and Well-being Plan.

#### **Outcomes:**

 System Leadership Table organizations have affirmed commitment to diversity, equity and inclusion in Peel



Maybe one day color wouldn't matter so much & black and white would just blend in together!

#### Akoma Wraparound

Peel Children's Aid Society launched the Akoma Wraparound in partnership with the Black Community Action Network, Roots Community Services and the Free For All Foundation. From the Akan word for "heart" Akoma seeks to reduce racial inequities and increase the well-being of African-Caribbean-Black-Canadian families who are involved with the child welfare system in Peel through the provision of culturally relevant, team-based wraparound services.

#### Saath

Saath (meaning "together") is an integrated service model developed in partnership with Peel Children's Aid Society and Indus Community Services to better support South Asian children, youth and families by providing culturally responsive services.

# **Strategy 2:** Building senior leaders' understanding and awareness of anti-oppression and equity *f*

Anti-oppression training for senior leaders and ongoing capacity building can address implicit biases, challenge assumptions and improve understanding of how different communities in Peel are affected by systemic discrimination, systemic racism, anti-Black racism, anti-Indigeneity and historical inequities and oppressions. A foundational understanding of anti-oppression and equity is an initial step towards building awareness, changing attitudes and unpacking differential impacts in the community.

#### **Outcomes:**

- Increased understanding of systemic discrimination and systemic racism
- Increased understanding of anti-oppression and equity principles and practices that can be embedded in organizations

#### Strategy 3:

# Building organizational capacity in equity and inclusion and publicly reporting on progress

System Leadership Table organizations will collaborate to learn from each other and publicly report on their journey towards promoting equity and anti-oppressive practices and policies and embedding these practices within their organizations. Key activities to achieve this over the next 4 years include:

- Baseline equity assessment to assess current state and gaps in organizational capacity including identification of systemic barriers within organizational policies and practices (e.g., reviewing hiring and promotion practices, representation in leadership, equitable funding allocations).
- Setting goals for policy and practice changes and learning outcomes for staff.
- Adopting common tools for applying an equity lens in decision-making (e.g., Health Equity Impact Assessment, Gender-based Analysis Plus [GBA+]).
- Contributing to an annual report on progress and key learnings.
- Collecting sociodemographic and disaggregated data and publicly reporting on trends. and disparities to identify which groups may be facing systemic barriers and inequities in access and outcomes (linked with goal 2).

#### Outcomes:

- Increased number of System Leadership Table organizations that complete baseline equity assessment
- Increased number of System Leadership Table organizations that report on progress annually
- Improved organizational policies and practices that advance equity and inclusion

#### Strategy 4:

#### Implementing a strategy to create opportunities for meaningful engagement of people with lived experience in design and implementation of Community Safety and Well-being Plan activities

The CSWB will consider and implement policies and approaches that support meaningful engagement with community members. Since the first iteration of the CSWB Plan focuses on youth, there will be considerations of how to best involve youth, create youth leadership opportunities and build on existing youth networks in Peel. This strategy aligns with the goals of the Mental Health and Addictions Table to partner with youth. The Systemic Discrimination Action Table can provide input on equitable inclusion opportunities and reaching out to marginalized youth. Key activities can include:

- Building partnerships with existing community networks to create opportunities for ongoing dialogue and feedback from community members.
- Identifying best practices and learnings from existing efforts in Peel (e.g., Peel Poverty Reduction Strategy Lived Experience Roundtable) and applying learnings to the implementation of the CSWB Plan.

#### **Outcomes:**

• People with lived experience have opportunities for various levels of involvement in CSWB planning and implementation.

#### Goal 2:

Implement effective data gathering and reporting practices in order to assess impact and respond to inequities as they emerge

#### Strategy 1:

#### Piloting the collection of sociodemographic data with a group of System Leadership Table organizations and developing data sharing mechanisms

This strategy involves partnering with organizations that are already collecting demographic data to identify common questions and definitions, data standards, appropriate use of sociodemographic data and data sharing mechanisms. For example, the Peel District School Board is collecting student demographic data through their student census and the Dufferin-Peel Catholic District School Board is developing their student census. All school boards in Ontario are required to collect this data by January 2023. This strategy can build on *Ontario's Anti-Racism Data Standards* to further develop common questions and identify the type of data that could be shared across sectors. Others can learn from existing data collection work and how it has informed practice and policy change. This strategy will aim to build the capacity of organizations to collect sociodemographic and disaggregated data. There will be consideration of how to involve people with lived experience in informing what data is being collected, how it will be used and how to communicate this information with residents.

#### **Outcomes:**

- Increased number of organizations collecting sociodemographic data
- Improved data sharing and common definitions among community organizations
- Enhanced understanding of disparities in Peel to inform policies and practices

## Advancing community safety and well-being across Peel

Peel's Community Safety and Well-being (CSWB) Plan takes a comprehensive and holistic approach to planning that intersects with many sectors. Across Peel, organizations are contributing to improving community safety and well-being and the CSWB Plan provides a framework and common approach that organizations can embed in their own work. Although the initial emphasis is on youth within the three areas of focus, community safety and well-being goes far beyond that, including across the life course where children, youth, young adults, adults and



seniors are impacted in different ways and have different levels of need. As the plan continues to evolve and mature, our focus may shift, but the common framework will be a foundation for future iterations of the plan.

Given the complexity and interconnectedness of factors that impact safety and wellbeing, our work aims to align with and build on existing collaborative initiatives and system plans that promote safety and well-being in our Peel community. There are many collaborative efforts contributing to making Peel safer and more equitable for all. A few region-wide initiatives include:

#### **Diversity and Inclusion Charter of Peel**

The Diversity and Inclusion Charter of Peel is a regional initiative led by the Regional Diversity Roundtable that aims to foster greater inclusiveness and equity in Peel. By endorsing the Charter, organizations, individuals and communities express their commitment to making Peel a model for promising practices of diversity, equity and inclusion.

#### Early Years and Child Care System Plan

The Early Years and Child Care Service System Plan provides a roadmap of priorities for the early years and child care system to be affordable, inclusive, high quality, accountable and accessible. A strong early years and child care system helps prepare children for future success.



#### **Peel Opioid Strategy**

Peel's Opioid Strategy was developed with stakeholders to reduce and prevent harms related to opioid use in Peel. The strategy includes four pillars for action: prevention, treatment, harm reduction, and enforcement and justice.

#### Appendix I Community Safety and Well-being Plan 2020-2024

#### Peel Poverty Reduction Strategy

Peel's Poverty Reduction Strategy 2018-2028 has 3 priority areas: income security, economic opportunity and well-being and social inclusion. Their work is co-chaired by the United Way of Greater Toronto and the Region of Peel and has shared goals of reducing systemic barriers, supporting marginalized and equity-seeking groups and promoting equitable and inclusive access for all residents.

#### Peel Housing and Homelessness Plan

Peel's Housing and Homelessness Plan 2018-2028 aims to increase affordable housing and prevent chronic homelessness in Peel. There are 5 key strategies focused on helping people get housing: building new affordable housing, providing incentives for others to build affordable housing, transforming our service delivery to help people get and keep housing, optimizing existing stock and increasing supportive housing.

#### Peel Anti-Human Sex Trafficking Strategy

The Peel Anti-Human Sex Trafficking Strategy framework is comprised of 3 pillars: prevention, intervention and exits/housing. This approach supports victims and survivors and those atrisk of human sex trafficking, bridges the gap in services and provides safe housing and dedicated services.

#### Vision Zero Road Safety Plan

The Vision Zero Road Safety Plan (2018-2022) will create safer roads in Peel for drivers, cyclists and pedestrians. Vision Zero's goal is to reduce and ultimately eliminate injuries or deaths caused by motor vehicle collisions in Peel.






## **Moving forward**



Peel's Community Safety and Well-being Plan (CSWB) Plan establishes a framework and coordinated approach to working alongside system partners to continue to promote safety and well-being for all residents in our community. As we move into implementation, we will track our progress with monitoring and evaluation through robust data collection and data sharing. Throughout the 4-year course of the plan and in future iterations, we will continue to be responsive to emerging needs

in our community and create ongoing opportunities for community engagement and involvement. Partners are working together to develop a detailed implementation plan which includes outlining key activities and working groups, establishing performance measures and ongoing community engagement.

- Implementation task forces and working groups will be formed based on the strategies and key outcomes for each area of focus with partner organizations taking the lead on different strategies. Action tables will continue to provide strategic advice and guidance as we move into implementation.
- The Secretariat will continue to provide backbone support and oversee coordination of the various implementation activities.
- The CSWB Plan will be reviewed annually by the System Leadership Table.
- The Governance and Operations table will set up a process for annual review. The Secretariat will develop a progress report highlighting updates, milestones, next steps and new activities that will be published annually.



Throughout plan development, the passion, expertise and commitment of our community stakeholders and partners to the CSWB planning approach was evident. The CSWB Plan provides a foundation for future initiatives with enhanced collaboration and systems innovation. As an iterative and evolving plan, we encourage

service providers, residents and local organizations to stay connected, share their work and collaborate on new initiatives that contribute to community safety and wellbeing in Peel. We all have a role to play in making Peel a safe, inclusive and connected community where all residents thrive.

Peel's Community Safety and Well-being Plan 2020-2024

## Acknowledgements

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## Appendices

## Appendix 1

Number and rate of reported family disputes, intimate partner disputes and requests for assistance – mental health

| Year | Family Disputes |               | Intimate Partner Disputes |               | Requests for Assistance-<br>Mental Health |               |
|------|-----------------|---------------|---------------------------|---------------|-------------------------------------------|---------------|
|      | Number          | Rate          | Number                    | Rate          | Number                                    | Rate          |
|      |                 | (per 100,000) |                           | (per 100,000) |                                           | (per 100,000) |
| 2015 | 5,604           | 419.5         | 8,487                     | 635.3         | 4,857                                     | 363.6         |
| 2016 | 6,016           | 441.1         | 8,883                     | 651.3         | 5,087                                     | 373.0         |
| 2017 | 6,620           | 476.0         | 9,424                     | 677.6         | 5,908                                     | 424.8         |
| 2018 | 7,027           | 493.1         | 9,703                     | 680.8         | 6,264                                     | 439.5         |
| 2019 | 7,343           | 500.9         | 10,466                    | 713.9         | 6,359                                     | 433.8         |

Peel Regional Police (Mississauga and Brampton), 2015–2019

**Source:** Special request from Peel Regional Police (July 2020). Population estimates provided by Statistics Canada: Table 1 Annual population estimates by age and sex, July 1, 2006 to 2019, Census Subdivisions, Ontario

Data based on occurrence date.

## Number and rate of reported family disputes, intimate partner disputes and requests for assistance – mental health

| Year | Family Disputes |               | y Disputes Intimate Partner Disputes |               |        | r Assistance -<br>I Health |
|------|-----------------|---------------|--------------------------------------|---------------|--------|----------------------------|
|      | Number          | Rate          | Number                               | Rate          | Number | Rate                       |
|      |                 | (per 100,000) |                                      | (per 100,000) |        | (per 100,000)              |
| 2015 | 225             | 339.3         | 413                                  | 622.8         | 321    | 484.1                      |
| 2016 | 244             | 353.4         | 378                                  | 547.5         | 563    | 815.5                      |
| 2017 | 297             | 414.1         | 437                                  | 609.3         | 614    | 856.0                      |
| 2018 | 290             | 393.8         | 419                                  | 568.9         | 522    | 708.8                      |
| 2019 | 284             | 373.8         | 462                                  | 608.1         | 628    | 826.7                      |

## Ontario Provincial Police (Caledon), 2015–2019

**Source:** Special request from Ontario Provincial Police (February 2020). Population estimates provided by Statistics Canada: Table 1 Annual population estimates by age and sex, July 1, 2006 to 2019, Census Subdivisions, Ontario.

Data based on occurrence date.

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## Appendix 2

## Peel's Community Safety and Well-being Indicator Framework

The secretariat worked alongside the Data, Monitoring and Evaluation (DME) table (consisting of sector representation from education, police services, public health, mental health and addictions, and the Region) to develop Peel's Community Safety and Well-being (CSWB) Indicator Framework. To gain a better understanding of concepts that generally fall within the scope of community safety and well-being, a comprehensive review of the literature and existing well-being frameworks was conducted. Domains, domain definitions and sub-domains were then developed based on these findings, as well as results of the community engagement, alignment with Peel's CSWB Vision and the Ministry's CSWB definition, and input from the System Leadership Table and action tables. A list of potential indicators to select from was then assembled, and a set of indicator selection criteria and key considerations were established to guide the selection process. Members of the DME table independently selected indicators for each domain. Selections were subsequently compared, and any areas of uncertainty or disagreement were discussed.

Peel's CSWB Plan incorporates a quality improvement lens. As such, details related to the specific measures included are subject to change based on lessons learned obtained through implementation.

| HEALTH                       | Reflects mental and physica                                        | I well-being, health behaviours and access to healthca                                                                                                                                       | re services in the community.                 |
|------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| Sub-domain                   | Indicator title                                                    | Indicator(s)                                                                                                                                                                                 | Data source                                   |
|                              | Life expectancy                                                    | • Life expectancy at birth                                                                                                                                                                   | Ontario Mortality Database                    |
| General health               | Premature death                                                    | <ul> <li>Rate (per 100,000) of potential<br/>years of life lost*</li> </ul>                                                                                                                  | Ontario Mortality Database                    |
|                              | Self-rated health                                                  | <ul> <li>Proportion (%) of Peel population who rated<br/>their physical health as "excellent", "very good"<br/>or "good"</li> </ul>                                                          | Canadian Community<br>Health Survey           |
|                              | Self-rated mental health                                           | <ul> <li>% of Peel population who rated their mental<br/>health as "excellent", "very good" or "good"</li> </ul>                                                                             | Canadian Community<br>Health Survey           |
| Mental health & well-being   | Emergency department<br>(ED) visits for mental<br>health disorders | <ul> <li>Rate (per 100,000) of ED visits for mental health<br/>disorders (includes substance-related disorders,<br/>anxiety and mood disorders, personality<br/>disorders, etc.)*</li> </ul> | National Ambulatory Care<br>Reporting System  |
|                              | Ever considered or attempted suicide                               | <ul> <li>% of Peel population who had considered<br/>suicide before</li> <li>% of Peel population who had ever considered<br/>suicide who had attempted suicide</li> </ul>                   | Canadian Community<br>Health Survey           |
| Access to mental             | Not receiving care prior<br>to mental health-related<br>ED visit   | <ul> <li>% of Peel adults who did not receive care from a<br/>physician prior to a mental health-related ED visit</li> </ul>                                                                 | ICES                                          |
| health services              | Wait time for a mental<br>health specialist                        | <ul> <li>Median wait time for patients referred to<br/>a mental health specialist</li> </ul>                                                                                                 | ICES                                          |
|                              | Access to a regular healthcare provider                            | <ul> <li>% of Peel population who reported having access<br/>to a regular healthcare provider</li> </ul>                                                                                     | Canadian Community<br>Health Survey           |
| Access to health<br>services | Unmet healthcare needs                                             | <ul> <li>% of Peel population who felt that they needed<br/>healthcare but did not receive it in the prior<br/>12 months</li> </ul>                                                          | Canadian Community<br>Health Survey           |
|                              | Physical activity                                                  | <ul> <li>% of Peel adults who were physically active based<br/>on Canadian Physical Activity Guidelines</li> </ul>                                                                           | Canadian Community<br>Health Survey           |
|                              | Sedentary behaviour                                                | <ul> <li>% of Peel population who spent on average 15<br/>hours or more per week engaging in sedentary<br/>activities over the prior three months</li> </ul>                                 | Canadian Community<br>Health Survey           |
| Health<br>behaviours         | Harmful alcohol use                                                | % of Peel adults who exceeded Canada's Low-Risk     Alcohol Drinking Guidelines                                                                                                              | Canadian Community<br>Health Survey           |
|                              | Problem drug use among secondary students                          | <ul> <li>% of Peel secondary students classified as having<br/>a potential drug use problem</li> </ul>                                                                                       | Ontario Student Drug Use<br>and Health Survey |
|                              | Up-to-date childhood<br>immunization                               | <ul> <li>% of children in Peel with up-to-date<br/>immunization coverage, by immunization type<br/>(e.g., Measles, Mumps, Rubella, etc.)</li> </ul>                                          | Public Health Ontario                         |

\*Rates to be calculated using population estimates/projections.

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| SAFETY                   | Reflects the right for commu                                     | inity members to live without fear or risk of physical, p                                                                                                                                                                                                                                                                                                                                                               | sychological, or social harm.                                                       |
|--------------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Sub-domain               | Indicator title                                                  | Indicator(s)                                                                                                                                                                                                                                                                                                                                                                                                            | Data source                                                                         |
|                          | Crime Severity Index                                             | <ul> <li>Crime Severity Index (Peel Regional Police)</li> <li>Crime Severity Index (Ontario Provincial Police<br/>(OPP) – Caledon Detachment)</li> </ul>                                                                                                                                                                                                                                                                | Uniform Crime<br>Reporting Survey                                                   |
| Crime                    | Total crime                                                      | • Rate (per 100,000) of reported actual incidents of total crime in Peel*                                                                                                                                                                                                                                                                                                                                               | Uniform Crime<br>Reporting Survey                                                   |
|                          | Total violent crime                                              | • Rate (per 100,000) of reported actual incidents of total violent crime in Peel*                                                                                                                                                                                                                                                                                                                                       | Uniform Crime<br>Reporting Survey                                                   |
|                          | Sense of safety                                                  | • % of Peel respondents who reported a "very<br>strong" or "somewhat strong" sense of safety in<br>their local community                                                                                                                                                                                                                                                                                                | Focus GTA Survey,<br>Environics                                                     |
| Perceptions<br>of safety | Change in violence or<br>public safety risks in<br>neighbourhood | • % of Peel respondents who believed that violence/public safety risk across Peel has increased in the prior 6 months                                                                                                                                                                                                                                                                                                   | Focus GTA Survey,<br>Environics                                                     |
|                          | Students feeling safe at school                                  | <ul> <li>% of Peel students in grades 7 to 12 who<br/>reported feeling safe at school</li> </ul>                                                                                                                                                                                                                                                                                                                        | Ontario Student Drug Use<br>and Health Survey                                       |
| Road safety              | Collisions resulting in      | • Rate (per 100,000) of annual collisions resulting<br>in injury/fatality on regional and municipal roads<br>in Peel*                                                                                                                                                                                                                                                                                                   | Peel Regional Police;<br>Ontario Provincial<br>Police (OPP) – Caledon<br>Detachment |
| Discrimination           | Experiences of<br>discrimination                                 | <ul> <li>% of Peel population who reported experiencing discrimination in the past 5 years, by type of discrimination (e.g., based on sex, ethnicity/ culture, race, age, religion, sexual orientation, etc.)</li> <li>% of Peel population who reported experiencing discrimination in the past 5 years, by type of situation (e.g., in bank/store/restaurant, work environment, dealing with police, etc.)</li> </ul> | Community Life dataset,<br>Environics                                               |

\*Rates to be calculated using population estimates/projections.

| EDUCATION                                            | Reflects learning through formal schooling or training that allows individuals to develop and grow. |                                                                                                                                                                                                     |                                                                                |  |
|------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--|
| Sub-domain                                           | Indicator title                                                                                     | Indicator(s)                                                                                                                                                                                        | Data source                                                                    |  |
| Educational<br>achievement<br>- Elementary<br>school | Readiness to learn                                                                                  | <ul> <li>% of senior kindergarten children in Peel who<br/>were considered "vulnerable" in at least one of<br/>the five Early Development Instrument domains</li> </ul>                             | Early Development<br>Instrument                                                |  |
| Educational                                          | Youth not in education, training or employment                                                      | <ul> <li>% of Peel youth not in education, training or<br/>employment</li> </ul>                                                                                                                    | Census                                                                         |  |
| achievement<br>- Secondary<br>school                 | High school<br>graduation rate                                                                      | <ul> <li>% of students from a grade 9 cohort in Peel who<br/>graduated in 4 or 5 years</li> </ul>                                                                                                   | Peel District School Board;<br>Dufferin Peel Catholic<br>District School Board |  |
| Educational<br>attainment                            | Highest level of education                                                                          | <ul> <li>% of Peel population (aged 25-64 years), by<br/>educational attainment (e.g., less than high<br/>school, high school certificate, apprenticeship/<br/>trades certificate, etc.)</li> </ul> | Census                                                                         |  |

| COMMUNITY LIFE         | Reflects individuals feeling included and connected and being engaged within their community. |                                                                                                                                                                                                                                                                                               |                                                                         |  |
|------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--|
| Sub-domain             | Indicator title                                                                               | Indicator(s)                                                                                                                                                                                                                                                                                  | Data source                                                             |  |
| Community<br>belonging | Sense of community belonging                                                                  | • % of Peel population who reported a<br>"very strong" or "somewhat strong" sense of<br>community belonging                                                                                                                                                                                   | Canadian Community<br>Health Survey                                     |  |
|                        | Voting in municipal<br>election                                                               | <ul> <li>% of registered electors who voted in most recent<br/>Mississauga municipal election</li> <li>% of registered electors who voted in most recent<br/>Brampton municipal election</li> <li>% of registered electors who voted in most recent<br/>Caledon municipal election</li> </ul> | Association of<br>Municipalities Ontario                                |  |
| Community              | Volunteerism                                                                                  | •% of respondents who reported doing volunteer work in the previous year                                                                                                                                                                                                                      | Community Life dataset,<br>Environics                                   |  |
| engagement             | Donation                                                                                      | •% of Peel tax-filers who are charitable donors                                                                                                                                                                                                                                               | Income Statistics Division,<br>Statistics Canada                        |  |
|                        | Proximity to community meeting places                                                         | <ul> <li>% of Peel population within a 10 minute (800<br/>metre) walk of libraries, community/recreation<br/>centres and places of worship</li> </ul>                                                                                                                                         | City of Brampton;<br>City of Mississauga;<br>Town of Caledon;<br>Census |  |
|                        | Municipal recreation program usage                                                            | • % of Peel population registered or a member<br>of one or more recreation programs in their<br>municipality in the previous year                                                                                                                                                             | City of Brampton;<br>City of Mississauga;<br>Town of Caledon            |  |

| LIVING<br>STANDARDS                   | Reflects the ability of a community to support the basic needs of community members. |                                                                                                                                                                                        |                                                     |  |
|---------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|--|
| Sub-domain                            | Indicator title                                                                      | Indicator(s)                                                                                                                                                                           | Data source                                         |  |
| Income                                | Low income measure -<br>after tax (LIM-AT)                                           | <ul> <li>% of Peel population in private households living<br/>in low-income based on the LIM-AT</li> </ul>                                                                            | Census                                              |  |
|                                       | Private household median income                                                      | • Private household median income                                                                                                                                                      | Census                                              |  |
|                                       | Unemployment rate                                                                    | <ul> <li>% of Peel population (aged ≥15 years) who are<br/>unemployed</li> </ul>                                                                                                       | Labour Force Survey                                 |  |
| Employment                            | Temporary employment                                                                 | <ul> <li>% of Peel population (aged ≥15 years) who are<br/>temporary employees (e.g., seasonal jobs,<br/>term or contract jobs, casual jobs, other<br/>temporary employees)</li> </ul> | Labour Force Survey                                 |  |
|                                       | Persons visiting shelters or transitional housing                                    | <ul> <li>Number of persons that visited Regional<br/>emergency shelters and/or transitional housing</li> </ul>                                                                         | Housing Services, Human<br>Services, Region of Peel |  |
| Housing &<br>homelessness             | Unaffordable housing                                                                 | <ul> <li>% of tenant and owner households in Peel<br/>spending 30% or more of total household income<br/>on shelter costs</li> </ul>                                                   | Census                                              |  |
|                                       | Occupied dwellings<br>requiring major repair                                         | <ul> <li>% of occupied private dwellings requiring<br/>major repair</li> </ul>                                                                                                         | Census                                              |  |
|                                       | Inadequate housing<br>(suitability)                                                  | <ul> <li>% dwellings in Peel considered "not suitable"<br/>(i.e., based on required number of bedrooms)</li> </ul>                                                                     | Census                                              |  |
| Food security                         | Household food insecurity                                                            | <ul> <li>% of Peel households with moderate or severe<br/>food insecurity in the prior 12 months</li> </ul>                                                                            | Canadian Community<br>Health Survey                 |  |
| Access to<br>internet &<br>technology | No access to internet at home                                                        | <ul> <li>% of Peel population who reported not having<br/>access to internet at home</li> </ul>                                                                                        | Opticks Powered by<br>Numeris, Environics           |  |

| PERSONAL<br>RELATIONSHIPS              | Reflects the presence of stro                                    | ong, consistent and supportive relationships with family                                                                                                                                                                                  | y and peers.                                      |
|----------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| Sub-domain                             | Indicator title                                                  | Indicator(s)                                                                                                                                                                                                                              | Data source                                       |
|                                        | Perceived social support                                         | •% of Peel population who reported a high level of perceived social support                                                                                                                                                               | Canadian Community<br>Health Survey               |
| Supportive<br>relationships            | Not having close relatives<br>or friends                         | <ul> <li>% of Peel population who reported not having a relative that they feel close to</li> <li>% of Peel population who reported not having any close friends</li> </ul>                                                               | Community Life dataset,<br>Environics             |
|                                        | Students who talk to<br>their parents about<br>problems/feelings | <ul> <li>% of Peel students in grades 7 to 12 who reported<br/>talking to their parent(s) about their feelings<br/>or problems</li> </ul>                                                                                                 | Ontario Student Drug Use<br>and Health Survey     |
| Harmful<br>or violent<br>relationships | Police-reported<br>family disputes                               | <ul> <li>Rate (per 100,000) of reported family disputes in Brampton and Mississauga (Peel Regional Police)*</li> <li>Rate (per 100,000) of reported family disputes in Caledon (OPP - Caledon Detachment)*</li> </ul>                     | Peel Regional Police;<br>OPP – Caledon Detachment |
|                                        | Police-reported intimate partner disputes                        | <ul> <li>Rate (per 100,000) of reported intimate partner disputes in Brampton and Mississauga (Peel Regional Police)*</li> <li>Rate (per 100,000) of reported intimate partner disputes in Caledon (OPP – Caledon Detachment)*</li> </ul> | Peel Regional Police;<br>OPP – Caledon Detachment |
|                                        | Students victim to<br>bullying at school                         | <ul> <li>% of Peel students in grades 7 to 12<br/>who reported being a victim of bullying at school<br/>at least once during the school year</li> </ul>                                                                                   | Ontario Student Drug Use<br>and Health Survey     |
|                                        | Students victim to cyber bullying                                | •% of Peel students in grades 7 to 12 who reported experiencing cyber bullying in the previous 12 months                                                                                                                                  | Ontario Student Drug Use<br>and Health Survey     |

\*Rates to be calculated using population estimates/projections.

| ENVIRONMENT          | Reflects the conditions                                                  | in which we live that impact community well-being.                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                      |
|----------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Sub-domain           | Indicator title                                                          | Indicator(s)                                                                                                                                                                                                                                                                                                                                                                                                                                    | Data source                                                                                                                          |
| Air quality          | Level of air pollutants                                                  | <ul> <li>Mean annual level of air pollutants (i.e., nitrogen<br/>dioxide, ozone, fine particulate matter)</li> </ul>                                                                                                                                                                                                                                                                                                                            | Ministry of Environment<br>and Climate Change                                                                                        |
|                      | Exposure to second-<br>hand smoke                                        | <ul> <li>% of non-smoking Peel population who reported<br/>being exposed to second-hand smoke inside their<br/>home daily or almost daily</li> <li>% of non-smoking Peel population who reported<br/>being exposed to second-hand smoke inside a<br/>private vehicle daily or almost daily</li> <li>% of non-smoking Peel population who reported<br/>being exposed to second-hand smoke in a public<br/>place daily or almost daily</li> </ul> | Canadian Community<br>Health Survey                                                                                                  |
|                      | Parks, open green<br>space or natural<br>features per 1,000<br>residents | <ul> <li>Hectares (per 1,000 residents) of park, open green<br/>space or natural feature with a trail or path running<br/>through it</li> </ul>                                                                                                                                                                                                                                                                                                 | City of Brampton; City<br>of Mississauga; Town of<br>Caledon; Credit Valley<br>Conservation;                                         |
|                      |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Toronto Region &<br>Conservation; Region of<br>Peel; Pedestrian Network,<br>Region of Peel;                                          |
|                      |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Census                                                                                                                               |
|                      | Active recreation per 1,000 residents                                    | <ul> <li>Active recreation amenities per 1,000 residents</li> </ul>                                                                                                                                                                                                                                                                                                                                                                             | Active Recreation Amenities,<br>Region of Peel;                                                                                      |
| Built<br>environment |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Census                                                                                                                               |
| environment          | Street connectivity                                                      | • Average intersection density                                                                                                                                                                                                                                                                                                                                                                                                                  | Single-Line Street Network<br>(non-boulevard), Region<br>of Peel                                                                     |
|                      | Proximity to public<br>transit                                           | <ul> <li>% of Peel population within a 5 minute (400 metre)<br/>walk to a bus stop, or a 10 minute (800 metre) walk<br/>to a higher order bus or rail stop (i.e., GO bus or Rail)</li> </ul>                                                                                                                                                                                                                                                    | General Transit Feed<br>Specification, City of<br>Mississauga, City of<br>Brampton, Metrolinx (GO);                                  |
|                      |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Municipal Employment<br>Surveys, City of Mississauga,<br>City of Brampton, Town<br>of Caledon; Pedestrian<br>Network, Region of Peel |
| Food<br>environment  | Proximity to fresh<br>food retailers                                     | •% of Peel population within a 10 minute (800 metre)                                                                                                                                                                                                                                                                                                                                                                                            | Food Check Peel, Peel Public<br>Health; Parcel Based Land<br>Use, Region of Peel;                                                    |
| environment          |                                                                          | walk of fresh food retailers                                                                                                                                                                                                                                                                                                                                                                                                                    | Pedestrian Network, Region of Peel;Census                                                                                            |

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### Peel's Community Safety and Well-being Plan 2020-2024

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## Peel's Community Safety and Well-being Plan 2020-2024

peelregion.ca/community-safety-wellbeing-plan

## Community Safety & Well-being Planning Ministry Framework



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

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





## Peel Community Safety and Well-being Plan Community Planning and Partnership Agreement

"We are committed to working together for a safe, inclusive and connected community for all residents of Peel"



## Statement of Promise

We commit to strong collaboration to prioritize, adopt and participate in the Community Safety and Well-being Plan with stakeholders; and to facilitate access to services and supports that advance safety, inclusivity and well-being for all residents of Peel.

## Purpose

The purpose of this agreement is to demonstrate a commitment to the Community Safety and Well-being (CSWB) Plan, which harnesses partners' collective and collaborative action to ensure Peel is a safe, inclusive and connected community where all residents thrive.

Community safety and well-being is broad and multifaceted; it encompasses many areas and intersects with many sectors. Partners of Peel's CSWB Plan are working to address complex social issues facing Peel. These strong collaborative efforts will result in healthy communities that foster well-being and success.

## Goals

## The Goals of CSWB Partnerships are to:

- I. Develop and strengthen cross-sectoral partnerships to accomplish the shared goals, objectives and strategies of the CSWB Plan
- II. Contribute to the well-being of Peel's residents through adoption of the CSWB Plan, legislated for municipalities in Ontario under the *Police Services Act, 1990* and to work in partnership with a multisectoral advisory committee comprised of representation from: *police, municipalities, local service providers in health/mental health, education, community/social services and children/youth services*
- III. Create and sustain strategic partnerships which involves integration and alignment with applicable/relevant organizational mandates and strategic priorities
- IV. Establish joint planning, reporting, and partnership actions in individual multi-year organizational plans
- V. Commit to aligning organizational goals and outcomes with the CSWB plan
- VI. Ensure strategic and efficient use of partners' resources and time

## Approach

Peel's Community Safety and Well-being (CSWB) Plan provides a roadmap for how partners can work collaboratively across different sectors towards a shared commitment for making Peel a safer, and more inclusive and connected community where all residents thrive.

The CSWB Plan will be achieved through *strategic partnerships, applying an equity lens, social determinants of health, collective impact approach* and a *place-based approach.* Plans to address any issue will follow best practices, using multi-pronged strategies where appropriate, and will utilize the best available evidence to inform decision making.

## Partners and Stakeholders agree to:

Signatories agree to collaboration, through the terms outlined below:

- Adopt the CSWB plan to align with organizational goals, resources and outcomes
- 2) Ongoing participation on the CSWB planning tables to support the development and implementation of the Plans strategies/ tactics
- Commit to ongoing joint strategic planning, implementation and delivery of action items and reporting to move the partnership agenda forward through the Collective Impact approach
- 4) Support residents' well-being through commitment to excellence
- Accept this stakeholder agreement as part of our ongoing accountability to support and sustain the CSWB Plan's outcomes
- 6) Support collaborative planning and action through a collective impact approach, evaluating mechanisms (e.g., data collection, monitoring, knowledge exchange and sharing) to track progress towards intended goals and outcomes related to CSWB plan, as appropriate
- Identify and respond to emerging trends, priorities and objectives to advance the CSWB Plan as it evolves
- Align with and build on existing collaborative initiatives and system plans that promote safety and well-being in our Peel community
- 9) Ensure reasonable timelines and create safe spaces for engagement
- Be prepared for the conversations on challenging issues that may be facing our communities
- 11) Take time to build trust, understanding and collective good
- 12) Understand the impact of lived experiences
- Co-create community initiatives with residents and community members



# Community Safety and Well-Being Plan 2020-2024

Nancy Polsinelli and Chief Nishan Duraiappah



## **Our Journey**



## **Elements of the Plan**

| 4 year plan                                                                                       |                               |                         |       |
|---------------------------------------------------------------------------------------------------|-------------------------------|-------------------------|-------|
| Family Violence                                                                                   | Mental Health &<br>Addictions | Systemic Discrimination |       |
| Goals for the 4-year plan within each area of focus<br>Measures of success for each area of focus |                               |                         | Youth |
| Priorities for action i<br>Revise annually or bi                                                  | •                             |                         |       |
| Enablers: Communication and Community Engagement, Data, Advocacy, Funding                         |                               |                         |       |

## **Background: Legislation**

- Existing requirements in the Police Services Act, 1990 and in the new <u>Community Safety and Policing Act, 2019</u>, once in force, require municipal councils to prepare and adopt a community safety and well-being plan.
- The legislation requires that the Plan:
  - Identify and prioritize community risk factors
  - Identify strategies to reduce the prioritized risk factors
  - Include a sustainable system to monitor, evaluate and report on the effect of the Plan
  - Be reviewed and revised at regular intervals
  - Be supported by an advisory committee with legislated membership

## Vision & Mission

**Vision:** Peel is a safe, inclusive and connected community where all residents thrive.

**Mission:** We will work together to ensure access to services and supports that advance safety, connectedness and well-being for all Peel residents.

**Community Safety and Well-being:** "the ideal state of a sustainable community where everyone is safe, has a sense of belonging, opportunities to participate, and where individuals and families are able to meet their needs for education, health care, food, housing, income, and social and cultural expression". (Ministry of the Solicitor General, *Community Safety and Well-Being Planning Framework: A Shared Commitment in Ontario*, 2018)

## **Community Commitment**

Stakeholder agreement:

- Outlines commitment towards collaboration and joint planning among CSWB partners
- Identifies roles and expectations of CSWB partners

Region's role:

- Partner
- Backbone organization
  - Secretariat
  - Advocacy
  - Funding

## **Moving Forward**

- Continuing Implementation
  - Sustainable planning and implementation infrastructure
  - Stakeholder agreements
  - Performance measurement and evaluation
  - Ongoing community engagement
- Communications campaign
- Financial Implications
  - Permanent secretariat 6 FTE
  - Communications, community engagement and community initiatives
  - Total estimated cost of the additional resources represents an increase to the base operating budget of \$1 million
  - The proposed 2021 Budget will reflect the inclusion of these additional resources

## **Thank You!**



Sent via E-Mail: Kathryn.Lockyer@peelregion.ca

October 6, 2020

Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services Region of Peel 10 Peel Center Drive Brampton, ON L6T 4B9

## RECEIVED

October 13, 2020 REGION OF PEEL OFFICE OF THE REGIONAL CLERK

Dear Ms. Lockyer,

## RE: TOWN OF CALEDON INITIAL PLANNING COMMENTS ON STATUS OF THE PEEL 2041+ REGIONAL OFFICIAL PLAN REVIEW

I am writing to advise that at the Town Council meeting held on September 29, 2020, Council adopted a resolution regarding the Region of Peel Settlement Area Boundary Expansion and Peel 2041+. The Town is requesting that the Region of Peel designate the Mayfield West Transit Hub and that the Bolton Go Station lands as 'high priority' Major Transit Area's (MTSA) be examined further.

The resolution reads as follows:

That the overview of comments regarding Region of Peel Settlement Area Boundary Expansion and Peel 2041+, outlined in Staff Report 2020-0312, be endorsed;

That Region of Peel be requested to designate the future Mayfield West Transit Hub and the Bolton GO Station lands as 'high priority' Major Transit Study Area's (MTSA) to be examined further;

That staff bring a report forward an interim control bylaw to ensure protection of the Bolton Go Station Lands; and

That a copy of Staff Report 2020-0312 be forwarded to the Region of Peel, the Ministry of Municipal Affairs and Housing and Metrolinx.

A copy of Staff Report 2020-0312 has been included for your reference.

For more information regarding this request, please contact Sylvia Kirkwood, Chief Planner for the Town of Caledon by email to sylvia.kirkwood@caledon.ca or by phone at 905.584.2272 ext. 4172.

Thank you for your attention to this matter. We look forward to hearing from you.

Sincerely,

Laura Hall, Acting General Manager, Corporate Services / Acting Town Clerk

Cc: Honourable Steve Clark, Minister of Municipal Affairs and Housing, minister.mah@ontario.ca Phil Verster, President & Chief Executive Officer, Metrolinx, CEO@metrolinx.com Sylvia Kirkwood, Chief Planner, Town of Caledon, Sylvia.kirkwood@caledon.ca

| REFERRAL TO     | PUBLIC WORKS |
|-----------------|--------------|
| RECOMMENDED     |              |
| DIRECTION REQUI | RED          |
| RECEIPT RECOMM  | IENDED       |

12.1-1

### Staff Report 2020-0312

| Meeting Date: | September 22, 2020                                                                                                                                                             |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject:      | Town of Caledon Initial Planning Comments on Status of the Peel 2041+<br>Regional Official Plan Review                                                                         |
| Submitted By: | Bailey Loverock, Community Planner, Policy, Heritage & Design,<br>Community Services<br>Kant Chawla, Senior Planner, Policy, Heritage & Design Services,<br>Community Services |

#### RECOMMENDATION

That the overview of comments regarding Region of Peel Settlement Area Boundary Expansion and Peel 2041+, outlined in Staff Report 2020-0312, be endorsed;

That Region of Peel be requested to designate the future Mayfield West Transit Hub and the Bolton GO Station lands as 'high priority' Major Transit Study Area's (MTSA) to be examined further;

That staff bring a report forward an interim control bylaw to ensure protection of the Bolton Go Station Lands; and

That a copy of Staff Report 2020-0312 be forwarded to the Region of Peel, the Ministry of Municipal Affairs and Housing and Metrolinx.

#### REPORT HIGHLIGHTS

- This report provides initial staff comments on the Region's Settlement Area Boundary Expansion (SABE) supporting 11 technical studies
- Peel 2041+ is the Region of Peel's Municipal Comprehensive Review and Official Plan Review process; the + refers to the provinces extended planning horizon from 2041 to 2051
- Two additional Region of Peel Policy Directions Reports Major Transit Station Areas (MTSAs) and Growth Management Policy have been reviewed and summarized in this report
- Identification and Protection of the two future transit stations in Caledon, Bolton and Mayfield West as Major Transit Study Areas will ensure the ability to achieve planned:
  - Active sustainable transportation modes/modal split (carpooling, cycling, transit, etc.)
  - o density and population targets
  - o access to employment areas
  - reduction in road traffic and congestion
  - o complete transit-oriented communities
  - o reduction in emissions and environmental sustainability
- It is recommended that an Interim Control Bylaw be implemented to ensure the protection of the future Bolton Go Station lands until the lands are designated a Major Transit Study Area

#### DISCUSSION

### Background

Peel 2041+ refers to the Region's Municipal Comprehensive Review (MCR) and Official Plan Review, which commenced on May 23, 2013 with a targeted completion date of 2022. The Town has been an active participant and stakeholder throughout the process and has provided and



### Staff Report 2020-0312

continues to provide input and formal comments to the Region on various studies that have been undertaken and are currently underway. The following discussion will provide a summary of recent work that has been circulated to Town and staff comments that have been prepared on these materials.

Peel 2041+ will be developed based on the province's new population and employment forecasts to 2051, public and stakeholder feedback, and complying with new provincial legislation, plans, and policies.

#### Amendment 1 to A Place to Grow: Growth Plan for the GGH

As of August 28, 2020, Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe is now in effect. The amendment includes changes to the population and employment forecasts, the horizon year for planning, and other policies to increase housing supply, create jobs, attract business investment and better align with infrastructure. The province also released a new Land Needs Assessment methodology. The changes implemented are in line with the Town's comments, which were provided in a memorandum presented at the July 7, 2020 Council Meeting.

#### Settlement Area Boundary Expansion (SABE) Study

As part of Peel 2041+, a Settlement Area Boundary Expansion Study (SABE) is being undertaken by the Region. The outcome of this study will assist in determining the appropriate locations(s) to accommodate new growth and future expansion of the Town's settlement areas. As part of this study, a Focus Study Area was developed, and 11 technical studies were undertaken to evaluate the Focus Study Area in greater detail and the suitability of the lands for future development.



\*Please note this map has not been updated to reflect the Preferred Route for the GTA West Multimodal Transportation Corridor, which was released by the Province on August 7, 2020. The approximate size of SABE land required as identified on the map will need to increase as a result of the 2051 planning horizon.



#### **Technical Studies**

Town staff have reviewed the 11 technical studies as part of the Region's SABE work. A summary of each as well as staff's initial comments at this stage in the process are summarized below. These studies are available on the Region's website:

https://www.peelregion.ca/officialplan/review/fall-consultation.asp.

| SABE Study Name                                             | Summary                                                                                                                                                                                         | Town Staff Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Water and<br>Wastewater                                     | The report provides an overview of the<br>water and wastewater servicing<br>principles that will be used to inform<br>the Water and Wastewater<br>Assessment analysis for the SABE.             | No concerns with overall premise or conclusions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Employment and<br>Commercial<br>Opportunities<br>Assessment | The report provides real estate market<br>insights to guide future land use<br>planning in accommodating anticipated<br>population and employment growth<br>across the FSA to the 2041 horizon. | Staff recommend further<br>thought be given to developing<br>a ratio of residential to<br>employment lands that are in<br>line with Town Council<br>direction. It is important that<br>enough future employment<br>lands are designated in<br>strategic areas to address<br>existing and new concerns,<br>and to make use of valuable<br>infrastructure. Consideration<br>should be given to protect<br>employment lands beyond<br>2051, along the GTA West<br>Corridor.<br>The study recommends that<br>the airport be developed only<br>after other employment lands<br>have been absorbed. Staff<br>recommend that this is a<br>valuable section of the local<br>economy and that efforts<br>should be made in the shorter<br>term to strengthen and grow<br>this sector. |



| SABE Study Name                         | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Town Staff Comments                                                                                                                                                                                                                                                                                |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Stage 1<br>Archaeological<br>Assessment | The assessment identifies the<br>archeological potential of properties in<br>the FSA. This entails a review of<br>previously registered and reviewed<br>archaeological sites and the original<br>environmental setting of properties,<br>along with historical settlement trends.                                                                                                                                                                                                                                                                                                                                                                        | No concerns with overall premise or conclusions.                                                                                                                                                                                                                                                   |
| Cultural Heritage<br>Assessment         | The assessment describes the existing<br>condition of the FSA by establishing an<br>inventory of known and potential<br>cultural heritage resources. It looks at<br>the implications for existing and<br>potential cultural heritage resources in<br>relation to the potential SABE location<br>and scale.<br>The report concludes that resources<br>are spread evenly throughout the study<br>area and do not make one area more<br>suitable than another for settlement<br>expansion.                                                                                                                                                                  | Staff noted that the current<br>Town's Heritage Registry was<br>not included in this<br>assessment and recommend<br>the Region to consider the<br>Town's Heritage Register as it<br>may yield a different<br>conclusion regarding the<br>distribution of cultural<br>resources throughout the FSA. |
| Agricultural Impact<br>Assessment       | The report looks at the FSA to identify<br>potential SABE areas that will minimize<br>the impact on the Regional agricultural<br>system as defined in the PPS, 2020.<br>This analysis will be considered as part<br>of a comprehensive analysis to identify<br>recommended expansion areas based<br>on a range of parameters including<br>MDS requirements. Once this further<br>refinement is completed, a detailed<br>Agricultural Impact Assessment, as<br>required by Provincial and municipal<br>policy, will be conducted to provide<br>specific recommendations for the<br>SABE that will minimize impact on the<br>Regional agricultural system. | No concerns with overall premise or conclusions.                                                                                                                                                                                                                                                   |



| SABE Study Name              | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                 | Town Staff Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transportation<br>Assessment | The study looks at transportation<br>planning principles and network<br>capacity requirements in proximity to<br>the FSA including active transportation<br>and transit infrastructure<br>considerations. The analysis reviews<br>existing conditions planned network<br>expansion, potential growth projections<br>and travel demand forecasts as well as<br>implications and initiatives required to<br>accommodate potential growth. | Staff believes that a more<br>detailed analysis will<br>incorporate various land use<br>scenarios to estimate total trips<br>and how these will be<br>addressed by various modal<br>shares.<br>It is also noted that enough<br>analysis has not been<br>conducted to suggest<br>screening results reflecting<br>various options are suitable for<br>residential growth and yet<br>other areas to be appropriate<br>for employment uses. Staff<br>understands that it is pre-<br>mature to conclude various<br>options with the projected<br>population and employment<br>growth. There is not enough<br>analysis or information<br>provided to make a fair review<br>leading to suitable options.<br>Staff anticipate that the<br>Regional Staff and Consultants<br>will coordinate and work<br>together to draw SABE options<br>with more information and<br>transportation assessments. |



| SABE Study Name                                          | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Town Staff Comments                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Community Health<br>Assessment                           | The assessment aims to help identify a<br>recommended SABE by providing a<br>quantitative and qualitative evaluation<br>to determine the health benefits and<br>effects of the potential built<br>environment.<br>This assessment makes<br>recommendations and considerations<br>at various levels within the planning<br>framework such as requirements for<br>healthy food systems planning,<br>pedestrian-friendly urban design, and<br>consideration for health-related<br>impacts of housing. It acknowledges<br>benefits of expanding upon existing<br>infrastructure and services for future<br>development. | No concerns with overall premise or conclusions.                                                                                                                                                                                                                                                       |
| Public Facilities<br>Assessment                          | The study identifies community facility<br>infrastructure needs at a Regional<br>scale related to future development<br>including recreation, library,<br>emergency services, and school<br>related needs. The report is intended<br>to fulfill the Growth Plan requirement<br>that there be enough capacity in<br>planned public service facilities to<br>accommodate anticipated growth when<br>establishing future settlement areas.                                                                                                                                                                             | There have been concerns<br>with the amount of school<br>capacity available within<br>Caledon communities. It is<br>important that enough school<br>capacity is available for<br>residents in future settlement<br>expansions. Staff recommend<br>this be reviewed as part of this<br>technical study. |
| Climate Change:<br>Energy and<br>Emissions<br>Reductions | The purpose of the study is to develop<br>planning policy framework that<br>supports energy planning in the<br>Region, including the SABE area. The<br>main goal is to minimize new<br>greenhouse gas emissions in order to<br>mitigate climate change over the long-<br>term in both the SABE Area and the<br>Region.                                                                                                                                                                                                                                                                                              | No concerns with overall premise or conclusions.                                                                                                                                                                                                                                                       |


| SABE Study Name            | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Town Staff Comments                                                                                                                                                       |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mineral Aggregate<br>Study | The study maps high potential mineral<br>aggregate resource areas (HPMARA)<br>in order to inform the process of<br>identifying areas for accommodating<br>projected growth. If preferred<br>expansion areas overlap with, or are<br>near, an identified or potential<br>HPMARA, the second phase of the<br>work will be to conduct a Mineral<br>Resource Impact Study to address<br>Provincial policy requirements<br>regarding mineral aggregate<br>resources. | No concerns with overall premise or conclusions.                                                                                                                          |
| Fiscal Impact              | The study analyzes Regional costs<br>associated with new infrastructure and<br>anticipated revenues arising from new<br>development associated with the<br>SABE (e.g. assessment growth).<br>Analysis will be used to identify the<br>financial resource needs to support<br>sound infrastructure planning<br>objectives identified in the FSA and the<br>eventual determination of the SABE.                                                                   | The Town will be establishing<br>a working team to review the<br>anticipated fiscal impacts of<br>future growth. No additional<br>comments on this study at this<br>time. |

#### Policy Directions Reports

Two policy directions reports were also reviewed by staff: Growth Management and MTSAs.

#### **Growth Management Policy Direction Report**

This report was developed to explore policy changes that are necessary through provincial conformity and accommodating growth within the Region. This discusses municipal growth allocation, intensification, greenfield density, strategic growth areas, employment areas, and implementation tools and monitoring.

#### Major Transit Station Areas Policy Direction Report

Major Transit Station Areas (MTSAs) are areas defined in the provincial A Place to Grow, around certain types of transit stations. MTSAs are areas of an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The MTSA work being completed by the Region aims to protect MTSAs, delineate boundaries, provide minimum densities, prioritize and define the types of transit stations, considering when and how they develop, and establish a framework to guide implementation planning by the local municipalities.

Caledon has two potential MTSAs under the Regional Study – Mayfield West (located Phase 2 Stage 1 - northeast of the future Spine Road and Hwy 410 interchange) and the Bolton GO Station lands located north of King Street, east side of Humber Station Road. Preliminary boundaries have been delineated with the current conditions outlined. The MTSAs were looked at from four different



lenses: Mobility, Market and Growth Potential, Land Use and Built Form, and Community Considerations.

Both the potential MTSAs at Bolton and Mayfield West identified in the Town of Caledon have been identified as 'low priority'. Both have the potential to serve the larger area beyond the community and provide seamless connectivity to various communities and employment centres not only within the Region of Peel but also the Greater Toronto Area and should be deemed 'high priority' for analysis.

#### Mayfield West – Transit Hub (Spine Road/Hwy 410) Future MTSA

The approved Mayfield West Community (Phases 1 & 2) Secondary Plan (MW2) is being developed as a transit-oriented community which will accommodate a population of approximately 17,500 people. Mayfield is a major growth area for the Town of Caledon and to support the anticipated population and employment growth, the MW2 Transportation Master Plan recommended a new transportation infrastructure comprising of a road network, active transportation and the recommended transit service. The Transit Hub has also been designated in the Mayfield West community near Hwy 410/Hurontario Street to serve Caledon and the catchment/influence areas.

The Frequent Rapid Transit Network (FRTN) project # 64 in the Metrolinx Regional Transportation Plan 2041 designated Hurontario (Main) Street north of Downtown Brampton to Mayfield West Community as a Priority Bus Corridor. It is a recognition of the role of this corridor in the regional transportation network and the immense benefits of enhancing a segment of a major north-south transit spine that has the potential to link a number of east-west rapid transit routes. In so doing, it establishes an objective/target for future higher order transit service on the corridor. This will help align the planning and delivery of transit service with broader City, Town, and Regional community and city-building objectives.

The northerly extension of rapid transit to the Mayfield West Community will improve the potential to attract growth and higher densities even further to support healthy lifestyles and to create a vibrant corridor. The lands in the approved secondary plan areas of Mayfield West have a balance of land uses to be easily served by transit.

Consistent with the recommendation of Town's transit feasibility study, a popular route integrating Mayfield West community with the City of Brampton is now operational and runs between Brampton and Caledon (Mayfield West Community). The service has been contracted and is being operated by Brampton Transit which fully integrates Caledon with rest of the GTA through Transit services.

It is further noted that connections between Hurontario LRT and future Bus Rapid Transit northerly connection to Caledon will integrate the employment areas within the Region of Peel, which will include employment areas within Mayfield West/Caledon (i.e. UPS, Acklands Granger, Canadian Tire etc.) and Uptown Brampton, as well as institutional land uses such as hospitals, community centres, government buildings (offices and courthouses), and points along the Toronto-Waterloo Innovation Corridor. Through its potential connections, this project also connects to the Downtown Brampton and Downtown Mississauga Urban Growth Centers. This project will also enhance the viability of transit as the mode of choice for residents in established areas of Brampton and in recently developed and to-be-developed areas of Mayfield West in Caledon.

Staff believes that the Hurontario higher order transit service (BRT) northerly to Caledon as included in Metrolinx Regional Plan 2041 will serve both Mayfield West Phase 1 and 2 and further expansions of the complete Mayfield West Community.



#### Staff Report 2020-0312

It is critical that the Region of Peel consider the existing and future growth, existing transit service, designated transit hub in the Mayfield West community, expanded influence/catchment area to apparently give a strong recommendation and accordingly include it as a high priority MTSA for further examination.



#### Bolton – Humber Station Road and King Street - Future MTSA

The need for a commuter GO rail service between Caledon and Union Station has been identified and established through many studies. This proposed rail service was among the 52 *MoveOntario 2020* initiatives announced by the Government of Ontario in 2007. It was also recommended in the 15 Year Plan of the *Regional Transportation Plan* conducted by Metrolinx in 2008. Furthermore, Metrolinx confirmed the needs of the Bolton commuter rail service in the *GO 2020* Strategic Plan which identifies the requirements to provide peak period train service at 30-minute frequencies on Bolton Corridor.

Metrolinx further completed the Bolton Commuter Rail Service Feasibility Study in December 2010. The feasibility study examined the service and infrastructure requirements to provide a new commuter rail service to Bolton on an existing freight rail corridor where no passenger service currently exists. The feasibility study assessed the projected ridership demands, service options, conceptual station and layover facilities, track capacity, potential property requirements,



#### Staff Report 2020-0312

environmental issues and rail & non-rail infrastructure components. The study reconfirmed the need of the Bolton commuter GO rail service based on the growth in population and employment, and high potential demand in rail ridership. Ridership forecasts indicate that demand exists to support an inaugural service to provide a direct peak period service (3 peak trains) between Bolton and Union Station. The GO transit Bolton commuter rail service will serve up to eight passenger stations within the corridor length of approximately 43 km.

In order to meet the expansion plans, Bolton Commuter Rail Service Feasibility Study recommended the station site of 3.74 hectare and an additional 4.0-hectare site located north of King Street and east of Humber Station Road as a layover/ maintenance facility site. The recommended station/layover location is shown as **Schedule A**. The Bolton GO Station has been identified as a key piece of infrastructure.

As part of Caledon Transit Feasibility Study recommendation, Town contracted private services to run a bus transit to better serve the Bolton residents and employees/employers. This Bolton route is also intended to connect with Brampton and GO bus transit services and create latent ridership demands prior to the advent of the rail services to Bolton.

The Bolton Transportation Master Plan conducted in 2015 jointly between the Town and the Region of Peel re-confirmed the need for Commuter Rail Service to Bolton. The study was endorsed by both the Town and Regional Councils.

It should be noted that Town staff was surprised to see this project omitted from the Metrolinx 2041 Regional Transportation Plan (RTP-2041) when all the fore-going studies have already justified the need within the planning horizon of 2031. As part of the review of RTP-2041, Town comments were sent to Metrolinx with a request to expedite rail services to Bolton.

The Town has been working since 2012 to plan a GO transit focused community with the addition of the 2031 population of 10,348 and 2,635 jobs to Bolton. It should also be noted that Bolton currently represents approximately 40% of the population of Caledon.

It is recommended that the Region reconsider the '**low priority**' ranking given to this site and rather identify it as a '**high priority**' MTSA designation for the Bolton. It should also be noted that the 'Analytical Lens' given to the MTSAs are based on the current conditions, and do not recognize the future potential in the area. Consideration should also be given developing different criteria used to assess potential MTSAs in greenfield from MTSAs in urban areas.

It is very important that the Town and the Region of Peel continue to advocate to Metrolinx to initiate the following next steps:

- Metrolinx to work with Caledon and Region of Peel to protect the lands identified for preferred station site and layover site in Bolton
- The Region of Peel and Caledon include as part of their Official Plans the location of the preferred GO station, such as part of revising policies and schedules to expand the Bolton Rural Service Centre
- Metrolinx be requested to expedite/bring forward the implementation of GO commuter rail service to Bolton.





#### Interim Control By-law

Section 38 of the Planning Act, allows Council to pass an interim control by-law to direct a review or study of land use policies in the municipality or in an area(s) to be in effect for a period of time specified in the by-law for up to one year prohibiting the use of land, buildings or structures within the municipality or within the defined area(s), or except for purposes that are set out in the by-law.

The Region is being requested to identify the Bolton Go Station Lands as a Major Transit Study Area as part of the Region's Official Plan review process targeted to be complete by 2022. The Town of Caledon will also identify the Go Station Lands within its respective Official Plan Review also targeted for completion in 2022.

In order to protect the future Bolton Go Station Lands and until such time as they have been properly identified within the respective Official Plans as a MTSA, consideration of passing an Interim Control Bylaw to prevent redevelopment of the subject lands to another use should be considered. The use of an Interim Control Bylaw for this purpose is an appropriate use of a Planning Act tool to ensure no modification to the current use of the lands would happen until the MTSA land use designation is in place. Once the MTSA designation is in place then any future request to change zoning, etc., would have to have regard for the ultimate use of the lands as a GO Station.



#### Next Steps

The Region has scheduled public open houses for growth related focus area draft policies and settlement area boundary draft technical studies between September 21st through October 1st. These sessions will be held online, and members of the public are welcome to attend. More information is available at:

https://www.peelregion.ca/officialplan/review/fall-consultation.asp. Town staff will also be available for these sessions.

The Region will continue to update the technical studies based on comments received to date, and through these consultation sessions. The Region is expected to finalize these studies and provide an update to Regional Council in December. Town staff will continue to provide detailed comments on the SABE materials and participate in the overall project.

Subject to Council direction, Town staff can bring forward a report to a future Council meeting recommending the need to pass an Interim Control Bylaw to protect the lands until the Town's Official Plan is complete.

#### FINANCIAL IMPLICATIONS

Staff will review the fiscal impact study and assessment growth projections completed by the Region as part of the 2041+ and SABE determination. Following the Region's adoption of 2041+ and determination of the SABE, the Town will then be required to update the Town's Official Plan, Master Plans and 10-year capital plans in the future to determine the Town's infrastructure requirements for these growth projections. The Town's Development Charge By-law will also subsequently be updated to determine the costs of growth-related infrastructure at the appropriate time.

#### COUNCIL WORK PLAN

Sustainable Growth Connected Community Improved Service Delivery Good Governance

#### ATTACHMENTS

Schedule A: Identified GO Station and Layover Facility







| REPORT TITLE: | Update on the Development of the 2021 Budget                             |  |
|---------------|--------------------------------------------------------------------------|--|
| FROM:         | Stephen Van Ofwegen, Commissioner of Finance and Chief Financial Officer |  |

#### RECOMMENDATION

That, to decrease pressure on the 2021 operating budget and maintain financial flexibility, the debt financing for the Seniors Health and Wellness Village, estimated at \$16.7 million, be replaced with funds from the Tax Rate Stabilization Reserve;

And further, that the Regional Chair, on behalf of Regional Council, write a letter to the Province of Ontario in support of the City of Mississauga's advocacy efforts to remove the five per cent cap on the Payments In Lieu of Taxes (PILT) from the Greater Toronto Airport Authority which has been sought for decades to avoid the type of dramatic fall in PILTS that is currently happening.

## **REPORT HIGHLIGHTS**

- The 2020 Budget included a 2021 net tax levy forecast increase of 4.3 per cent.
- On May 14, 2020, Council directed the development of the 2021 Budget without a set target recognizing that the Provincial 2020 Budget will not be announced until November 2020 with Provincial funding representing 25 per cent of annual revenue.
- Throughout the budget development process staff are assessing opportunities to mitigate budget pressures.
- Staff recommend replacing debt financing with rate stabilization reserves for the Seniors Health and Wellness Village to eliminate the requirement for annual debt payments.
- While there is still much work to be done, the current estimated net tax levy increase for the proposed 2021 Budget is 3.7 per cent.
- Key drivers for tax supported programs include ongoing changes to provincial funding, policing and enabling Council priorities such as the Community Safety and Well-Being program.
- The current estimated utility rate increase for the proposed 2021 Budget is 7.4 per cent which includes 5.0 per cent for maintaining the state of good repair of the assets
- Additional temporary costs related to COVID will be incorporated into the proposed budget but through the use of Phase 1 COVID funding (Safe Restart) and rate stabilization reserves as required.
- As the allocation of Phase 1 COVID funding exceeds the projected 2020 deficit, the Region will not require Phase 2 funding.
- The three-year forecast (2022 2024) shows tax pressures from the opening of new planned facilities to meet service needs and from the decrease in payments-in-lieu of taxes from Pearson Airport.

## Update on the Development of the 2021 Budget

- The provincial budget announcement in November may change the current estimates.
- As reported to Council on July 23, 2020, the capital plan is being reviewed in light of reduced growth due to the current economic climate.
- Staff will continue to develop the 2021 Budget with focus on balancing the needs of the community with affordability.

## DISCUSSION

## 1. Background

On May 14, 2020, staff provided a report on the approach to the development of the 2021 Budget. The 2020 Budget included a 2021 net tax levy forecast increase of 4.3 per cent. The proposed timelines for budget deliberations, as per Council direction, were amended to January 28, 2021 from November 15, 2020. Similar to the previous year, no budget target was directed due to the delay in the announcement of the provincial budget until November 2020 and the unknown impact of the COVID-19 pandemic on the economy. Provincial funding accounts for 25 per cent of the Region of Peel's annual revenue.

## 2. Discussion

While a number of services are still in the response mode for COVID-19 such as long-term care, public health and paramedics, the Region of Peel, as a whole, is shifting towards recovery and looking ahead into the operations for the next budget year.

The COVID-19 pandemic has had and will likely continue to have significant service and financial impacts on Peel's operations for 2020. Impacts for the 2021 fiscal year and consequently the 2021 Budget will greatly depend on the severity and duration of the pandemic although there will likely be some temporary impacts for services such as long-term care and public health.

## a) Identifying Savings to Reduce Budget Pressure

Looking for additional opportunities to mitigate costs and identifying savings have been a priority in 2020 to help offset the increased costs and decreased revenue driven by the pandemic. For the 2021 Budget, detailed reviews of regionally controlled services and processes using LEAN and other approaches have done in addition to line-by-line expenditures, revenues and provincial funding models have been conducted over the past several months to minimize the financial pressure from increased service demand. Staff will report on Peel's continuous improvement efforts in advance of the 2021 Budget.

One opportunity, which has been recommended in this report, is to replace the \$16.7 million of debt financing for the Seniors Health and Wellness Village with funding from the Tax Rate stabilization reserve to eliminate the requirement for annual debt payments. This will reduce the annual operating budget by \$563 thousand and help retain longer term financial flexibility.

## b) Tax Supported Programs

Key drivers for tax supported programs include ongoing changes to provincial funding programs in Human Services, phasing in the operating costs of new facilities like the Seniors Health and Wellness Village and enabling Council priorities such as community safety policing and the Community Safety and Well-Being program. The proposed increase also reflects a one per cent infrastructure levy. As presented to Council through the "Overview and Update on Status of the Reserves" report on November 14, 2019, the forecasted capital reserve shortfall for Tax Supported programs is \$1.8 billion over the next 20 years.



## Chart 1: Forecasted 2021 Net Tax Levy Impact

Development of the 2021 Budget will continue to be refined including assessing provincial revenue and identifying cost mitigation strategies. The current estimated net tax levy increase for the proposed 2021 Budget is 3.7 per cent.

## c) Utility Rate Supported Programs

The utility rate supported programs (water and wastewater) are undergoing the same level of rigour as the tax supported programs i.e. reviewing the services and costs to identify opportunities to minimize the increase. Key drivers for the utility rate program for 2021 include increases in electricity costs and decreases in the Industrial Commercial Institutional water consumption.

The Utility rate supported program is infrastructure intensive and 87 per cent of the costs are fixed. The current estimated 2021 increase for the utility rate program is 7.4 per cent including 5.0 per cent to support the state of good repair of its capital assets. As presented to Council through the "Overview and Update on Status of the Reserves" report on November 14, 2019, the forecasted capital reserve shortfall for Utility Rate supported programs is \$1.4 billion over the next 20 years.

## d) External Agencies

The external agencies (Peel Regional Police, Ontario Provincial Police, Credit Valley Conservation, Toronto and Regional Conservation Authority and Conservation Halton) represent 45 per cent of the total net tax levy. The current project 3.7 per cent includes available information from externally financed organizations. In order to minimize the 2021 Budget increase, support will be required from the boards of each organization.

## e) 2022 and Beyond

## i) Tax Supported Programs (2022 – 2024)

Looking beyond 2021, additional pressures to the net tax levy are anticipated. 2022 is currently forecast at 4.9 per cent increase. There is limited flexibility to defer budget pressures from 2021 to 2022 or beyond.

Table 1: Three Year Operating Forecast for Tax Supported Programs

|                       | 2022 | 2023 | 2024 |
|-----------------------|------|------|------|
| Regionally Controlled | 4.9% | 3.4% | 3.0% |
| Services              | 4.9% | 3.4% | 3.0% |

As a result of the COVID pandemic, international travel has significantly declined. The number of passengers at Pearson Airport have declined 60 per cent compared to last year. This will have a significant impact on Peel's financial operations as over \$11 million in revenue (PILTs) is received annually from the Greater Toronto Airport Authority. This helps to mitigate pressure on the property tax base. However, as this revenue is driven by the number of passengers, Peel is forecasting a decrease of over \$6 million in 2022. There is no impact to 2021 as there is a two-year lag in the revenue. The recovery of the PILTs to current previous levels may take many years especially with the current funding formula which has a cap on the increase of 5 per cent per year. This will mean that revenues will not return to 2021 levels until beyond 2030. The decrease in PILTs also has a significant financial impact to the City of Mississauga.

Staff recommend that the Regional Chair send a letter to the Province on behalf of the Regional of Peel supporting the City of Mississauga's advocacy efforts with respect to removing the cap on annual revenue increases within the Greater Toronto Airport Authority funding formula as outlined below:

From the City of Mississauga's Budget Committee meeting from June 24<sup>th</sup>:

"Also noted will be the continued request to the Province of Ontario to remove the five per cent cap on the PILT from the GTAA which has been sought for decades to avoid the type of dramatic fall in PILTS that is currently happening. While the City understands and accepts its role to share in the difficult times, the five per cent per annum cap on any increases prevents the City from rebounding in the same way the GTAA will."

## Update on the Development of the 2021 Budget

In addition to the pressure from the decreased PILTs, the continued phase in of the operating expenditures for the Seniors Health and Wellness Village (2022), the opening of the new anaerobic digestion facility (2024) in Waste Management and new paramedic reporting station (2024) will put increased pressure on the overall net tax levy.

## ii) Utility Rate Supported Programs (2022 – 2024)

Utility Rate supported services, water and wastewater, are forecasting an average increase of 6.1 per cent including 5.0 per cent to maintain the state of good repair of the infrastructure.

Table 2: Three Year Operating Forecast for Tax Supported Programs

|                                    | 2022 | 2023 | 2024 |
|------------------------------------|------|------|------|
| Utility Rate<br>Supported Services | 6.4% | 6.1% | 5.8% |

The overall financing strategy for the utility rate program is being developed to ensure the longer term sustainability of the water and wastewater services. The strategy will include a review of the utility rate structure and may impact the forecasted changes.

## 3. 2021 Capital Budget and Ten Year Capital Plan

As articulated to Council on July 23, 2020 through the presentation titled, "Financial Risk Management Strategy of the Regional Capital Program", a shortfall in the development charges (DC) of \$600 to \$700 million is forecast for the period between 2020 and 2024.

As of August 31, 2020, DC revenue was \$98 million short of what was projected for 2020 based on the last DC Background Study (2015). Staff will be providing an update in December 2020 on Peel's approach to strategically defer capital projects while still enabling growth in the Region. The 2021 Capital Budget and 2021 – 2030 Capital Plan will be informed by the deferral strategy so that growth will be enabled while managing overall financial flexibility.

## **RISK CONSIDERATIONS**

There are a number of risk factors for the 2021 Budget.

- COVID-19 The severity and duration of the pandemic is still unknown at this point in time which makes its impact on both the services and the budget more difficult to assess.
- Economy As the larger community continues to respond to the pandemic and the number of COVID cases fluctuate, the impact of the economic recession on Peel will continue to be volatile.
- Provincial Funding The Province will not be announcing its 2020 budget until mid-November 2020. Provincial funding represents 25 per cent of Peel's revenue and any significant changes will impact the 2021 Budget.

## Update on the Development of the 2021 Budget

Staff will re-assess the risks as new or more updated information becomes available and adjust the proposed 2021 Budget for Council's consideration as appropriate.

#### FINANCIAL IMPLICATIONS

To reduce the pressure on the 2021 operating budget and improve financial flexibility, the replacement of the remaining \$16.7 million in debt financing with funding from the Tax Rate Stabilization reserve is proposed. This will reduce the pressure on the 2021 Operating Budget by over \$563 thousand. The balance of the Tax Rate Stabilization reserve will be reduced from \$141 million to \$124 million or 8 per cent which is in compliance with the Reserve Management Policy.

The proposed 2021 Budget will include additional expenditures to continue the response to the COVID-19 pandemic. However, it is anticipated there will be sufficient Phase 1 COVID funding remaining after the COVID related costs and pressures for 2020 have been addressed to fund the COVID pressures identified for 2021. Therefore, COVID will not have a significant net impact on the 2021 Budget.

In addition, because the Phase 1 COVID funding will be sufficient to address the 2020 COVID related costs and pressures, the Region of Peel will not be applying for Phase 2 funding as it would currently be ineligible based on the criteria. Subject to the duration of the COVID pandemic additional senior government funding may be required in 2021.

#### CONCLUSION

The 2021 Budget is still being developed with focus on meeting key service demands, addressing provincial funding reductions, improving community safety and identifying opportunities for savings. While the COVID-19 pandemic will be reflected in the budget, it is not expected to be a key driver. Staff will continue to develop the 2021 Budget with focus on balancing the needs of the community with affordability.

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

#### 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



| REPORT TITLE: | Encroachment Agreement – 44 Simpson Road (Coleraine Drive) -<br>Town of Caledon, Ward 5 – Owner: 1799125 Ontario Ltd. |
|---------------|-----------------------------------------------------------------------------------------------------------------------|
| FROM:         | Kathryn Lockyer, Interim Commissioner of Corporate Services<br>Andrew Farr, Interim Commissioner of Public Works      |

#### RECOMMENDATION

That the encroachment of a private 375mm storm sewer on Regional Road 150 (Coleraine Drive), adjacent to the property known municipally as 44 Simpson Road, Caledon, be permitted in accordance with the terms and conditions contained in an Encroachment Agreement between The Regional Municipality of Peel and 1799125 Ontario Ltd;

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

#### **REPORT HIGHLIGHTS**

 Regional Council approval is required to permit a private 375mm storm sewer to encroach within Regional Road 150 (Coleraine Drive).

#### DISCUSSION

#### 1. Background

1799125 Ontario Ltd. (the "Owner") is the owner of the lands municipally known as 44 Simpson Road in the Town of Caledon, which is located on the east side of Regional Road 150 (Coleraine Drive).

The Town of Caledon's main storm sewer is located on the west side of Regional Road 150 (Coleraine Drive). As part of the Owner's Connections Application (C602201), the Owner will need to cross Regional Road 150 (Coleraine Drive) to connect their private 375mm storm sewer (the "Encroachment") to the Town of Caledon's main storm sewer.

Pursuant to Section 11(3) of the *Municipal Act*, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into an Encroachment Agreement with the Region to permit the Encroachment within Regional Road 150 (Coleraine Drive) as shown on Appendix I.

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

Regional Staff have no objections to the Encroachment within Regional Road 150 (Coleraine Drive).

## APPENDICES

Appendix I – Location Sketch

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

Authored By: Pino Simonetta ENC-20046

## Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors and Legal Services.

Final approval is by the Chief Administrative Officer.

N. Polsinelli, Interim Chief Administrative Officer

## Appendix I

Encroachment Agreement - 44 Simpson Road (Coleraine Drive) Town of Caledon, Ward 5 - Owner: 1799125 Ontario Ltd.



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## THE REGIONAL MUNICIPALITY OF PEEL REGIONAL COUNCIL POLICIES AND PROCEDURES COMMITTEE MINUTES

| Members<br>Present: | P. Brown<br>B. Crombie<br>P. Fortini<br>N. Iannicca<br>J. Innis<br>S. McFadden                                                                                                                                                                                                                                                                                                                                          | M. Medeiros<br>M. Palleschi<br>C. Parrish<br>P. Saito<br>I. Sinclair<br>A. Thompson                                                          |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Staff Present       | N. Polsinelli, Interim Chief<br>Administrative Officer<br>S. Baird, Commissioner of Digital and<br>Information Services<br>K. Lockyer, Regional Clerk and Interim<br>Commissioner of Corporate Services<br>S. VanOfwegen, Commissioner of<br>Finance and Chief Financial Officer<br>P. O'Connor, Regional Solicitor<br>A. Farr, Interim Commissioner of Public<br>Works<br>J. Sheehy, Commissioner of Human<br>Services | Manager of Legislative Services<br>J. Jones, Legislative Specialist<br>H. Gill, Legislative Specialist<br>S. Valleau, Legislative Specialist |

## 1. CALL TO ORDER

The Regional Council Policies and Procedures Committee met on October 1, 2020 at 1:04 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.

Councillor Brown arrived at 1:32 p.m.

## 2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

## 3. APPROVAL OF AGENDA

## **RECOMMENDATION PPC-13-2020:**

That the agenda for the October 1, 2020 Regional Council Policies and Procedures Committee meeting be approved.

## 4. **DELEGATIONS**

#### 4.1 Jeffrey Abrams and Janice Atwood-Petkovski, Integrity Commissioners, Principles Integrity

Presenting an Overview of Proposed Amendments to the Principles Integrity Recommended Regional Council Code of Conduct (Related to 7.1, 7.2 and 7.3)

#### **RECOMMENDATION PPC-14-2020:**

That the Regional Council Code of Conduct provided as an attachment to the delegation from Jeffrey Abrams and Janice Atwood-Petkovski, Integrity Commissioners, Principles Integrity, be approved, as amended;

And further, that the existing Regional Council Code of Conduct By-law 1-2017, as amended, be repealed;

And further, that the required by-law be presented to Regional Council for enactment.

Jeffrey Abrams and Janice Atwood-Petkovski, Integrity Commissioners, Principles Integrity, provided an overview of proposed amendments to the Regional Council Code of Conduct with respect to: section B, Framework and Interpretation; Rule 3, Member's Role in Funding Charitable/Community Activities; Rule 7, Improper Use of Influence; and Rule 10, Media Communications. Jeffrey Abrams noted that the amendments address matters previously requested by the Committee and Regional Council (as outlined in items 7.1, 7.2 and 7.3 on the subject agenda).

In response to a question from Councillor Saito regarding her proposed motion (item 7.1), Jeffrey Abrams noted that revisions incorporated into Rule 7 and Rule 10 of the proposed Code of Conduct were included to address the intent of the motion. Patrick O'Connor, Regional Solicitor noted that he would provide alternative wording to the Integrity Commissioner for consideration.

In response to a question from Councillor Saito regarding Council's ability to block Twitter accounts, Janice Atwood-Petkovski stated that she could prepare sample Code of Conduct commentary to address this concern. She noted that Principles Integrity does not consider commentary to form a part of the approved Code of Conduct. Commentary is intended to be annotated and updated as situations occur and can be added to the Code at any time; whereas amendments to the Code of Conduct would require Council approval. Councillor Saito requested that the Integrity Commissioner provide draft commentary to a future Committee meeting.

#### 5. REPORTS

#### <u>WITHDRAWN</u>

5.1 Process to Enact a By-law to Provide Mississauga a Designated Voting Member

## 5.2 Review of Regional Council Composition

(For information)

## **RECOMMENDATION PPC-15-2020:**

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

Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services, stated that a review of Regional Council composition is a requirement of the Municipal Act, 2001, as amended, which states that each Regional Municipality shall review its composition every two terms commencing with this current term. She noted that the review may be completed within the first two years of this term of Council (by December 31, 2020) which would pre-empt the Minister of Municipal Affairs and Housing from intervening. She clarified that Council may complete the review during the third year of this term (by December 31, 2021) however during 2021 the Minister may intervene and impose a change of composition by regulation.

Kathryn Lockyer noted that the composition review, either by Council (requiring triple majority support) or by Provincial regulation, must be completed by December 31, 2021 for the new composition to be effective in the next term of Council, beginning in 2022.

The Committee requested that the following information be provided at the next meeting:

- a review of Regional Municipalities including number of seats assigned, representation by population, method of seat allocation, and indication of which municipalities have completed composition reviews;
- a review of the City of Ottawa's formula for seat allocation using a mix of representation by population and area; and
- the history of the Region of Peel's composition review including considerations and recommendations provided by previous consultants.

## 5.3 Regional Council Agenda Development Process

(For information)

#### **RECOMMENDATION PPC-16-2020:**

That the Region of Peel Procedure By-law be amended to provide that Revised Council agendas be distributed to each member of Regional Council not less than 72 hours (three days), prior to the time of the regular Council meeting;

And further, that delegations be required to provide all materials not less than 48 hours (2 days) prior to the time of the committee or regular Council meeting;

And further, that the required amending by-law be presented to Regional Council for enactment.

In response to a question from Councillor Saito, Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services clarified that the existing Procedure By-law states that agenda materials should be distributed to Council members at least 48 hours in advance of the meeting date, whereby the revised agenda is distributed on Tuesday for a Thursday meeting.

Councillor Palleschi requested that Council meeting agendas provide adequate time to accommodate anticipated long delegations, such as the Peel Regional Police; to enable Regional Council to have a more fulsome discussion.

#### 5.4 Establishing a Region of Peel Media Release Policy

#### **RECOMMENDATION PPC-17-2020:**

That the Media Release Policy attached as Appendix II to the report of the Interim Commissioner of Corporate Services, titled "Establishing a Region of Peel Media Release Policy", be approved;

And further, that the Media Release Policy replace Corporate Policy I30-02 – Communication with Media.

# 5.5 Replacing the Regional By-law to Indemnify Employees and Members of Council

#### **RECOMMENDATION PPC-18-2020:**

That By-law 38-2005, as amended by By-law 24-2014 (the "By-law") be repealed and replaced with a newly enacted by-law to provide:

- a) Clarification of the ability of Regional Council to provide indemnification or reimbursement of legal costs incurred by members of Regional Council and Regional employees in proceedings under or pursuant to the criminal law, including the Criminal Code of Canada (the "Criminal Code") where deemed appropriate by Regional Council in its discretion; and
- b) Protection for members of Regional Council and Regional employees from liability to the Region and the prevention of proceedings by the Region against members of Regional Council and Regional employees in certain instances described in the report of the Interim Commissioner of Corporate Services and the Regional Solicitor titled "Replacing the Regional By-law to Indemnify Employees and Members of Council";

And further, that the required by-law be presented to Regional Council for enactment;

And further, that staff be directed to revise the Region's external insurance program to remove coverage for legal costs incurred in Criminal Code proceedings with indemnifying coverage being extended instead in the discretion of Regional Council, to be exercised on a case by case basis.

#### 6. COMMUNICATIONS

Nil.

## 7. OTHER BUSINESS

7.1 Motion Regarding Rules Governing the Conduct of the Regional Chair

as it Relates to the Sharing of Information to Council as a Collective Whole and Endorsement of Regional Council Position Statements

(Related to 4.1 and 7.2)

Received

7.2 Resolution 2019-1069 - Paragraph [105] from the Integrity Commissioner's Report Titled, "Region of Peel – Code of Conduct Complaint Against Chair Iannicca – Recommendation Report"

(Related to 4.1 and 7.1)

Received

#### 7.3 Request that Amendments to the Peel Regional Council Code of Conduct

Include a Process for Resolving Matters Under Joint Responsibility of the Region and Local Municipalities

(Related to 4.1)

**Received** 

#### 8. IN CAMERA

Nil.

#### 9. NEXT MEETING

The next regular meeting of the Regional Council Policies and Procedures Committee is scheduled for Thursday, February 18, 2021 at 1:30 p.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Harjit Gill, Committee Clerk, at harjit.gill@peelregion.ca.

#### 10. ADJOURNMENT

The meeting adjourned at 2:11 p.m.

## Peel Region Draft Code of Conduct for Members of Council

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## A. General Introduction

Members of Peel Regional Council recognize their obligation to serve their constituents and the public in a conscientious and diligent manner understanding that as leaders of the community, they are held to a higher standard of behaviour and conduct.

Members recognize that ethics and integrity are at the core of public confidence in government and in the political process; that elected officials are expected to perform their duties in office and arrange their private affairs in a manner that promotes public confidence, avoids the improper use of influence of their office and conflicts of interests, both apparent and real. They recognize the need to uphold both the letter and the spirit of the law including policies adopted by Council.

This *Code of Conduct* ensures that Members of Council share a common basis and understanding for acceptable conduct of Members of Council, in concert with and beyond the minimum standards of behaviour set out in the existing legislative framework.

This Code of Conduct is consistent with the principles of transparent and accountable government, and with the Region's core values which are reflective of the kind of organization the Region aspires to be: open, dynamic, collaborative, transparent, innovative and inclusive.

## B. Framework and Interpretation

- 1. Regional Councillors also serve as Members of lower tier municipalities that have adopted codes of conduct. This *Code of Conduct* applies to all Members of Regional Council ("Members") including the Regional Chair., however a Member's lower-tier municipal code of conduct will apply in respect of lower-tier municipal Council matters.
- 2. The following factors are to be used by the Integrity Commissioner to determine whether a complaint is more properly subject to the lower-tier code of conduct, or to this Regional *Code of Conduct*:
  - The underlying context and circumstances, particularly whether the Member is clearly executing responsibilities as either a member of the lower-tier or Regional Council, or in rare circumstances, is executing responsibilities in a matter of joint jurisdiction
  - The code of conduct under which a complaint has been filed
  - The jurisdiction with the most substantial connection
  - Whether the integrity commissioner of the other jurisdiction is in a better position to dispose fairly and efficiently with the complaint

Whether the behaviour complained of, not being clearly aligned with one or the other jurisdiction, it is the opinion of the integrity commissioners for both jurisdictions that a public report to both Councils would be warranted, were the facts alleged proven .

## **Commentary**

It is in the public interest that there not be a multiplicity of proceedings arising out of the same fact situation and so in applicable circumstances the integrity commissioners for a Member's lower-tier municipality and Regional Council (where they differ) will consult on the appropriate forum and jurisdiction for a complaint. In rare circumstances, where joint jurisdiction is determined, the integrity commissioners are expected to cooperate in the investigation and prepare a joint report to both councils if findings substantiate contraventions of both codes of conduct.

- 3. This *Code of Conduct* is to be given broad, liberal interpretation in accordance with applicable legislation and the definitions set out herein. As a living document the Code of Conduct will be brought forward for review at the end of each term of Council, when relevant legislation is amended, and at other times when appropriate to ensure that it remains current and continues to be a useful guide to Members of Council
  - 4. Commentary and examples used in this *Code of Conduct* are illustrative and not exhaustive. From time to time additional commentary and examples may be added to this document by the Integrity Commissioner and supplementary materials may also be produced as deemed appropriate.
  - 5. Where an elected official discloses all known facts to the Integrity Commissioner and as long as those facts remain unchanged, the Member may rely on written advice provided by the Integrity Commissioner. The Integrity Commissioner will be bound by the advice given, as long as the facts remain unchanged, in the event that he or she is asked to investigate a complaint.
  - 6. Elected Officials seeking clarification of any part of this *Code* should consult with the Integrity Commissioner.
  - 7. The *Municipal Act, 2001* is the primary piece of legislation governing municipalities however there are other statutes that govern the conduct of elected municipal officials. It is intended that the *Code of Conduct* operate together with and as a supplement to the following legislation:
    - Municipal Act, 2001;
    - Municipal Conflict of Interest Act (MCIA);
    - Municipal Elections Act, 1996;
    - Municipal Freedom of Information and Protection of Privacy Act (MFIPPA);
    - Criminal Code of Canada.

## **Definitions**

a. "Family" includes "child", "parent" and "spouse" as those terms are defined in the *Municipal Conflict of Interest Act* (set out below for ease of reference), and also includes:

- step-child and grand-child;
- siblings and step-siblings;
- aunt/uncle, niece/nephew, first cousins;
- in-laws, including mother/father, sister/brother, daughter/son;
- any person who lives with the Member on a permanent basis.

"Child" means a child born within or outside marriage and includes an adopted child and a person whom a parent has demonstrated a settled intention to treat as a child of his or her family;

"Parent" means a parent who has demonstrated a settled intention to treat a child as a member of his or her family whether or not that person is the natural parent of the child;

"Spouse" means a person to whom the person is married or with whom the person is living in a conjugal relationship outside of marriage;

- b. "Member" means a member of the Council of the Region of Peel, including the Regional Chair.
- c. "Social Media" means publicly available, third party hosted, interactive web technologies used to produce, post and interact through text, images, video and audio to inform, share, promote, collaborate or network.
- d. "Staff" includes the Chief Administrative Officer, Commissioners, Directors, Managers, Supervisors and all non-union and union staff whether full-time, parttime, contract, seasonal or volunteers.
- e. "Nomination Day" means the last day for filing or withdrawing a nomination as provided for by the *Municipal Elections Act, 1996*.

## C. Guiding Principles

1. Members of Council shall serve the public and their constituents in a conscientious and diligent manner.

2. Members of Council should be committed to performing their functions with integrity impartiality and transparency.

3. Members of Council shall perform their duties in office and arrange their private affairs in a manner that promotes public confidence and will bear close public scrutiny.

4. There is a benefit to municipalities when members have a broad range of knowledge and continue to be active in their own communities, whether in business, in the practice of a profession, in community associations, and otherwise.

## D. <u>Specific Rules</u>

## Rule No. 1 Avoidance of Conflicts of Interest

In this Rule:

- a. "disqualifying interest" means an interest in a matter that, by virtue of the relationship between the Member of Council and other persons or bodies associated with the matter, is of such a nature that reasonable persons fully informed of the facts would believe that the Member of Council could not participate impartially in the decision-making processes related to the matter.
- b. "non-disqualifying interest" means an interest in a matter that, by virtue of the relationship between the Member of Council and other persons or bodies associated with the matter, is of such a nature that reasonable persons fully informed of the facts would believe that the Member of Council could participate impartially in the decision-making processes related to the matter so long as:

The Member of Council fully discloses the interest so as to provide transparency about the relationship; and

The Member of Council states why the interest does not prevent the Member from making an impartial decision on the matter.

- 1. Members of Council shall not participate in the decision-making processes associated with their office when prohibited to do so by the *Municipal Conflict of Interest Act*.
- 2. Members of Council shall not participate in the decision-making processes associated with their office when they have a disqualifying interest in a matter.
- 3. For greater certainty:
  - a. Members of Council shall not participate in the decision-making processes associated with their office when they have a direct, indirect or deemed pecuniary interest in a matter, except in compliance with the *Municipal Conflict* of *Interest Act*.
  - b. Members of Council shall not participate in the decision-making processes associated with their office when they have an interest that though in compliance with the *Municipal Conflict of Interest Act*, is nevertheless a disqualifying interest by virtue of the nature of the relationship between the Member and other persons or bodies to be affected by the decision.
- 4. Treatment of Non-Disqualifying Interests:
  - a. Members of Council may participate in the decision-making processes associated with their office when they have a non-disqualifying interest provided they file at their earliest opportunity a Transparency Disclosure in a form and manner established by the Regional Clerk acting in consultation with the

Integrity Commissioner.

- b. Transparency Disclosures are public documents and shall be available for public viewing on the Region web site.
- c. The determination of whether an actual disqualifying interest or an actual nondisqualifying interest exists, when challenged, is subject to the determination by the Integrity Commissioner of whether a reasonable person fully informed of the facts would believe that the Member of Council could not participate impartially in the decision-making processes related to the matter.

## **Commentary**

Members of Council should be committed to performing their functions with integrity and to avoiding the improper use of the influence of their office, and private conflicts of interest, both apparent and real. Members of Council shall also not extend in the discharge of their official duties, preferential treatment to Family Members, organizations or groups in which they or their Family Members have a direct or indirect pecuniary interest.

Members of Council have a common understanding that in carrying out their duties as a Member of Council, they will not participate in activities that grant, or appear to grant, any special consideration, treatment or advantage to a Family Member or an individual which is not available to every other individual.

Members of Council are governed by the Municipal Conflict of Interest Act (MCIA). The Integrity Commissioner is empowered to investigate and rule on all conflicts of interest, whether pecuniary or non-pecuniary, however, until March 1, 2019, in the event an application under the MCIA is filed with the Court, the provisions of that statute may limit any authority given to the Integrity Commissioner to receive or investigate complaints regarding alleged contraventions under the Municipal Conflict of Interest Act.

Members of Council may seek conflict of interest or other advice, in writing, from the Integrity Commissioner. Where members choose to seek external legal advice on conflict of interest or other Code of Conduct issues, these fees will not be reimbursed by the Region of Peel and cannot be charged to any office account.

Members may not participate in activities that grant, or appear to grant, any special consideration, treatment or advantage to a Family Member or an individual which is not available to every other individual.

When a member, despite the existence of an interest, believes that he or she may still participate in a matter with an open mind, the public interest is best served when the Member is able to articulate the interest, and why the interest does not amount to a disqualifying conflict of interest.

Members must remain at arm's length when Regional staff or Council is asked to consider a matter involving a Family Member or a person or organization with whom the Member has a real or apparent conflict of interest.

- 5. Members who seek advice from the Integrity Commissioner with respect to the application of this Rule may rely on the provisions of Part B. "Framework and Interpretation" (paragraph 3) and the Rule 17, "Acting on Advice of Integrity Commissioner."
- 6. Members of Council shall avoid any interest in any contract made by him/her in an official capacity and shall not contract with the Region or any agency thereof for the sale and purchase of supplies, material or equipment or for the rental thereof.
- 7. Members of Council, while holding public office, shall not engage in an occupation or the management of a business that conflicts with their ability to diligently carry out their role as a Member of Council, and shall not in any case profit directly or indirectly from such business that does or has contracted with the Region of Peel.

# <u>Commentary</u>: Members of Council may for example teach, or run a business that does not conflict or interfere with their duties

- 8. Despite paragraph 7., a Member of Council may hold office or a directorship in an agency, board, commission or corporation where the Member has been appointed by Regional Council or by the Council of their lower tier municipality, or by the Federal or Provincial Government.
- 9. Despite paragraph 7. a Member of Council may hold office or directorship in a charitable, service or other not-for-profit corporation subject to the Member disclosing all material facts to the Integrity Commissioner and obtaining a written opinion from the Integrity Commissioner approving the activity, as carried out in the specified manner, which concludes that the Member does not have a conflict between his/her private interest and public duty. In circumstances where the Integrity Commissioner has given the Member a qualified opinion, the Member of Council may remedy the situation in the manner specified by the Integrity Commissioner.

## Commentary

Examples of exceptions include hospital boards, charitable boards, police services boards, community foundations, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, service clubs such as the Rotary Club, Lions Club and other not-for- profit organizations. Members should exercise caution if accepting such positions if the organization could be seeking a benefit or preferential treatment from the Region at any time

The legislative obligation is set out in the Municipal Conflict of Interest (MCIA). If the Member of Council, or a family member of the Member of Council, sits on a body which has a pecuniary interest in a matter before Council (such as an application for grant, support or other contribution), that Member has a deemed pecuniary interest. The Member of Council should disclose the interest and should not participate in or vote on such matter, in compliance with the obligations of s.5, MCIA.

The Code of Conduct captures the broader common law responsibility and requires members to avoid any possible appearance of favoring organizations or groups on which the Member's family members serve.

Family members of Members of Council are not precluded, or even discouraged,

from serving on not-for-profit organizations or other bodies. However, where family members of Members of Council serve in such a capacity, the Member should declare a conflict of interest whenever there is a matter for Council consideration in which the not-for-profit organization or body has a pecuniary interest.

For this reason, the following questions may assist Members in assessing whether they should be a member of the body, or if their family member is a member of the body, when a matter may give rise to a conflict:

Is this a corporation created to carry on municipal business on behalf of the Region, or to which I am appointed because I am a Council appointee? In these cases the Municipal Conflict of Interest Act, s.4(h) exempts Members from MCIA disclosure/recusal obligations.

If no, is this a body (a board, commission, or corporation) which seeks Regional resources such as space, support, funds?

If yes, the Member of Council should not serve on the board of directors.

If a family member (spouse, sibling, child) of the Council Member is a member of the body, then the Member of Council should declare a conflict of interest any time Council is considering a matter in which the body has a pecuniary interest. In this way, there is no perception that the Council Member is giving preferential consideration to the body on which the Member's family member serves.

## Rule No. 2

## Gifts, Benefits and Hospitality:

In this Rule:

- a. "Gift" means money, fee, advance, payment, gift, gift certificate, promise to pay, property, travel, accommodation, entertainment, hospitality or any other personal benefit connected directly or indirectly with the performance of a Member's duties of office, but excludes:
  - i. Compensation authorized by law;
  - ii. Political contributions otherwise reported by law, in the case of Members running for office;
  - iii. Services provided by persons volunteering their time;
  - iv. Contributions of value that are specifically addressed in other provisions of this Code
  - v. Gifts provided to the Region of Peel and which are logged, archived and/or publicly displayed as such.
- b. A Gift provided with the Member's knowledge to a Family Member or to a Member's staff that is connected directly or indirectly to the performance of the Member's duties, is deemed to be a Gift to that Member.
- c. "Token of Appreciation" means such gifts or benefits that normally accompany the responsibilities of office and are received as an incident of protocol or social obligation, or which are a suitable memento of a function honouring the Member.
- d. "Official Hospitality" means food, lodging, transportation and entertainment provided by Provincial, Regional and local governments or political subdivisions of them, by the Federal government or by a foreign government within a foreign country or at a conference, seminar or event where the Member is either speaking or attending in an official capacity at an official event (such as at meetings of AMO, FCM, or conducted by providers of continuing education).
- e. "Business Hospitality" means entertainment, food and beverages consumed at banquets, receptions or similar events, if:
  - i. attendance serves a legitimate business purpose;
  - ii. the person extending the invitation or a representative of the organization is in attendance; and
  - iii. the value is reasonable and the invitations infrequent;
- f. "Publications" means communication to the offices of a Member, including subscriptions to newspapers, and periodicals.

- 1. No Member shall accept any Gift unless expressly permitted by this Rule.
- 2. No Member shall accept any Gift involving the use of property or facilities, such as a vehicle, office, club membership or vacation property at less than reasonable market value or at no cost. Notwithstanding this prohibition, with specific approval provided by Council, a Member may be sponsored to attend educational site visits connected with an identified project.
- 3. Gifts identified in Column B of Table '1' may be accepted by a Member provided the Gift is disclosed in accordance with the conditions set out in Column 'C'.
- 4. Gift Disclosure, where required, is to be accomplished by filing within 30 days of receipt of the gift or reaching the annual limit, a Councillor Information Statement in a form prescribed by the Integrity Commissioner and providing same to the Regional Clerk for posting on the Region's web site.
- 5. Gifts identified in Column B shall not be accepted, without the Integrity Commissioner's specific approval, when the conditions set out in Column 'D' are applicable.
- 6. In providing advice to a Member about their obligations respecting Gifts, or in considering any inquiry with respect to a Councillor Information Statement or an assertion that this Rule has be breached, or in providing consent, where required, that a Gift may be accepted, the Integrity Commissioner shall determine whether the receipt of the Gift or might, in the opinion of the Integrity Commissioner, create a conflict between a private interest and the public duty of the Member. In the event that the Integrity Commissioner makes that preliminary determination, he/she shall call upon the Member to justify receipt of the gift or benefit.
- 7. Should the Integrity Commissioner determine the receipt of a Gift was inappropriate, the Integrity Commissioner may direct the Member to return the gift, reimburse the donor for the value of any gift or benefit already consumed, or the Integrity Commissioner may order the Member to forfeit the gift or remit the value of any gift or benefit already consumed to the Region, or a Regional agency, board or commission. Any such direction ordered by the Integrity Commissioner shall be a matter of public record.

TABLE '1' Gift Treatment and Disclosure

| А                        | В                                                          | С                                                                                                                                                                      | D                                                                                                                                                                                                     |
|--------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Gift             | Examples                                                   | Gift Disclosure                                                                                                                                                        | Gift No Longer Allowable                                                                                                                                                                              |
|                          |                                                            | Apparent Value at<br>which Gift, or the<br><b>cumulative</b> value<br>from one source in<br>a calendar year is<br>disclosable                                          | Condition or Actual Value beyond<br>which gift is not allowable (Value<br>assessed on basis of single Gift<br>or cumulative Gift value from one<br>source in calendar year)<br>(without IC approval)  |
| Token of<br>Appreciation | Plaques, Pens,<br>Mugs, Vase, Event<br>Photos, and similar | No need to record -<br>Deemed Zero<br>Value                                                                                                                            | Actual Value of a single gift is<br>over \$500<br>(allowable with IC approval)                                                                                                                        |
|                          | Perishable<br>(includes flowers,<br>food)                  | No need to record -<br>Deemed Zero<br>Value                                                                                                                            | Excludes Alcohol with actual value over \$100                                                                                                                                                         |
|                          | Gift to Regional                                           | Not a 'Gift'. No<br>need to record.<br>Regional staff<br>(identify) to record<br>and take<br>possession unless<br>otherwise on public<br>display. Deemed<br>Zero Value | N/A                                                                                                                                                                                                   |
| Course of<br>Business    | Publications                                               | No need to record -<br>Deemed Zero<br>Value                                                                                                                            | N/A                                                                                                                                                                                                   |
|                          | Art                                                        | \$100                                                                                                                                                                  | \$500                                                                                                                                                                                                 |
|                          | Business Meals                                             | \$100                                                                                                                                                                  | \$500                                                                                                                                                                                                 |
|                          | Business<br>Hospitality                                    | \$100                                                                                                                                                                  | \$750<br>More than two Event Tickets<br>(Golf, Gala, Sporting,<br>Entertainment) per event<br>More than one event per year<br>from the same person or<br>organization<br>(allowable with IC approval) |
|                          | Official Hospitality                                       | \$500                                                                                                                                                                  | No limit                                                                                                                                                                                              |

## **Commentary**

Gifts and benefits are often received by elected officials in the course of their duties and attendance at public functions is expected and is considered part of their role. Business-related entertainment and gift-giving can be a token of respect and admiration for the elected official, but can also be seen as an instrument of influence and manipulation. The object of this rule is to provide transparency around the receipt of incidental gifts and benefits and to establish a threshold where the total value could be perceived as potentially influencing a decision.

The practical problems that nominal gifts and benefits create require a Code of Conduct that provides clarity and transparency. Personal integrity and sound business practices require that relationships with developers, vendors, contractors or others doing business with the Region be such that no Member of Council is perceived as showing favouritism or bias toward the giver. There will never be a perfect solution.

Members who are members of both Peel Regional Council and their lower tier council Council will be subject to both this Rule and the rules in place for their lower tier council governing the receipt of gifts, benefits and hospitality. Where a gift, benefit or hospitality offering is made within the **exclusive** scope of the Member's duties as a Member of **either** Peel Regional Council or their lower tier council it will be clear which provision will govern. However, since business or personal interactions with Members of Council are not always specific to a discrete matter easily identified as **either** an upper tier or local matter, in many, if not most circumstances, the Member may be subject to both the provisions adopted by both municipalities. In such cases the more stringent provision would govern.

Each Member of Council is individually accountable to the public and is encouraged to keep a list of all gifts and benefits received from individuals, firms or associations, with estimated values, in their offices for review by the Integrity Commissioner in the event of a complaint.

Use of real estate or significant assets or facilities (i.e. a vehicle, office, vacation property or club membership) at a reduced rate or at no cost is not an acceptable gift or benefit. The purpose of the Code is not to prohibit Members from accepting all invitations to socialize at a vacation property with personal friends at their vacation property, provided the Gift is disclosed in accordance with this Rule.

Proper caution and diligence must however be exercised when a social function occurs within close proximity to the individual having an issue before Regional Council or staff for approval. It is always prudent to consult with the Integrity Commissioner before accepting or attending at any such engagements. Any doubts about the propriety of a gift should be resolved in favour of not accepting it or not keeping it. It may be helpful to consult with the Integrity Commissioner when a Member chooses to decline a gift as well as when a recipient may opt to keep a gift.

An invitation to attend a function with a developer or supplier could be seen as allowing the giver an opportunity to influence the elected official. Such invitations should only be accepted if the invitation is within the scope of permissible gifts and benefits, meaning that Members should not consistently accept invitations from the same individual or corporation and should avoid any appearance of favouritism.

For clarification, an invitation to an event celebrating the successful completion of a development or project or the opening of a new business within the Member's ward on the other hand could serve a legitimate business purpose and be seen as part of the responsibilities of office provided the person extending the invitation or that person's representative is in attendance.

An invitation to attend a charity golf tournament or fund-raising gala, provided the Member of Council is not consistently attending such events as a guest of the same individual or corporation, is also part of the responsibilities of holding public office. Likewise, accepting invitations to professional sports events, concerts or dinners may serve a legitimate business purpose. Where a Member is uncertain in regards to whether an invitation is or is not appropriate, it may be prudent to consult with the Integrity Commissioner before attending any such event.

Regular invitations to lunch or dinner with persons who are considered friends of Members of Council is acceptable in situations where the Member pays their portion of the meal expense <u>and</u> treats it as a personal expense, meaning a claim is not made under the Business Expense Accounts – Members of Council policy F30-02. Proper caution and diligence not to discuss matters before the Region for a decision must be exercised at all times. When in doubt it is prudent to consult with the Integrity Commissioner.

## Rule No. 3 <u>Member's Role in Funding Charitable/Community Activities:</u>

There are a range of expenses that support a Member's role in community development and engagement activities within their ward. For federal and provincial elected officials, these expenses are often paid for by Riding Association funds. Municipal elected officials do not have this benefit. Members should refer to the Business Expense Accounts – Members of Council policy F30-02 for guidance of expenses eligible for reimbursement.

1. As community leaders, Members may lend their support to and encourage community donations to registered charitable, not-for-profit and other community-based groups. Monies raised through fundraising efforts shall go directly to the groups or volunteers or chapters acting as local organizers of the group and Members of Council should not handle any funds on behalf of such organizations.

Members of Council routinely perform important work in supporting charitable causes and in so doing, there is a need for transparency respecting the Member's involvement. The following guidelines shall apply:

- Members of Council should not directly or indirectly manage or control any monies received relating to community or charitable organizations fundraising;
- b. Members of Council or persons acting on behalf of a Member shall not solicit or accept support in any form from an individual, group or corporation, with any pending significant planning, conversion or demolition variance application or procurement proposal before Regional Council, which the Member knew or ought to have known about.
- c. With reference to member-organized community events, Members of Council must report to the Integrity Commissioner, the names of all donors and the value of their donation that supplement the event.
- d. Where a Member of Council sponsors and/or lends support to a community or charitable event, this *Code* recognizes that all donations are subject to the Business Expense Accounts Members of Council policy F30-02.
- e. No donation cheques should be made payable to a Member of Council or to the Region of Peel. Members of Council may only accept donation cheques made payable to a Business Improvement Association, charity or community group and only for the purpose of passing the cheques on to such group.
- f. Members of Council should not handle any cash on behalf of any charitable organization, not-for-profit or community group, and should always remain at arm's length from the financial aspects of these community and external

events. If a Member of Council agrees to fundraise on behalf of a charity or community group, the Member should ensure that payment is received by a means that does not involve cash, including bank draft, money order, credit card or cheque made payable to the applicable group or organization.

- 2. Nothing included herein affects the entitlement of a Member of Council to:
  - i) use the Member's office expense budget champion or support community events subject to the terms of the Business Expense Accounts – Members of Council policy section 8.2 relating to event expenses;
  - ii) urge constituents, businesses or other groups to support community events and advance the needs of a charitable organization put on by others in the Region;
  - iii) play an advisory ex officio or honorary role in any charitable or non-profit organization that holds community events in the Region; and,
  - iv) collaborate with the Region of Peel and its agencies, boards or commissions to hold community events.

## **Commentary**

By virtue of the office, Members of Council will be called upon to assist various charities, service clubs and other non-profits as well as community associations, by accepting an honourary role in the organization, lending their name or support to it or assisting in fundraising. Transparency and accountability are best achieved in today's era by encouraging contributors to make donations to such organizations on-line through a website or where that is not possible through a cheque made payable directly to the organization. Cash should never be accepted.
# Confidential Information:

1. No Member shall disclose the content of any such matter, or the substance of deliberations, of the *in-camera* meeting until the Council or Committee discusses the information at a meeting that is open to the public or releases the information to the public.

2. No Member shall disclose or release by any means to any member of the public, any confidential information acquired by virtue of their office, in either oral or written form, except where required by law or authorized by Council to do so.

3. No Member shall use confidential information for personal or private gain, or for the gain of relatives or any person or corporation.

4. No Member should directly or indirectly benefit, or aid others to benefit, from knowledge respecting bidding on the sale of Regional property or assets.

5. Members of Council should not access or attempt to gain access to confidential information in the custody of the Region unless it is necessary for the performance of their duties and is not prohibited by Council policy.

# Commentary:

Confidential Information includes information in the possession of, or received in confidence by, the Region of Peel that the Region is either prohibited from disclosing, or is required to refuse to disclose, under the Municipal Freedom of Information and Protection of Privacy Act ("MFIPPA"), or any other legislation.

MFIPPA restricts or prohibits disclosure of information received in confidence from third parties of a corporate, commercial, scientific or technical nature, information that is personal, and information that is subject to solicitor-client privilege.

The Municipal Act, 2001 allows information that concerns personnel, labour relations, litigation, property acquisitions and security of the property of the Regional or a local board, and matters authorized in other legislation including MFIPPA, to remain confidential. For the purposes of the Code of Conduct, "confidential information" includes this type of information.

As elected officials, Members of Council will receive highly sensitive and confidential information concerning residents who need their assistance. This is consistent with the nature of the Members' duties. In accordance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), these types of records are at all times under the control of the Member and are not subject to any municipal disclosure requirements.

Under the Regional Council Procedure By-law, a matter that has been discussed at

an in-camera (closed) meeting remains confidential, until such time as a condition renders the matter public. The following are examples of the types of information that a Member of Council must keep confidential:

- items under litigation, negotiation, or personnel matters;
- information that infringes on the rights of others (e.g. sources of complaints where the identity of a complainant is given in confidence);
- price schedules in contract tender or request for proposal submissions if so specified;
- information deemed to be "personal information" under the *Municipal Conflict of Interest Act*; and
- statistical data required by law not to be released (e.g. certain census or assessment data)

Where it is clear that a communication was not made in a confidential manner (i.e. copied to others, or made in the presence of others) or the manner of communication undermines the validity of labelling it "Confidential", such communication will not be given any higher level of confidentiality than any other communication. The words "Privileged", "Confidential" or "Private" will not be understood to preclude the appropriate sharing of the communication for the limited purpose of reviewing, responding or looking into the subject-matter of the communication.

# Use of Regional Resources:

- 1. No Member shall use for personal purposes any Regional staff services, property, equipment, services, supplies, websites, blogs, or other Region-owned materials, other than for purposes connected with the discharge of Regional duties.
- 2. No Member shall obtain personal financial gain from the use or sale of Region developed intellectual property (for example, inventions, creative writings and drawings), computer programs, technical innovations or any other item capable of being patented. Members acknowledge and do not dispute that all such property remains exclusively that of the Region of Peel.
- 3. No Member shall use information gained in the execution of his or her duties that is not available to the general public, for any purposes other than his or her official duties.

# <u>Commentary</u>

Members, by virtue of their position, have access to a wide variety of property, equipment, services and supplies to assist them in the conduct of their Regional duties as public officials.

While most of this property is provided within the confines of their office, much of it is transportable or may be provided for home use, given the nature of the demands placed on Members in carrying out their duties and in recognition of the fact that the Region does not provide constituency offices to Members of Council. Members are held to a higher standard of behaviour and conduct and therefore should not use such property for any purpose other than for carrying out their official duties. For clarity, this Rule is intended to prohibit the use of Regional resources for purposes such as running a home business. It is not intended to prohibit occasional personal use, but it should be subject to practical limitations.

Careful attention should be given to the provisions of the Region's Business Expense Accounts – Members of Council policy F30-02 which identifies approvable allowable expenses. <u>During election campaigns</u>, the provisions of Rules 6 and 7 will apply.

4. No Member shall use the services of Regional staff, or make requests for document or information from Regional staff, unless such information is required for the purpose of carrying out their duties as public officials.

5. No Member shall include in his or her website, newsletters, E-mails or other printed material, advertising of businesses in the Region, including the distribution of gift certificates, free tickets and compiling a list of businesses located in a ward. Attending and reporting the opening of a new business or a business event in the Region is permissible and a Member may thank verbally or in a newsletter, a business by name or an employee of that business, which contributes to a Regional or ward event provided that no such recognition shall constitute an endorsement of such business.

### **Election Campaigns:**

- 1. Members are required to follow the provisions of the *Municipal Elections Act,* 1996 and Members are accountable under the provisions of that statute.
- 2. No Member shall use the facilities, equipment, supplies, services, staff or other resources of the Region (including Councillor newsletters, individual websites linked through the Region 's website and social media accounts used for ward communication) for any election campaign or campaign-related activities and all such sites shall not use the Region of Peel logo.
  - a) If a member of Council uses any social media account for campaign purposes, such account must not be created or supported by Regional resources or use the Regional logo. Social media accounts used for campaign purposes must utilize personal cell phones, tablets and/or computers.
  - b) To avoid confusion with any website or social media accounts used for Council Member work, Council members who choose to create or use social media accounts for campaign communications must include, for the duration of the campaign, a clear statement on each campaign website or social media account's home page indicating that the account is being used for election campaign purposes.
  - c) Despite the foregoing, Members are allowed to place campaign phone numbers, websites and E-mail addresses on the election pages on the Region 's website, which is available and authorized for use by all candidates for municipal and school board office.
- 3. In a municipal election year, commencing <Election Cutoff Date> until the date of the election, Members may not publish Councillor newsletters or distribute them in municipal facilities. All newsletters distributed through the mail must be post- marked by no later than <Election Cutoff Date> in an election year. Members of Council may, during such period, use Regional facilities to communicate important notifications to the residents of their ward by email in normal Outlook format or by letter on the Councillor's stationery.

4. In a municipal election year, commencing on Nomination Day until the date of the election, no candidate including Members, may directly or indirectly, book any municipal facility for any purpose that might be perceived as an election campaign purpose.

### **Commentary**

Staff should not interpret or provide advice to Members regarding the requirements placed on candidates for municipal office.

The restriction on booking facilities ensures that election-related functions, or those that could appear to be election-related, will not occur at any time there is an advance or regular poll at the facility. The need to set up in advance means that election night parties cannot be held in the same facilities that polling stations are located in.

Members should not authorize any event that could be perceived as the Region providing them with an advantage over other candidates. It is the personal responsibility of Members to ensure that any use of facilities or the services of municipal staff are carried out in accordance with applicable legislation. Staff are not responsible for monitoring and advising Members or any other candidates, in this regard.

- 5. No Members shall use the services of persons for campaign related Activities during hours in which those persons receive any compensation from the Region.
- 6. The Integrity Commissioner may at any time be consulted with regard to complying with any part of Rule 6 and in particular may rule on whether any activity by staff in a Councillor's office during an election year is prohibited election work or permitted activity sufficiently unrelated to the election.

# Rule No. 7 Improper Use of Influence:

- 1. No member shall use the influence of his or her office for any purpose other than for the exercise of his/her official duties.
- 2. Members shall not contact members of any tribunal which is charged with making independent decisions and whose members have been appointed by Regional Council regarding any matter before it.

If Council has taken a position in an Ontario Municipal Board/Local Planning Appeal Tribunal ("OMB/LPAT") matter and instructed the Regional Solicitor to appear at a hearing in support of such position, no member of Council who disagrees with such position, shall give evidence at such hearing or otherwise work against the will of Council in such matter. With the consent of the lawyer assigned to represent the Region at an OMB/LPAT hearing, a member of Council who is in support of the Council instructions to such lawyer, may give evidence at an OMB/LPAT hearing. Notwithstanding the above, if the OMB/LPAT has decided to mediate a dispute between parties in a matter, any member of Council may offer his or her services to assist with such mediation regardless of his or her position in the matter and participate, if approved by the OMB/LPAT mediator.

# **Commentary**

Examples of prohibited conduct are the use of one's status as a Member of Council to improperly influence the decision of another person to the private advantage of oneself, or one's Family Member, or friends. This would include attempts to secure preferential treatment beyond activities in which Members normally engage on behalf of their constituents as part of their official duties. Also prohibited is the holding out of the prospect or promise of a future advantage through a Member's supposed influence within Council in return for present actions or inaction.

Contact with members of tribunals appointed by Council on any case might be viewed as attempts to intimidate the tribunal member. Generally, members of Council should not take part in the proceedings of any other tribunal where the Region is a party unless such participation is approved by the Integrity Commissioner

- 3. Pursuant to corporate policy, the Chief Administrative Officer directs Regional Commissioners, who in turn direct Regional staff. Regional Council and not individual Members of Council appropriately give direction to the Regional administration.
- 4. \*As the Head of Council the Regional Chair shall work with Regional Council with regard to those decisions or actions which have not been delegated to the Regional Chair by Council, or not provided to the Chair by legislation, or which do not flow directly from the responsibility to manage the administrative affairs of the Regional Chair's Office.

The Regional Chair, including when exercising the role of Chief Executive

Officer of the Region of Peel, will only represent and promote publicly, or make statements to external bodies, decisions entirely within the Chair's legislative and delegated authority or which are reached by Regional Council as a whole. The Chair may however express a personal perspective so long as it is in compliance with Rule 10, Media Communications.\*

# Rule No. 8 Business Relations:

- 1. No Member shall allow the prospect of his/her future employment by a person or entity to affect the performance of his/her duties to the Region, detrimentally or otherwise.
- 2. No Member shall borrow money from any person who regularly does business with the Region unless such person is an institution or company whose shares are publicly traded and who is regularly in the business of lending money, such as a credit union.
- 3. No Member shall act as a paid agent before Council or a committee of Council or any agency, board or committee of the Region.
- 4. No Member shall refer a third party to a person, partnership or corporation in exchange for payment or other personal benefit.

# Rule No. 9 Member Conduct

# Conduct at Council and Committee Meetings:

- 1. Members shall conduct themselves at Council and committee meetings with decorum in accordance with the provisions of the *Regional Council Procedure By-law*.
- 2. Members shall endeavour to conduct and convey Council business and all their duties in an open and transparent manner (other than for those decisions which by virtue of legislation are authorized to be dealt with in a confidential manner in closed session), and in so doing, allow the public to view the process and rationale which was used to reach decisions and the reasons for taking certain actions.

# **Commentary**

Members recognize the importance of cooperation and strive to create an atmosphere during Council and committee meetings that is conducive to solving the issues before Council, listening to various points of view and using respectful language and behaviour in relation to all of those in attendance.

Various statutes, the Regional Council Procedure By-law and decisions by courts and quasi-judicial tribunals and the Information and Privacy Commission, establish when Regional Council can discuss issues in closed session. Transparency requires that Council apply these rules narrowly so as to best ensure that decisions are held in public session as often as possible.

Unless prohibited by law, Members should clearly identify to the public how a decision was reached and the rationale for so doing.

3. Members shall make every effort to participate diligently in the activities of the committees, agencies, boards, commissions and advisory committees to which they are appointed by the Region or by virtue of being an elected official.

# **Commentary**

Individual Members are appointed to committees, agencies, boards and commissions based on their various backgrounds and their ability to contribute to matters before them, bringing their expertise and experience. Members shall not be absent from Council or committee meetings, or from those of agencies, boards and commissions to which they are appointed without reasonable justification (for example, illness of the Member, family circumstance, lower tier Council business) for more than three consecutive scheduled meetings or on a regular basis.

4. Members shall conduct themselves with appropriate decorum at all times.

# <u>Commentary</u>

As leaders in the community, Members are held to a higher standard of behaviour and conduct, and accordingly their behaviour should be exemplary.

# Media Communications:

- 1. Members of Council will accurately communicate the decisions of Council, even if they disagree with the majority decision of Council, and by so doing affirm the respect for and integrity in the decision-making processes of Council.
- 2. Members of Council will keep confidential information confidential, until such time as the matter can properly be made public.
- 3. In all media communications, including social media, members will treat each other, staff and members of the public with decorum, dignity and respect, and shall avoid messaging that amounts to abuse, bullying or intimidation.

\*Members may communicate a personal position on an issue on which Regional Council has not taken a position or that is contrary to a position taken by Regional Council, but, in doing so, should make clear that they are not representing the Council and/or the Regional Municipality of Peel, and where it is contrary, to include an accurate recitation of Council's position

#### **Commentary**

A Member may state that he/she did not support a decision, or voted against the decision. A Member should refrain from making disparaging comments about other Members of Council or about Council's processes and decisions.

When communicating with the media, a Member should at all times refrain from speculating or reflecting upon the motives of other Members in respect of their actions as a Member of Council.

While openness in government is critical, governments also must respect confidentiality when a matter must remain, at least for a period of time, confidential. Breaches of confidentiality by Members erodes public confidence.

While Members are encouraged to actively participate in vigorous debate, Members should understand that they are part of a democratically-elected representative body and should not engage in social media as if they are outsiders. In this regard, caution should be exercised when blogging, posting, tweeting, re-posting and linking to posts using social media, whether the member is using a personal account or a Regional account.

Members who post blogs should recognize that the Canadian Association of Journalists has identified the ethical conflict faced by journalists holding elected public office. It is recognized that there is an irreconcilable conflict in holding both roles.

While social media can be an excellent tool for communicating quickly with constituents and sharing ideas and obtaining input, social media can breed incivility that generally is

avoided in face-to-face interactions. In a world where a transitory comment can become part of the permanent record, Members should exercise restraint in reacting too quickly, or promoting the social media posts of others whose views may be disparaging of Council's decisions or another Member's perspectives.

# Respect for Regional By-laws and Policies:

- 1. Members shall encourage public respect for the Region and its by-laws.
- 2. Members shall adhere to such by-laws, policies and procedures adopted by Council that are applicable to them.

# **Commentary**

A Councillor must not encourage disobedience of a Regional by-law in responding to a member of the public, as this undermines confidence in the Region and in the Rule of Law.

Members of Council are required to observe the policies and procedures established by Regional Council at all times, and are directed to pay special attention to, and comply strictly with, the Council Procedure By-law and Business Expense Accounts – Members of Council policy F30-02. In exceptional circumstances, a Member may request Council grant an exemption from any policy.

# Rule No. 12

# Respectful Workplace:

- 1. All Members have a duty to treat members of the public, one another and staff appropriately and without abuse, bullying or intimidation and to ensure that their work environment is free from discrimination and harassment.
- 2. All complaints received involving members of Council shall be referred to the Integrity Commissioner for processing in accordance with the *Council Code of Conduct Complaints Protocol.*
- 3. The Ontario Human Rights Code also applies to Regional Council Members.

# **Commentary**

It is the policy of the Region of Peel that all persons be treated fairly in the workplace in an environment free of discrimination or personal and sexual harassment.

# Conduct Respecting Staff:

- 1. No Member shall compel staff to engage in partisan political activities or be subjected to threats or discrimination for refusing to engage in such activities.
- 2. No Member shall use, or attempt to use, their authority for the purpose of intimidating, threatening, coercing, commanding or influencing any staff member with the intent of interfering in staff's duties, including the duty to disclose improper activity.
- 3. Members shall be respectful of the role of staff to advise based on political neutrality and objectivity and without undue influence from any individual Member or faction of the Council.
- 4. No Member shall maliciously or falsely impugn or injure the professional or ethical reputation or the prospects or practice of staff, and all Members shall show respect for the professional capacities of the staff of the Region.

#### **Commentary**

Under the direction of the Chief Administrative Officer, staff serve the Council as a whole, and the combined interests of all Members as evidenced through the decisions of Council. Only Council as a whole has the authority to approve budget, policy, committee processes and other matters.

Accordingly, Members shall direct requests outside of Council-approved budget, process or policy, directly to Council.

In practical terms, there are distinct and specialized roles carried out by Council as a whole and by Councillors when performing their other roles. The key requirements of these roles include dealing with constituents and the general public, participating as Council committee members and chairs, and participating as Council representatives on agencies, boards, commissions and other bodies. Similarly, there are distinct and specialized roles expected of Regional staff in both the carrying out of their responsibilities and in dealing with the Council. Staff are expected to provide information to Members that they are entitled to.

Regional staff are accountable to the Chief Administrative Officer who is accountable to Regional Council. Sometimes the line between staff duties and activities that are political in nature is not clear. Members of Council must respect the difference between the two in making requests of staff.

Members of Council should expect a high quality of advice from staff based on political neutrality and objectivity irrespective of party politics, the loyalty of persons in power, or their personal opinions.

Staff and Members of Council are all entitled to be treated with respect and dignity in the workplace.

It is inappropriate for a Member to attempt to influence staff to circumvent normal processes in a matter, or overlook deficiencies in a file or application. It is also inappropriate for Members to involve themselves in matters of administration or departmental management which fall within the jurisdiction of the Chief Administrative Officer. Any such attempts should be reported to the Integrity Commissioner.

# Rule No. 14

#### Employment of Council Relatives/Family Members:

- 1. No Member shall attempt to influence the outcome, or to influence any Regional employee to hire or promote a Family Member.
- 2. No Members shall make any decision or participate in the process to hire, transfer, promote, demote, discipline or terminate any Family Member.
- 3. No Member shall supervise a Family Member, or be placed in a position of influence over a Family Member.
- 4. No Member shall attempt to use a family relationship for his or her personal benefit or gain.
- 5. Every Member shall adhere to the Region's *Employment of Relatives* policy HR05-01.

#### **Commentary**

If a Family Member of a Councillor is an applicant for employment with the Region or is a candidate for promotion or transfer, the Family Member will proceed through the usual selection process pursuant to the Region's hiring policies, with no special consideration.

# Not Undermine, Work Against Council's Decisions:

1. Members of Council shall not actively undermine the implementation of Council's decisions.

# **Commentary**

The role of elected officials, once a council decision is made, is to support the implementation of that decision, not to work against its implementation, publicly or behind the scenes. Council decisions are arrived at following discussion and debate, reflecting the democratic process. Members are expected to engage in debate with their fellow council members through the democratic process of government. However, once Council has made its decision, Members must recognize that decision as the duly-considered decision of the body of Council. As members of that body of Council, individual members – those who did not agree with the decision - are not to engage in activities that seek to challenge or undermine that decision.

Members can express disagreement with Council's decisions, but it is contrary to the ethical behaviour of members of Council to actively seek to undermine, challenge or work against Council's decisions.

2. Members of Council shall not engage in litigation or other legal challenges against the municipality or Council's decisions.

a. Despite this provision, Members may pursue a complaint or request for investigation under any of the oversight, transparency and accountability mechanisms provided under Part V.1 and under section 239 of the *Municipal Act*, 2001.

# **Commentary**

When members are allowed to participate in activities to challenge Council's properly considered decisions, such as legal challenges or other forms of litigation, this is contrary to the interests of the municipality as determined by the decision of the democratically elected governing body, Council. It can create challenges to staff as to when and how much information can be provided to Council (legal advice for example) because of the presence of a legal challenge, which may benefit by 'insider knowledge'.

3. Despite this Rule, Members of Council may seek to have a Council decision reconsidered in accordance with Council's Procedure By-law.

# Reprisals and Obstruction:

- 1. It is a violation of the *Code of Conduct* to obstruct the Integrity Commissioner in the carrying out of his/her responsibilities.
- 2. No Member shall threaten or undertake any active reprisal against a person initiating an inquiry or complaint under the *Code of Conduct*, or against a person who provides information to the Integrity Commissioner in any investigation.
- 3. It is a violation of the *Code of Conduct* to destroy documents or erase electronic communications or refuse to respond to the Integrity Commissioner where a formal complaint has been lodged under the *Code of Conduct*.

# Rule No. 17

# Acting on Advice of Integrity Commissioner:

1. Any written advice given by the Integrity Commissioner to a Member binds the Integrity Commissioner in any subsequent consideration of the conduct of the Member in the same matter, as long as all the relevant facts were disclosed to the Integrity Commissioner, and the Member adhered to the advice given.

# Rule No. 18

# Implementation:

- 1. Members are expected to formally and informally review their adherence to the Code on a regular basis or when so requested by Council.
- 2. At the beginning of each term, Members will be expected to meet with the Integrity Commissioner.

# Commentary:

Members are expected to understand the obligations on elected officials set out in this Code of Conduct, and are encouraged to contact the Integrity Commissioner for any clarification required. A Code of Conduct component will be included as part of the orientation for each new term of Council.

# COUNCIL CODE OF CONDUCT COMPLAINT PROTOCOL

# PART A: INFORMAL COMPLAINT PROCEDURE

Any person or representative of an organization who has identified or witnessed behaviour or an activity by a member of Regional Council that they believe is in contravention of the *Regional Council Code of Conduct* (the "Code") may wish to address the prohibited behaviour or activity themselves as follows:

- (1) advise the member that the behaviour or activity contravenes the Code;
- (2) encourage the member to stop the prohibited behaviour or activity;
- (3) keep a written record of the incidents including dates, times, locations, other persons present, and any other relevant information;
- (4) if applicable, confirm to the member your satisfaction with the response of the member; or, if applicable, advise the member of your dissatisfaction with the response; and
- (5) consider the need to pursue the matter in accordance with the formal complaint procedure outlined in Part B, or in accordance with another applicable judicial or quasi-judicial process or complaint procedure.

All persons and organizations are encouraged to initially pursue this informal complaint procedure as a means of stopping and remedying a behaviour or activity that is prohibited by the Code. With the consent of the complaining individual or organization and the member, the Integrity Commissioner may be part of any informal process. However, it is not a precondition or a prerequisite that those complaining must pursue the informal complaint procedure before pursuing the Formal Complaint Procedure in Part B.

# PART B: FORMAL COMPLAINT PROCEDURE:

#### **Initial Complaint**

- (1) A request for an investigation of a complaint that a member has contravened the Code of Conduct (the "complaint") shall be sent directly to the Integrity Commissioner by email or hard copy substantially in the form attached to this Protocol as Schedule "A".
  - (2) All complaints shall be submitted by an identifiable individual (which includes the authorized signing officer of an organization).
  - (3) A complaint shall set out reasonable and probable grounds for the allegation that the member has contravened the Code.

The complaint should include the name of the member, the provision of the Code allegedly contravened, facts constituting the alleged contravention, the names and contact information of witnesses, and contact information for the complainant during normal business hours.

(4) Election Blackout Period:

No investigation shall be commenced or continued, nor shall the Integrity Commissioner report to Council respecting an investigation, within the election period described within s.223.4 and 223.4.1 of the *Municipal Act*, except as described in those sections.

# **Classification by Integrity Commissioner**

- (1) Upon receipt of the request, the Integrity Commissioner shall make an initial classification to determine if the matter is, on its face, a complaint with respect to non-compliance with the Code and not covered by other legislation, a complaint with respect to the *Municipal Conflict of Interest Act* or other relevant Council policies.
  - (2) If the complaint, on its face, is not a complaint with respect to noncompliance with the Code or another Council policy governing ethical behaviour or the *Municipal Conflict of Interest Act*, or if the complaint is covered by other legislation, the Integrity Commissioner shall advise the complainant in writing as follows:
    - (a) if the complaint on its face is an allegation of a criminal nature consistent with the *Criminal Code of Canada*, the complainant shall be advised that if the complainant wishes to pursue any such allegation, the complainant must pursue it with the appropriate police force;
    - (b) if the complaint on its face is with respect to non- compliance with the *Municipal Freedom of Information and Protection of Privacy Act*, the complainant shall be advised that the matter will be referred for review to the Regional Clerk; and
    - (c) the complainant shall be advised that the matter, or part of the matter, is not within the jurisdiction of the Integrity Commissioner to process, with any additional reasons and referrals as the Integrity Commissioner considers appropriate. The Integrity Commissioner may proceed with that part of the complaint that is within jurisdiction.

- (3) The Integrity Commissioner may assist the complainant in restating, narrowing or clarifying the complaint so that the public interest will be best served were the complaint to be pursued.
- (4) The Integrity Commissioner may report to Council that a specific complaint is not within the jurisdiction of the Integrity Commissioner.
- (5) The Integrity Commissioner shall report annually to Council on complaints not within the jurisdiction of the Integrity Commissioner, but, where possible, shall not disclose information that could identify a person concerned.

# Investigation

- 3. (1) The Integrity Commissioner is responsible for performing the duties set out in this Protocol independently and shall report directly to Council in respect of all such matters. In applying this Protocol, the Integrity Commissioner shall retain the discretion to conduct investigations applying the principles of procedural fairness, and any deviation from the provisions of this Protocol for that purpose shall not invalidate the investigation or result in the Integrity Commissioner losing jurisdiction.
  - (2) If the Integrity Commissioner is of the opinion that a complaint is frivolous, vexatious or not made in good faith, or that there are no grounds or insufficient grounds for an investigation, or that the pursuit of the investigation would not, in the opinion of the Integrity Commissioner be in the public interest, the Integrity Commissioner shall not conduct an investigation, or, where that becomes apparent in the course of an investigation, terminate the investigation.
  - (3) The Integrity Commissioner shall file an annual report to Regional Council respecting the advice, education and investigations carried out in the previous year, and developments or recommendations of significance related to the role of the Integrity Commissioner. Other than in exceptional circumstances, the Integrity Commissioner will not report to Council on any complaint described in subsection (2) except as part of an annual or other periodic report.
  - (4) Where the Integrity Commissioner rejects or terminates an investigation pursuant to this section, reasons shall be provided.
- (1) If a complaint has been classified as being within the Integrity Commissioner's jurisdiction and not rejected under section 3, the Commissioner shall investigate and may attempt to settle the complaint.
  - (2) The Integrity Commissioner may in exceptional circumstances elect to exercise the powers of a Commission under Parts I and II of the *Public Inquiries Act*, as contemplated by Subsection 223.4(2) of the Act.

- (3) If the Integrity Commissioner elects to conduct an inquiry under the Public Inquiries Act, he/she shall report to Council before proceeding, setting out the reasons for the investigation, and providing an estimate of the expected cost and time that the investigation will require, and providing an opportunity for Council to respond to the reasonableness of the expenditure of public funds for the purpose of such Commission.
- (4) When the *Public Inquiries Act* applies to an investigation of a complaint, the Integrity Commissioner shall comply with the procedures specified in that Act and this Complaint Protocol, but, if there is a conflict between a provision of the Complaint Protocol and a provision of the *Public Inquiries Act*, the provision of the *Public Inquiries Act* prevails.
- 5. (1) The Integrity Commissioner will proceed as follows, except where otherwise required by the *Public Inquiries Act* and/or in the context of a particular situation, the principles of procedural fairness:
  - (a) provide the complaint and supporting material to the member whose conduct is in question and provide the member with a reasonable opportunity to respond.
  - (2) Except where the Integrity Commissioner determines that it is not in the public interest to do so, the name of the complainant shall be provided as part of the complaint documents.
  - (3) If necessary, after reviewing the written materials, the Integrity Commissioner may speak to anyone relevant to the complaint, access and examine any of the information described in subsections 223.4(3) and (4) of the *Municipal Act*, and may enter any Regional work location relevant to the complaint for the purposes of investigation and settlement.
  - (4) The Integrity Commissioner shall not issue a report finding a violation of the Code of Conduct on the part of any member unless the member has had reasonable notice of the basis for and an opportunity to comment on the proposed findings.
  - (5) The Integrity Commissioner may make interim reports to Council where necessary and as required to address any instances of interference, obstruction or retaliation encountered during the investigation.
- 6. (1) The Integrity Commissioner shall report to the complainant and the member generally no later than 90 days after the making of the complaint.
  - (2) Where the complaint is sustained in whole or in part, the Integrity Commissioner shall also report to Council outlining the findings, the terms of any settlement, or recommended corrective action.

- (3) Where the complaint is dismissed, other than in exceptional circumstances, the Integrity Commissioner shall not report to Council except as part of an annual or other periodic report.
- (4) Any recommended corrective action must be permitted in law and shall be designed to ensure that the inappropriate behaviour or activity does not continue.
- 7. If the Integrity Commissioner determines that there has been no contravention of the Code of Conduct or that a contravention occurred although the member took all reasonable measures to prevent it, or that a contravention occurred that was trivial or committed through inadvertence or an error of judgement made in good faith, the Integrity Commissioner shall so state in the report and shall recommend that no penalty be imposed.
- 8. The Regional Clerk shall process the report for the next meeting of Council.

# **Council Review**

- 9. (1) Council shall consider and respond to the report within 90 days after the day the report is laid before it.
  - (2) In responding to the report, Council may vary a recommendation that imposes a penalty, subject to Section 223.4, subsection (5) of the *Municipal Act*, but shall not refer the recommendation other than back to the Integrity Commissioner.
  - (3) Council can terminate the Integrity Commissioner only by a two-thirds vote of all members.
  - (4) Upon receipt of recommendations from the Integrity Commissioner, Council may, in circumstances where the Integrity Commissioner has determined there has been a violation of the Code of Conduct, impose either of two penalties:
    - (a) a reprimand; or
    - (b) suspension of the remuneration paid to the Member in respect of his/her services as a Member of Council or a local board, as the case may be, for a period of up to 90 days,

and may also take the following actions:

- (c) removal from membership of a committee;
- (d) removal as chair of a committee;
- (e) repayment or reimbursement of monies received;
- (f) return of property or reimbursement of its value;

# Confidentiality

- 10. (1) A complaint will be processed in compliance with the confidentiality requirements in sections 223.5 and 223.6 of the *Municipal Act*, which are summarized in the following subsections.
  - (2) The Integrity Commissioner and every person acting under her or his instructions shall preserve secrecy with respect to all matters that come to his or her knowledge in the course of any investigation except as required by law in a criminal proceeding.
  - (3) All reports from the Integrity Commissioner to Council will be made available to the public.
  - (4) Any references by the Integrity Commissioner in an annual or other periodic report to a complaint or an investigation shall not disclose confidential information that could identify a person concerned.
  - (5) The Integrity Commissioner in a report to Council on whether a member has violated the Code of Conduct shall only disclose such matters as in the Integrity Commissioner's opinion are necessary for the purposes of the report.

# Schedule "A" Complaint

I \_\_\_\_\_\_hereby request the Integrity Commissioner for the the Region of Peel to conduct an inquiry about whether or not the following member(s) of the Regional Council has contravened the Council Code of Conduct or the *Municipal Conflict of Interest Act*:

I have reasonable and probable grounds to believe that the above member(s) has contravened the Council Code of Conduct and/or the *Municipal Conflict of Interest Act* by reason of the following (please include date, time and location of conduct, the Rules contravened, and particulars, including names of all persons involved, and of all witnesses, and information as to how they can be reached, (attach additional pages as needed):

I hereby request the Integrity Commissioner to conduct an inquiry with respect to the above conduct. Attached are copies of documents and records relevant to the requested inquiry.

Date: Signature:

Name: Address:

Email: Phone:

Email completed Complaint to Principles Integrity at: postoffice@principlesintegrity.org



# PUBLIC MEETING REPORT FROM THE DEPUTY CLERK October 8, 2020

#### 1. ROLL CALL

#### 2. OPENING OF PUBLIC MEETING

Regional Chair Iannicca called the public meeting to order at 9:30 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton. He stated that the public meeting was open and was being held pursuant to the *Development Charges Act, 1997* to inform the public and to hear representations with respect to the proposed Region of Peel Development Charge By-law and Background Study.

#### 3. CONFIRMATION OF PUBLIC NOTIFICATION

Aretha Adams, Deputy Clerk, stated that Notice of the Public Meeting was given in accordance with the *Development Charges Act, 1997* by publication in the following news media having general circulation in the Region of Peel:

- Mississauga News September 17, 2020
- Brampton Guardian September 17, 2020
- Caledon Enterprise September 17, 2020
- Caledon Citizen September 17, 2020

In addition, the Notice of Public Meeting was posted on the Region of Peel's website as of September 17, 2020; and has been posted on the Region of Peel's twitter account several times since September 17, 2020.

#### 4. FURTHER NOTICE REQUEST

The Regional Chair stated that any person who would like further notice of the future passage of the Region of Peel Development Charges By-law should register at the Clerk's reception desk or send an email to regional.clerk@peelregion.ca

#### 5. DEVELOPMENT CHARGES PROPOSAL

#### 5.1 2020 Development Charges By-law Update

Presentation by Gary Scandlan, Managing Director, Watson and Associates Economists Limited; Adrian Smith, Chief Planner and Director, Regional Planning and Growth Management and Stephanie Nagel, Director, Corporate Finance and Treasurer

Stephanie Nagel, Director, Corporate Finance and Treasurer, provided an overview of the legislative requirements regarding the development charges (DC) process.

Adrian Smith, Chief Planner and Director, Regional Planning and Growth Management, provided background information regarding the Region of Peel's integrated approach for growth management and the collaborative approach taken in developing the DC background study and proposed by-law.

Gary Scandlan, Managing Director, Watson and Associates Economists Limited, provided an overview of the *Development Charges Act*, legislative changes and impacts that have occurred as a result of *Bill 73: Smart Growth for our Communities Act, 2015; Bill 108/138: More Homes, More Choice Act;* and, *Bill 197: COVID-19 Economic Recovery Act*. He highlighted local service policies; mandatory and discretionary exemptions; definition up-dates for apartments; demolition credit time limit requirements; growth forecasts; calculated DC rates and rate comparisons for residential and non-residential units and survey results for comparisons for municipalities in the Greater Toronto Area.

Stephanie Nagel provided a summary of the development industry engagement process and the 2020 development charges timeline. She noted that there will be further consultation with the development community to receive ongoing feedback which will be considered in the preparation of the final 2020 DC By-law which is anticipated to be brought forward to the November 26, 2020 Regional Council meeting for enactment and that the By-law would come in force January 1, 2021.

#### 6. PUBLIC PARTICIPATION

#### 6.1 WRITTEN SUBMISSIONS

#### 6.1.1 Jennifer Jaruczek, Planner, Policy and Advocacy, BILD

Letter dated October 8, 2020, Regarding the Region of Peel Development Charges Review – Public Meeting

#### 6.2 ORAL SUBMISSIONS

Nil.

#### 7. CONCLUSION AND CLOSING OF PUBLIC MEETING

Regional Chair Iannicca advised that comments expressed will be taken into consideration and a final report and by-law will be considered by Regional Council at the November 26, 2020 Regional Council meeting.

Regional Chair Iannicca closed the meeting at 10:15 a.m.

RESPECTFULLY SUBMITTED:

Deputy Regional Clerk



# **For Information**

# REPORT TITLE: GTA West Transportation Corridor Environmental Assessment – Preferred Route Update

FROM: Andrew Farr, Interim Commissioner of Public Works

#### OBJECTIVE

To provide Regional Council with an update on the GTA West Transportation Corridor Environmental Assessment.

#### **REPORT HIGHLIGHTS**

- On August 7, 2020, the Ministry of Transportation confirmed the Preferred Route and 2020 Focused Analysis Area for the GTA West Transportation Corridor.
- Regional staff are generally supportive of the Preferred Route, but are seeking clarity on the rationale for, and/or impacts of, the route in the following areas: Northwest Brampton, the Humber Station Road (formerly Coleraine Drive) interchange and the Ninth Line lands.
- Regional staff continue to advocate for further studies to better understand the Traffic, Agricultural/Environmental and Health impacts of the Preferred Route and identify appropriate mitigation measures.

# DISCUSSION

#### 1. Background

The GTA West Transportation Corridor Environmental Assessment (EA) is a study undertaken by the Ministry of Transportation to improve connectivity between Urban Growth Centres in the Greater Toronto Area and consists of a new freeway with an adjacent transitway spanning from Highway 400 in Vaughan to the Halton-Peel boundary.

On September 19, 2019, the Ministry of Transportation (the Ministry) released the Technically Preferred Route and proposed interchange locations for the GTA West Transportation Corridor at a Public Information Centre to solicit public and stakeholder comments and feedback. The Technically Preferred Route was based on the Ministry's technical analysis using natural, land use, socio-economic, cultural, and transportation criteria and Regional staff were generally satisfied with the Technically Preferred Route.

Notwithstanding, Regional staff identified a number of transportation, planning, infrastructure, and public health related implications of the Technically Preferred Route for the Region of Peel which were detailed in a report to Regional Council on October 24, 2019 and submitted to the Province as official Council endorsed comments (Resolution 2019-961).

On August 7, 2020, the Ministry confirmed the Preferred Route and 2020 Focused Analysis Area for the GTA West Transportation Corridor (see Appendix I). The Preferred Route is a refined version of the Technically Preferred Route based on public and stakeholder feedback, supersedes the Technically Preferred Route, and will be developed to a preliminary design level of detail over the next two years. The 2020 Focused Analysis Area is a zone surrounding the Preferred Route which may be impacted by the GTA West Transportation Corridor if refinements are made to the route during the preliminary design stage.

This report provides an overview of the Preferred Route and details the next steps in the GTA West Transportation Corridor Environmental Assessment Process.

#### 2. Significance of the GTA West Transportation Corridor to the Region of Peel

The identification of the Preferred Route has been long awaited by Regional and local municipal staff as it provides greater certainty around the alignment of the corridor and will allow staff to advance comprehensive land use, development, and transportation planning in areas along the corridor.

Further, the expeditious completion of the environmental assessment and implementation of the corridor has also been a long-standing advocacy position for the Region of Peel. The Region of Peel is expected to grow by 500,000 residents and 250,000 jobs by 2041. In order to accommodate the future travel demand, the Region's Long Range Transportation Plan recommends a balanced approach which includes sustainable modes, focused road widenings, and the GTA West Transportation Corridor to alleviate demand on the Regional road network and help move people and goods. In addition, the Province has recently released new growth forecasts for the Region of Peel of 2.28 million people and 1.07 million jobs to 2051 which will result in additional travel demand on the Region's transportation network. Regional staff are currently evaluating the 2051 growth forecasts and will report to Council on the allocation and impact of this growth in due course. The corridor will also support the Region's future economic vitality by serving as a catalyst for growth and will enhance the Provincial freeway network within Peel.

Due in part by the Region's successful advocacy efforts, on June 8, 2020, the Province proposed a regulation to streamline the GTA West Transportation Corridor Environmental Assessment (EA) by eliminating duplication and shortening timelines. While Regional staff support, in principle, the Province's efforts to shorten the EA timelines, additional information on the specific changes to the current EA process is needed to fully understand the implications to Peel. Regional staff have requested additional details from the Province on how the streamlined process will differ from the existing process as detailed in Appendix II and will work with Ministry staff through the preliminary design stage to ensure environmental, agricultural, health, and infrastructure impacts are avoided, minimized, or mitigated.

# 3. GTA West Transportation Corridor – Preferred Route

The Preferred Route for the GTA West Transportation Corridor differs from the Technically Preferred route in four areas, three of which are within the Region of Peel (Appendix I provides a visual map):

| Change in route alignment and rationale provided by the Ministry of Transportation |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Regional and Local Municipal Impacts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.                                                                                 | In northwest Brampton, the route<br>alignment shifted west from south<br>of Wanless Drive to north of<br>Mayfield Road to mitigate impacts<br>to lands east of Heritage Road.                                                                                                                                                                                                                                                                                                                              | Regional and local municipal staff will be<br>seeking further clarity from the Province on the<br>impact of this change to Heritage Road, impacts<br>to Regional infrastructure, and impacts to the<br>City of Brampton's Heritage Heights Secondary<br>Planning Process which are also discussed<br>later in this report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2.                                                                                 | In Caledon, the route alignment of<br>the Highway 410 to GTA West<br>Corridor connection was shifted<br>west between Heart Lake Road and<br>Dixie Road to mitigate impacts to<br>the Mayfield West Secondary Plan<br>Area.                                                                                                                                                                                                                                                                                 | Regional staff find this shift in route alignment to<br>be satisfactory and will work with the Ministry to<br>minimize impacts to Regional infrastructure<br>which cross the Highway 410 to GTA West<br>Corridor connection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3.                                                                                 | On the east side of Peel, the<br>Coleraine Interchange shown on<br>the Technically Preferred Route<br>impacted lands outside of the study<br>area which had proceeded to<br>advanced stages of development.<br>Consequently, the interchange was<br>moved to Humber Station Road.<br>The relocation of the Coleraine<br>interchange to Humber Station<br>Road also required a southerly shift<br>of the route alignment between the<br>Humber Station Road Interchange<br>and the Highway 427 interchange. | Since the release of the Technically Preferred<br>Route, Regional and local municipal staff have<br>worked collaboratively to provide the Ministry<br>with inputs to better understand the land use,<br>transportation, and environmental constraints<br>and complexities in the Coleraine interchange<br>area, identifying mutually agreed upon<br>objectives for the interchange (Resolution 2020-<br>175), configuration, and geometry of the<br>interchange.<br>At the time the Preferred Route was<br>announced, Regional staff were preparing a<br>report to Council regarding Regional and local<br>municipal staff comments on the Ministry's<br>options for the Coleraine interchange however a<br>copy of the comments were also provided to the<br>Ministry to be considered in the event that a<br>decision is made prior to council endorsement<br>of staff's comments (See Appendix III).<br>The relocation of the Coleraine Interchange to<br>Humber Station Road was one of the two<br>options preferred by Regional and local |

| Change in route alignment and rationale provided by the Ministry of Transportation                                                                                                                                       | Regional and Local Municipal Impacts                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                          | municipal staff. Notwithstanding, Regional staff<br>will continue to work with the Ministry to identify,<br>minimize, and mitigate impacts to the Regional<br>and local road network. |
| <ol> <li>In York Region, modifications were<br/>made to the route alignment<br/>between Highway 427 interchange<br/>and the Highway 27 interchange<br/>based on new information and<br/>stakeholder feedback.</li> </ol> | Does not preclude the Region's advocacy<br>position regarding the further extension of<br>Highway 427 to highway 9 and beyond.                                                        |

#### 4. Region of Peel Priority Areas for the GTA West Transportation Corridor Environmental Assessment

In 2012, Regional Council endorsed three "priority areas" in the Region of Peel (Resolution 2012-923) where significant planning challenges had existed due to the uncertainty around the alignment of the GTA West Transportation Corridor: Mayfield West (Caledon), Heritage Heights (Brampton), and Secondary Plan Area 47 (Brampton). In addition to the three priority areas, the GTA West Transportation Corridor also impacts the Ninth Line lands which are the last planned greenfield area in the City of Mississauga. The confirmation of the Preferred Route and 2020 Focused Analysis Area provides greater certainty to land use, and transportation planning in these areas and reduces the impact to developable lands in the Region of Peel.

# Mayfield West

Through the Preferred Route, a direct freeway to freeway connection between the GTA West Transportation Corridor and Highway 410 was confirmed. Regional staff are supportive of this route alignment as it minimizes impacts to developments within the Mayfield West Secondary Plan. Notwithstanding, the route impacts the extension of the Victoria feedermain and Regional staff will work closely to coordinate with the Ministry to minimize these infrastructure impacts.

# Heritage Heights

Following the release of the Technically Preferred Route in September 2019, the City of Brampton hosted a series of virtual workshops throughout May and June of 2020. The virtual workshops included internal City staff, external commenting agencies, landowners and various other stakeholders to develop a concept plan for the Heritage Heights Secondary Plan Area. The concept plan seeks to replace the proposed 400-series highway for the GTA West Transportation Corridor with an urban boulevard running north-south within the limits of the Heritage Heights secondary plan area. Through this workshop, City staff concluded that an urban boulevard would provide the most effective north-south movement from an economic and community building perspective. Regional staff attended the workshops and provided a formal Regional comment letter on July 17,

2020 to the City of Brampton which detailed a request for further clarification on a number of technical concerns including the urban boulevard proposal. A copy of the Region's formal comment letter is attached (See Appendix IV).

On July 27, 2020, the City of Brampton's Planning and Development Committee unanimously endorsed the Concept Plan and directed City staff to undertake the necessary technical studies required to support the concept plan. Correspondence has been received from various landowners within Heritage Heights in support of the urban boulevard concept and have been included in the October 22, 2020 Regional Council Meeting agenda as communication items.

City staff have initiated discussions with the Province and other stakeholder groups, including adjacent municipalities, on discussions associated with the urban boulevard concept in lieu of a highway concept for the GTA West Transportation Corridor within Heritage Heights and plan to delegate to Regional Council on October 22, 2020.

Currently, Regional Council has indicated support for the GTA West Transportation Corridor as per Resolution 2012-923. Further, it is the policy of Regional Council to require the City of Brampton ensure that its official plan, including all amendments and secondary plans, adhere to the following:

"That development of any subsequent phase of North West Brampton, beyond Phase 1, shall be permitted to proceed only if the development can be supported by the existing and planned arterial road network and transit system, inclusive of a North-South Transportation Corridor, and only after the alignment, jurisdiction and financing mechanism of a viable North-South Transportation Corridor has been determined to the Region's satisfaction such that the construction of a highway within the North-South Transportation Corridor will occur in time to meet traffic demands including traffic demands generated from subsequent phases of development."

Based on the information received from City of Brampton staff to date, insufficient information is available to satisfy the Regional official plan policy framework at this time. However, Regional staff look forward to participating in further discussions and review of technical materials with City of Brampton staff, Provincial staff, and other stakeholders to better understand the feasibility and Regional implications of the urban boulevard concept.

While the Technically Preferred Route identified the corridor in Heritage Heights to be east of Heritage Road, the Preferred Route shifts the route alignment west overlapping Heritage Road from north of Mayfield Road to south of Wanless Drive to optimize developable land on the east side of Heritage Road. City of Brampton staff identified implications of this change to the Heritage Heights Secondary Planning work currently underway as it may impact the viability of Heritage Road, other roads, and active transportation infrastructure planned for the area and would also require some revisions to the proposed land use concept.

Notwithstanding the detailed transportation implementation issues associated with the Boulevard concept that Region staff continue to explore, staff are supportive of the direction of Brampton's overall Heritage Heights community vision which aligns with many Regional objectives such as more efficient use of lands and infrastructure, maximizing employment potential, transit supportive density and design, more walkable, healthy and complete communities.

#### • Secondary Plan Area 47 and Humber Station Road Interchange

The relocation of the Coleraine Interchange to Humber Station Road and the corresponding shift of the route alignment slightly further south into Secondary Plan Area 47 may result in the following:

- The Preferred Route alignment requires an additional nine hectares of land in the City of Brampton as compared to the Technically Preferred Route alignment
- The route alignment may impact the location of the future intersection of Arterial Road A2 and Mayfield Road
- The relocation of the interchange to Humber Station Road may generate higher traffic volumes along Clarkway Drive than previously anticipated and the current Block Plan for the lands in this area calls for Clarkway Drive to remain at two lanes with a rural cross-section
- The relocation of the interchange to Humber Station Road may also require a realignment of the Mayfield Road and Humber Station Road/Clarkway Drive intersection which is currently an offset intersection

The Ministry has been informed of the above and has committed to working with Regional and local municipal staff to address them through the detailed design process.

# • Lands in the City of Mississauga and the GTA West Transportation Corridor/Highway 401/Highway 407 Interchange

In addition to the three priority areas endorsed by Regional Council, the GTA West Transportation Corridor/Highway 401/Highway 407 interchange impacts City of Mississauga owned lands for park and community services uses on the west side of Ninth Line and lands on the south side of Highway 401 designated for employment uses. Regional and local municipal staff are working with the Ministry to minimize impacts to developable lands in this area and have advocated to the Province to consider the GTA West Transportation Corridor in the current Highway 401 Expansion Project to minimize future construction and infrastructure impacts (see Appendix V; Resolution 2019-961).

#### 5. Preliminary and Detailed Design Considerations

The confirmation of the Preferred Route for the GTA West Transportation Corridor EA brings the study into the next step of the process. Over the next two years, the Ministry will complete field investigations, collect technical information, undertake a traffic analysis and will be developing the Preferred Route to a preliminary design level of detail.

Through official comments on the Technically Preferred Route provided in October 2019, Regional staff identified a number of key impacts that should be assessed in the preliminary design stage of the Environmental Assessment including the need for a Traffic Impact Assessment, Health Impact Assessment, Agricultural Impact Assessment, and Environmental Evaluations as detailed in Appendix VI.

#### 6. Coordination Required through Preliminary Design

The preliminary design stage of the environmental assessment will require significant coordination between the Region of Peel and the Province in terms of minimizing and mitigating infrastructure impacts including impacts to the Region's existing and planned water and wastewater network, transportation network, and public sector network.

#### • Water and Wastewater Impacts:

Based on Regional staff's preliminary analysis approximately \$0.5 billion worth of existing and proposed water and wastewater assets are impacted by the Preferred Route for the GTA West Transportation Corridor. Impacts to these assets could pose large service disruptions to businesses and residents of Peel and could carry high costs for relocation.

Regional staff will continue to be a key stakeholder during the preliminary design, detailed design, and construction phases of the project to coordinate existing and future works and relocations. Furthermore, Regional projects that are currently in the design/construction stage, will require direction from the GTA West Corridor team regarding the depth/alignment of these assets so that future relocation/impact is avoided.

Lastly, as the study advances, Regional staff will continue to engage in discussions with the Ministry regarding an agreement to cover costs associated with potential relocation due to impact of the GTA West Corridor route.

# • Transportation Impacts:

The Region of Peel has a number of ongoing and planned transportation capital projects impacted by the GTA West Transportation Corridor. The Region will face challenges in completing detailed design of these projects due to uncertainty surrounding the future corridor design.

Regional staff have raised this issue with the Ministry and, where possible, project timelines have been coordinated to minimize throwaway costs. Regional staff have also requested that the province prioritize detailed design of the corridor in these areas.

# • Public Sector Network Impacts:

Similar to transportation and water/wastewater infrastructure, the GTA West Transportation Corridor also impacts the Region's Public Sector Network which is comprised of high efficiency telecommunications lines that carry data and critical communications including emergency services, between municipal facilities across the

City of Mississauga, City of Brampton, and Town of Caledon, as well as other public sector agencies operating within Peel.

Given that the depth of this telecommunications utility is quite shallow and based on Regional staff's preliminary analysis, substantial impacts to the Region's Public Sector Network are anticipated and as such, close coordination will be required on this matter through the preliminary design, detailed design, and construction phases of the project.

#### CONCLUSION

Regional staff are generally satisfied with the Preferred Route for the GTA West Transportation Corridor; support, in principle, the Province's efforts to shorten the environmental assessment timelines; and acknowledge the Province's efforts in working collaboratively with Regional and local municipal staff to resolve the issues identified with the Technically Preferred Route.

Regional staff look forward to closely working with Provincial staff through the preliminary design phase of the environmental assessment which is expected to conclude in Winter 2022. Staff will continue to update Regional Council at key project milestones.

# APPENDICES

Appendix I - Preferred Route and 2020 Focused Analysis Area

- Appendix II Regional Staff Letter Proposed Regulation to Streamline the GTA West Environmental Assessment
- Appendix III Regional Staff Letter GTA West Corridor Environmental Assessment Coleraine Drive Interchange
- Appendix IV Regional Staff Letter Brampton Heritage Heights Concept Plan
- Appendix V Regional Chair Iannicca's Letter to Province GTA West-Highway 401 Coordination
- Appendix VI Considerations for Preliminary and Detailed Design

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

Authored By: Richa Dave, Principal Planner

# Reviewed and/or approved in workflow by:

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

Final approval is by the Chief Administrative Officer.

N. Polsinelli, Interim Chief Administrative Officer

# PREFERRED ROUTE ANNOUNCEMENT

# **GTA WEST STUDY**

#### 

The Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. Public Information Centre #2 (PIC #2), held in September/October 2019, presented the draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment. The draft Technically Preferred Route presented at PIC #2 has been superseded by the Preferred Route. **The Preferred Route** map illustrates the route and interchange locations for the GTA West multimodal transportation corridor that will be developed to a preliminary design level of detail over the next 2 years. The Preferred Route map provides information on where changes have been made to the route based on the consideration of feedback from PIC #2, land use and environmental information.

# TIMELINE

# **WINTER 2019 - SUMMER 2020**

The Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor.

#### 2020 - 2021

The Project Team will be undertaking fieldwork on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions. The Project Team will develop the preliminary design of the GTA West multimodal transportation corridor. The Project Team will present the preliminary design, including property impacts and mitigation measures, at PIC #3 for public review and comment. PIC #3 is anticipated to be held in Fall/Winter 2021.





You can download detailed mapping of the Preferred Route from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/.<sup>15.1-9</sup>



# 2020 - 2022

Based on new information and stakeholder feedback, the Project Team developed additional route alternatives and undertook supplementary analysis on the routes and crossings of the Humber River in Section 8. Given the interdependencies between sections, changes in Section 7 were also included in the supplementary analysis. The new route alternatives considered in Sections 7 and 8 can be viewed on the project website at <u>https://www.gtawest.com/consultation/public-information-centres-andcommunity-workshops/</u>. The Preferred Route in Section 7 maintains the Highway 427 interchange west of the hydro corridor with a route alignment through Section 8 that is shifted northerly, giving consideration to the natural

environment and associated community features, future development lands and existing residential communities. The route alignment east of the Highway 27 interchange in Section 8 remains unchanged.

Preferred Route and Interchange Locations Legend

Route Planning Study

(M) - Route Modified from Previous Technically Preferred Route (Presented at PIC #2 Previous Technically Preferred Route (Presented at PIC #2 Preferred Route and Interchange Locations

NNNI) AECOM

\_\_\_\_\_
## **2020 FOCUSED ANALYSIS AREA (FAA)**



#### **Purple Area**

The 2019 Focused Analysis Area (FAA) that was presented at PIC #2 was in draft format and has since been refined following a review of feedback and other relevant data. The refined 2020 FAA (purple area) is a zone that surrounds the Preferred Route and defines which properties continue to be within an area of interest as the study progresses. Properties located within the 2020 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

#### **Green Areas**

MTO has a reduced interest in properties located in the green areas on the map. Applications can proceed through municipal development processes and MTO will continue to review all development applications in the study area, but it is anticipated that applications in the green areas will not be impacted by the GTA West multimodal transportation corridor. The Project Team aims to further reduce the FAA when the preliminary design of the Preferred Route is presented at PIC #3.

#### Route Planning Study Area -----

Geographical area within which alternatives for the GTA West multimodal transportation corridor were considered.



#### **More Information**

You can download detailed mapping of the Preferred Route and 2020 FAA from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/. Ce bulletin peut être téléchargé en français sur le site Internet du projet à l'adresse www.gta-west.com/french/.

Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

AUGUST 2020

**GTA West** 

lanning with Vision | Planning for Peop



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Friday, August 21, 2020

Antonia Testa Ministry of Environment, Conservation & Parks 77 Bay Street, College Park 5<sup>th</sup> Floor Toronto, Ontario M7A 2J3

Re: Proposed regulation for a streamlined environmental assessment process for the Ministry of Transportation's Greater Toronto Area West Transportation Corridor project (ERO #019-1882)

Ms. Testa:

Regional staff appreciate the opportunity to review and comment on the details regarding the proposed regulation to streamline the GTA West Transportation Corridor Environmental Assessment outlined in ERO Posting #019-1882.

Throughout the last several years, the Region of Peel has been advocating to the Province to expedite the completion of the GTA West Transportation Corridor Environmental Assessment (EA) and move forward with construction in order to provide greater certainty around land use and transportation planning matters in Peel, minimize impacts to developable lands, improve the movement of people and goods and provide greater economic benefits.

Regional staff are pleased to note the Province's acknowledgement of the need to expedite the EA and support, in principle, the Province's efforts to shorten the timeline for the completion of the project. Notwithstanding, Regional staff would like to request additional details on the proposed regulation as the information provided in the ERO Posting did not provide insight as to how exactly specific processes would change. Receipt of these additional details would enable Regional staff to provide more fulsome comments on the proposed regulation. The Region's request for more information and clarification regarding the proposal are outlined below.

#### **Streamlined EA Timelines**

The existing GTA West EA schedule identifies that the EA is expected to be completed by 2022 however the ERO posting indicates that the streamlined approach would shorten the project schedule by completing preliminary design in 2022 instead of 2023 and beyond. If the current project schedule already identifies that the project should be completed by 2022, how does the proposed regulation and streamlined approach impact the current project schedule?

#### Streamlined Approach

The preliminary/detail design section of the posting identifies that the Ministry of Transportation (MTO) would be required to publish an Environmental Conditions



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Report, an Environmental Impact Assessment report, an Early Works report and an addendum for the Early Works Report and the Environmental Impact Assessment Report. Additional information is needed from the Province on the chronology of these steps and what the process looks like.

#### Issues Resolution Process

The proposal identifies that the MTO would be required to develop an issues resolution process that replaces the public objections process and later states (under the "after detail design" section) that this process will be administered by the MTO.

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Regional staff question whether this process is intended to replace the existing appeal process for individual EAs or whether this simply means that the Province will resolve all issues prior to the completion of the EA. Regional staff also seek further clarity on what is to be included in the proposed issues resolution process, how will it differ from the existing public objections process, and when stakeholders will be given an opportunity to raise objections.

Finally, if the proposed issues resolution process is intended to replace the existing appeal process for individual EAs, how does moving the process under the MTO from the Ministry of Environment, Conservation & Parks change the tests for evaluating the public's objections and how will impartiality be maintained as the MTO is the proponent of the EA?

#### Advancement of Early Works

The proposal states that the regulation would permit early works to proceed to construction before the completion of the draft Environmental Impact Assessment Report and that these early works could include new bridge construction, bridge replacement or expansion, transitway station construction, and utility relocation. At what stage of the EA Process will early works be permitted to proceed and how will the Province ensure that any early works do not predetermine or unduly influence the final route alignment?

Further, Regional staff request that the Province coordinate and consult with municipalities on the advancement of any early works to ensure those areas are appropriate to be advanced, that they do not have major environmental or agricultural concerns, and that the activities are coordinated with municipal infrastructure planning.

#### **Consultation Requirements**

The proposal indicates that minor changes in the addendum could proceed without further consultation and that significant changes will require an opportunity for public comment. What distinguishes a minor change from a significant change?

Further, clarification is required as to what sections of the Environmental Assessment Act that provide for public participation will be amended by the Regulation and whether the proposed requirements for consultation with government agencies, stakeholders,



the public, and indigenous communities will be comparable, stronger, or weaker to those required by the environmental assessment process that the project is currently advancing under.

#### Other Comments

While Regional staff are generally supportive of the Province's efforts to expedite the GTA West EA, it should be ensured that the environment and resources are appropriately considered and protected in decision making and implementation, and that impacted government agencies, stakeholders, the public, and indigenous communities are provided reasonable and adequate time to review and comment on any reports and documents developed throughout the EA process.

Regional staff also reiterate the need for the MTO to complete a traffic analysis, health impact assessment, agricultural impact assessment, and appropriate environmental evaluations in the preliminary design phase of the GTA West EA and ask that the Province confirm that the streamlined approach would not preclude these assessments from taking place and that these will be reflected in the Environmental Conditions Report, Environmental Impact Assessment report, and Early Works report.

| Assessment     | Purpose                                                                 |
|----------------|-------------------------------------------------------------------------|
| Traffic Impact | To understand the impacts of the GTA West Corridor and interchange      |
| Assessment     | locations on the Regional and local road network                        |
| Health Impact  | To understand the impacts of the GTA West Corridor on health            |
| Assessment     | outcomes including but not limited to the list below, and identify      |
|                | mitigative solutions:                                                   |
|                | Cardiovascular health;                                                  |
|                | Respiratory health;                                                     |
|                | • Cancers associated with traffic-related air pollution and other       |
|                | transportation exposures;                                               |
|                | Mental health;                                                          |
|                | <ul> <li>Health equity and;</li> </ul>                                  |
|                | Injuries and death                                                      |
|                |                                                                         |
| Agricultural   | To understand the impacts of the GTA West Corridor and interchange      |
| Impact         | locations on prime agricultural lands within the Region and identify    |
| Assessment     | opportunities for avoidance and minimizing or mitigating impacts.       |
| Environmental  | To ensure that impacts to natural heritage features, sensitive          |
| Evaluations    | groundwater features, sensitive surface water features, water           |
|                | resources, and prime agricultural lands are avoided if possible, and if |
|                | avoidance is not possible, minimized or mitigated to the extent         |
|                | feasible.                                                               |

The completion of the GTA West Transportation Corridor Environmental Assessment will provide greater certainty around land use and transportation planning initiatives

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within the Region of Peel and such as the Region's Official Plan review and other documents related to growth management, including the Long-Range Transportation Plan and Water and Wastewater Master Plans.

Regional staff look forward to continuing to engage with the Province as the GTA West Transportation Corridor EA advances through preliminary and detailed design. Should you have any questions regarding the Region of Peel's submission or for more information, please contact Richa Dave at Richa.Dave@peelregion.ca.

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Sincerely,

Tina Detaramani, MCIP, RPP Manager, Sustainable Transportation and Strategic Initiatives



July 22, 2020

Fahmi Choudhury Senior Project Engineer Ontario Ministry of Transportation Bldg D 4th Flr, 159 Sir William Hearst Ave, Toronto, ON M3M 0B7

## Subject: GTA West Transportation Corridor Environmental Assessment – Coleraine Interchange Options

Dear Mr. Fahmi Choudhury,

Regional staff appreciate the collaborative efforts undertaken to date to resolve matters associated with the Coleraine interchange and identify an alternative that serves the Region of Peel, Town of Caledon, and the City of Brampton's objectives.

As you are aware, the location, configuration, and geometry of the Coleraine interchange pose significant land use and transportation planning implications for the Region of Peel including impacts to Secondary Plan Area 47 in the City of Brampton, Bolton Residential Expansion Study (BRES) ROPA 30 lands (currently under appeal) in the Town of Caledon, and Provincially Significant Employment Zone 15 as well as the proposed Arterial Road A2 of the Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) Environmental Assessment.

Since the release of the Technically Preferred Route, Regional staff have taken a leadership role in assisting the Ministry to understand the land use, transportation, and environmental constraints and complexities in the Coleraine interchange area and facilitating sessions with the local municipalities to arrive at seven mutually agreed upon objectives for the interchange.

In efforts to continue this spirit of collaboration and inform the Preferred Option for the Coleraine interchange, Regional and local municipal staff have collectively reviewed the five interchange options presented by the Ministry of Transportation at the June 9th, 2020 meeting and worked together diligently and promptly to arrive at a consensus to support further study of two of the five options. Regional and local municipal staff have also identified additional information and analysis that should be taken into the consideration in the selection of the Preferred Option for the Coleraine Interchange.

Given the land use and transportation complexities in the Coleraine Interchange area, Regional staff will require council endorsement of these staff recommendations which is currently scheduled for late summer/early fall. It is our understanding that the GTA West Transportation Corridor Project team would like Regional staff to provide municipal comments on the five options prior to council endorsement. Regional staff are happy to provide the Ministry with a summary of Regional and local municipal staff

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comments (See appendix A) however it should be noted that the comments enclosed in this letter are from Regional staff, are currently draft and subject to change, are subject to endorsement by Region of Peel Council, and currently do not constitute the Region of Peel's position on this matter.

Regional staff appreciate the Ministry's engagement with Regional and local municipal staff to date and look forward to continued collaboration on resolving the matters associated with the Coleraine Interchange and the GTA West Transportation Corridor Environmental Assessment as a whole. Should you have any questions regarding the staff comments enclosed in this letter or require any further information, please contact Richa Dave at Richa.Dave@peelregion.ca.

Sincerely,

**Terry Ricketts** Director, Transportation Division Region of Peel

Enclosure:

Appendix A - Summary of Regional and Local Municipal Comments on the 5 Coleraine Interchange Options Presented on June 9, 2020 (Subject to Council Endorsement)

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## APPENDIX A – SUMMARY OF REGIONAL AND LOCAL MUNICIPAL COMMENTS ON THE 5 COLERAINE INTERCHANGE OPTIONS PRESENTED ON JUNE 9, 2020 (SUBJECT TO COUNCIL ENDORSEMENT)

Ministry staff have evaluated the five options against five out of the seven objectives for the interchange endorsed by Regional Council on February 27, 2020. The two objectives not employed in the evaluation by MTO was "Minimize bisecting properties or creating unusable remnants" and "minimize impacts to the natural environment". The rationale provided was that all options bisect properties to some degree and that there is no significant difference in terms of environmental impacts between the alternatives. Regional and local municipal staff continue to encourage MTO to complete the evaluation of the remaining two objectives as the magnitude of impacts vary from option to option.

According to MTO's evaluation, Option 5 best met the Region's objectives, followed by Option 3. In June, Regional and local municipal staff met to discuss the benefits and limitations of each of the five options and MTO's evaluation:

- Regional and local municipal staff agreed that all of the partial interchange options would be undesirable as they would only provide access to and from one direction.
- Option 1 would not be desirable for the surrounding areas in Brampton and Caledon which are largely industrial, as the geometry is not conducive to goods movement.
- Considering the benefits and limitations of each option and the seven Regional Council endorsed objectives, Regional and local municipal staff agreed with MTO's evaluation and recommend that further analysis of options 3 and 5 be conducted by MTO to determine the optimal location and geometry for the interchange.
- Caledon staff noted that Option 5 should be modified to accommodate a northerly connection.

## Option 3: Shifts alignment of the GTA West Transportation Corridor south with a full moves interchange at Humber Station

The following are Regional and local municipal staff comments regarding Option 3 for the Ministry of Transportation's consideration in the interchange selection process:

- Town of Caledon staff have expressed support for carrying forward Option 3 as it provides access to all directions and serves Bolton and the surrounding employment lands. Town staff have also indicated that Humber Station Road may need to be strengthened to cater to higher traffic volumes to better suit an interchange.
- City of Brampton staff indicated that while Option 5 is their preferred choice, they are also supportive of Option 3 provided further analysis is completed to more fully understand the impacts of shifting the interchange to Humber Station Road. Humber Station Road is currently a two lane roadway under the jurisdiction of the Town of Caledon which turns into Clarkway Drive south of Mayfield Road which is under the jurisdiction of the City of Brampton.
- Brampton staff have expressed concerns regarding the potential for the interchange at Humber Station Road to increase traffic on Clarkway Drive which is not compatible with Brampton's plans for the roadway.
- Brampton staff have also indicated that Clarkway Drive will remain a two lane roadway and will retain a rural cross section in the part of the road north of the planned east-west arterial road in

Secondary Plan Area 47. The Secondary Plan for Area 47 re-designated Clarkway Drive as a Collector road (it had previously been classified as a Minor Arterial).

Ministry staff have confirmed that in an Option 3 scenario, the alignment of the GTA West Transportation Corridor will be elevated above the Mayfield Road and Arterial Road A2 intersection. As such, the pillars of the overhead structure may impact the exact location of the Mayfield and Arterial Road A2 intersection. Additional information is required from MTO on what the precise impacts are of this overhead structure.

## Option 5: Maintain Technically Preferred Route alignment with a trumpet interchange connecting to Arterial Road A2

The following are Regional and local municipal staff comments regarding Option 5 for the Ministry of Transportation's consideration in the interchange selection process:

- City of Brampton staff have identified Option 5 as their Preferred Option, as it best accommodates the City's plans for growth in Secondary Plan Area 47.
- Town of Caledon staff have expressed support for Option 5 however in order to serve Bolton and the surrounding employment lands, Town staff have expressed that it is imperative that Option 5 be modified to accommodate a northerly connection that is well integrated to the Town of Caledon's road network. This connection will serve Bolton's surrounding employment lands and future employment or residential growth.
- City of Brampton staff agree in principle with Caledon staff's contention that Option 5 must be modified to accommodate a northerly connection subject to the provision of additional information regarding routing, design, and operation.

MTO has confirmed Option 5 could be modified to accommodate a northerly connection to meet these goals, however the implementation and study of the northerly connection is outside of the scope for the GTA West Transportation Corridor EA and would have to be undertaken by the Town of Caledon and/or the Region of Peel.

Additional information is required on how MTO plans to accommodate this northerly connection. Regional and local municipal staff will engage in further discussions with respect to the feasibility for the northern connection itself however these discussions will continue beyond the confirmation of the Preferred Route and interchange locations.

The outcome of various ongoing land use planning matters such as the ROPA 30 LPAT appeal, consideration and implementation of the Provincial PSEZ designation and the Region's MCR process will affect the land use outcomes for the area which may influence the desirability and design of the northerly connection.

#### Additional Information and Analysis Required

As identified, Regional staff have requested that MTO provide additional information and conduct further analysis to better understand the impacts of Options 3 and 5. The following information has been requested:

- That MTO conduct an analysis to clarify the environmental and property impacts for Options 3 and 5 which would better inform Regional and local municipal staff's understanding of how the options satisfy the remaining two objectives endorsed by Regional Council.
- That MTO conduct a traffic analysis on Options 3 and 5, particularly as it relates to understanding the impacts to the Regional and local municipal road networks.
- That MTO provide additional information on what the precise impacts are of Option 3 on the Mayfield Road and Arterial Road A2 intersection.
- That MTO provide additional information on how traffic generated by an interchange on Humber Station Road for Option 3 will be mitigated.
- That MTO provide additional information on how Option 5 can be modified to accommodate a possible future northerly connection.

At the time this letter was written, Ministry staff were aiming to confirm the Preferred Route for the corridor in the Summer of 2020. Based on discussions with MTO, Regional and local municipal staff expect that the area surrounding the Coleraine interchange options will be protected to allow for the opportunity to have further discussions until such time that a single preferred interchange option is selected. Should the Preferred Route not be confirmed by the time this letter is received by MTO, Regional staff would reiterate the request that MTO protect for both Option 3 and Option 5 that can accommodate a possible future northerly connection at minimum to facilitate further discussions and analysis.



## **OPTION 3: SHIFT ALIGNMENT SOUTH AND INTERCHANGE AT HUMBER STATION**



15.1-20



## **OPTION 5: TPR ALIGNMENT AND MODIFIED PIC 2 INTERCHANGE**





July 17, 2020

Andrew McNeill Strategic Leader City of Brampton 2 Wellington Street West Brampton ON, L6Y 4R2 Andrew.Mcneill@brampton.ca Anand Balram Senior Policy Planner City of Brampton 2 Wellington Street West Brampton ON, L6Y 4R2 Anand.Balram@brampton.ca

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RE: Heritage Heights Secondary Planning Spring 2020 Virtual Design Charettes Region of Peel Comments

Dear Mr. McNeill and Mr. Balram,

Thank you for the opportunity to attend the Heritage Heights virtual planning charettes hosted by the City of Brampton during May and June 2020. It is our understanding that the intention of the charettes was to develop a draft concept plan for the Heritage Heights secondary plan area to be taken to City Council for endorsement on July 27<sup>th</sup>, 2020. We understand that -through endorsement- City staff will then move forward with completing the necessary studies to support the development of a secondary plan for the area, which will then be circulated for review through the formal planning process. The concept plan in its current iteration proposes to incorporate a range of housing types and densities, hospital, employment, and institutional uses in a more intensified and urban form while seeking to replace the 400 series highway contemplated by the EA currently underway for the GTA West corridor with an "urban boulevard" cross section. While we understand that the concept plan is expected to be refined as part of an ongoing iterative consultation process, the comments enclosed in this letter outline key Regional considerations which are meant to assist City staff align with the Peel 2041 Official Plan Review and other key strategic Regional planning initiatives and requirements.

#### **Planning and Growth Management**

#### **Growth Management and Complete Communities**

As per the Brampton Official Plan policies for Northwest Brampton, the concept plan contemplates 43,000 people and 20,000 jobs. The Region's current municipal allocation and land needs assessment work includes 300 net hectares of employment lands to be accommodated in Heritage Heights to support the achievement of its growth forecasts to 2031 and 2041. The population and employment numbers identified in this concept plan do not align with current plans for population and employment allocations in Heritage Heights. The concept plan also includes 65 hectares of employment land, which is significantly less than the planned 300 hectares for this area. Furthermore, while this concept plan shows significant office use potential, the overall office growth allocation and office market



potential for Peel and Brampton is limited. Therefore, there is a need to further demonstrate how the required employment growth will be replaced within the planning horizon.

The proposed population and employment densities are higher than what has been assumed in the Region's Long-Range Transportation Plan (LRTP) and EA studies for the Mayfield Road, Bovaird Drive, Mississauga Road, and Winston Churchill Boulevard widenings. The Region is currently in the detailed design stage for these widening projects, therefore coordination is required to ensure that the road network has the capacity to accommodate the proposed future growth. The additional people and jobs proposed beyond what is currently identified may conflict with the intensification target being pursued by the City and Region. Due to this quantity of growth being proposed through greenfield density, the overall intensification rate would decline and fall below current Provincial policy based on the 2031 growth allocation, which must be considered and addressed through the Region's ongoing Municipal Comprehensive Review (MCR).

The proposed concept plan uses the specific people per units as identified in the following table. When calculated across all the proposed population and residential built forms, the people per unit (PPU) is 3.56-3.61. However, the PPUs for medium and low densities are much higher than the high density PPU, at 4.0 and 4.2 PPU respectively.

| Land Use                           | Heritage Heights<br>Concept PPU<br>(Low) | Heritage Heights<br>Concept (High) |
|------------------------------------|------------------------------------------|------------------------------------|
| All Types Calculation              | 3.56                                     | 3.61                               |
| High Density Residential/Mixed Use | 2.5                                      | 2.5                                |
| Medium Density Residential         | 4.0                                      | 4.0                                |
| Low Density Residential            | 4.2                                      | 4.2                                |

In comparing the Heritage Heights concept plan to recently developed communities in Peel, the residential densities in the Heritage Heights low concept more closely match the densities in Mount Pleasant as illustrated below:

| Land Use                              | Mount<br>Pleasant<br>(units/ha in<br>Secondary<br>Plan) | Heritage<br>Heights (Low<br>Concept<br>units/ha) | Heritage<br>Heights<br>(High<br>Concept<br>units/ha) |
|---------------------------------------|---------------------------------------------------------|--------------------------------------------------|------------------------------------------------------|
| High Density Residential/Mixed<br>Use | 100                                                     | 125                                              | 250                                                  |
| Medium Density Residential            | 60                                                      | 50                                               | 100                                                  |
| Low Density Residential               | 36                                                      | 20                                               | 50                                                   |

Based on the information presented by City staff, we require more details as to the assumptions or other reference greenfield PPUs that were used to develop the above noted estimates. The Region's current draft Land Needs Assessment (LNA) has a PPU of 3.56 which reflects all designated greenfield areas across Peel. City Staff are advised to coordinate with the Region further as the Heritage Heights concept plan and Regional LNA evolve.

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#### Housing

To ensure that planning for Heritage Heights is supported by a range of housing options, consideration should be made to include a mix of housing form, density, tenure and affordability in alignment with the Region's Official Plan, <u>Peel Housing Strategy</u>, <u>Peel Housing and Homelessness Plan</u> (PHHP) and growth management strategy (including servicing capacity), along with access to transit and active transportation infrastructure, local amenities and jobs, recreation space and green space. Public and non-profit sectors are important for helping achieve low-income affordable housing units while for-profit developers help contribute to affordable housing targets - especially for moderate income households. Given the scale of the Heritage Heights development, planning for the community must aim to implement the following Regional PHHP targets through the development process:

| Target Area | Targets                                                                                                                                                                                  |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             | 10.3% of all units should be made available to low-income residents<br>(household income up to \$61,600; maximum house price \$236,100<br>or maximum rent of \$850 in 2019)              |
|             | 13.3% of units should be available to moderate-income residents<br>(household income between \$61,600 and \$110,500; maximum house<br>price \$423,000 or maximum rent of \$1590 in 2019) |
| Tenure      | 25% of all new housing units should be rental                                                                                                                                            |
| Density     | 50% of all new housing units should be in medium and high-<br>density forms.                                                                                                             |

Through the formal secondary planning process, we anticipate receiving technical studies speaking to affordable housing targets by demonstrating how the above noted objectives can be met through the detailed land use planning process. Consideration must be given to phasing, how the development will contribute to low and moderate income affordable housing need (including family sized units), and how it will provide housing choice through a range and mix of unit types, sizes, and tenure.

#### Major Transit Station Area (MTSA)

The Region of Peel's Major Transit Station Area study has identified the Mount Pleasant GO Station as an MTSA which is also on a priority transit corridor as per the Growth Plan. We recommend that the ultimate secondary plan for Heritage Heights maximize the existing station, other potential transit stations and related infrastructure in the area by encouraging transit-oriented developments around these resources. Along with the existing Mount Pleasant GO Station, the concept plan identifies a potential new GO Station located along the corridor. Should a new GO Station be pursued and approved, the design of the area surrounding the station should apply mobility hubs guidelines and appropriate transit-supportive densities.

The current Regional Official Plan minimum target density of the designated greenfield area across Brampton is 51 people and jobs per hectare (ROP 5.5.4.2.2). The densities proposed in the development program for the Heritage Heights secondary plan area are significantly higher in comparison to what currently exists in Peel. Other greenfield developments in Brampton and Mississauga include MTSAs which accommodate lower

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densities. For example, Mount Pleasant in Brampton supports 60 people and jobs per hectare, while Ninth Line in Mississauga is planned to support 82 people and jobs per hectare. The density assumptions around the proposed MTSAs in Heritage Heights are high and increase the overall density numbers across the secondary plan area as outlined in the following table. The proposed densities must be further reviewed and refined to prepare a concept plan which best meets a complete and transit-oriented community design in the Brampton context.

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| Land Use                                                                                                                                                   | Heritage<br>Heights (Low<br>Concept<br>details)                                                                         | Heritag<br>e<br>Heights<br>(Low<br>Concept<br>ppj/ha) | Heritage<br>Heights (High<br>Concept<br>details)                                                                                       | Heritag<br>e<br>Heights<br>(High<br>Concept<br>ppj/ha) | Mount<br>Pleasan<br>t ppj/ha | Ninth<br>Line<br>ppj/h<br>a |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|------------------------------|-----------------------------|
| High<br>Density<br>Residential<br>/Mixed Use<br>Medium<br>Density<br>Residential<br>Low<br>Density<br>Residential<br>Employme<br>nt<br>Light<br>Industrial | 125 units/ha<br>(22813<br>people)<br>50 units/ha<br>(32400<br>people)<br>20 units/ha<br>(39648<br>people)<br>33201 jobs | 161                                                   | 250 units/ha<br>(45625<br>people)<br>100 units/ha<br>(64800<br>people)<br>50 units/ha<br>(99120<br>people)<br>73341 jobs<br>18200 jobs | 378                                                    | 60                           | 82                          |
| * In the Development program provided there are no light industrial employment numbers attributed to the "low concept".                                    |                                                                                                                         |                                                       |                                                                                                                                        |                                                        |                              |                             |

#### **Transportation Planning**

#### **ROPA 15 and Goods Movement**

On June 16, 2005 Regional Council adopted Regional Official Plan Amendment 15 (ROPA 15), which extended the Regional Urban Boundary to include all lands west of Mississauga Road, south of Mayfield Road, north of the greenbelt boundary, and east of Winston Churchill Boulevard. The Heritage Heights concept plan does not effectively demonstrate how the proposed transportation network meets ROPA 15 policies. Moreover, the Region's Long-Range Transportation Plan (LRTP) 2019 assumes that the GTA West will be an uninterrupted freeway for its entire stretch. If the urban boulevard concept is implemented, a core assumption of the LRTP's forecasting/modelling will be altered which will consequently have impact on the Region's road widening plan.

The role of GTA West as an uninterrupted highway connecting with other 400-series highways is crucial for the movement of goods and an essential aspect of Peel's Goods Movement Strategic Network. A segmented freeway that passes through an urban boulevard as proposed currently in the concept plan will be significantly less effective in



moving longer-haul trucks. Regional staff conducted a preliminary analysis in 2018 to analyze various transportation corridors in west Brampton which concluded that higherorder facility would best address the transportation needs of west Brampton in terms of reduction in vehicular congestion on Regional and City roads. The GTA West Highway is a critical component of the Region's Goods Movement Strategic Network to ensure the safe and efficient movement of people and goods.

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While the concept plan proposes "urban" truck-only lanes within the proposed urban boulevard, it does not sufficiently remedy the impacts on goods movement that would otherwise be facilitated by a highway that can accommodate long-haul trips. The proposed urban boulevard concept has a suggested speed limit of 60 km/hr which is significantly lower than what is planned for the GTA West highway. The reduced speed, combined with the characteristics of the road (signalized arterial boulevard), reduces the average speed and capacity of the boulevard to less than half of a highway. This will significantly lower vehicle speeds throughout in the area.

Notwithstanding the assumed potential benefits of introducing an urban boulevard as presented by City staff during the charettes, we have concerns with the potential for "bottlenecking" of traffic and goods movement upstream and downstream as a result of the urban boulevard that is expected to merge with the highway to the north and south. This will impact the GTA West highway and surrounding road network by potentially reducing the overall level of service, role and functions of each. The influence of bottlenecking will also result in more "stop-and-go" traffic, which may have significant impact on emissions.

Please be advised that Regional Council is currently in support of the GTA West Transportation Corridor consisting of a highway and an adjacent transitway. We strongly encourage City staff to consult the Ministry of Transportation, Town of Caledon, Halton Region, and York Region in future discussions surrounding the urban boulevard to ensure continuity. We also require clarity and confirmation with respect to the proposed jurisdiction and financing for the urban boulevard.

#### Northwest GTA Transmission Corridor Identification Study

The Ministry of Energy, Northern Development & Mines and the Independent Electricity Systems Operator are currently undertaking a study to identify lands for a future transmission corridor adjacent to the GTA West Transportation Corridor that has an approximate width of 60 metres. This current area of study coincides with the GTA West corridor study area and could potentially require additional right-of-way requirements adjacent to the highway or urban boulevard design depending on the transmission technology used (above ground vs. underground).

The concept plan does not account for the transmission corridor, which may have an impact on the proposed surrounding land use compatibility. The transmission corridor must be considered in all future secondary planning processes.

#### Road Character, Intersection Spacing, and Access Control

There are several minor roads identified in the proposed neighborhood street plan that propose to intersect with Regional arterial roads. This does not meet the requirements of the Region of Peel access control by-law. As such, all future concept plans for Heritage



Heights must meet the Region's intersection spacing requirement as outlined in the access control by-law. The following table is a summary of Regional roads within the limits of Heritage Heights:

| Regional Road                                           | Designation          | Full Moves Spacing |
|---------------------------------------------------------|----------------------|--------------------|
| Mayfield Road                                           | Industrial Connector | 450 metres         |
| Mississauga Road (north of<br>Bovaird Drive)            | Commercial Connector | 300 metres         |
| Mississauga Road (south of<br>Bovaird Drive)            | Suburban Connector   | 300 metres         |
| Winston Churchill Boulevard<br>(north of Bovaird Drive) | Rural Road           | 600 metres         |
| Winston Churchill Boulevard<br>(south of Bovaird Drive) | Suburban Connector   | 300 metres         |
| Bovaird Drive                                           | Suburban Connector   | 300 metres         |

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While the Region will be undertaking an update to the Road Characterization Study in 2021, the access control by-law and the minimum intersection spacing required are not anticipated to change. Though the smaller streets depicted on the concept plan at this stage are only conceptual, City staff are advised that connections proposed to Regional roads must be obtained through the local framework street network. The proposed commercial blocks must also obtain access from municipal roadways.

#### **Regional Road Capital Projects**

There are several active Regional capital projects for road widenings within Heritage Heights. The EAs for these widenings do not take into consideration the street network that is presented in the current concept plan as well as the newly forecasted population and employment numbers. As such, the current scope of these projects does not accommodate any newly proposed intersections or additional growth.

#### **Sustainable Transportation**

The Region's Sustainable Transportation Strategy recommends a multi-use path (MUP) with some paved shoulders on Mississauga Road, Mayfield Road, Winston Churchill Boulevard, and Bovaird Drive. These in-boulevard facilities are recommended because of factors such as speed and volume, which currently would not be conducive to on-road facilities (such as bike lanes and buffered bike lanes). Regional staff are supportive of some form of cycling infrastructure along the Regional road network; however, the type of facility must be further determined through established guidance documents such as OTM Book 18 and TAC.

#### **Public Health**

Through Regional Official Plan Amendment 27 (ROPA 27), the Region is implementing the Healthy Development Framework (HDF) which is a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected core elements of healthy design: density, service proximity, land use mix, street

#### 15.1-27



connectivity, streetscape characteristics and efficient parking. A key policy of ROPA 27 is to inform decision-makers of the health promoting potential of planning applications. In reviewing the concept plan through the HDF, we support the inclusion of a range of housing options which allows residents to remain within their community regardless of age while supporting social and physical connectedness. Regional staff are also supportive of the creation of smaller block development and the avoidance of non-connected streets.

#### Public Works Water and Wastewater Servicing and Environmental Considerations

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#### Regional Water and Wastewater Master Plan

The Region of Peel has initiated a Water and Wastewater Master Plan for its lake-based systems with an objective to identify a preferred lake-based water and wastewater strategy to support existing servicing needs and projected growth. The Water and Wastewater Master Plan is coordinated with ongoing Regional Official Plan Amendments (ROPA) which guide Provincially mandated growth within the Region to 2041.

The arrangement of growth and development in Heritage Heights must be coordinated with the Region to best utilize the existing Regional infrastructure adjacent to and within Heritage Heights. Technical studies in support of the subsequent secondary planning process must consider both the Heritage Heights secondary plan area and its surrounding areas to best determine how to service the subject lands. The results of the technical studies can inform the developable area in coordination with available Regional infrastructure to determine timing and phasing of development.

#### Environment (Identification and Protection of a Greenland System)

The Regional Official Plan identifies a Regional Greenland System made up of core areas, natural areas and corridors, and potential natural areas and corridors. The core areas are protected through official plan policies (2.3.2.6) that prohibits development and site alteration. A heathy natural system must be identified and protected through the completion of the Heritage Heights Subwatershed Study. The outputs from the study should inform the identification, designation and protection of a natural heritage system. The identification and designation of a natural heritage system should ensure that core areas of the Regional Greenlands System will be protected, including the use of appropriate buffering. When developing the land use concept plan, best efforts must be made to first avoid locating infrastructure and development within these features.

The completion of the subwatershed study and designation of a natural heritage system must also address the relevant policies of the Provincial Policy Statement, 2020 and Growth Plan, 2019, including the Growth Plan sections 4.2.1 Water Resource System, 4.2.2 Natural Heritage System (Policy 4.2.2.6) and 3.2.7 Stormwater Management. The Growth Plan directs municipalities to develop a stormwater management plan, informed by watershed planning.

#### **Shale Resources**

The Region's shale resources protection policies which apply to Heritage Heights have been updated through Regional Official Plan Amendment 32 (ROPA 32) which is presently under



appeal at the Local Planning Appeal Tribunal and therefore not in effect. Please be advised that ROPA 32 policies may be approved or modified through the resolution of this appeal.

The preparation of the Heritage Heights secondary plan should anticipate that updated shale protection policies will be resolved through the appeal process. Should ROPA 32 be approved with or without modifications, the policy direction and mapping of shale resource protection areas must be reflected in the Heritage Heights policy framework. The secondary plan should also anticipate the need to include appropriate policies addressing separation, buffering and mitigation adjacent to lands identified as High Potential Mineral Aggregate Resource Area (HPMARA) or adjacent to sites that are subject to an application for a license, or are licensed, for extraction under the Aggregate Resources Act.

#### **Climate Change**

The Region is currently undertaking a review and update to the Regional Official Plan, including proposed new and updated policies to mitigate and adapt to climate change by aligning with recent Provincial policy changes to the Provincial Policy Statement, 2020 and the Growth Plan, 2019 to support the achievement of low-carbon, complete and sustainable communities. This includes Regional policy direction and integrated climate change mitigation and adaptation policies in key theme areas including compact mixed-use design, sustainable modes of transportation and public transit infrastructure, protection and enhancement of natural heritage and water resource systems, stormwater management, waste management, and opportunities for energy conservation/efficiency and alternative and renewable energy systems, including district energy. Through the planning process, City staff should endeavor to implement land use policies intended to reduce greenhouse gas emissions and community vulnerability and protect and enhance natural and green infrastructure. As a member of the City of Brampton's Community Energy and Emissions Reduction Plan (CEERP) Task Force, the Region supports the Task Force in their recognition that the Heritage Heights community represents the best opportunity to achieve a net-zero emissions community through implementation of the CEERP.

#### **Next Steps**

Regional staff look forward to working collaboratively with the City of Bampton and other stakeholders throughout the next stages of the secondary planning process to ensure that the plan for Heritage Heights takes into consideration our input with respect to matters of growth management, housing, transportation, public health and environmental protection. Overall, from a Regional network connectivity perspective, the urban boulevard puts into question the core concept of GTA West as a high-capacity freeway connecting with the 400-series network which will impact lands beyond the limits of Heritage Heights. We strongly encourage the city to consult with the Ministry of Transportation, Town of Caledon, Halton Region, and York Region in future discussions surrounding the urban boulevard. Furthermore, to ensure that key infrastructure program planning is accounted for early in the secondary planning process, we request that draft policy and mapping be circulated to the Region for review prior to the formal circulation of the secondary plan application. Including and beyond this formal submission, City staff are also advised that based on the outcome of the discussion with MTO there may be a need to further discuss the Halton-Peel Boundary Area Transportation Study.

Thank you for allowing us the opportunity to engage in this iterative process which requires strong collaboration between the Region, City and all other stakeholders. We look forward to engaging further in this process to refine the plan further once it is taken to City

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Council for endorsement. Please continue to work with Development Services staff as the one window service for Regional input into this process.

For further inquires, please contact the undersigned at 905-791-7800 extension 4416 or at althaf.farouque@peelregion.ca.

Sincerely,

#### **Public Works**

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Honougue

Althaf Farouque MES, MCIP, RPP Interim Manager Development Services, Public Works

CC: John Hardcastle, Interim Director, Region of Peel Adrian Smith, Acting Director and Chief Planner, Region of Peel Terry Ricketts, Director, Region of Peel





The Honourable Caroline Mulroney, MPP Minister of Transportation Ontario Ministry of Transportation 5th Floor, 777 Bay Street Toronto, ON M7A 1Z8

with the Highway 401 widening project

November 25, 2019

Nando Iannicca Regional Chair & CEO

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

Dear Minister Mulroney, Caroline

Subject: Coordination of the GTA West Highway Corridor planning

On behalf of Peel Regional Council, I am writing to you regarding an important request regarding the GTA West Highway, that was brought up at the October 24th Regional Council meetings. While I am very pleased that the Province has decided to restart the Environmental Assessment for this study, I would like to ensure that the planning for all existing and planned future transportation projects within the study area take into consideration the future linkage to the GTA West Highway.

As you are aware, the Province is undertaking the Highway 401 expansion project from the Credit River in Mississauga to Regional Road 25 in Milton. I would like to request assurance from your office that the planning for the Highway 401 expansion at Highway 407 will consider the future planned linkage of the GTA West Highway Corridor. Coordination of the planning and design for the Highway 401 widening at Highway 407 and the GTA West Corridor projects will ensure that any construction work completed for the Highway 401 widening will not have to be redone for the GTA West Corridor links to the Highway 401/Highway 407 section. This will also minimize construction related disruptions to residents and commuters.

I look forward to hearing back from your office with regards to this request from Peel Regional Council members. I would also like to take this opportunity to thank you and your staff for your effort in ensuring that the GTA West project moves forward.

Kindest personal regards,

1

Nando Iannicca, Chair and Chief Executive Officer Region of Peel

#### <u>Key Considerations Requested by Regional Staff for the Preliminary and Detailed Design Stage of the</u> <u>GTA West Transportation Corridor Environmental Assessment</u>

| Assessment           | Purpose                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| Traffic Impact       | The MTO has commenced the traffic analysis for the GTA West Transportation                                                                                                                                                                                                                                                                                                                                                            |  |  |
| Assessment           | Corridor which will provide greater insight into the impact of the corridor and the interchange locations on the Regional and local municipal road networks. The results of the traffic analysis are significant to Peel as a number of the interchanges are proposed on local roadways currently not planned for high volumes of vehicle and truck traffic and may require changes to the Region's Strategic Goods Movement Network. |  |  |
| Health Impact        | Regional staff have urged the Province to undertake a Health Impact                                                                                                                                                                                                                                                                                                                                                                   |  |  |
| Assessment           | Assessment (HIA) of the GTA West Transportation Corridor to identify                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| (HIA)                | opportunities to avoid, minimize, or mitigate potential health impacts of the                                                                                                                                                                                                                                                                                                                                                         |  |  |
|                      | corridor on the residents and communities in the Region of Peel and have<br>asked that the HIA be scoped to include, but not be limited to, impacts on the                                                                                                                                                                                                                                                                            |  |  |
|                      | following health outcomes:                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
|                      | Cardiovascular health;                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
|                      | <ul> <li>Respiratory health;</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                               |  |  |
|                      | Cancers associated with traffic-related air pollution and other                                                                                                                                                                                                                                                                                                                                                                       |  |  |
|                      | transportation exposures;                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |
|                      | Mental health;                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
|                      | Health equity and;                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                      | Injuries and death                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| Agricultural         | Regional staff have also requested that the MTO undertake an Agricultural                                                                                                                                                                                                                                                                                                                                                             |  |  |
| Impact<br>Assessment | Impact Assessment or equivalent assessment to understand the impacts of the                                                                                                                                                                                                                                                                                                                                                           |  |  |
| ASSESSMENT           | GTA West Corridor and interchange locations on prime agricultural lands within                                                                                                                                                                                                                                                                                                                                                        |  |  |
|                      | the Region and identify opportunities for avoidance, minimization of impacts, or                                                                                                                                                                                                                                                                                                                                                      |  |  |
|                      | mitigation of impacts.                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
| Environmental        | While Regional staff support the expeditious completion of the GTA West                                                                                                                                                                                                                                                                                                                                                               |  |  |
| Evaluations          | Transportation Corridor Environmental Assessment, Regional staff continue to                                                                                                                                                                                                                                                                                                                                                          |  |  |
|                      | encourage the MTO to conduct a comprehensive evaluation of environmental                                                                                                                                                                                                                                                                                                                                                              |  |  |
|                      | impacts to ensure that impacts to natural heritage features, sensitive                                                                                                                                                                                                                                                                                                                                                                |  |  |
|                      | groundwater features, sensitive surface water features, water resources, and                                                                                                                                                                                                                                                                                                                                                          |  |  |
|                      | prime agricultural lands are avoided if possible, and if avoidance is not possible,                                                                                                                                                                                                                                                                                                                                                   |  |  |
|                      | minimized or mitigated to the extent feasible.                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
| L                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |



#### REPORT Meeting Date: 2020-10-22 Regional Council

#### **For Information**

# REPORT TITLE:Automated School Bus Stop Arm Camera – Interim UpdateFROM:Andrew Farr, Interim Commissioner of Public Works

#### OBJECTIVE

To provide an interim update on the development of options, scope, and costs for implementing an Automated School Bus Stop Arm Camera program in the Region of Peel.

#### **REPORT HIGHLIGHTS**

- The legislative framework necessary to support school bus stop arm camera programs in Ontario is developing quickly and effectively, but crucial gaps still exist.
- Available court capacity may limit the scope of potential stop arm camera programs in the short term as penalties must be processed under the *Provincial Offences Act* (POA); future regulatory changes to allow an Administrative Monetary Penalties System (AMPS) are required to address this constraint.
- A cost-neutral program requires penalty revenue be directed to the program administrator; to direct revenue to the Region, agreements between municipal bodies will be required under POA, and legislative changes will be required under AMPS.
- Understanding that Provincial legislative changes are necessary to enable a Regional stop arm camera program, the Region together with other Ontario municipalities and organizations continue to lobby the Province requesting legislative amendments.
- In parallel, staff are investigating various program scales, including a limited pilot, partial, and full-scope implementation.
- Regional staff are working with subject matter experts to define the specific business processes that must exist between a processing centre and the courts, to ensure charges and fines can be successfully administered.
- Legislative requirements for technology and privacy also continue to evolve; Regional staff are investigating technical and privacy requirements and are in the process of obtaining assistance to develop technical specifications for system hardware and software.
- Staff anticipate a further update to Regional Council early in 2021.

#### DISCUSSION

#### 1. Background

The Region of Peel, along with the City of Brampton, the Town of Caledon, and the City of Mississauga, have adopted or support Vision Zero policies to recognize that no loss of life from a collision is acceptable. The Region of Peel also recognizes that the safety of students while traveling to school is of paramount concern.

On December 12, 2017, the Province passed Bill 174 – *Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017* which amends the *Highway Traffic Act* to include new sections requiring drivers to stop when a school bus has its overhead red signal-lights flashing or its stop arm actuated. The amendment also provides for the use of automated school bus stop arm camera systems and evidence obtained from such systems. The Province indicated that it is up to municipalities, with the cooperation of School Boards, to implement automated school bus stop arm camera systems.

At its meeting held on December 12, 2019, Regional Council approved Resolution 2019-1134 indicating that the Region of Peel supports the implementation of cameras on school buses to promote the safety of Peel Region students and their families. A working group was formed to provide recommendations to Regional Council on how best to proceed with development of an automated school bus stop arm camera program. Councillors Downey, Fonseca, Palleschi, and Ras were appointed to the School Bus Stop Arm Cameras Working Group as per Resolution 2019-1140. Staff from the City of Brampton, the Town of Caledon, the City of Mississauga, and the Region of Peel, Student Transportation of Peel Region, Peel school boards, Peel Regional Police, and the Ontario Provincial Police were also named as members of the Working Group.

The Region's School Bus Stop Arm Camera Working Group developed a memo that was presented to Regional Council on June 11, 2020 (Resolution 2020-436) providing recommendations on how to best to develop a program for Peel Region.

Based on the recommendations of the Working Group, Regional Council unanimously passed Resolution 2020-446, directing Regional staff to:

- Report back to Regional Council with options, scope, and costs for implementing an automated school bus stop arm camera program in the Region of Peel, and
- Support the Student Transportation of Peel Region's procurement process for a suite of modern school bus technologies, with the option to leverage that procurement for the acquisition of compatible stop arm camera hardware and software.

Additionally, Regional staff were requested to investigate the feasibility of the Region of Peel taking the lead in the implementation of a processing centre for the Administrative Monetary Penalties System (AMPS), as per Resolution 2020-436.

#### 2. Updates

Regional staff have been working with various partners, stakeholders, technical staff, and specialists to research and report back on a stop arm camera program. Regional Council received an update on September 10, 2020 from Andrew Farr, Interim Commissioner of Public Works (Resolution 2020-697) which provided preliminary information relating to recent regulatory advancements and Regional staff's work with stakeholders. The following provides a more detailed update on program progress.

# a) Evidentiary Rules – The legislative framework necessary to support school bus stop arm camera programs in Ontario is developing quickly and effectively, but significant gaps still exist.

Effective September 1, 2020, the Province of Ontario amended the *Highway Traffic Act* with *Ontario Regulation 424/20 – School Bus Cameras* to introduce a regulatory framework which sets out evidentiary rules to govern automated school bus stop arm camera programs. Municipalities that choose to implement automated school bus stop arm camera programs will be able to use evidence from camera systems in court without requiring a witness to introduce that evidence.

In support of municipalities interested in setting up automated school bus stop arm camera programs in their regions, the Ministry of Transportation of Ontario (MTO) has developed a guidance document for automated school bus stop arm camera programs (Appendix I). This document provides relevant information to assist municipalities in developing automated school bus stop arm camera programs in their communities by providing information on legislative requirements, processes, and responsibilities. These guidelines provide a good foundation to establish a program; however, they do not address issues such as:

- Required technical guidelines for hardware and software (for example, hardware isolation requirements)
- Data transfer and storage requirements
- Processing centre requirements (such as data sharing protocols with MTO, for example, license plate data)

Regional staff are currently investigating these issues through research on similar programs, environmental scans, consultation with stakeholders and advocacy with the Province.

#### b) Processing – Available court capacity will limit the scope of potential stop arm camera programs in the short term as penalties must be processed under the *Provincial Offences Act* (POA), however future regulatory changes to allow for an Administrative Monetary Penalties System (AMPS) will address this constraint.

Provincial guidelines state that municipalities may choose to set up their own automated school bus stop arm camera programs with municipally-operated evidence processing, or may consider a joint processing approach between a group of municipalities.

Penalties for the offence of passing/overtaking a school bus are laid under the POA. This poses a current challenge due to limited court capacity. Based on a 2016 pilot program, the School Bus Stop Arm Camera Working Group estimated that there would be between 150,000 to 500,000 offences per year if a full program roll-out of nearly 1,500 school buses were implemented. Local courts have indicated they are unable to process that volume of violations. Staff are investigating various implementation scales that the Region could choose to move forward with, including a limited pilot, partial and full-scope implementation.

To allow automated school bus stop arm camera programs to lay penalties under an AMPS, further regulatory changes are required; these changes are underway. On June 6, 2019, Bill 107 – *Getting Ontario Moving Act (Transportation Statute Law Amendment), 2019* received royal assent. The sections that would allow for future AMPS to be developed are awaiting proclamation, which is expected sometime between 2021 and 2023. AMPS would reduce the burden of an automated school bus stop arm camera program on the court system and would expedite the processing of penalties; the extent of these benefits would depend on the specific language within future regulations.

Regional staff are currently defining existing and pending legislative requirements and continue to investigate the feasibility of a Region of Peel AMPS processing centre, as well as actively advocating for legislative change with our partners. Due in part to the constraints on the local court system, a Regional program is not feasible without Provincial legislative changes.

In parallel to these activities, Regional staff are in the process of procuring external subject matter assistance to develop a process that ensures continuity of evidence, and defines the relationship between processing and legislative requirements. This work will define the specific business processes between a processing centre and the courts to ensure charges and fines can be successfully administered. This work will take place throughout the duration of 2020 and into 2021.

# c) Revenue – Striving for a cost-neutral program requires that revenue be directed to the program administrator; to direct revenue to the Region, agreements between municipal bodies will be required under POA, and legislative changes will be required under AMPS.

Under current legislation, penalties for automated school bus stop arm camera offences are to be laid under the POA. Revenues collected through POA for programs such as Automated Speed Enforcement or Red Light Camera are directed to local municipalities. If a program is enforced through the POA, any potential revenue-neutral program would require that revenue be directed to the municipality administering the program. If the Region administers a program, this could be accomplished by establishing agreements between municipalities.

Once AMPS legislation comes into force, as it is currently structured, revenue collected would be allocated to the Province. The Region, together with other Ontario municipalities and organizations such as the Association of Municipalities of Ontario (AMO) and the Ontario Traffic Council (OTC), continue to lobby MTO requesting legislative amendments for the use of AMPS for an automated school bus stop arm camera program where municipalities would receive the revenue from penalties. Without these changes, Regional Council's direction for a cost-neutral program could not be met.

In addition, staff's investigation has identified significant differences between an automated school bus stop arm camera program and existing electronic enforcement programs, such as Automated Speed Enforcement and Red Light Camera. In these existing programs, operations costs are much lower, allowing revenue to be directed to local municipalities to cover court costs. An automated stop arm camera program would have significantly higher setup and operations costs in part due to hardware and software needs.

## d) Advocacy – The Region of Peel and its partners have been active in advocating for legislative changes to support stop arm camera programs.

As highlighted above, an automated school bus stop arm camera program in Peel would require several legislative changes to ensure the program meets the objectives set out by council related to cost neutrality, and to consider impacts on and support the needs of our partners.

To this end, Regional staff contributed to a letter distributed by the Ontario Traffic Council (OTC) on May 26, 2020 to the Ministry of Transportation of Ontario to advocate for an AMPS for automated school bus stop arm camera offences.

On June 11, 2020 Regional Council endorsed the recommendations contained in the Automated School Bus Camera Working Group Letter dated June 2, 2020 which in part states "that correspondence be sent from the Region of Peel to the Ministry of Transportation to advocate for the above mentioned legislative changes". In response, Regional Chair Nando Iannicca wrote to Hon. Caroline Mulroney, Ontario Minister of Transportation on October 15, 2020 to advocate for changes that would allow municipalities to create stop arm camera programs enforced through an AMPS, and that would direct penalty revenue to the municipalities (Appendix II).

To build on these efforts, Regional staff have developed a stakeholder engagement plan that identifies key steps for advocacy, including follow-up correspondence to the Province as more information on AMPS is released. Staff will also collaborate on advocacy with other Municipalities and stakeholders, including the AMO and the OTC with whom the Province has initiated consultations on proposed AMPS changes. Staff are investigating additional advocacy options during this information-gathering process and will adjust plans based on any new information from the Province.

## e) Technology and Privacy – Legislative requirements for technology and privacy continue to evolve; technical specifications will need to be developed for camera hardware and software.

Relevant regulations in the *Highway Traffic Act* have established some camera technology requirements, such as minimum video frame-rate, but do not address items such as GPS accuracy, hardware isolation requirements or data transfer. The Province has indicated that additional standards, such as province-wide signage requirements, have yet to be developed, but will be outlined as part of future agreements with MTO necessary to support implementation of a stop arm camera program.

Various regulations relating to privacy have been identified that apply to automated school bus stop arm camera programs. Under the *Provincial Offences Act* Section 3 (2), only a designated provincial offences officer may issue an offence notice. Participating municipalities will be required to enter into a data access agreement with MTO for the purposes of accessing licence plate registrant information, which will only be accessible for designated provincial offences officers. Lastly, municipalities are recommended to undertake a privacy assessment before launching an automated school bus stop arm camera program.

Regional staff are in the process of further defining technical specifications and privacy requirements to inform the Region's selection of technology, such as camera hardware and software. Staff are in the process of procuring assistance in the development of technical guidelines and specifications to support future procurement of stop arm camera technology should Council proceed with a program.

f) Procurement – Although the Region is not in a position to procure camera hardware and software at this time, staff are protecting future opportunities for procurement of technology compatible with the existing school bus technology suite.

At this time, the Region has not selected a program model or a committed funding model, and legislation and specifications that will ultimately inform the requirements of stop arm camera systems in the Province of Ontario are in active development. When initiated, the Region's procurement of hardware, software, and other technology services to support a successful automated school bus stop arm camera program will be conducted to align with applicable laws and the latest regulatory and legislative requirements

On September 3, 2020, the Region of Peel was notified by the Student Transportation of Peel Region (STOPR) that they have selected a vendor for the procurement of a suite of modern school bus technologies. STOPR's technology suite includes internal cameras, tablets, GPS tracking tools, and a parent app, as well as the option to purchase stop arm cameras. Consistent with Resolution 2020-446, staff are working with STOPR to maintain the option to leverage their procurement process in the future.

Should Regional Council proceed with the development of a program, staff will work to define specific technology and program framework requirements and to explore various available procurement options to ensure best value for the Region, in accordance with Procurement By-law 30-2018, as amended. Procurement options may include, but are not limited to, proceeding to a competitive procurement process, leveraging the STOPR sole source procurement process, or proceeding with a separate direct negotiation for technology compatible with existing school bus technology.

#### g) Program Models – Various options for a Regional program exist; therefore, staff are working to examine them for feasibility and cost in order to bring an informed report and recommendations to Council.

There are numerous program models that would support the development, implementation, and management of an automated school bus stop arm camera program. These models vary in:

- the scope of deployment (pilot or partial vs full)
- the legislative framework for penalties (POA vs AMPS)
- the type of processing centre (Regional, Municipal, Joint with other Regions, etc.)
- the inclusion of other types of offense processing (red light camera and automated speed enforcement)
- cost sharing models.

The many combinations of these attributes will be examined for both feasibility and cost. Staff have identified and performed a preliminary analysis on some of these program models and will be further refined in collaboration with subject matter experts.

#### 3. Proposed Direction

Regional staff will report back to Regional Council with options, scope, and costs for implementing an automated school bus stop arm camera program once all relevant information has been collected. Work to date has included consultation with stakeholders, review of legislative requirements, examination of technical requirements, advocacy, and program scope review.

As described above, in order to provide Regional Council with an informed recommendation for an automated school bus stop arm camera program, staff will be undertaking the following work over the next months:

- Developing technical guidelines for both hardware and software, with a focus on privacy
- Evaluating program models for feasibility and cost
- Reviewing potential funding models
- Exploring options for a Peel Processing Centre
- Reviewing applicable regulations and guidelines to ensure a future program is compliant
- Actively advocating for AMPS regulatory changes

Staff will report back to Council with a further update in early 2021, and will provide interim communications to Council should they be warranted as a result of legislative or other unforeseen changes in this rapidly developing field.

#### **RISK CONSIDERATION**

**Risk that violations remain unprocessed.** If AMPS legislation does not come into force before an automated school bus camera program is established, offences would be laid under POA and local courts would not have sufficient capacity to process or ticket the volume of violations expected. This risk leaves the Region vulnerable to outlay costs without improving safety outcomes for students and their families.

**Risk that cost-neutrality cannot be achieved if revenues are directed to the Province.** If AMPS legislation does come into force as it is currently structured, revenue collected would be allocated to the Province. The operational costs of an automated school bus stop arm camera program are expected to be higher than for similar electronic enforcement programs such as the Red Light Camera and Automated Speed Enforcement. Without the appropriate legislative changes, Regional Council's direction for a cost-neutral program could not be met.

**Risk that technology adopted early will not meet evolving legislative requirements for a program.** If Regional staff do not undertake the necessary due diligence on the privacy and technology requirements for an automated school bus stop arm camera enforcement program, it is possible that the Region acquires technology or establishes a program that is not compliant with existing and future legislation and guidelines. This would result in misspent outlay costs and would delay an effective program launch.

Regional staff believe the risks described above are being addressed as part of the ongoing investigation into program options, scope, and costs for implementing a Region of Peel automated school bus stop arm camera program.

It will be important to ensure that the main objective of the program is to improve safety, change driver behaviour and see a reduction in the need for tickets. As more information is released by the Province, Regional staff will provide Council with options to move forward with a program that supports student safety and is aligned with applicable laws and regulations.

#### CONCLUSION

As directed in Resolution 2020-446, Regional staff will continue to investigate all options, scope, and costs for implementing an automated school bus stop arm camera program in the Region of Peel. Staff will also continue to review all updates from the Province, advocating for the appropriate legislative changes that are required to offset the costs of Regional program enforced through the Administrative Monetary Penalties System.

Current constraints related to local court capacity and program costs make the successful implementation of a Regional program dependent on these legislative changes. This investigation process is aligned with the program development used for existing electronic enforcement programs, including the Automated Speed Enforcement and Red Light Camera programs. The time spent in the planning phase has supported a smooth and successful roll out of these programs, supporting stakeholder needs and positive outcomes in the community.

#### APPENDICES

Appendix I – Ministry of Transportation Ontario Guidance Document for School Bus Stop Arm Camera Programs

Appendix II – Communication from Regional Chair Nando Iannicca to Hon. Caroline Mulroney, Ontario Minister of Transportation on October 15, 2020

For further information regarding this report, please contact Sean Carrick, Manager, Traffic Engineering, Ext. 7868, sean.carrick@peelregion.ca.

Authored By: Erik Nevland, Planner, Transportation System Planning

#### Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.

Polsmel

N. Polsinelli, Interim Chief Administrative Officer

### School Bus Stop Arm Camera Programs

Municipalities are responsible for all aspects of school bus stop arm camera program administration and are subject to all relevant rules and procedures included in the *Highway Traffic Act* (HTA), *Provincial Offences Act* (POA) and associated regulations. Additionally, municipalities are responsible for complying with all privacy and data retention rules outlined in the *Municipal Freedom of Information and Protection of Privacy Act*.

The Ministry of Transportation (MTO) has drafted these guidelines to support municipalities in developing safety-oriented school bus stop arm camera programs in their communities by providing information on relevant legislative requirement, processes and responsibilities.

Municipalities are responsible for ensuring that school bus stop arm camera programs are implemented transparently and for the express purpose of promoting road safety, while maintaining public trust.

#### Ontario's School Bus Stop Arm Camera Regulatory Framework

Effective September 1, 2020, the school bus stopping law has been expanded so that the extension of the school bus stop arm becomes an element of the offence. This change makes it illegal for drivers to pass a stopped school bus that has a stop arm extended, regardless of whether the bus's overhead red lights are activated. This change makes it easier for provincial offences officers to make certified statements about the camera and for Crown prosecutors to demonstrate that an offence has occurred using camera technology. The prosecution of school bus camera offences will no longer require the introduction of evidence by a supporting witness.

With this new program, municipalities will continue to have the choice as to whether they would like to set up a school bus stop arm camera program in their municipality. Some examples of other evidentiary requirements include:

- State that the system used to take the photograph was an automated school bus stop arm camera system as per the regulation;
- Set out the manufacturer's name and the model number of the automated school bus stop arm camera system used to take the photograph; and
- State the name of the municipality in which the school bus was located when the photograph was taken.

For a full list of evidentiary requirements, please consult the HTA and its relevant school bus stop arm camera regulations, along with the Part 1 *Provincial Offences Act* forms.

#### **General Operating Considerations**

Municipalities should comply with existing privacy rules in the *Municipal Freedom of Information and Protection of Privacy Act* for storing and transferring sensitive information. MTO recommends that municipalities undertake a privacy assessment before launching a school bus stop arm camera program.

The camera technology chosen will need to be able to capture all elements of the offence – such as the stop arm being actuated while the bus is passed by a motor vehicle that has a clearly visible number plate, etc. – and comply with all requirements set out in the future school bus stop arm camera regulation. Video at a minimum of 10fps, or an equivalent for a series of photographs that are taken in very quick succession, is a requirement. Please consult the HTA and its relevant school bus stop arm camera regulations, along with the Part 1 *Provincial Offences Act* forms, prior to setting up your school bus stop arm camera program.

Sections 175 (19) and 175 (20) of the HTA set out the penalties for the owner-based offences for passing/overtaking a school bus. Under a school bus stop arm camera program, the penalties for these owner liability offences remain unchanged. The set fine for these offence(s) is \$400 with a maximum penalty of \$2,000.

Also, being that these are owner-based offences, demerit points and licence suspensions are not imposed upon conviction. Those drivers convicted of a school bus passing offence may be subject to licence plate denial if they default on the fines.

Signage will be uniform across the province, signage requirements will be

outlined as part of the plate registrant data access agreement.

Signage

Provincial Guidelines

r

Privacy

Procurement

Penalties

15.2-10

Appendix I Automated School Bus Stop Arm Camera – Interim Update School Bus Stop Arm Camera Programs (continued)

|                       | Public Education                                    | Research demonstrates that public awareness of automated enforcement<br>programs like school bus stop arm cameras, automated speed enforcement<br>cameras, and red-light cameras, is an important element in their success.<br>Municipalities should consider developing a communication/public education<br>plan to inform the public about their school bus stop arm camera programs.<br>Communications and public education activities, which might take the form of<br>websites, question and answer resources, social marketing and social media<br>campaigns, should be sustained in advance of the program's launch and during<br>its operation. |
|-----------------------|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       | Evidence<br>Processing                              | Under POA section 3(2), only a designated provincial offences officer may issue<br>an offence notice.<br>Consistent with the province's existing red light camera program and automated<br>speed enforcement program, provincial offences officers will be responsible for<br>reviewing evidence collected by school bus cameras, certifying this evidence<br>and issuing an offence notice by mail, based on vehicle owner address data<br>supplied by the Ministry.                                                                                                                                                                                   |
|                       |                                                     | Provincial offences officers are responsible for a range of activities as part of charging and prosecution processes, including:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Provincial Guidelines |                                                     | <ul> <li>Reviewing evidence (video or photographic) and forming a belief that an offence was committed;</li> <li>Certifying the accuracy of that evidence;</li> <li>Making a request to MTO for plate registrant information to determine vehicle owner address information;</li> <li>Issuing and mailing POA offence notices with a set of images/video of the offence occurring;</li> <li>In cases where the charge is disputed, the provincial offences officer will request MTO provide a certified copy of the plate holder information as evidence.</li> </ul>                                                                                    |
|                       | Access to Plate                                     | Participating municipalities will be required to enter into a data access<br>agreement with MTO for the purposes of accessing licence plate registrant<br>information. Access to the data for this purpose is restricted to persons who<br>have been designated as a provincial offences officer by the ministry.                                                                                                                                                                                                                                                                                                                                       |
|                       |                                                     | This data access agreement will set out the terms, conditions and audit<br>requirements which municipalities must adhere to, including confidentiality<br>clauses that restrict disclosure of licence plate registrant data to only authorized<br>users. For specific questions about the agreement with the ministry, please<br>contact Luc.Spina@ontario.ca.                                                                                                                                                                                                                                                                                          |
|                       | Hiring Municipal<br>Provincial Offences<br>Officers | Subsection 1(3) of the POA provides the authority for the appointment of provincial offences officers. MTO will coordinate with municipalities so that the required documentation required to designate these officers can be prepared and approved.                                                                                                                                                                                                                                                                                                                                                                                                    |
|                       |                                                     | The Ministry of the Solicitor General (SOLGEN) sets Ontario's policy with respect<br>to who can be appointed as a provincial offences officer under the POA. Under<br>this policy only municipal employees and police offices can receive designation<br>and thus lay charges under automated enforcement programs.                                                                                                                                                                                                                                                                                                                                     |
|                       |                                                     | Prior to issuing offence notices municipalities should ensure the POA officer is sufficiently trained so that they can make all the certified statements necessary for the certificate of offence.                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                       | Joint and<br>Independent<br>Evidence<br>Processing  | The Ministry recognizes that some municipalities may choose to set up their own<br>school bus stop arm camera programs with independent evidence processing, while<br>others may choose to adopt a joint processing approach, similar to the automated<br>speed enforcement and red light camera programs. MTO's framework does not<br>restrict municipalities in joint or independent evidence processing.                                                                                                                                                                                                                                             |
|                       |                                                     | Municipalities that issue school bus camera offences must request a series of ticket<br>numbers. Ticket numbers will be issued by the POA Unit, Ministry of the Attorney<br>General and should be included as part of the charging document that is filed with<br>their local Provincial Offences court.                                                                                                                                                                                                                                                                                                                                                |
|                       |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



Hon. Caroline Mulroney Minister of Transportation 5th Flr, 777 Bay St Toronto, ON M7A 1Z8

October 15, 2020

Dear Minister Mulroney,

As you know, legislative changes were made recently that allow for municipalities to establish automated school bus stop arm camera programs in order to promote the safety of students and their families. The Region of Peel appreciates the implementation of Ontario Regulation 424/20 – "School Bus Cameras" that came into effect on September 1, 2020, which is an important step that your government has taken to allow municipalities to establish these student-focused safety programs. However, there are challenges with the current regulatory environment that stand in the way of successful implementation.

Region of Peel Council has expressed support for establishing a "Made in Peel, No Child Left Behind" automated school bus stop arm camera program and has directed staff to investigate the options, scope, and costs for implementation in Peel. The Region has been working in close collaboration with a number of our stakeholders (local municipal staff, Student Transportation of Peel Region, Peel school boards, and police) to explore a program that would complement traditional police enforcement to help make the roads safer for more than 68,000 students that travel across Peel every day.

Under the current legislation, penalties for illegally passing a school bus are to be laid under the Provincial Offences Act, as outlined in Sections 175 (19) and 175 (20) of the Highway Traffic Act. This poses a significant challenge due to limited court capacity; local courts have indicated that they would be unable to process the volume of violations that are expected to be generated. Due to this constraint, Regional staff are exploring the possibility of laying penalties under an Administrative Monetary Penalties System (AMPS).

On June 6, 2019, Bill 107 – "Getting Ontario Moving Act (Transportation Statute Law Amendment), 2019" received royal assent; however, the sections of this bill that would allow for future AMPS to be developed are not yet in force. AMPS would reduce the burden of an automated school bus stop arm camera program on the court system and would expedite the processing of penalties.

To address this challenge, the Region of Peel recommend that the appropriate sections of Bill 107 be proclaimed and come into force, and further that the Province implement additional legislative amendments to allow the revenue collected under AMPS for stop arm camera programs to be allocated to the municipalities administering the programs.

Nando Iannicca Regional Chair & CEO

10 Peel Centre Dr. Suite A, 5th Floor Brampton, ON L6T 4B9 905-791-7800 ext. 4310
Appendix II Automated School Bus Stop Arm Camera – Interim Update



The Region of Peel appreciates that the Province has initiated consultations with various stakeholders, such as the Association of Municipalities of Ontario (AMO) and the Ontario Traffic Council (OTC), in order to begin the necessary legislative changes to allow AMPS to be used for various electronic enforcement programs in Ontario. We would be delighted to participate in future discussions either directly or through our partners in the AMO and OTC.

We look forward to continuing to work with you and your ministry to support the development of municipally automated school bus stop arm camera programs. We greatly appreciate the legislative changes that have been made so far that have laid the necessary regulatory framework, and we would be pleased to meet with you and your staff to discuss the next steps we have proposed to advance this very important safety opportunity.

Kindest personal regards,

Nando Iannicca Regional Chair & Chief Executive Officer Region of Peel

#### Cc:

Deepak Anand, MPP for Mississauga – Malton Rudy Cuzzetto, MPP for Mississauga – Lakeshore Sylvia Jones, MPP for Dufferin – Caledon Natalia Kusendova, MPP for Mississauga – Centre Kaleed Rasheed, MPP for Mississauga East – Cooksville Sheref Sabawy, MPP for Mississauga – Erin Mills Amarjot Sandhu, MPP for Brampton West Prabmeet Sarkaria, MPP for Brampton South Sara Singh, MPP for Brampton Centre Gurratan Singh, MPP for Gurratan Singh Nina Tangri, MPP for Mississauga – Streetsville Kevin Yarde, MPP for Brampton – North

Councillor Johanna Downey, Town of Caledon, Ward 2 Councillor Chris Fonseca, City of Mississauga, Ward 3 Councillor Michael Palleschi, City of Brampton, Wards 2 and 6 Councillor Karen Ras, City of Mississauga, Ward 2

Nando Iannicca Regional Chair & CEO

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



## REPORT TITLE: Maintenance Hole Deficiency Repairs, Various Locations, Capital Project 18-2307, Assignment No. 3, Document 2020-295T

FROM: Andrew Farr, Interim Commissioner of Public Works

#### RECOMMENDATION

That the contract (Document 2020-295T) for maintenance hole deficiency repairs at various locations throughout the Region of Peel, Assignment No.3, be awarded to Rockwell Site Works Inc. in the estimated amount of \$3,365,956.00 (excluding applicable taxes), under Capital Project 18-2307, in accordance with Procurement By-law 30-2018, as amended.

#### **REPORT HIGHLIGHTS**

- A request for Tender 2020-295T was issued for maintenance hole deficiency repairs at various locations throughout the Region of Peel, Assignment No.3, and was subsequently closed on Monday, June 22, 2020.
- A thorough review of all submissions was undertaken by the Region's Engineering Consultant CIMA Canada Inc. (CIMA), as well as Region staff, with the determination that the submission from the lowest bid vendor not be considered for award of the contract due to the bid being deemed as unbalanced.
- The Region's procurement documents reserve the right for the Region to reject any bid that is deemed to be "unbalanced" and not representative of the actual cost of completing the work.
- Staff is recommending award of the contract to the second lowest submission, Rockwell Site Works Inc. (Rockwell), as its bid represents a realistic breakdown of the costs of the work and Rockwell has proven experience in completing contracts of similar size and scope.

#### DISCUSSION

#### 1. Background

Deficiency repairs of maintenance holes at various locations throughout the Region of Peel are required to maintain the Region of Peel's assets in state of good repair.

The Region of Peel (the Region) owns and operates over 3,500 kilometers of sewers and over 55,000 maintenance holes within its wastewater collection network. These maintenance holes serve as entry points for inspection, operations and maintenance, and if necessary, rehabilitation of the Region's sewer network. Many maintenance holes exist in flood vulnerable area including major river valleys and as such maintaining protection against the impact of flooding and ice damage is a key Region responsibility.

In conjunction with the Region's Infiltration and Inflow Reduction Strategy, staff have a program which inspects maintenance holes and identifies maintenance holes that require rehabilitation. Successful execution of this rehabilitation helps reduce the volume of infiltration into the sanitary sewer network and helps ensure system functionality.

In 2019 and 2020, the Region inspected over 20,900 maintenance holes and identified 3,890 for rehabilitation. Prioritization of rehabilitation is placed on the highest risk.

#### 2. Procurement Process

The Region issued a Request for Tender, Document 2020-295T, on Tuesday, May 26, 2020. The document was advertised in accordance with the terms of the Comprehensive Economic and Trade Agreement, Canadian Free Trade Agreement, and other applicable trade agreements on the issue date of the document. Six submissions were received on the closing date of Monday, June 22, 2020; the tender opening results summary are summarized in the table below:

| Bidder                           | Bidder Submission (excluding<br>applicable taxes) |
|----------------------------------|---------------------------------------------------|
| Neptune Security Services Inc.   | \$2,386,840.00                                    |
| Rockwell Site Works Inc.         | \$3,365,956.00                                    |
| Aqua Tech Solutions Inc.         | \$3,873,646.00                                    |
| Capital Sewer Services Inc.      | \$3,993,472.00                                    |
| Network Sewer and Watermain Ltd. | \$4,144,832.64                                    |
| Varcon Construction Ltd.         | \$4,590,142.00                                    |

The Region's procurement documents reserve the right for the Region to reject any and all Bidder Submissions, which it deems to be unbalanced. An "unbalanced" bid shall include, without limitation, a Bidder Submission which does not reflect a realistic breakdown of the costs of each or any portion of the work.

The Region's Engineering Consultant CIMA and Regional staff reviewed six bidder submissions and have deemed all six to be compliant with document submission requirements. The low bid submission by Neptune Security Services Inc. (Neptune), while representing the lowest cost compliant bid, has been deemed to be "unbalanced" in that their bid was \$979,116.00 lower than the second bidder.

There were 154 instances in Neptune's bid submission where the firm's submitted pricing did not represent a realistic breakdown of the actual costs of performing the work in the opinion of staff and the Region's consultant. The level of effort and actual cost for the rehabilitation/deficiency rectification of the 154 maintenance holes vary based on the scope of work, access restrictions and asset location and Neptune submitted the same price for each item. While it is normal to see wide deviations in vendors' pricing, Neptune's prices are significantly lower than the other Vendors' pricing for these items, inconsistent with typical bidding practices and inconsistent with average submitted costs for these bid items as submitted by other Vendors.

# Maintenance Hole Deficiency Repairs, Various Locations, Capital Project 18-2307, Assignment No. 3, Document 2020-295T

Furthermore, Neptune indicated as part of their bid submission that they would not be utilizing any subcontractors for delivery of the work. The work included in this tender includes several specialized tasks and it is unlikely that this work can be self performed by Neptune based on the references provided in their bid submission.

Based on the above, award of this contract (Document 2020-295T), to Neptune Security Services Inc. is not recommended by Region's staff or consultant.

In accordance Procurement By-law 30-2018, as amended, Regional Council approval is required when for any reason, the award of a Request for Tender document to the low bidder is deemed inappropriate or not in the best interest of the Region (an "Irregular Result").

As such, staff recommend that Rockwell Site Works Inc. be awarded the contract in the estimated amount of \$3,365,956.00 (excluding applicable taxes), as they submitted the next lowest compliant bid and Rockwell's pricing submission represents a realistic breakdown of all costs required to perform the work.

#### **RISK CONSIDERATIONS**

Awarding the contract to the lowest bidder (Neptune Security Services Inc.) carries strategic and financial risks as the work may not be completed properly, delayed and/or incomplete as the bidder has not carried sufficient funds in their bid to properly undertake the work. This will lead to additional costs for inspections during construction and quite possibly for rework later by the Region if any repairs fail prematurely.

Failure to properly rehabilitate deficiencies in maintenance holes carries operational risks as these access points serve as entry locations for inspections, operations and maintenance within the wastewater collection network. Furthermore, rehabilitation of maintenance hole deficiencies has been identified as a key component of the Region's Inflow and Infiltration Reduction Strategy.

#### FINANCIAL IMPLICATIONS

Sufficient funding is available under existing approved capital budgets to finance the contract award of \$3,365,956.00.

#### CONCLUSION

Staff recommend that Rockwell Site Works Inc. be awarded the contract in the estimated amount of \$3,365,956.00 (excluding applicable taxes), as Rockwell Site Works Inc. pricing submission represents a realistic breakdown of all costs required to perform the work.

# Maintenance Hole Deficiency Repairs, Various Locations, Capital Project 18-2307, Assignment No. 3, Document 2020-295T

For further information regarding this report, please contact Anthony Parente, General Manager of Water/Wastewater, Ext. 7833, anthony.parente@peelregion.ca.

Authored By: Frank Pugliese, Project Manager, Condition Assessment and Rehabilitation

#### Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors, Financial Support Unit and Procurement.

Final approval is by the Chief Administrative Officer.

N. Polsinelli, Interim Chief Administrative Officer



## THE REGIONAL MUNICIPALITY OF PEEL VASTE MANAGEMENT STRATEGIC ADVISORY COMMITTEE MINUTES

| Members<br>Present: | G.S. Dhillon<br>P. Fortini<br>A. Groves<br>N. Iannicca<br>J. Innis                                                                                                                                                                                                                                                                                                                                                                                            | M. Mahoney<br>M. Palleschi<br>K. Ras<br>I. Sinclair<br>R. Starr                                                                                                                              |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Members<br>Absent:  | J. Kovac                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                              |
| Staff Present       | N. Polsinelli, Interim Chief<br>Administrative Officer<br>S. Baird, Commissioner of Digital and<br>Information Services<br>K. Lockyer, Regional Clerk and Interim<br>Commissioner of Corporate Services<br>S. VanOfwegen, Commissioner of<br>Finance and Chief Financial Officer<br>P. O'Connor, Regional Solicitor<br>A. Farr, Interim Commissioner of Public<br>Works<br>N. Lee, Director, Waste Management<br>J. Sheehy, Commissioner of Human<br>Services | Manager of Legislative Services<br>S. Jurrius, Committee Clerk<br>Harjit Gill, Legislative Specialist<br>R. Khan, Legislative Technical<br>Coordinator<br>S. Valleau, Legislative Specialist |

#### 1. CALL TO ORDER

The Region of Peel Waste Management Strategic Advisory Committee met on October 1, 2020 at 12:00 p.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON. The Committee Chair attended in-person. Members of the Committee and staff participated electronically.

Councillor Kovac was absent due to personal matters.

#### 2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

#### 3. APPROVAL OF AGENDA

#### **RECOMMENDATION WMSAC-12-2020**

That the agenda for the October 1, 2020 Waste Management Strategic Advisory Committee meeting include an oral update on waste management services during COVID-19, to be dealt under Reports – Item 5.3 as the first item of business;

And further, that the agenda for the October 1, 2020 Waste Management Strategic Advisory Committee meeting be approved, as amended.

#### 4. **DELEGATIONS**

Nil

#### 5. REPORTS

Item 5.3 was dealt with.

#### 5.3 Update on Waste Management Services During COVID-19

(Oral)

#### **Received**

Norman Lee, Director, Waste Management, provided an update regarding recent activities on waste management services during COVID-19 and stated that two free bags of garbage without tags at the curb continue to be accepted; fees at the Community Recycling Centres (CRCs) for loads of less than 100 kg and for the first 100 kg of larger loads continue to be waived; CRC extended hours have been reduced; sale of compost, backyard composters and kitchen containers are suspended; and, used tires and cash payments are not accepted. While preparing for a possible resurgence of COVID-19, Regional staff will continue to monitor the collection and CRC activities and assess the best time to resume the remaining waste services. He highlighted market trends on non-acceptance of glass from the Region's blue box and discontinued purchase of non-marketable plastic grocery bags and other film plastics from some municipalities, including the Region of Peel.

Norman Lee advised that a recommendation to reinstate full fees at CRCs is imminent as data indicates the need for waived fees is diminishing. To date, changes to Peel's waste management services during COVID-19 resulted in increased costs and reduced revenues with a net impact of approximately \$5 million. He noted that staff will report to a future Waste Management Strategic Advisory Committee meeting with recommendations on changes to waste management services beyond the pandemic.

In response to a question of clarification from Councillor Ras, Norman Lee stated that residents can continue to recycle plastic grocery bags in the blue box. Plastic grocery bags are separated at the waste facility and staff are looking into alternatives for plastic grocery bags instead of sending to landfill.

#### 5.1 Status Update: Mixed Waste Processing Pilot

(Oral)

Presentation by Norman Lee, Director of Waste Management

#### **Received**

Norman Lee, Director, Waste Management, provided an overview of the work plan for the Mixed Waste Processing (MWP) Pilot Project. He noted that staff has ongoing discussions with other Ontario municipalities on MWP. Potential partnership with other municipalities could benefit the pilot project and reduce the Region's costs and risk. Regional staff reviewed planning constraints to help identify potentially suitable sites within the Region of Peel and will meet with local planning staff to refine screening in preparation for discussions with the Request for Expression of Interest (REOI) respondents.

The desired project outcomes include production of marketable products that will enable the Region to meet its diversion targets at a reasonable cost; consistent compliance with applicable regulatory and market requirements; facility performance that can accommodate changes in waste composition; and, reporting requirements for facility operational data and analytical work. Norman Lee outlined the key terms and responsibilities of the contractors and the Region of Peel for the project and advised that the project is expected to run for five years with an option to extend the contract if the pilot is successful. The REOI will be posted on the Region of Peel's website in November 2020 and will be open to all interested vendors.

Norman Lee stated that the findings and final recommendations of the subject pilot project will be presented to a future meeting of the Waste Management Strategic Advisory Committee and interim updates will be provided to the Committee as required.

In response to a question of clarification from Councillor Ras, Norman Lee stated that staff will continue with the MWP process as planned however potential partnerships with other municipalities could add considerable time to the planning. He advised that the outcomes of the discussions with other municipalities will be included in the final report to a future Committee meeting.

In response to a question of clarification from Councillor Starr, Norman Lee stated that the Niagara Escarpment Commission and conservation authorities have set rules for facilities developed within their area of jurisdiction. Regional staff will reach out to staff at the conservation authorities to discuss development restrictions and how mixed waste processing would fit into their areas of responsibilities.

# 5.2 Curbside and Multi-Residential Enforcement Programs to Reduce Blue Box Contamination

#### **RECOMMENDATION WMSAC-13-2020**

That Region-wide curbside and multi-residential enforcement programs be implemented to reduce contamination in the blue box and other waste collection programs as outlined in the report of the Interim Commissioner of Public Works titled "Curbside and Multi-Residential Enforcement Programs to Reduce Blue Box Contamination";

And further, that curbside households that regularly set out extra bags of recycling be provided with education on how to fit more recycling in the blue cart and, where appropriate as determined by staff, be given a larger or second blue

cart as outlined in the subject report;

And further, that the programs outlined in the subject report be funded from general working fund reserves.

#### **RECOMMENDATION WMSAC-14-2020**

That staff be directed to provide regular updates or messaging regarding the Region of Peel curbside and multi-residential programs to Members of Council to be shared with constituents.

Norman Lee, Director, Waste Management, stated that the Region-wide curbside and multi-residential enforcement programs ran for over a year and tested various levels of education and enforcement to determine what produced sustained behaviour. As a result of the Region of Peel's campaign, the number of households that had less than 10 per cent contamination increased from 60 to 80 per cent for the curbside program; and, the number of multi-residential buildings that locked their bins when requested increased from 50 to 80 per cent with a 100 per cent participation rate upon issuance of a Notice to Comply for the multiresidential program. By-law Enforcement Officers continue to have the ability to issue fines when appropriate, for both programs. Regional staff recommend that protocols be established to ensure residents who regularly set out extra recycling in bags have adequate cart capacity.

In response to a question from Councillor Ras, Norman Lee stated that education and enforcement will continue for households that do not set out the green bins and staff will monitor the areas that do not comply with the curbside and multiresidential programs.

Councillor Ras requested that staff notify ward Councillors of areas that may require more outreach or communication to residents to increase participation on the curbside and multi-residential programs.

#### 6. COMMUNICATIONS

Nil

7. OTHER BUSINESS

Nil

8. IN CAMERA

Nil

#### 9. NEXT MEETING

The next meeting of the Waste Management Strategic Advisory Committee is scheduled for Thursday, October 29, 2020 at 11:00 a.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Stephanie Jurrius, Committee Clerk, (905) 791-7800, extension 4502 or at stephanie.jurrius@peelregion.ca.

#### 10. ADJOURNMENT

The meeting adjourned at 12:46 p.m.

**Bruce & Shirley Reed** 

Brampton, Ontario

September 21, 2020

By E-Mail to minister.mto@ontario.ca

Honourable Caroline Mulroney Minister of Transportation 777 Bay St. 5<sup>th</sup> Floor Toronto, Ontario M7A 228

# RECEIVED

October 1, 2020 REGION OF PEEL OFFICE OF THE REGIONAL CLERK

#### RE: GTA West Corridor Urban Boulevard Concept vs. Traditional Highway within Heritage Heights, City of Brampton

Dear Minister Mulroney,

My wife, Shirley, and I have lived, raised our children, and farmed at children and for the seven and the seven years, this has been our home. We are also founding members of the Heritage Heights Landowners Group, and are heavily involved in the development process for North West Brampton. We recognize growth is inevitable, but want to ensure it is environmentally and financially viable.

*We write you to express our full support for the City of Brampton's new vision for the Heritage Heights community.* The main guiding principle is a shift from a traditional 400-series highway to more of a boulevard/urban roadway through the City.

- 1. It better aligns with the overall vision of the Heritage Heights community;
- 2. The development, and jobs potential is 2 to 3 times that of the traditional GTA West Corridor;
- 3. The boulevard concept does not challenge the entire GTA West Corridor, it only affects the portion through the City of Brampton;
- 4. The boulevard can be implemented sooner vs. a 400-series highway (the Region of Peel and City of Brampton have both been collected DC revenue for a regional road);
- 5. In addition, there is also strong environmental advocacy group support, and the boulevard concept would produce less green house gas emissions;
- 6. There is strong landowner support for the boulevard concept;

I understand the Province has recently received correspondence from various logistics companies advocating for a full fledge highway. These positions are self serving, and do not reflect the sentiment

16.1-1

| REFERRAL TO         |   |
|---------------------|---|
| RECOMMENDED         |   |
| DIRECTION REQUIRED  |   |
| RECEIPT RECOMMENDED | ✓ |

of our local community. <u>We want what is best for Brampton and Ontario</u>. The future liveable, walkable Heritage Heights community should vastly outweigh that of the ability for a logistics company to zoom through our community, leaving nothing but fumes!

Kind Regards,

Bruce Reed Shirley Reed

Cc: doug.fordco@pc.ola.org prabmeet.sarkaria@pc.ola.org amarjot.sandhu@pc.ola.org kinga.surma@pc.ola.org greg.rickford@pc.ola.org michael.beaton@ontario.ca ryan.amato@ontario.ca minister.mah@ontario.ca steve.clark@pc.ola.org alex.beduz@ontario.ca nando.iannicca@peelregion.ca patrick.brown@brampton.ca mayor.brown@brampton.ca rowena.santos@brampton.ca paul.vicente@brampton.ca doug.whillans@brampton.ca michael.palleschi@brampton.ca jeff.bowman@brampton.ca martin.medeiros@brampton.ca charmaine.williams@brampton.ca pat.fortini@brampton.ca harkirat.singh@brampton.ca gurpreet.dhillon@brampton.ca

Subject:

RE: GTA West Corridor - Urban boulevard concept

From: Adam Goldstein <<u>AGoldstein@redwoodproperties.ca</u>>
Sent: September 24, 2020 3:09 PM
To: lannicca, Nando <<u>nando.iannicca@peelregion.ca</u>>
Subject: GTA West Corridor - Urban boulevard concept

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

Dear Mr. Ianicca,

We write you to express our full support for the City of Brampton's new vision for the Heritage Heights community. Please see the attached letter.

Thanks,

Adam Goldstein, CPA, CA

Redwood Properties 330 New Huntington Road, Suite 201 Woodbridge, Ontario L4H 4C9

t:905.856.7747 f:905.856.7764 e: agoldstein@redwoodproperties.ca



| REFERRAL TO        |   |
|--------------------|---|
| RECOMMENDED        |   |
| DIRECTION REQUIRED |   |
|                    | / |



September 17, 2020

#### Re: GTA West/Urban Motorway – Heritage Heights Secondary Plan Area, City of Brampton

Dear Sir or Madam:

Redwood Properties are the owners of land that is approximately 32 hectares (80 acres) in size and located on the southeast corner of Heritage Road and Wanless Drive in the Heritage Heights Secondary Plan area (HHSP), in the City of Brampton. Also, we are members of the Heritage Heights Landowners Group (HHLOG) that is comprised of owners of approximately 492 hectares (1,215 acres) within the HHSP. Gagnon Walker Domes Ltd., jointly with Glen Schnarr & Associates Inc., act as planning and development consultants to the HHLOG.

The HHSP is generally bounded by Mayfield Road West to the north, Williams Parkway/the Credit River to the south, Mississauga Road to the east and Winston Churchill Boulevard to the west. The HHSP is located immediately west of the Mount Pleasant Secondary Plan area that includes the Mount Pleasant Go Station and the Greater Osmington Regional Centre.

The purpose of this letter is to advise that Redwood strongly supports the Heritage Heights Concept Plan that was recently endorsed by the Council of the City of Brampton. The City has undertaken an extensive and comprehensive planning process that resulted in a plan for a complete community that includes compact, mixed-uses focused on higher order transit as envisioned in the Provincial Policy Statement (PPS) and A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (the Growth Plan). An integral part of the Heritage Heights Concept Plan is an Urban Motorway through the area on the GTA West corridor. Instead of a 400 series highway bisecting the community, the highway would be an Urban Motorway with boulevards, at-grade connections and pedestrian orientation to achieve a more livable and complete community.

To support this innovative approach to city building, the City evaluated the Urban Motorway against the GTA West Corridor using 30 criteria that the Province typically uses in the Environmental Assessment process. We have been advised that when conducting an objective analysis, the Urban Motorway outperforms the highway on 27 of 30 criteria. The City believes that the Urban Motorway provides significantly greater benefit to Brampton and the Region than a traditional 400 series highway through Heritage Heights as currently designed.

The Urban Motorway will contribute to complete and safe streets in Heritage Heights and will provide key multi-modal transportation opportunities, including goods movement on designated truck-only lanes, while creating more opportunities for development, jobs and population than would have been realized with a highway. As such, the Urban Motorway would be a smart investment in transportation infrastructure. On that basis, we request your support for implementation of the Urban Motorway within the GTA West corridor through Heritage Heights in the City of Brampton.

Yours truly,

Redwood Properties

Adam Goldstein

330 New Huntington Road, Suite #201 Woodbridge, ON L4H 4C9 P: (905) 856-7774 F: (905) 856-7764 16.2-2 Subject:FW: GTA West Transportation Corridor: Urban Boulevard vs Traditional Highway - Maplequest GroupAttachments:Maplequest Heritage Heights Letter.pdf

From: Kaveh Wahdat <<u>kaveh@maplequest.ca</u>>
Sent: September 24, 2020 4:13 PM
To: Minister.mto@ontario.ca
Cc: minister.mto@ontario.ca; caroline.mulroney@pc.ola.org; doug.fordco@pc.ola.org; premier@ontario.ca; prabmeet.sarkaria@pc.ola.org; amarjot.sandhu@pc.ola.org; kinga.surma@pc.ola.org; greg.rickford@pc.ola.org; michael.beaton@ontario.ca; ryan.amato@ontario.ca; Miniter Mah <<u>minister.mah@ontario.ca</u>>; steve.clark@pc.ola.org; Alex Beduz <<u>Alex.Beduz@ontario.ca</u>>; lannicca, Nando <<u>nando.iannicca@peelregion.ca</u>>; Patrick Brown
<<u>patrick.brown@brampton.ca</u>>; Rowena Santos <<u>rowena.santos@brampton.ca</u>>; Paul Vicente
<<u>paul.vicente@brampton.ca</u>>; Andrew Walker <<u>awalker@gwdplanners.com</u>>; doug.whillans@brampton.ca; Palleschi, Michael <<u>michael.palleschi@brampton.ca</u>>; jeff.bowman@brampton.ca; Pat Fortini <<u>pat.fortini@brampton.ca</u>>; harkirat.singh@brampton.ca; charmaine.williams@brampton.ca; asadmemon maplequest.ca
<<u>asadmemon@maplequest.ca</u>>; alimemon maplequest.ca <<u>alimemon@maplequest.ca</u>>; Andrew Walker <<u>awalker@gwdplanners.com</u>>; Marilyn Mascarenhas
<marilynm@gwdplanners.com>

Subject: GTA West Transportation Corridor: Urban Boulevard vs Traditional Highway - Maplequest Group

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

Dear Honourable Minister Mulroney,

The following file/letter contains our personal view on the <u>Urban Boulevard vs Traditional Highway</u>. Thank you for your valuable time. (Heritage Heights Community, City of Brampton)

Sincerely, **Kaveh Wahdat**, BURPI Planning Coordinator **Maplequest Group** 40 Vogell Road, Suite 51, Richmond Hill, ON, L4B 3N6 T: (905) 237-5091 (ext. 209) F: (905) 237-5019 E: kaveh@maplequest.ca



| REFERRAL TO         |
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| RECOMMENDED         |
| DIRECTION REQUIRED  |
| RECEIPT RECOMMENDED |

September 22<sup>nd</sup>, 2020

#### **Ministry of Transportation** 777 Bay Street, 5<sup>th</sup> Floor Toronto, Ontario M7A 2Z8

Attention: Minister Caroline Mulroney, Minister of Transportation

Subject: GTA West Transportation Corridor Urban Boulevard vs. Traditional Highway Heritage Heights Community, City of Brampton

#### Dear Honourable Minister Mulroney,

Maplequest Group is one of the many landowners within the Heritage Heights Landowners Group (HHLOG) which combine for approximately 492 hectares (1,215 acres) of land in the City of Brampton. Our lands are located in an area identified as the Heritage Heights Secondary Plan (HHSP) area.

The HHSP is generally bounded by Mayfield Road West to the north, Williams Parkway/the Credit River to the south, Mississauga Road to the east, and Winston Churchill Boulevard to the west. The HHSP is located immediately adjacent to a smaller planning precinct commonly referred to as the Greater Osmington Regional Centre (GORC), comprised of approximately 70.73 hectares (174.80 acres), located within the Mount Pleasant Secondary Plan (MPSP) area.

We (Maplequest) agree with the respective engineering consultants and the City of Brampton for the proposed 'urban motorway'/'urban boulevard' as it has the promise to outperform a traditional 400-series highway.

#### Urban Motorway / Urban Boulevard

The proposed Urban Motorway takes a 'complete communities' approach and is a better direction for not just ourselves but the other stakeholders as well, including the province. The urban boulevard in Heritage Heights can achieve the following:

- Paves the way for healthy, mixed-used communities, with a strong focus in multi-modal transportation opportunities.
- Choosing the *"urban motorway'/"urban boulevard"* option is more financially sustainable as compared to a traditional highway which requires a significant amount of money and time.
- One of the objectives of the GTA West Corridor is to encourage development and create jobs. The proposed plan from the City of Brampton does a great job at accomplishing those goals. Furthermore, the highway would also bi-sect the community and create a tangible barrier, impacting not only the connectivity of transportation systems, but also the community's ability to handle intensification.

In conclusion, we reiterate that the City of Brampton's proposed *"urban motorway"/"urban boulevard"* is our desired and ideal option versus the traditional 400-series highway

Thank you for reading this letter and giving us your valuable time.

Yours truly,

Ali Memon, Maplequest Group/Ventures CEO of Maplequest Group

#### Grewal, Inderjit

Subject:FW: GTA West Corridor - Heritage Heights, City of BramptonAttachments:DMHH Partnership Letter to MTO.pdf; Heritage Heights Secondary Plan, Vision Plan July 2020.pdf

From: Lindsey Baskerville <Lindsey.Baskerville@mattamycorp.com> Sent: September 25, 2020 8:52 AM To: minister.mto@ontario.ca Cc: Tim Warner <Tim.Warner@mattamycorp.com>; Jim D'Orazio <jim@doraziogroup.com>; caroline.mulroney@pc.ola.org; doug.fordco@pc.ola.org; prabmeet.sarkaria@pc.ola.org; amarjot.sandhu@pc.ola.org; kinga.surma@pc.ola.org; greg.rickford@pc.ola.org; michael.beaton@ontario.ca; ryan.amato@ontario.ca; Miniter Mah <minister.mah@ontario.ca>; steve.clark@pc.ola.org; Alex Beduz <Alex.Beduz@ontario.ca>; lannicca, Nando <nando.iannicca@peelregion.ca>; Patrick Brown <patrick.brown@brampton.ca>; mayor.brown@brampton.ca; Rowena Santos <rowena.santos@brampton.ca>; Paul Vicente <paul.vicente@brampton.ca>; doug.whillans@brampton.ca; Palleschi, Michael <michael.palleschi@brampton.ca>; jeff.bowman@brampton.ca; Medeiros, Martin <martin.medeiros@brampton.ca>; charmaine.williams@brampton.ca; Pat Fortini <pat.fortini@brampton.ca>; Gurpreet Dhillon <gurpreet.dhillon@brampton.ca>; harkirat.singh@brampton.ca Subject: GTA West Corridor - Heritage Heights, City of Brampton

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

Good morning,

On behalf of DMHH Partnership, please find attached correspondence with regard to the GTA West Transportation Corridor and the City of Brampton HHSP Vision Plan.

Thank you,



Lindsey Baskerville Project Manager, GTE Division t (905)907-8868 (direct) c (647)924-1683 lindsey.baskerville@mattamycorp.com

Mattamy Homes Canada Greater Toronto East Division 7880 Keele Street, Vaughan, ON L4K 4G7

September 25, 2020

By E-Mail to minister.mto@ontario.ca

Honorable Caroline Mulroney Minister of Transportation 777 Bay Street 5<sup>th</sup> Floor Toronto, Ontario M7A 2Z8

### Reference: GTA West Corridor Urban Boulevard vs. Traditional Highway Heritage Heights, City of Brampton

Dear Minister Mulroney,

We are writing to provide our input as a landowner member of the Heritage Heights Landowners Group (HHLOG), owners of approximately 492 hectares (1,215 acres) of land in the City of Brampton. The Heritage Heights Secondary Plan (HHSP) is generally bounded by Mayfield Road West to the north, Williams Parkway/the Credit River to the south, Mississauga Road to the east, and Winston Churchill Boulevard to the west.

D'Orazio Group in partnership with Mattamy Homes (DMHH Partnership) owns approximately 100 acres within the HHSP area.

The D'Orazio family has owned land in various parts of the City of Brampton for almost 50 years and has been an active developer in various GTA municipalities during this time. The D'Orazio family was a founding member of HHLOG over 20 years ago. D'Orazio's core business is in the construction sector completing thousands of core infrastructure projects throughout the Greater Golden Horseshoe and South-Western Ontario for many private and public sector clients during its 54-year history. D'Orazio keenly understands the importance of delivering the best quality infrastructure to Ontarians that is so valuable to the vitality and sustainability of our great province.

Mattamy is Canada's largest homebuilder. We have built more than 100,000 homes in hundreds of communities across North America. We are also an experienced developer and builder in Brampton and to date we have closed more than 12,000 homes in the City of Brampton. We believe that communities are just as important as our homes and we play an active role in the planning of new communities that we are involved in.

DMHH Partnership has been heavily involved in the planning of North West Brampton, and as such write to you to express our support of the City of Brampton's Heritage Heights 2020 Vision Plan (see attached). More specifically, we are in support of the proposed urban boulevard transportation corridor concept instead of a traditional highway and as such ask you to consider the following:

- 1. Both the Region of Peel, and City of Brampton have been collecting development charges for a north/south arterial road corridor that would be allocated to the urban boulevard. This financial "head start" and the reduction in scale will make the urban boulevard concept a more cost-effective alternative to a traditional highway for the Province and all other stakeholders.
- 2. Through a third-party economic evaluation, it has been concluded that the 2020 Vision Plan offers significantly higher housing, population, and employment yields than the 2014 Concept Plan with a traditional highway. The 2020 Vision Plan will be a greater driver of prosperity for the City, the Region and the Province while perfectly aligning with the Provincial More Homes More Choice Act.
- 3. Heritage Heights 2020 Vision Plan is planned to create a healthy, safe and environmentally sustainable community wherein residents will rely less on the automobile. Future residents of Heritage Heights will enjoy improved pedestrian movement and fewer emissions related to automobiles.

A concept for Heritage Heights that includes a traditional highway does not provide the benefits listed above. Please note that the urban boulevard will still provide ample opportunities for goods movement, including dedicated lanes, to achieve the Province's objectives in that regard.

In closing, we submit that the Heritage Heights 2020 Vision Plan is a win-win opportunity for all involved from economic, community sustainability and livability perspectives. If the global pandemic has taught us anything, it has surely taught us that we must be ready to adapt to new challenges and changing behaviours. The Heritage Heights 2020 Vision Plan reflects a real change in how the City of Brampton is planning for growth to meet the Provincial Growth Plan and it is doing so in a way to achieve what should be the goal of every Ontarian - a better future for all.

Sincerely,

DMHH Limited Partnership

James A. D'Orazio, Tim Warner





Larry and Heather Laidlaw 9726 Heritage Rd. Brampton, Ontario L6X 0A2

September 29, 2020

By E-Mail to minister.mto@ontario.ca

## RECEIVED

September 30, 2020 REGION OF PEEL OFFICE OF THE REGIONAL CLERK

Honorable Carolin Mulroney Minister of Transportation 777 Bay St. 5th Floor Toronto, Ontario M7A 2Z8

#### Re: GTA West Corridor Urban Boulevard Concept vs. Traditional Highway within Heritage Heights, City of Brampton

Dear Minister Mulroney,

The Laidlaw's have farmed the upper portion of this property for 3 generations and the lower portion since 1854. Heather and I took over the family farm in 1982 from my parents and have raised our 3 girls here at Orchalaw Farms transitioning through many changes from dairy to chicken production to finally taking over the Apple Orchard from my father in 1994 and owning and operating a pick your apple farm that allowed thousands of people to come to the farm to learn more about our industry and to have family time together picking apples. We joined the Heritage Heights Landowner Group after the province greenbelted about 60% of our farm without doing proper studies. While our family had always known that the City of Brampton would at some point expand and we would be included within the city limits we also want to be sure that is done with the environment in mind. We just want the sense of community to continue to grow within the city limits and foster a walkable fun community that our family can be proud to call our former home.

As the highway actually passes through our land:

We would like to express our full support to the City of Brampton's vision for the Heritage Heights community.

The idea and concept of a boulevard rather than a 400 series highway we believe lends towards amore inclusive and cohesive community plan.

It aligns better with the overall vision that the City of Brampton has put forward.

It can be started sooner as the Region of Peel and the City of Brampton have been collecting money for this (a regional road) for many years.

It also has strong environmental group support as the boulevard would be more environmentally sound.

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I do understand the concept of moving goods through the GTA but we also need to create walkable and environmentally sound communities. We want what is best for our community and for our Province.

Thanks for taking the time to read our thoughts.

Signed

Larry and Heather Laidlaw

Cc: doug.ford@pc.ola.org prabmeet.sarkaria@pc.ola.org amarjot.sandhu@pc.ola.org kinda.surma@pc.ola.org greg.rickford@pc.ola.org michael.beaton@ontario.ca ryan.amato@ontario.ca minister.mah@ontario.ca steve.clark@pc.ola.org alex.beduz@ontario.ca nando.iannicca@peelregion.ca patrick.brown@brampton.ca mayor.brown@brampton.ca rowena.santos@brampton.ca paul.vincente@brampton.ca doug.whillans@brampton.ca michael.palleschi@brampton.ca jeff.bowman@brampton.ca martin.medeiros@brampton.ca charmaine.williams@brampton.ca pat.fortini@brampton.ca harkirat.singh@brampton.ca gurpreet.dhillon@brampton.ca



## RECEIVED

September 30, 2020 REGION OF PEEL OFFICE OF THE REGIONAL CLERK

September 29, 2020

#### Via Email - minister.mto@ontario.ca

Ministry of Transportation 777 Bay Street, 5<sup>th</sup> Floor Toronto ON M7A 2Z8

Attention: Honourable Caroline Mulroney, Minister of Transportation

Dear Madame Mulroney,

#### Re: GTA West Transportation Corridor Urban Boulevard Concept vs Traditional Highway Heritage Heights Community, City of Brampton Bramwest Development Corporation

We are the owners of 10510 Heritage Road in the City of Brampton. The property comprises approximately 225 acres (91 hectares) of land within the "Heritage Heights Planning Area" ["HHPA"] within the City of Brampton. We are an active member of the Heritage Heights Landowners Group ["HHLOG"] who is working with the City of Brampton to complete Brampton's urban area.

In short, we are writing to you to indicate our strong support for the City of Brampton's new vision for the Heritage Heights community which was endorsed by the City of Brampton in August 2020. The design of the Heritage Heights Community Plan is the result of an extensive public consultation process. The planned community will include a full range of compatible urban land uses as envisioned in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. Central to the design of the community is the inclusion of an urban boulevard with at grade connections and pedestrian orientation which will achieve a more livable and complete community that is not divided by a multilane 400 series highway.

The urban boulevard concept is preferable to the design of a traditional 400 series highway when developing new communities. The safe and efficient movement of goods can occur via an urban boulevard without dividing a community in half much like a 400 series highway would. The City of Brampton evaluated the urban boulevard using 30 criteria typically used in the Ontario Environmental Assessment process. This evaluation demonstrated that the urban boulevard allowed for greater benefit to Brampton, the Region and the future residents of Heritage Heights while allowing for key multi-modal transportation opportunities.

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In conclusion the urban boulevard contemplated as part of the Heritage Heights Community Plan is a smart investment in transportation infrastructure; would allow for the development of a new mixed use community that is pedestrian and transit oriented while allowing for the safe and efficient movement of goods across the GTA and beyond. On this basis we request your support for the implementation of the urban boulevard trough Heritage Heights in the City of Brampton.

Should you require additional information, please do not hesitate to contact me via email at <u>elee@statebuild.com</u> or by phone: 416-787-0256 extension 230.

Yours very truly,

FOREST HILL HOMES on behalf of BRAMWEST DEVELOPMENT CORPORATION

Eddie Lee, P.Eng. Vice President/ Land Development & Construction

CC:

premier@ontario.ca doug.fordco@pc.ola.org prabmeet.sarkaria@pc.ola.org amarjot.sandhu@pc.ola.org kinga.surma@pc.ola.org greg.rickford@pc.ola.org michael.beaton@ontario.ca ryan.amato@ontario.ca minister.mah@ontario.ca steve.clark@pc.ola.org alex.beduz@ontario.ca nando.iannicca@peelregion.ca gurpreet.dhillon@brampton.ca patrick.brown@brampton.ca rowena.santos@brampton.ca paul.vicente@brampton.ca doug.whillans@brampton.ca michael.palleschi@brampton.ca charmaine.williams@brampton.ca pat.fortini@brampton.ca harkirat.singh@brampton.ca ssnider@tmalaw.ca skaufman@tmalaw.ca mgagnon@gwdplanners.com awalker@gwdplanners.com colinc@gsai.ca HHLOG members DATE: October 21, 2020

- To: Regional Council Region of Peel
- From: Peel Safe and Active Routes to School Committee
- RE: Installation of Automated School Bus Stop Arm Cameras supporting Region of Peel Schools

The Peel Safe and Active Routes to Schools Committee (PSARTS) wishes to add its collective voice in support of the Vision Zero actions taken by Regional Council, at the June 11, 2020 Regional Council meeting, (Resolution 2020-446 and Resolution 2020-436), requesting staff investigate options for the implementation of automated school bus stop arm cameras in school busses supporting the Region.

We understand from the Interim Update report submitted for Council's information on the October 22, 2020 agenda (Item 15.2), that, while Provincial changes to the Highway Traffic Act allow Municipalities to implement automated school bus stop arm cameras, there are legislative and operational constraints preventing a swift rollout.

Concern about safety is often cited by parents as a factor in disallowing their children to walk or ride to school. Safety and perceived safety is a key barrier to increased participation in active school travel. The estimate from the School Bus Stop Arm Camera Working Group that a full program roll-out would result in 150,000-500,000 offences in Peel per year indicates the significance and scope of the problem. The PSARTS stakeholders support Vision Zero objectives, and any actions that contribute to changing driver behaviour and improving safety for vulnerable road users in and around school zones.

We recommend that Regional Council receive the staff report and Chair Iannicca's letter to Caroline Mulroney, Minister of Transportation and continue to press the Province for legislative amendments that would allow the cameras to be operational as soon as possible.

Signed,

Peel Safe and Active Routes to School Committee

PSARTS VISION: An environment where the majority of Peel Children and youth regularly use active transportation (AT) to and from school, with bussing and public transportation as a necessary second choice.

PSARTS MISSION: By 2023 Peel School communities will embrace active and sustainable school travel (ASST) behaviours, infrastructure, and focused policies to facilitate both ASST behaviours and connected neighbourhoods.

COMMITTEE PURPOSE: The PSARTS Committee shall, as deemed appropriate, facilitate and advocate for education and outreach strategies, policies, and programs to further the stated Mission and Vision.

16.7 - 1

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|                            |              |
| RECEIPT RECOMMENDED        | $\checkmark$ |



| REPORT TITLE: | Paramedic Services 2021 Response Time Framework       |
|---------------|-------------------------------------------------------|
| FROM:         | Cathy Granger, Acting Commissioner of Health Services |

#### RECOMMENDATION

That the recommended Response Time Framework for Peel Regional Paramedic Services for the year 2021, as described in the report of the Acting Commissioner of Health Services, titled "Paramedic Services 2021 Response Time Framework," be approved.

#### **REPORT HIGHLIGHTS**

- Land ambulance delivery agents are required to set response time standards for their municipality each year and to communicate them to the Ministry of Health (Ontario Regulation 267/08, July 30, 2008).
- Based on provincial legislation, Regional Council has input into and approves the response time standards for Paramedic Services for the coming year.
- Sudden Cardiac Arrest (SCA), Canadian Triage Acuity Scale (CTAS) 1 and 2 response times are the most critical calls.
- Council approved changing the CTAS 2 response time percentage from 90 per cent to 80 per cent for 2020 to bring the PRPS Response Time Framework in line with other paramedic services.
- For 2020 (January to July) CTAS 1 time is over target by seventeen seconds and all other goals were met.
- Response times are impacted by call volume, offload delay, and the triage and dispatch of calls by Mississauga Central Ambulance Communications Centre.
- COVID related activities such as putting on Personal Protective Equipment (PPE) will impact response times.
- The recommended 2021 Response Time Framework is unchanged from 2020.

#### DISCUSSION

#### 1. Background

Land ambulance delivery agents are required to set response time standards for their municipality each year and to communicate them to the Ministry of Health by October 31 (Ontario Regulation 267/08, July 30, 2008).

Regional Council has input into and approves the response time standards for the coming year and, through Paramedic Services, reports on compliance with the six call severity categories to the Ministry of Health. The six call categories are based on two types of calls:

#### Paramedic Services 2021 Response Time Framework

- Sudden Cardiac Arrest This is the amount of time from notification of call to when a defibrillator is at the side of a patient. The clock stops when a bystander, emergency responder or paramedic first applies the defibrillator to the patient.
- Canadian Triage Acuity Scale (CTAS) This scale is a standard medical triage system that divides patients into five categories (Table 1). CTAS is currently used by paramedics and at all hospitals. Response time is measured from when the paramedic is notified (assigned a call) to when they complete their initial assessment of the patient and determine the appropriate CTAS level.

A large body of historical data including Peel's overall call volume, response timeframes and cardiac arrest data (based on evidence from our Fire Services and Public Access Defibrillation program) form the foundation for the response time targets. Data from the first seven months of the current year (2020) supplements the historic data and helps determine if any modifications should be made to the response time framework. The COVID 19 pandemic of 2020 has impacted response times in 2020 due to reduced call volume and increased levels of PPE required when responding to calls.

#### 2. Findings - 2019 Response Times

Getting to a sudden cardiac arrest quickly is paramount to the survival outcome of the patient. Having a bystander or first responder start CPR and apply a defibrillator prior to paramedic arrival enhances their chance of survival. Paramedic Services continues to exceed the 6-minute timeline above 70 per cent and does not recommend any change to this measure.

CTAS 1 and 2 response times are the most critical non-SCA calls paramedics respond to and provide care. Together, these times and the sudden cardiac arrest response time account for approximately 25 per cent of total transports to hospital. The 2019 CTAS 1 response time was 10 seconds better than target and CTAS 2 response time is 49 seconds over the target of 10 minutes. The CTAS 2 response time percentage was changed for 2020 from 90 per cent to 80 per cent to bring PRPS in line with the targets of other paramedic services. The 2020 data (January to July) shows 17 seconds over target for CTAS 1 and 89 seconds under target for CTAS 2. SCA data is not yet available for January to July 2020.

CTAS 3 calls account for most transports to hospital (approximately 66 per cent) and Paramedic Services are within the current framework. The same is true for CTAS 4 and 5 transports that represent approximately 9 per cent of activity. These measures remain within Council approved targets.

# Table 12019 and January to July 2020 – Targets and Actual Performance

| Level of Acuity<br>(Targets for Sudden<br>Cardiac Arrest and<br>CTAS 1 are set by<br>Ministry of Health and<br>Long-Term Care)      | 2019<br>Council<br>Approved<br>Target<br>Time | 2019<br>Council<br>Approved<br>Target % | 2019<br>Actual<br>% | 2019<br>Actual<br>Time<br>at<br>Target<br>% | 2020<br>Council<br>Approved<br>Target % | 2020*<br>Actual<br>% | 2020*<br>Actual<br>Time<br>at<br>Target<br>% |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------|---------------------|---------------------------------------------|-----------------------------------------|----------------------|----------------------------------------------|
| Sudden Cardiac Arrest*<br>(Patient has no vital<br>signs)                                                                           | 6:00                                          | 70%                                     | 72%                 | 5:46                                        | 70%                                     | %**                  | **                                           |
| CTAS 1<br>(Critically ill or have<br>potential for rapid<br>deterioration)                                                          | 8:00                                          | 75%                                     | 76.8%               | 7:50                                        | 75%                                     | 71.4%                | 8:17                                         |
| CTAS 2<br>(Potential to life, limb or<br>function, requiring rapid<br>medical intervention,<br>controlled acts)                     | 10:00                                         | 90%                                     | 86.6%               | 10:49                                       | 80%***                                  | 89.1%                | 8:31                                         |
| CTAS 3<br>(May progress to<br>serious<br>problem. Associated<br>with significant<br>discomfort or affecting<br>ability to function) | 13:00                                         | 90%                                     | 94.6%               | 11:10                                       | 90%                                     | 95.9%                | 10:34                                        |
| CTAS 4<br>(Conditions that would<br>benefit from intervention<br>or reassurance)                                                    | 14:00                                         | 90%                                     | 95.3%               | 11:45                                       | 90%                                     | 96.1%                | 11:11                                        |
| CTAS 5<br>(Non urgent, chronic,<br>without evidence of<br>deterioration)                                                            | 14:00                                         | 90%                                     | 93.9%               | 12:21                                       | 90%                                     | 97.4%                | 11:08                                        |

\*2020 CTAS data is based on January 1 to July 31, 2020.

\*\*2020 SCA data is not yet available.

\*\*\*CTAS 2 Target was changed from 90 per cent to 80 per cent for 2020.

Factors that impact response time by paramedic services include:

- Offload delay Paramedic Services have recognized a marked increase in offload delay time related to COVID activities within the hospitals. The program works closely to try and adjust these delays.
- COVID pandemic Infection prevention and control measure within the hospitals and the amount of PPE required to be worn and removed have had significant impacts on system response
- Triage of emergency calls by the Ministry of Health operated dispatch system is not aligned with the CTAS criteria. In the absence of a robust, evidence-based triage tool the dispatch centre continues to send a large portion of call responses out as 'life threatening' (over 70 per cent). Required by legislation to respond without delay, these calls place a high demand on the system.

#### Paramedic Services 2021 Response Time Framework

#### 3. Proposed Direction – 2021 Response Time Framework Recommendation

No changes are recommended for the response time framework for 2021 (see Table 2). While Canadian Triage Acuity Scale 2 targets set for 2019 were not fully met preliminary data for 2020 shows success in meeting the target. The 2020 change of the CTAS 2 target from 90 per cent to 80 per cent brought Paramedic Services into closer alignment with other paramedic services in Ontario.

Paramedic Services continue to seek out strategies to address the highest acuity level (greatest patient need). Modifications and adjustments to our deployment strategy are ongoing. This work guides dispatch to optimally position ambulance resources where the call demand is likely to occur. In addition, staff work to maintain a one-minute reaction time (from call notification to depart station) for the most urgent calls (red lights and sirens).

Tiered response agreements with our partners Fire and Emergency Services are in place for sudden cardiac arrest and some CTAS 1 and 2 type calls. Staff will continue to work toward meeting these targets through the management of other initiatives such as offload delay process improvements, patient diversion strategies and paramedic resource management (e.g. adjustments to deployment plan).

The proposed response time framework recommended for 2021 is:

| Level of Acuity       | Time                   | Current % | Proposed % |  |  |
|-----------------------|------------------------|-----------|------------|--|--|
| Sudden Cardiac Arrest | 6 minutes (fixed time) | 70%       | 70%        |  |  |
| CTAS 1                | 8 minutes (fixed time) | 75%       | 75%        |  |  |
| CTAS 2                | 10 minutes             | 80%       | 80%        |  |  |
| CTAS 3                | 13 minutes             | 90%       | 90%        |  |  |
| CTAS 4                | 14 minutes             | 90%       | 90%        |  |  |
| CTAS 5                | 14 minutes             | 90%       | 90%        |  |  |

#### Table 2 Recommended 2021 Standards

#### 4. Dispatch Improvements

Any improvements to the current dispatch system have been put on hold by the Province as we address the pandemic. The program is hopeful that this fall the Ministry will engage us to move forward with the implementation of the new triage tool and enhanced computer aided dispatch system.

#### CONCLUSION

As quality response times lead to good health outcomes for the residents of Peel, it is recommended that Council approve the proposed response time standards for 2021 as they are based on best available call information and medically based practices currently utilized in Peel.

Staff will continue to monitor response times and growth impacts and if required will report back to Council with recommendations to address these trends in 2021.

#### Paramedic Services 2021 Response Time Framework

Paramedic Services remains committed to delivering the highest standard of care in Ontario despite the system pressures and continues to implement process improvements and strategies to meet Council approved response times.

For further information regarding this report, please contact Peter F. Dundas, Director & Chief PRPS, Ext. 3921, peter.dundas@peelregion.ca.

Authored By: Lincoln G. Bryant, Program Support Analyst PRPS

#### 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

RECEIVED October 9, 2020

REGION OF PEEL OFFICE OF THE REGIONAL CLERK

From: Christine Massey Sent: October 9, 2020 2:12 PM

To: lannicca, Nando <nando.jannicca@peelregion.ca>: Groves, Annette <annette.groves@caledon.ca>: Bonnie Crombie <boxycolsciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencesciencescie Damerla <dipika.damerla@mississauga.ca>; Carlson, George <george.carlson@mississauga.ca>; Gurpreet Dhillon <gurpreet.dhillon@brampton.ca>; ; 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>; Premier of Ontario | Première ministre de l'Ontario <premier@ontario.ca>; doug.whillans <doug.whillans@brampton.ca>: Bowman. Jeff - Councillor <ieff.bowman@brampton.ca>: charmaine.williams@brampton.ca>: harkirat.singh@brampton.ca; gurpeet.dhillon <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>; dvassiliadis@peterborough.ca; kakapo@peterborough.ca; Dean Pappas <dpappas@peterborough.ca; gbaldwin@peterborough.ca; kriel@peterborough.ca; dtherrien@peterborough.ca; lparnell@peterborough.ca;</pre> kzippel@peterborough.ca; hclarke@peterborough.ca; councillor ainslie@toronto.ca; councillor holyday@toronto.ca; councillor grimes@toronto.ca; Councillor Perks <councillor perks@toronto.ca>; councillor nunziata@toronto.ca; councillor pasternak@toronto.ca: Anthony Perruzza <councillor perruzza@toronto.ca>: councillor colle8@toronto.ca: councillor bailao@toronto.ca; councillor cressy@toronto.ca; councillor layton@toronto.ca; councillor matlow@toronto.ca; councillor wongtam@toronto.ca; councillor fletcher@toronto.ca; councillor robinson@toronto.ca; councillor minnan-wong@toronto.ca; councillor carroll@toronto.ca; councillor bradford@toronto.ca; councillor crawford@toronto.ca; councillor thompson@toronto.ca; councillor karygiannis@toronto.ca; councillor lai@toronto.ca; councillor mckelvie@toronto.ca; Evan Woolley < Evan.woolley@calgary.ca>; Gian-carlo Carra <Gian-carlo.carra@calgary.ca>; Ward Sutherland <ward.sutherland@calgary.ca>; Joe Magliocca <joe.magliocca@calgary.ca>; Chu, Sean <Sean.Chu@calgary.ca>; Jyoti Gondek <iyoti.gondek@calgary.ca>; George Chalal <george.chahal@calgary.ca>; Jeff Davison <ieff.davison@calgary.ca>; Druh Farrell <Druh.Farrell@calgary.ca>; Ray Jones <ray.jones@calgary.ca>; Shane Keating <Shane.keating@calgary.ca>; Diane Colley-Urguhart <Diane.colley-urguhart@calgary.ca>; Peter Demong <Peter.demong@calgary.ca>; Naheed Nenshi <TheMayor@calgary.ca>; City Of Calgary Clerk <cityclerk@calgary.ca>; Mayor Bryan Paterson <mayor@cityofkingston.ca>; Councillor Gary Oosterhof <goosterhof@cityofkingston.ca>; Councillor Simon Chapelle <schapelle@cityofkingston.ca>; Councillor Lisa Osanic <<u>losanic@cityofkingston.ca</u>>; Councillor Wayne Hill <<u>whill@cityofkingston.ca</u>>; Councillor Bridget Doherty <<u>bdoherty@cityofkingston.ca</u>>; Councillor Robert Kiley <rkiley@cityofkingston.ca>; Councillor Mary Rita Holland <mrholland@cityofkingston.ca>; Councillor Jeff McLaren <jmclaren@cityofkingston.ca>; Councillor Jim Neill <jneill@cityofkingston.ca>; Councillor Peter Stroud <pstroud@cityofkingston.ca>; Councillor Rob Hutchison <rhutchison@cityofkingston.ca>; Councillor Ryan Boehme <RNBoehme@cityofkingston.ca>; City Clerks Office

| REFERRAL TO           |   |
|-----------------------|---|
| RECOMMENDED           |   |
| DIRECTION REQUIRED    |   |
| RECEIPT RECOMMENDED _ | ✓ |

<<u>City.ClerksOffice@brampton.ca</u>>; <u>clerk@peterborough.ca</u>; <u>clerk@toronto.ca</u>; <u>vital.stats@mississauga.ca</u> **Subject:** BREAKING: Former NTP and NIH Director Raises Alarm About Fluoridation

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

Dear Peel, Toronto, Calgary, Brampton and Mississauga Clerks,

I request that the email below be added to the next meeting agenda for the Council in your municipality.

Thank you, Christine

The former Director of the National Institute of Environmental Health Science (NIEHS) and the National Toxicology Program co-authored an OpEd raising the alarm about fluoridation's impact on the developing brain.



Dear Supporter:

The former director of both the National Institute of Environmental Health Sciences and the National Toxicology Program of the National Institutes of Health has joined in the growing chorus of objective experts publicly raising the alarm about fluoridation's impact on the developing brain.

Toxicologist and microbiologist, Linda Birnbaum, PhD, co-authored an op-ed appearing in the *Environmental Health News* this morning with Christine Till, PhD, an associate professor of Psychology at York University in Toronto, Canada, and Bruce Lanphear, MD, MPH, a physician, clinical scientist, and professor at Simon Fraser University in Vancouver, Canada. Till is a co-author of several significant fluoride studies including the *JAMA Pediatrics* fluoride neurotoxicity study (Green 2019) and others finding lowered IQ, increased diagnosis of ADHD, and thyroid impairment. She received a leadership award from York University, in part, for this groundbreaking research. Lanphear is also an award winning researcher who has been a member of two National Academies of Science Committees, is a member of the Environmental Protection Agency's Lead Review Panel, and is renowned for his research on low-level lead exposure and many other environmental neurotoxins.

The op-ed entitled, *It is time to protect kids' developing brains from fluoride* highlights the mounting evidence that fluoride is impairing brain development, and compares the response from the public health community to its delayed response to the obvious harm caused by lead. The authors call for the US "to rethink this exposure for pregnant women and children," and state that "Given the weight of evidence that fluoride is toxic to the developing brain, it is time for health organizations and regulatory bodies to review their recommendations and regulations to ensure they protect pregnant women and their children...

...We can act now by recommending that pregnant women and infants reduce their fluoride intake."





# Op-ed: It is time to protect kids' developing brains from fluoride

The Op-ed is accompanied by a powerful animated short video on the impact of fluoride on brain development. It was produced by <u>Little Things Matter</u>, a non-profit scientific organization composed of children's environmental health professionals. Here is their description of the video:

"Over the past 75 years, health authorities have promoted community water fluoridation to reduce dental caries. Until recently, however, no studies had examined the safety of fluoride in vulnerable populations, like pregnant women and infants. This video describes the history of water fluoridation and new research that found fluoride is toxic to the

developing brain."



Click on the banner below to watch the video and access a transcript with links to all of the studies referenced in it.

Lanphear's organization also created a printable flyer to educate the general public on "Ways for pregnant women to reduce fluoride exposure," as well as prevent dental decay.
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | WAYS FOR PREGN<br>REDUCE FLUORI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WAYS TO PREVENT<br>TOOTH DECAY:<br>1. Brush teeth with fluoridated toothpaste after<br>meals.<br>2. Reduce sugary and processed foods.<br>3. Visit the dentist regularly for check-ups.<br>4. Floss teeth twice daily                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DRINK NON-FLUORIDATED WATER:<br>About 75% of diratery fluoride comes from water and water-<br>based beverager. Water can be fluoridated naturally or it<br>may have fluoride added to it (community water<br>fluoridation). Agengent woman may include her<br>comungtion of fluoridated water and beverages made with<br>fluoridated water by:<br>1. Installing a specialized water filter that removes fluoride,<br>including those that use reverse somosis of distillation.<br>Carbon-based filtens such a filter away not be as effective<br>at removing fluoride as these other types of filters<br>2. Driving bottled water four in fluoride. Most bottled<br>water contains lower anounci of fluoride. Most bottled<br>water contains lower anounci of fluoride. Not an males<br>sure by reading labels on bottled water or choosing<br>deionicad water or spring water. | AVOID GRAPE JUICE, GRAPES, RAISINS<br>AND WINE:<br>These have high levels of fluoride from a pesticide<br>called cryoite <sup>1</sup> . To reduce exposure, you can:<br>1. Buy organic grape juice and organic grapes.<br>2. Reduce consumption of grape juice and, of course,<br>wine.<br>3. Choose red grape juice instead of white grape juice<br>4. Choose organic fuits and vegetables to avoid<br>fluoridated pesticides |
| INVECTS VIED<br>INVERSING Assess Character (MC) Fluctules Deskip (New A Science) from<br>or (MC) Executed (NC) Fluctules Deskip (New A Science) for<br>Neurola (J. etc.), (J. updaysa, J. E. & Newara, V. J. Pre-executioners of<br>Provide General A Science (A Association of Provide New A<br>Neurola (J. & New A), (J. Neurosci, N. L. Neurosci, Neuro<br>Careers, N. M. 1993) (VIII)<br>Neurola (J. & Neurola (VIII))<br>Neurola (J. Science), J. J. Science, N. M. McM. Management of Rura-<br>timate function (A Science), A Science (M. Neurola Management of Rura-<br>International Conference), J. J. Science, M. McMatter (M. 1994) (VIII)<br>Neurola (J. J. Technick, S. & Science), M. McMatter (J. Science), J. Science, M. McMatter (J. Science), J | AVOID SWALLOWING FLUORIDATED DENTAL<br>PRODUCTS:<br>Fluoride rinses and gels contain high levels of fluoride<br>and can be avoided in pregnamo; <sup>21,1</sup> You can continue to<br>use fluoridaed toothpaste, but avoid swallowing the<br>toothpaste, and rinse your mouth thoroughly after<br>brushing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | AVOID MECHANICALLY DEBONED CHICKEN<br>(9.e., chicken ruggets, canned chicken) because fluorid<br>may remain from the deboning process <sup>1</sup> . Instead:<br>1. Purchase whole chickens.<br>2. Choose field meat products as opposed to<br>processed meats or fast flood.                                                                                                                                                  |
| ODD Auron Data Librarian (Marcin Marcin Auron Aur                            | AVOID BLACK AND OREEN TEAS:<br>Tee leaves accumulate high levels of fluoride from the<br>soft*To reduce fluoride exposure from tea, you can:<br>1. Reduce tea consumption.<br>2. Drink tea made with younger leaves (white) or herbal.<br>3. Brew tea made with non-fluoridated water.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | AVOID PROCESSED FOODS;<br>which may contain more fluoride <sup>13</sup> .<br>Exclusion: The above contain in real-tar intended to nor<br>above the above contain in real-tar intended to nor<br>substitute for professional progresses.                                                                                                                                                                                        |

This deserves to go viral. Please repeatedly share all of these materials far on wide with friends, family, co-workers, fellow campaigners, local officials, and the media. Also consider emailing it to scientists at your local colleges and universities, along with pediatricians and midwives in your community.

Sincerely,

Stuart Cooper Campaign Director

Fluoride Action Network

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Fluoride Action Network Binghamton, New York info@fluoridealert.org

Follow Us





September 23, 2020

Suzanne Finn Executive Director, Early Years/Child Care and Community Access Region of Peel 10 Peel Centre Drive, Suite A and B, Brampton, ON L6T 4B9

# RECEIVED September 23, 2020 REGION OF PEEL OFFICE OF THE REGIONAL CLERK

#### Dear Suzanne,

Our project entitled, *Building Interconnectedness: Linking Social-Emotional Development Research to Practice and Policy* was awarded a Partnership Development Grant from the Social Sciences and Humanities Research Council of Canada (SSHRC). Thank you again for supporting this initiative as a Co-applicant and Community Partner. We are currently preparing a formal agreement to be discussed during our first meeting on October 7<sup>th</sup>, 2020.

The goal of our project is to support a high quality implementation of our social-emotional development and mental health promotion training concepts into practice across the Early Years sector. Based on our longitudinal and intervention research over the past decade, we were able to provide evidence that social-emotional development is vital for healthy trajectories across childhood, academic achievement, and well-being, mitigating emotional and behavioural challenges (e.g., antisocial behaviours, depressive symptoms, experiences of victimization and exclusion) in early childhood and beyond. In light of the current and ongoing COVID-19 pandemic, the capacity to support children's development and well-being, as well as caregiver mental health, has become even more critical. As previously discussed, we are delighted that the Region of Peel will play a lead role through the course of the project, co-governing all project-related activities and co-chairing an advisory committee as appropriate.

We believe that establishing and cultivating a strong, equitable partnership between the University of Toronto, Mississauga and the Region of Peel will foster the development and implementation of innovative and sustainable practice strategies that can enhance best outcomes for children and families in Peel Region. Thank you for your continued support.

Sincerely Yours,

din M.IE

Tina Malti, Ph.D., C.Psych. Professor of Psychology Department of Psychology and Director Centre for Child Development, Mental Health, and Policy University of Toronto Mississauga

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|                    |

Associate Editor, *Child Development* President-elect, *International Society for the Study of Behavioural Development, www.issbd.org* Telephone: +1-905-301-0296 E-mail: tina.malti@utoronto.ca

Deerfield Hall, 3359 Mississauga Road, Mississauga, ON, L5L 1C6 Canada Tel: +1 905 828-3966 Fax: +1 905 569-4326

## Resolution

| Agenda Number: | 22.1             |
|----------------|------------------|
| Date:          | October 22, 2020 |
| Moved by       | Councillor Innis |
| Seconded by    | Councillor Ras   |

Whereas the Government of Canada is taking steps toward eliminating plastic pollution in Canada, including potentially banning or restricting harmful single-use plastic products, where warranted and supported by science;

And whereas, since signing the Ocean Plastics Charter in June 2018, and approving in principle the Canada-wide Strategy on Zero Plastic Waste in November 2018, the Government of Canada has signalled its intent to move toward a more sustainable approach to producing, using and managing plastics in Canada;

And whereas, the Government of Canada, on October 7, 2020, released a discussion paper on a proposed integrated waste management approach to plastics and is seeking input on the discussion paper by December 9, 2020;

And whereas, the discussion paper includes a potential ban of harmful single-use plastic items including plastic checkout bags, stir sticks, six-pack rings, cutlery, straws and food service ware made from problematic plastics;

And whereas, viable alternative non-plastic options exist for each of the harmful single-use plastic items considered in the potential ban;

And whereas, the Region of Peel is responsible for managing plastics in the residential waste stream;

And whereas, the Region Council approved Resolution 2018-631 at its meeting held on June 28, 2018 requesting the Federal Government to develop a national strategy that addresses plastic pollution;

Therefore be it resolved, that the Region of Peel Council supports the Federal Government's proposal to ban harmful single-use plastic items in 2021, and not through a phased in approach, including plastic checkout bags, stir sticks, six-pack rings, cutlery, straws, food service ware made from problematic plastics;

And further, that the Region supports a national strategy on plastic pollution that includes a minimum recycled content performance standard for single-use plastics;

And further, that the Region supports a national strategy on plastic pollution that modernizes composting certification standards for compostable products and packages to be in line with municipal organics processing operations;

And further, that the Region submit comments on the discussion paper by December 9, 2020 to the Director of the Plastics and Marine Litter Division of Environment and Climate Change Canada and participate in any forthcoming engagement opportunities;

And further, that a copy of this motion be forwarded to the Minister of Environment and Climate Change Canada; the Association of Municipalities of Ontario; the Federation of Canadian Municipalities; the Ontario Minister of the Environment, Conservation and Parks; and, Peel area MPs and MPPs.

**Regional Chair** 

## THE REGIONAL MUNICIPALITY OF PEEL

### BY-LAW NUMBER 63-2020

### A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 150 (Coleraine Drive), Town of Caledon.

WHEREAS, 1799125 Ontario Ltd., the registered owner of the lands and premises described as Part Lots 3 and 4, Concession 6 formerly the Township of Albion, designated as Part 8 on Plan 43R-22219 save and except Parts 2, 3 and 4 on Plan 43R-24466; Town of Caledon, Regional Municipality of Peel has requested permission for the Region to permit a private 375mm storm sewer upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001,* S.O. 2001, c25, as amended, the Regional Corporation may pass a by-law respecting encroachment on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 22nd day of October 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

- That 1799125 Ontario Ltd. is hereby authorized to maintain the Encroachment upon the public highway known as Regional Road 150 (Coleraine Drive), in accordance with the terms and conditions contained in the Encroachment Agreement attached as Schedule "A" between The Regional Municipality of Peel and 1799125 Ontario Ltd., and retained in File ENC-20046;
- 2. That Schedule "A" attached to the By-law is included and shall be considered part of this By-law;
- 3. That the Encroachment Agreement be executed on behalf of the Regional Corporation by the Regional Clerk;

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 22<sup>nd</sup> day of October, 2020.

Deputy Regional Clerk

Regional Chair

### ENCROACHMENT AGREEMENT

BETWEEN:

# THE REGIONAL MUNICIPALITY OF PEEL

(hereinafter called "the Region")

## OF THE FIRST PART

-AND-

# 1799125 ONTARIO LTD.

## (hereinafter called "the Owner")

### OF THE SECOND PART

WHEREAS the Owner is the registered owner of the lands being legally described on Schedule "A" attached hereto (hereinafter referred to as the "Owner's Lands");

**AND WHEREAS** in accordance with Connection file C602201, the Owner has requested the Region to permit a private 375mm storm sewer (hereinafter referred to as the "**Encroachment**") to encroach upon the widened limits of Coleraine Drive (Regional Road 150) as shown on drawing number # P15 prepared by a.m.candaras associates inc. dated November 2016 as last revised August 24, 2020 and retained in file ENC-20046 with the Region (hereinafter referred to as the "**Region Road**")

**AND WHEREAS** pursuant to sections 9 and 11 of the *Municipal Act, 2001*, c.25, the Region has agreed to permit the encroachments subject to the terms and conditions herein;

**NOW WITNESSETH** that in consideration of the mutual covenants and agreements hereinafter set out, the parties agree as follows:

- 1. The recitals herein are true and accurate.
- 2. Subject to the provisions hereinafter set out, the Region permits the Owner to have the Encroachment remain in perpetuity, commencing upon execution of this Encroachment Agreement (hereinafter referred to as the "Term").
- 3. The Owner agrees to pay the Region the following:
  - (a) Administration fee (one time)
  - (b) Registration fee (Registry Office)
  - (c) Annual fee (each year throughout Term)

\$500.00, plus applicable taxes \$77.31, includes applicable taxes \$300.00, plus applicable taxes

- The Owner is the owner of the Encroachment.
- 5. Notwithstanding Section 2, this Agreement may be terminated at any time by either party upon sixty (60) days written notice to the other party. The Owner agrees to remove the Encroachment at the Owner's sole expense within sixty (60) days of any such notice of termination. The Owner shall restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the early termination of this Agreement.
- 6. At the end of the Term, the Owner shall, at their sole cost and expense, remove the Encroachment and restore the area previously occupied by the Encroachment in a manner satisfactory to the Region, acting reasonably. The Owner agrees not to make any claims, demands, and/or commence any actions, suits, proceedings or maintain the same for any and all costs, damages, losses, compensations, injurious affection arising from the Encroachment or as a result of the termination of this Agreement.
- 7. The Owner agrees and covenants that it will bear all costs associated with the Encroachment. The Owner agrees and covenants that the Encroachment is now in a good and workmanlike condition and in compliance with all municipal by-laws and the laws of the Province of Ontario and shall be maintained in a good and workmanlike condition throughout the Term of this Agreement.
- 8. The Owner agrees not to hold the Region responsible in any way for any loss, accident, or damage or injury to person or persons on the Region Road resulting from the Encroachment. The Region shall not in any event whatsoever be liable or responsible in any way for any kind of liability, suit, claim, demand, fine, action, or proceeding of any kind

for which the Owner, or those for whom they are in law responsible, may become liable or suffer by reason of the Encroachment, including any breach of or non-performance by the Owner of any provision of this Agreement, saving and excepting therefrom the negligence by the Region, or those for whom it is in law responsible. The Owner agrees to indemnify and save harmless the Region of and from all liabilities, fines, damages, suits, claims, demands, actions, and cost for such actions for which the Region may become liable or suffer by reason of the Encroachment, its use and or removal excepting therefrom the negligence of the Region, or those for whom it is in law responsible. Without restricting the generality of the foregoing, the Owner shall indemnify and save harmless the Region of and from all damages to persons or properties as a result of such Encroachment and its use and/or removal. This provision shall apply and survive the termination of this Agreement with respect to any act or omission that occurred during the Term of this Agreement.

- 9. The Owner agrees that there shall not be any addition, vertically, horizontally or otherwise, to the Encroachment. In the event that the Encroachment is being added to or materially altered, it will be relocated within the Owner's Lands. Upon such removal or relocation, this Agreement will be terminated.
- 10. The Owner further acknowledges and agrees that, in the event the Region exercises its right to enter onto the Region Road or the widened limits thereof for any type of construction, installation, alteration, removal, replacement, reconstruction, repair, maintenance and/or inspection to the Region Road or any of the Regional infrastructure therein the Region shall not be responsible for repairing or replacing the Encroachment and the Owner shall assume any and all costs and responsibilities relating to the replacement of same.
- 11. Nothing in the Agreement shall be construed to mean that the Region by virtue of this Agreement has assumed the responsibility of such compliance or any compliance with any municipal by-laws. The Owner covenants to fully comply with any order, by-law, law, regulation, and direction of any lawful authority, including the municipal, provincial, or federal governments or their respective agents with respect to the Encroachment.
- 12. The parties acknowledge and agree that the rights conferred by this Agreement shall be assignable to any purchaser of the Owner's Lands or to any successor corporation of the Owner, with the prior written consent of the Region, which consent will not be unreasonably withheld provided that any such assignee pays to the Region the appropriate fees for encroachments on Regional Roads and further that any such assignee, upon assuming ownership of the Owner's Lands, agrees to assume the obligations of the Owner under this Agreement and provide written notice of such assumption to the Region.
- 13. In the event that such assignee is a condominium corporation the assignee shall execute the Undertaking and Consent to Registration set out in Schedule "B" herein. The Owner covenants to include full, complete and accurate information within the condominium declaration and disclosure statement as to the obligations contained in this Agreement in accordance with the *Condominium Act, 1998*, S.O. 1998, c.19, as amended.
- 14. Any notice to be given or document to be delivered to the Owner or the Region shall be sufficiently given or delivered if delivered personally or if sent by facsimile or email transmission or ordinary prepaid mail to the following addresses:

If intended for the Owner, at:

1799125 Ontario Ltd 91 Parr Blvd. Bolton, Ontario L7E 4E3

Fax: 416-744-5030

and if intended for the Region, at:

The Regional Municipality of Peel 10 Peel Centre Drive, Suite B, 6<sup>th</sup> Floor Brampton, ON L6T 4B9

Attention: Manager, Real Property and Facility Acquisitions 905-791-7800, Extension 7636

Fax: 905-791-3645

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Or to such other address, fax number or email address as either party may from time to time notify the other. Any notice or other communication given by personal delivery shall be conclusively deemed to have been received by the party to which it is addressed on the day of actual delivery thereof, or if given by Fax or email, on the first business day following the transmittal thereof. Any notice sent by prepaid first class mail shall be deemed to have been delivered on the fifth (5<sup>th</sup>) business day following the date of mailing thereof provided that the postal services have not been interrupted in which case notice shall only be given by personal delivery, by Fax or email as aforesaid.

- 15. The Owner consents to the registration of this Agreement on the title to the Owner's Lands and shall execute any or all such documents for such purposes.
- The Owner shall obtain and maintain throughout the Term a comprehensive insurance 16. policy with a minimum liability coverage of FIVE MILLION DOLLARS (\$5,000,000) per occurrence, covering the Encroachment to protect the Owner and the Region, and those for whom the Region is in law responsible, from any and all claims for damages, personal injury including death, and for claims from property damage which may arise from the Owner's use and/or removal or in relation to the Encroachment under this Agreement, including the use or maintenance or removal of the Encroachment or any act or omission of Owner's contractors, agents or employees while engaged in the work of placing, maintaining, renewing or removing the Encroachment, and such coverage shall include all costs, charges and expenses reasonably incurred with any injury or damage. The insurance policy shall extend to cover the contractual obligations of Owner as stated within this Agreement, shall be in the name of the Owner and shall name The Regional Municipality of Peel as an additional insured thereunder. The policy shall provide that it cannot be cancelled, lapsed or materially changed without at least thirty (30) days' notice to the Region by registered mail. Evidence of insurance satisfactory to the Region shall be provided prior to the execution of this Agreement, and annually thereafter.

REMAINDER OF PAGE LEFT INTENTIONALLY BLANK.

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17. This Agreement, when executed by the said parties shall constitute a binding agreement.

IN WITNESS WHEREOF the Owner has on the 24 day of September 2020 affixed its corporate seal attested by the hands of the duly authorized officer(s).

| 17991 | 25 ONTARIO LTD.            |
|-------|----------------------------|
| PER:  | De                         |
|       | Name: Dennis Forlan        |
|       | Title: President           |
| PER:  |                            |
|       | Name: John DiCostanzo      |
|       | Title: Secretary/Treasurer |
|       |                            |

I/We have the authority to bind the Corporation.

IN WITNESS WHEREOF The Regional Municipality of Peel has on the \_\_\_\_\_ day of \_\_\_\_\_, 2020 affixed its name under the hands of its signing officers in that behalf.

THE REGIONAL MUNICIPALITY OF PEEL

PER:

Name: Aretha Adams Title: Deputy Regional Clerk

I have the authority to bind the Regional Corporation.

REAL ESTATE TEAM Regional Municipality of Peel 10 Peel Centre Drive Brampton, ON L6T 4B9 905-791-7800

Realty File No.: ENC- 20046 Legal File No.: P31749 Date: September 24, 2020 Project #: \* Revision Date:

1.1

# SCHEDULE "A" – Legal Description

Schedule "A" forms an integral part of this Agreement between The Regional Municipality of Peel and 1799125 Ontario LTD.

Legal Description:

. .

PIN: 14350-0330

Part Lots 3 and 4, Concession 6 Albion, Designated as Part 8 on Plan 43R-22219 save and except Parts 2, 3 and 4 on Plan 43R-34466.; Town of Caledon, Regional Municipality of Peel

# SCHEDULE "B" – Undertaking and Consent to Registration

Schedule "B" forms an integral part of this Agreement between The Regional Municipality of Peel and \*\*\*\*\*\*

To: THE REGIONAL MUNICIPALITY OF PEEL (the "Region")

I. The Encroachment Agreement (the "Agreement") attached to the said Application made between the Former Owner and the Region, dated the day of , 20.

The New Owner, in consideration of the Region hereby agreeing to be bound by and to honour the terms of the said Agreement with respect to the New Owner in the same manner as if the New Owner was an original party thereto, and other good and valuable consideration and the sum of Ten (\$10.00) Dollars now paid by the New Owner to the Region, the receipt of which is hereby acknowledged, the New Owner COVENANTS AND AGREES to be bound by and to be subject to the terms of the said Agreement in the capacity of owner as if the New Owner was an original party thereto.

IN WITNESS WHEREOF this Undertaking has been executed by the New Owner this day of , 20 .

Print New Owner Name:

Per:\_\_\_\_\_c/s Print Name: Print Office:

Per:\_\_\_\_\_c/s Print Name: Print Office:

# SCHEDULE "C" – Additional Clauses

- 1. For clarity and without limiting the obligations as set out in paragraph 6 of this Agreement, restorations to the trench must comply with Region standards.
- 2. The Owner agrees to provide to the Region as-built drawings **signed and sealed by an engineer licensed in the Province of Ontario** within **one (1) month** of the construction completion date.
- 3. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
- 4. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the agreement to the other party with a wet signature, within a reasonable time following the termination of the latter of any municipal, provincial, or federal Declaration of Emergency in effect in Peel Region in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.

### THE REGIONAL MUNICIPALITY OF PEEL

### BY-LAW NUMBER 64-2020

A by-law to provide for certain insurance, indemnification and reimbursement of members of Council and employees by The Regional Municipality of Peel, and to repeal Bylaws 38-2005 and 24-2014.

WHEREAS, The Regional Municipality of Peel (the "Region") desires to be or to act as an insurer and to provide indemnification to:

- (a) protect members of Council and employees of the Region against certain risks that may involve pecuniary loss or liability on the part of members of Council and employees;
- (b) pay certain damages or costs awarded against or expenses incurred by a member of Council or an employee;
- (c) pay certain sums required in connection with the settlement of an action or other proceeding against a member of Council or an employee; and
- (d) assume the cost of defending the member of Council or employee in an action or other proceeding, arising out of acts or omissions done or made by the member of Council or employee in the attempted performance in good faith of their duties as a member of Council of the Region or as an employee of the Region including while acting in the performance of any statutory duty, subject to the limitations of the *Municipal Act, 2001*, S.O. 2001, c. 25 (the "*Municipal Act*") and of this by-law;

AND WHEREAS, the *Municipal Act* provides the Region with authority to do so, pursuant to section 279 thereof;

AND WHEREAS, the *Municipal Conflict of Interest Act*, R.S.O. 1990, c. M.50 (the "*Municipal Conflict of Interest Act*") provides the Region with authority to do so, pursuant to section 14 thereof;

AND WHEREAS, the *Municipal Act* provides in section 283 that a municipality may pay in whole or in part such expenses of the members of Council and of the employees of the Region as are actually incurred as a result of their acting in their capacity as members of Council of the Region or employees of the Region;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

# **DEFINITIONS**

- 1. In this By-law,
  - a. "action or proceeding" includes all civil actions, prosecutions of noncriminal offences or administrative proceedings, except proceedings brought under the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended or any successor thereto (the "*Highway Traffic Act*"). For greater certainty and without limiting the generality of "non-criminal offences" an action or proceeding does not include prosecutions under the *Criminal Code*, R.S.C. 1985, c. C.46, as amended or any successor thereto (the "*Criminal Code*"), or the *Controlled Drugs and Substances Act*, S.C. 1996, c.19, as amended or any successor thereto (the "*Controlled Drugs and Substances Act*"), or prosecutions or collections related to parking or traffic infringements whether actual or alleged;
  - b. "Council" means the Council of The Regional Municipality of Peel;
  - c. "coverage" means coverage of the nature set out in this By-law;
  - d. "covered action or proceeding" means an action or proceeding commenced after the passing of this By-law or pending but not finally determined at the time of passing of this By-law, and arising out of acts or omissions done or made by a covered individual in the attempted performance in good faith of their duties as a member of Council or as an employee including while acting in the performance of any statutory duty;
  - e. "covered individual" means a person who was a member of Council or was an employee, as the case may be, at the time the cause of action or other proceeding arose or at the time that the act or omission occurred that gave rise to the action or proceeding, notwithstanding that prior to judgment or other settlement of the proceeding the person may have ceased to be a member of the Council or to be an employee;
  - f. "employee" means any salaried officer, or any other person in the employ of the Region and includes persons that provide their services on behalf of the Region without remuneration, exclusive of reimbursement of expenses or honoraria, and excludes uniformed and civilian members of the police service of the Region, employees of The Regional Municipality of Peel Police Services Board (the "Board") and any other person holding an office or position that is appointed by the Board.
- 2. The Region shall not commence an action or proceeding against a covered individual arising out of acts or omissions done or made by the covered individual in the attempted performance of their duties as a member of Council of the Region or as an employee, where the covered individual acted

honestly and in good faith with a view to the best interests of the Region and had reasonable grounds for believing that their conduct was lawful.

# LEGAL REPRESENTATION

- 3. Subject to the provisions of this By-law, in a covered action or proceeding against a covered individual or in which the covered individual is a party and in which their conduct is called into question, the Region will, with the consent of the covered individual, defend or represent the covered individual in the covered action or proceeding in the name of, and on behalf of, the covered individual.
- 4. Notwithstanding Section 3, the Region shall not defend or represent a member of Council or employee in an action or proceeding against the member of Council or employee which is commenced by the Region.

4.1 Notwithstanding Section 3, in lieu of defending or representing a member of Council in a proceeding under the *Municipal Conflict of Interest Act*, the Region shall, subject to Section 6.1, provide coverage to an individual who has retained their own legal counsel pursuant to Section 9.

5. Where the Region is defending or representing a covered individual in a covered action or proceeding, the Region may make such investigation, negotiation and settlement of any claim in the covered action or proceeding as may be deemed necessary or expedient by the Region. Should the covered individual not consent to any such settlement, the Region's obligation to defend or represent the covered individual or to indemnify the covered individual to an extent greater than would be the case under the proposed settlement to which the covered individual does not consent will end.

# DAMAGES, COSTS AND FINES

- 6. Subject to this By-law, in a covered action or proceeding, the Region will:
  - a. pay all damages and legal costs, including interest, awarded against a covered individual;
  - b. pay all sums required in connection with the settlement of the covered action or proceeding against a covered individual, provided that as a condition precedent the Region approves the terms of the settlement;
  - c. pay any fines, monetary penalties or award of damages levied or imposed against a covered individual by reason of the covered individual being convicted of any violation except a violation of the *Highway Traffic Act*, parking and traffic infringements, and offences under the *Criminal Code* and *Controlled Drugs and Substances Act*;

provided always that the legal liability for damages or for the imposition of a fine or monetary penalty arose out of acts or omissions done or made by

the covered individual in their capacity as a member of Council or as an employee including while acting in the performance or attempted performance of any statutory duty.

6.1 In the case of a proceeding against a member of Council pursuant to the *Municipal Conflict of Interest Act*, coverage shall be provided pursuant to this By-law only to a member of Council who has been found not to have contravened Section 5, 5.1 or 5.2 of that Act.

- 7. The Region shall indemnify a member of Council or employee in the manner and to the extent provided by this By-law, in respect of any covered action or proceeding only if, in the opinion of the Council expressed by resolution:
  - a. the member of Council or employee acted honestly and in good faith with a view to the best interests of the Region; and
  - b. the member of Council or employee had reasonable grounds for believing that their conduct was lawful.
- 8. As a condition precedent to the Region making any payment in respect of the costs associated with defence or representation of any covered individual in any covered action or proceeding or making any payment under this By-law, a covered individual shall:
  - a. cooperate fully with the Region in the defence, investigation, negotiation or settlement of the covered action or proceeding;
  - b. not have or engage in any contact, discussions or negotiations with any adverse person or party without the prior written consent of the Regional Solicitor;
  - c. promptly disclose to the Regional Solicitor all contact, discussions or negotiations with any adverse person or party;
  - d. apprise the Regional Solicitor on an ongoing basis of all matters relating to the covered action or proceeding; and
  - e. execute any documents required by the Region to enable the Region to subrogate as to the position and as to any rights or cause of action of the covered individual, or required by the Region to enable the Region to recover as an assignee of the covered individual of any right of entitlement of the covered individual under an award of costs or otherwise.

# **RETAINING LEGAL COUNSEL**

9. A covered individual may retain their own legal counsel for their defence or representation in a covered action or proceeding in lieu of defence or representation by the Region, provided that the Region shall not reimburse the covered individual for their legal costs and shall not make payment

under this By-law unless i) subject to Section 6.1, the defence or representation is required in connection with a proceeding under the *Municipal Conflict of Interest Act*, or ii) the Region declines to provide or terminated defence or representation and determines instead to reimburse the covered individual for their legal costs of defence or representation in accordance with this By-law, either because:

- a. the covered individual has demonstrated to the satisfaction of the Region that there exists a clear legal conflict between the interests of the Region and of the covered individual; or
- b. the Region has determined that it would be inappropriate for the Region to defend or continue to defend and represent the covered individual.
- 10. Notwithstanding the foregoing, in extending coverage under this By-law, the Region shall have the right to reasonably limit the amount which it shall pay a covered individual for legal costs and may:
  - a. set a reasonable global upset limit for legal costs paid pursuant this By-law; and
  - b. establish reasonable hourly rates which it will pay legal counsel retained to defend or represent a covered individual.
- 11. Any requirement that the Region reimburse a covered individual for the costs of defence or representation in a covered action or proceeding shall take into account any pre-paid legal assistance plan or any defence cost insurance or funding that the covered individual has purchased or which is otherwise available to the covered individual, and in addition any such reimbursement shall be reduced or repaid to the Region by the covered individual to the extent of any costs received or recovered by or available to the covered individual, including costs awarded in the action or proceeding.
- 12. Notwithstanding the foregoing, the covered individual shall not retain legal counsel and the Region shall not be obligated to pay or reimburse the covered individual for defence costs where the covered individual is an insured under a policy of insurance maintained by the Region and the covered action or proceeding is defended on behalf of the covered individual by the insurers under that policy to the extent that the coverage under that policy will reimburse defence costs and will pay damages and costs assessed.

# **APPEALS**

13. Where a covered individual seeks to appeal a judgment in a covered action or proceeding, the Region shall have sole discretion to determine whether coverage shall be extended by the Region for the purposes of the appeal. If a covered individual pursues an appeal without representation or an extension of coverage by the Region and is successful in that appeal, the Region shall have sole discretion to determine whether having regard for their success on the appeal the covered individual will be indemnified for their legal costs.

14. In exercising discretion under Section 13, the Region shall consider the factors set out in Section 7.

# EXCLUDED ACTIONS OR PROCEEDINGS

- 15. Notwithstanding the foregoing, in respect of any action or proceeding where:
  - a. the action or proceeding is against the Region and was commenced by or on behalf of the covered individual;
  - b. a covered individual has acted in bad faith or intentionally outside the scope of their authority;
  - the action or proceeding arises out of conduct of the member of Council or employee which constitutes wanton or malicious wrongful conduct;
  - d. the covered individual fails or refuses to comply with the provisions of this By-law; or
  - e. coverage is otherwise precluded under the provisions of this By-law;

the member of Council or employee shall not be entitled to coverage under this By-law, and the Region shall not be liable to pay any of the damages, costs awarded, expenses incurred, sums required in connection with settlement or the cost of defending any such member of Council or employee, except where such payments (if any) may otherwise be required by law.

- 16. Where the Region has determined that an individual is not entitled to coverage, that individual shall:
  - a. be responsible for all costs in connection with representation in the action or proceeding;
  - b. reimburse the Region for all costs paid by the Region;
  - c. not be entitled to coverage under this By-law or to have the Region make any payments under this By-law; and
  - d. be responsible for payment of any penalty or damages or costs awarded or imposed against the individual in the action or proceeding.
- 17. This By-law does not apply to grievance and arbitration procedures that relate to a grievance filed under the provisions of a collective agreement.

- 18. This By-law does not apply to employees covered by provisions in or policies pursuant to a collective agreement which provide for indemnity of employees for acts done in the course of employment.
- 19. Notwithstanding anything in this By-law, the Region shall have the right to discipline or terminate the employment of employees as it may deem appropriate, having regard to any applicable collective agreement, and such employees shall not be entitled to coverage under this By-law arising out of any such discipline or termination of employment.

# COUNCIL DISCRETION TO EXTEND COVERAGE

- 20. The express provisions of this By-law shall not limit or preclude Council from exercising its otherwise existing discretion to extend coverage of the nature set out in this By-law beyond the coverage provided to a member of Council or employee as of right under this By-law\_in circumstances deemed appropriate by the Council.
- 21. A member of Council or employee, may make a request in writing that Council extend coverage under the discretion reserved to Council under section 20 and Council upon receipt of such a request shall direct the Regional Solicitor to report to Council with a recommendation respecting the request. The report of the Regional Solicitor shall have regard for and describe the outcome, if any, of proceedings related to the request, including any withdrawal of charges or verdict arrived at in any proceedings under the *Criminal Code* related to the request.

# **COMMENCEMENT**

- 22. By-laws 38-2005 and 24-2014 are hereby repealed.
- 23. This By-law takes effect on the day that it is passed.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 22<sup>nd</sup> day of October, 2020.

Deputy Regional Clerk

Regional Chair